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Appendix G: EO 11990 Wetland Finding Supplement

Available online at www.southveteransparkway.com

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
E.O. 11990 - WETLAND FINDING

Veterans Parkway from I-29 to 57th Street and nine intersecting City Arterials

Projects
NH 0100(110)405, PCN 01V9, I-29 to Western Ave
P 1359(00), PCN 05DA, CIP 11111
P 1391(00), PCN 08DC, CIP 11112
NH 0100(108)407, PCN 01V6, Western Ave to Cliff Ave
P 1353(00), PCN 08DD, CIP 11113
NH 2115(00), PCN 08DE, CIP 11114
P 1261(00), PCN 08DF, CIP 11115
NH 0100(106)409, PCN 01V7, Cliff Ave to Sycamore Ave
P 8042(00), PCN 08DG, CIP 11116
P 8042(00), PCN 08DH, CIP 11117
NH 0100(107)411, PCN 01VA, Sycamore Ave to 57th St
P 1440(00), PCN 08DJ, CIP 11118
P 1432(00) PCN 08DK, CIP 11119

Minnehaha/Lincoln Counties
South Dakota

This Action Complies with Executive Order 11990
"Protection of Wetlands"

Signed: Tom Lehmkuhl 2022.10.20 15:20:29 -05'00' 10.20.2022
FHWA Environmental Engineer Date

Signed: Chad Babcock Digitally signed by Chad Babcock Date: 2022.10.03 14:35:51 -05'00'
SDDOT Environmental Scientist Manager I Date

INTRODUCTION

In compliance with Executive Order 11990 and in accordance with 23 CFR 771, 777, and Technical Advisory T6640.8A, this statement sets forth the basis for a finding that there is no practical alternative to the placing of fill for highway construction in certain wetlands resulting from the construction of South Veterans Parkway and nine intersecting City arterials in Minnehaha and Lincoln Counties, South Dakota. All practicable measures to minimize the fill areas and to reduce harm to the wetlands have been taken.

PROJECT LOCATION AND SUMMARY

The City of Sioux Falls (the City) in partnership with the SD Department of Transportation (SDDOT) proposes to construct South Veterans Parkway which is a new limited access regional arterial that is approximately 9 miles in length from I-29 (Exit 73) to 57th Street (see Figure 1 – Figure 4, Section A maps). South Veterans Parkway would include six lanes of traffic separated by a 32-foot-wide raised median. The raised median would be replaced with a 56-inch-high concrete barrier with 4-foot-wide shoulders between 85th Street and Cliff Avenue to further distance the road from residences as well as over the Burlington Northern Santa Fe (BNSF) railway to consolidate all traffic lanes onto a single bridge. A shared-use path would be located along the south and east side of South Veterans Parkway (see Figure 5). Additionally, nine intersecting arterials would be extended through South Veterans Parkway and the intersections would be built out (see Figure 6). The driving lanes and shoulders will be surfaced with concrete. Temporary and permanent easements will be required to construct the project. Additional right-of-way (ROW) will be purchased to accommodate the project. The estimated project cost is $220.456 million. The project is tentatively scheduled to be constructed in FY 2023, 2024, 2025, and 2026.

PURPOSE AND NEED FOR THE ACTION

The purpose of the project is to:

- Adequately prepare the City of Sioux Falls for the year 2026 and 2050 transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments.
- Prevent deficiencies that will occur within the Sioux Falls transportation network by the years 2026 and 2050 if nothing is done. These deficiencies include congestion (i.e., travel delay and level of service failures) and worsening accessibility.
- Accommodate the 2026 and 2050 traffic growth needs of the study area.

The purpose and need memorandum is included in Attachment A.

ALTERNATIVES CONSIDERED

Two build alternatives and a No Action alternative were brought forward from earlier scoping efforts to evaluate within the 2003 EA. The build alternatives considered were 1) Widen/Improve Section

Line Roads and 2) New Corridor-Preferred Alternative. The New Corridor build alternative was determined to meet the purpose and need and was selected to be the 2003 EA Preferred Alternative. The 2003 EA is incorporated by reference as it provides additional details of the alternatives and the screening process used to identify the 2003 EA Preferred Alternative (City of Sioux Falls 2003). Two alternatives were determined not feasible or prudent and is documented within the 2003 EA.

In 2006, during the public involvement process for the corridor preservation phase of the 2003 EA Preferred Alternative, concerns were brought forward regarding the proposed speed limit (45 mph), intersection safety due to the angle of the corridor alignment through intersecting roads, and corridor safety. These public concerns were addressed through refinements in the 2003 EA Preferred Alternative alignment and resulted in a higher design speed, improved alignment at major intersections, less impact to wetlands, and accommodated projected 2035 traffic volumes.

The 2012 EA considered No Build and Build Alternatives (2003 EA Preferred Alternative & 2012 Revised Build Alternative). SDDOT and FHWA selected the Revised Build Alternative as the Preferred Alternative in the FONSI. As part of the 2012 EA, the U.S. Army Corps of Engineers (USACE) was provided a document titled SD100 Supplemental Environmental Assessment (EA) Alternatives Analysis that evaluated the No Build Alternative and Widen CR106/SD11 Alternative, in addition to the two build alternatives identified in the 2012 EA. Upon review, the USACE confirmed in a letter on March 28, 2012 that multiple alternatives were evaluated and that the Least Environmentally Damaging Practicable Alternative (LEDPA) was selected as the preferred alternative. This LEDPA decision was made in accordance with the Clean Water Act Section 404(b)(1) Guidelines during a previous permit review and provided assurance that the Preferred Alternative could be authorized under a Clean Water Act 404 Permit. The 2012 EA is incorporated by reference as it provides additional details of the alternatives and the screening process used to identify the Revised Build Alternative as the Preferred Alternative.

After FHWA issued a FONSI on April 26, 2012, which determined that the 2012 EA Preferred Alternative would have no significant impact on the human environment, the City continued to preserve the corridor as developments were platted within proximity to the Preferred Alternative. Developers have accounted for and shown the corridor in their submitted plans for City approvals.

Due to regulatory changes and the time that had passed since the issuing of the previous FONSI in 2012. A Supplemental EA was conducted to determine that the Preferred Alternative still met the purpose and need and verify changes to impacts on the environmental that would not occur in comparison to the 2012 EA. The current alignment follows that of the previous 2012 alignment with a localized shift of 50 feet to the west of Louise Avenue. It also includes design modifications such as extending the project to I-29/Exit 73 vs stopping short of the interchange and eliminating the proposed interchange at 57th Street. In response to public feedback, a change was made in typical section between 85th Street and Cliff which included eliminating the divided median and replacing it with a concrete barrier to further distance the road from nearby residences. Improvements to intersecting north-south roads were not considered during the 2012 EA due to being situated well beyond City limits. However, due to the growth of Sioux Falls to the South and East, the City arterials have been planned to be constructed simultaneously with South Veterans Parkway in order to improve efficiency and reduce the duration of road closures to the traveling public. Because they will require adequate

turn lanes and queue lengths appurtenant to the function of South Veterans Parkway, the City arterials are being analyzed in the Supplemental EA and are now considered part of the project.

- **No Action Alternative**

  Under the No Action alternative, South Veterans Parkway would not be constructed. The City would still proceed with extending urban arterial roadways within their growth area as driven by development. The SDDOT has determined that the No Action alternative is not reasonable and prudent because it does not meet the purpose and need for this project, which is to address a system linkage need between I-90 and I-29 and to address existing and forecasted traffic congestion within the Sioux Falls transportation network.

- **2012 EA Preferred Alternative (with modifications)**

  The 2012 EA Preferred Alternative remains to be the preferred alternative with the slight modifications as previously described. This alternative will be constructed to current design standards and minimizes impacts to wetlands, private property, and businesses adjacent to the project.

- **BASIS FOR DETERMINING THE PROPOSED ACTION INCLUDES ALL PRACTICABLE MEASURES TO MINIMIZE HARM TO WETLANDS**

The project is located within the Lower Big Sioux watershed. The wetlands within the project area include prairie potholes as well as linear drainages that range from slope to riverine wetlands. These wetlands provide essential functions such as groundwater recharge and moderating stormwater runoff which helps reduce the risk and severity of flooding. They also retain particulates and process / cycle carbon and nutrients and support plant and animal life. Many of these wetlands have previously been modified directly or indirectly by drainage and cultivation activities within croplands, roadway construction, and urban development. The majority of wetlands have undergone such disturbances; however, are still able to provide varying degrees of functions and values.

The United States Army Corps of Engineers (USACE) has previously determined the 2012 EA Preferred Alternative as the LEDPA. The LEDPA determined that there is no feasible or practical alternative to the proposed construction of the Preferred Alternative and that all practical measures to avoid wetlands areas had been considered. To meet the purpose and need for this project, several wetlands must be crossed; therefore, total avoidance of adjacent wetlands was determined not feasible.

FHWA made a preliminary wetland finding for the 2012 EA Preferred Alternative based on desktop analysis of wetlands. Since then, wetlands have been field delineated and those limits have been incorporated into the design to aid in discussions on how to minimize impacts during all points of planning and design of the project. The project work limits were pulled in where possible to minimize wetland impacts.

Best Management Practices (BMPs) will be implemented during all phases of construction to reduce impacts to aquatic resources from erosion and sedimentation. All disturbed areas will be restored and

revegetated according to a project specific erosion and sediment control plan, which will be included in the project plans. The contractor will be required to complete a Storm Water Pollution Prevention Plan (SWPPP) prior to commencing construction. With implementation of these measures, it is anticipated that the construction of South Veterans Parkway and nine intersecting City arterials will not result in long-term impacts to aquatic resources along the project corridor. In addition to the above measures, the project is expected to require an individual USACE Section 404 permit. A permit application will be submitted that includes all phases of the project and discloses impacts based on the design that is available. Updated design information and changes to the impacts will be provided by project segment. The USACE determines the type of permit required and provides conditions for the permit as necessary. South Dakota Department of Agriculture and Natural Resources (DANR) must review the project and provide 401 Water Quality Certification as a condition of the 404 permit. The project will comply with the conditions listed in these permits.

- **WETLAND IMPACTS**

Kendall Vande Kamp and Julia Czarnecki of HDR Engineering, Inc. conducted wetland delineations on May 13, 17, 18, 19 and June 8-11, 2021 within study area of the South Veterans Parkway corridor in accordance with the *1987 U.S. Army Corps of Engineers Wetland Delineation Manual (USACE, 1987*) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Mid-West Region (USACE, 2010)*. A total of 46 wetlands measuring 167.17 acres and three intermittent streams measuring 2,800 linear feet and 1.31 acres were identified and delineated within the South Veterans Parkway study area.

Using the same methods, Julia Czarnecki and Carmen Modrcin of HDR Engineering, Inc. conducted wetland delineations on September 13 and 14, 2021 within the study areas adjacent to the intersecting City arterial projects and Kendall Vande Kamp of HDR Engineering, Inc. conducted wetland delineations within study areas of potential regional stormwater ponds (hence possible borrow sites) on November 6, 7, and 19, 2021. An additional 12 wetlands measuring 40.71 acres and one intermittent stream measuring 0.17 acres and 990 linear feet were identified and delineated during these efforts.

The following two HDR delineation reports include details on the hydrology, vegetation, soils of the delineated aquatic resources along the project corridors (see Attachment B):

- Wetland Delineation Report: South Veterans Parkway, Sioux Falls, South Dakota, July 2021

- Wetland Delineation Report: Various City of Sioux Falls Capital Improvement Projects, August 2022. An addendum to this report dated September 2022 includes additional study area along Tallgrass Avenue and Sycamore Avenue.

The USACE provided an Approved Jurisdictional Determination (AJD) and a Preliminary Jurisdictional Determination (PJD) for the wetland delineation performed along the proposed South Veterans Parkway (see Attachment C). The AJD identifies 26 wetlands or wetland segments that are classified as preamble waters. They consist of road ditches constructed in uplands and are not considered Waters of the United States (WOUS) and thus not regulated

under the CWA. The AJD also identifies 13 isolated depressional wetlands or wetland segments that are not considered WOUS because they do not have a significant nexus with traditional navigable waterways via tributaries and are not used for interstate commerce. These isolated wetlands still remain regulated under EO 11990. The PJD identifies 75 wetland or wetland segments that may be regulated under the CWA and/or EO 11990 and will be treated as WOUS. The wetlands that make up each aquatic resource are included within the Approved Jurisdictional Determination (see Attachment B. Wetland Delineation Reports

Attachment C)

Neither an AJD nor a PJD has been provided for the wetland delineation performed along the nine intersecting City arterial projects; however, wetlands adjacent to the proposed South Veterans Parkway corridor either extended into or were in close proximity to those wetlands adjacent to the City arterial projects and thus the existing AJD and PJD was used as inference in deciding what would or would not meet the definition of a WOUS. On August 21, 2022, an approved jurisdictional determination was requested for those wetlands the Corps determines to be preamble waters and a preliminary jurisdictional determination was requested for all other aquatic resources.

A total of 58.54 acres of permanent impacts will occur to wetland resources along the South Veterans Parkway. Of this, 51.39 acres of permanent impacts will occur to jurisdictional waters that are regulated under the Section 404 of the Clean Water Act (CWA), 4.92 acres of permanent impact will occur to wetlands regulated under EO 11990, and 2.23 acres of permanent impact will occur to preamble waters. A total of 12.06 acres of temporary impacts will occur to wetland resources along the South Veterans Parkway. Of this, 10.98 acres of temporary impacts will occur to jurisdictional waters that are regulated under the Section 404 of the Clean Water Act (CWA), 0.44 acres of temporary impact will occur to wetlands regulated under EO 11990, and 0.64 acres of temporary impact will occur to preamble wetlands.

A total of 2.48 acres of permanent impacts will occur to wetland resources along the following arterial intersection projects: Tallgrass Avenue, Louise Avenue, Western Avenue, Minnesota Avenue, and Cliff Avenue. Of this, 2.12 acres of permanent impacts will occur to anticipated jurisdictional waters that are regulated under the Section 404 of the Clean Water Act (CWA), 0.28 acre of permanent impact will occur to wetlands anticipated to be regulated under EO 11990, and 0.08 acre of permanent impact will occur to anticipated preamble wetlands. A total of 0.79 acre of temporary impacts will occur to wetland resources along the following arterial intersection projects: Tallgrass Avenue, Louise Avenue, Western Avenue, Minnesota Avenue, and Cliff Avenue. Of this, 0.74 acres of temporary impacts will occur to anticipated jurisdictional waters that are regulated under the Section 404 of the Clean Water Act (CWA) and 0.05 acre of temporary impact will occur to wetlands anticipated to be regulated under EO 11990.

Wetland impacts resulting from cut and fill activities in wetlands are shown in Attachment D). Attachment D also includes the wetland impact mapping that shows the locations of the wetland impacts in relation to the project work limits.

Wetland impacts are also expected to occur along the following arterial intersection projects: Southeastern Avenue, Sycamore Avenue, 69th Street, and 57th Street and will be determined as design occurs.

At this time, one borrow site location has been identified to the east of Cliff Avenue and would not result in grading activities within wetlands (see Attachment D). Upon being excavated will serve as a stormwater detention facility. Wetland impacts may occur as a result of constructing additional stormwater detention facilities and/or constructing borrow sites that are needed to complete the project, yet final locations of such facilities have not yet been confirmed at this time.

- **WETLAND MITIGATION**

Section 404 of the Clean Water Act CWA requires compensatory mitigation for jurisdictional wetland impacts when greater than 0.1 acre per single aquatic resource. The USACE will determine mitigation requirements for dredge and fill activities within jurisdictional wetlands and recently have been requiring 5.5 functional credit units (FCU) per acre of impacted jurisdictional wetland if purchasing credits from a wetland bank. FCU is a measure of wetland function as determined by hydrogeomorphic assessment (HGM) wetland assessment procedures that have been developed for depressional, slope, and riverine wetlands in South Dakota. Impacts to natural wetlands that do not require compensatory mitigation under the auspices of Section 404 of the CWA would be mitigated per the requirements of EO 11990. FHWA's policy is to mitigate 1.01 FCU per acre of impacted natural wetland. Temporary wetland impacts will not be mitigated as the original contours and elevations will be re-established. Mitigation is not required for impacts to preamble waters because they are not regulated under Section 404 of the Clean Water Act (CWA) or E.O 11990: Protection of Wetlands.

A total of 302.525 FCU are anticipated to be required to offset wetland impacts for constructing South Veterans Parkway and the intersecting arterials. 290.583 FCU are anticipated for construction of South Veterans Parkway while11.942 FCU are anticipated for construction of Tallgrass Avenue, Western Avenue, Minnesota Avenue, and Cliff Avenue (see tables in Attachment D). This projection is subject change as compensatory mitigation requirement is ultimately determined by the USACE upon review of the Section 404 permit application(s).

Compensatory mitigation would be performed in accordance with the USACE hierarchy for mitigation. The first option would be to purchase compensatory mitigation credits from wetland banks with available credits within the Lower Big Sioux geographic service area (GSA) where the wetland impacts occur. As of 9/19/2022, there are six wetland banks with 302.74 FCU available within the Lower Big Sioux GSA (see Attachment E). Additional credits would likely be released from these banks as they establish over time. The next option would be to purchase credits from an In-Lieu Fee provider. As of 9/19/2022, Ducks Unlimited is an In-Lieu Fee provider of credits and has 100 advanced credits available within the Lower Big Sioux GSA (see Attachment E). The last options would be to either purchase credits from a wetland bank located outside of the Lower Big Sioux River GSA, albeit at a higher ration or to identify a permittee responsible mitigation site where wetlands would be restored, enhances, and/or preserved and protected with a restrictive covenant.

- **NEPA COORDINATION & DOCUMENTATION**

In accordance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. §§ 4321-4370h and the Regulations for Implementing the procedural Provisions of NEPA (40 CFR §§ 1500-1508), a Supplemental EA was performed to determine if significant impacts to the environment would occur as a result of changes to regulations and the project plans since the most recent Finding of No Significant Impact (FONSI) was issued by FHWA in 2012. Based on input from state and federal agencies, tribes that have an interest in projects located in Minnehaha and Lincoln Counties, and the public, SDDOT has determined this project will not individually or cumulatively have a significant effect

on the environment and that NEPA compliance will be documented under a Supplemental Environmental Assessment (Supplemental EA).

FHWA sent an invitation to participate in the undertaking and to request input on the Project from Natural Resources Conservation Service (NRCS), Federal Aviation Administration (FAA), Western Area Power Administration (WAPA), on May 11, 2021, and USACE on December 16, 2020. Responses were received from FAA on May 12, 2021, WAPA on May 19, 2021, and USACE on January 26, 2021. USACE agreed to FHWA's invitation to participate as a cooperating agency because of their jurisdiction by law when dredge and fill occurs within wetlands determined to be Waters of the U.S. Meetings were also held with WAPA regarding impacts to their transmission line. This coordination provided insight on WAPA's future environmental needs once design progresses and exact relocations required are known. If it is determined that the Project requires a WAPA undertaking, an adaptive management plan will be developed which will outline FHWA and WAPA (participating agency) responsibilities for NEPA, Section 7 Endangered Species Act (ESA) consultation, and Section 106 National Historic Preservation Act (NHPA) consultation. Ongoing coordination with WAPA will occur as more is understood regarding the potential environmental impacts that may occur should utility relocation and/or modification be required. No response from NRCS was received.

SDDOT requested agency comments on the Project from SDDANR and SDGFP on May 10, 2021. SDGFP responded on May 25, 2021 and July 9, 2021, and SDDANR responded on May 28, 2021. Additional coordination was requested in July and August 2022 regarding updates to the study area.

SDDOT mailed tribal coordination letters to the following nine tribes on May 10, 2021 and August 2, 2022:

- Sisseton-Wahpeton Oyate
- Standing Rock Sioux
- Lower Brule Sioux,
- Yankton Sioux
- Iowa Tribe of Oklahoma
- Three Affiliated Tribes (Mandan, Hidatsa, and Arikara Nation)
- Ponca Tribe of Nebraska
- Flandreau Santee Sioux
- Chippewa Cree Tribe

The letters notified tribes of the proposed Project and its purpose and included a request for comments or concerns regarding the Project. No responses have been received from the Tribes.

Public Involvement: Public involvement was completed for both the 2003 EA and the 2012 EA primarily through public meetings/open houses and providing project information online. For the 2003 EA, activities of the project's process, meeting minutes of the process and mitigation teams, as well as project related reports were posted on the City of Sioux Falls' website. Outreach events included official meetings with the Lincoln and Minnehaha County Commissioners, City of Sioux Falls, the Business Transportation Committee of Sioux Falls, bi-monthly Metropolitan Transportation Planning

meetings, and meetings with individual property owners. Open houses were held periodically for both the 2003 EA and 2012 EA to receive public input for the design team to take into consideration.

For the 2022 Supplemental EA, invitations to the virtual public meeting were sent via mail to residents, business owners, and other property owners in proximity to the study area. Notifications included a project mailing, paid advertisements, social media messaging, a news release, and email notifications. A total of 68 postcards were mailed to residents, businesses, and property owners on April 28, 2021, and included a project and virtual public meeting overview. Paid advertisements were included in local newspapers announcing the Project and online engagement opportunities. Press releases were distributed via the Argus Leader, Sioux Valley News (Canton), Tea Weekly, Sioux Falls Shopping News, all local TV news outlets, and various City communication channels. SDDOT and the City promoted the public meeting on Facebook and Twitter social media platforms that reached over 7,000 people.

FHWA, SDDOT, and the City held a virtual public information meeting and formal comment period between April 29 and May 29, 2021, on the City's public website for the Project (City of Sioux Falls 2021). The meeting featured three video messages describing the purpose of and need for the Project, introducing the Project team and sharing work performed, the EA status, and project website usage. Meeting materials consisting of a project overview fact sheet, online interactive map, video and website analytics, and contact email form for comments were also made available on the Project website.

Thirty-eight people submitted questions and concerns regarding the Project during the online public meeting. Comments were received via phone calls (2), website (20), email (8), letters (3) and the online interactive comment map (5). A total of 1,784 users accessed the website, with 376 overview video plays, 78 environmental video plays, and 267 website tutorial plays.

Key issues brought up involved noise, visual, and growth concerns. For noise, concerns included noise pollution that would be generated by traffic and minimal room available for noise barriers. Residents expressed concerns about visual impacts, such as how well the bridge over 85th Street would be seen from their yards. Another concern was growth and how some areas would require high flow corridors, as well as the need for a pathway crossing the parkway to expand neighborhood bike and walking trails. Other concerns shared were that increased development would result in pedestrian safety issues as well as wetland impacts and increasing the discharge of water to downstream properties, particularly at outlet locations. Responses to concerns with wetland impacts and drainage issues were responded to with the actions that would be taken to minimize and mitigate for wetland loss and by implementing the City stormwater management plan that includes safely conveying urban runoff to the Big Sioux River through storm sewers, open channel drainageways, including detention and retention basins that are in compliance with EPA regulations. The Sioux Falls Engineering Design Standards Chapter 11 Drainage Improvements requirements would be incorporated into the design which require for 5-year and 100-year rainfall events to be detained so that peak flows do not increase because of the Project.

Some commenters requested to shift the alignment to the south of 85th Street between Minnesota Avenue and Cliff Avenue. The 2003 EA and 2012 EA established the current corridor. Since 2012,

the City has worked with local developers to preserve the roadway corridor as development occurs adjacent to the corridor. Due to the length of time that has gone by since the corridor has been preserved, planned development of private and public infrastructure constrains the potential to adjust the alignment in many locations.

In addition to the virtual public meeting, during the week of June 21, 2021, SDDOT and the City held 27 landowner meetings in-person and via Webex with those landowners that would be affected by the design and construction of the Preferred Alternative mainline and intersections between Western and Cliff Avenues. The main focus of these discussions was on the residential areas adjacent to the proposed Project between 85th Street and Cliff Avenue. The primary concerns expressed by these residents pertained to increases in traffic noise and the visual changes the roadway would bring (including traffic and lights), particularly the bridge over 85th Street where the roadway would be elevated and change the view from their yards. Many landowners asked for natural visual buffers like trees, berms, or a combination of both trees and berms; they indicated they did not like walls. A few residents that lived nearest to the road had concerns with safety due to the possibility of vehicles exiting the roadway and into their property. These comments were taken into consideration during the environmental review. A visual impact analysis was completed, and informed visual mitigation and a noise analysis was completed based on current traffic projections for year 2050. Visual mitigation measures and additional safety elements have been incorporated into the design between 85th Street and Cliff Avenue that were not planned in 2012. The visual mitigation elements include increasing separation between the road and residences by narrowing the 32-foot-wide elevated median, installing a concrete barrier median that is tall enough to interfere traffic lights, and incorporating a vegetative buffer between the road surface and residences. Cable guard rail would be installed between 85th Street and Cliff on the north side of South Veterans Parkway to address safety concerns. Ultimately, noise abatement measures were determined to be feasible but not reasonable.

During July 2022 and August 2022, two meetings with road districts were held in addition to 21 individual landowner meetings with those landowners that would be affected by the design and construction of the Preferred Alternative mainline and intersections between I-29 and Western Avenue. The primary concerns discussed during these meetings were alterations in access to businesses from South Veterans Parkway because Albers Avenue would be the only access maintained off of South Veterans Parkway between I-29 and Tallgrass Avenue. Businesses and road districts were coordinated with to determine the best course of action to maintain adequate access for customers and normal business operations where possible. An existing access to one residence between Tallgrass Avenue and Louise from CR 106 would be removed and would be replaced with an alternative access to the north. The property owner noted that their residence was constructed based on the location of the 2003 EA Preferred Alternative which was located to the south of the Preferred Alternative alignment and desired for the alignment to be shifted back to where it was planned in 2003. A slight shift in the 2012 Preferred Alternative alignment to further south of the residence (50 feet) was determined possible that would still meet engineer design standards for a 60 mph design speed but remains under review.

Additional meetings with landowners will occur as design progresses through subsequent phases of the Project. Project updates via email will continue to be sent to those that have subscribed via the Project website.

- ## CONCLUSION

Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

- **FIGURES**

Figure 1. – Section A Location Map for 01V6

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(108)407 & P 1353(00) NH 2115(00) & P 1261(00)	1	749

FILE: ...\Section A\A01 (Title).dgn
PLOTTING DATE: 09-01-2022

REV DATE:
INITIAL:

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

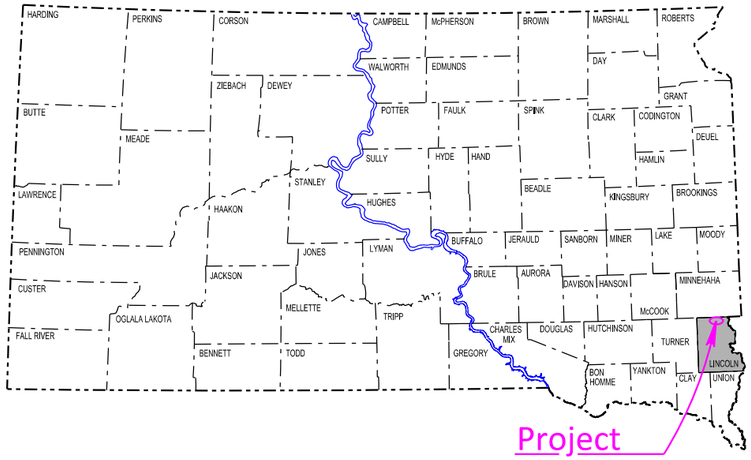
PROJECTS NH 0100(108)407, P 1353(00), NH 2115(00) & P 1261(00)

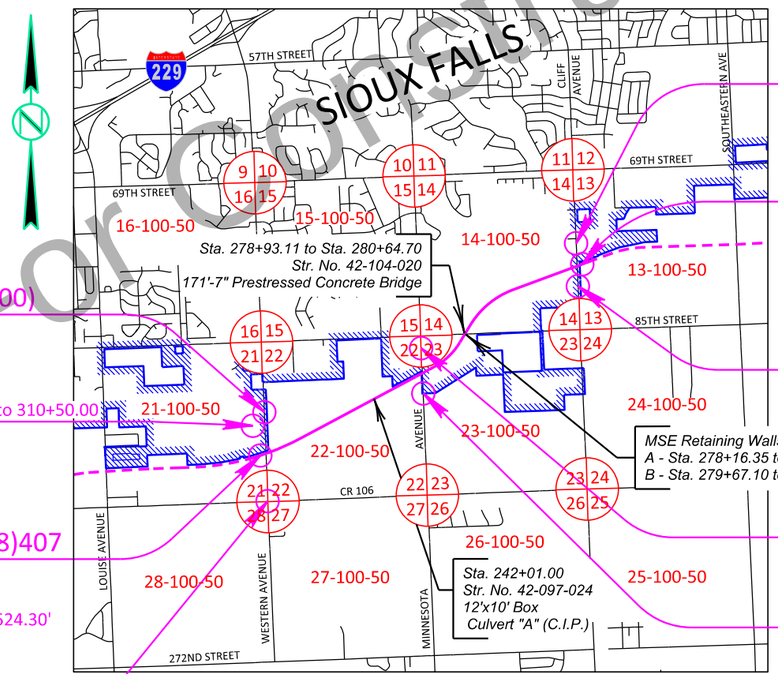
VETERANS PARKWAY

LINCOLN COUNTY

GRADING, STRUCTURES, CURB & GUTTER, STORM SEWER, PCC/AC PAVEMENT, PAVEMENT MARKING, SIGNALS, LIGHTING, PERMANENT SIGNING

PCN 01V6, 08DD, 08DE, & 08DF





END P 1261(00)
CLIFF AVENUE
Station 35+50.00

END NH 0100(108)407
VETERANS PARKWAY
Station 326+00.00
Approx. 170.53' east and 2,147.64' north of the SW corner of Section 13 - Township 100 N - Range 50 W of the 5th P.M.

BEGIN P 1261(00)
CLIFF AVENUE
Station 21+00.00

END P 1353(00)
WESTERN AVENUE
Station 723+00.00

95TH STREET
Station 305+82.00 to 310+50.00

END NH 2115(00)
MINNESOTA AVENUE
Station 191+50.00

BEGIN NH 0100(108)407
VETERANS PARKWAY
Station 200+00.00
Approx. 194.86' west and 1,524.30' north of the SE corner of Section 21 - Township 100 N - Range 50 W of the 5th P.M.

BEGIN NH 2115(00)
MINNESOTA AVENUE
Station 176+00.00

BEGIN P 1353(00)
WESTERN AVENUE
Station 693+33.00

DESIGN DESIGNATION

	VETERANS PARKWAY (Western Ave to Minnesota Ave)	VETERANS PARKWAY (Minnesota Ave to Cliff Ave)	WESTERN AVENUE (S of Veterans Parkway)	WESTERN AVENUE (N of Veterans Parkway)
AADT (2021)	0	0	4,800	4,800
AADT (2045)	30,000	24,000	7,900	8,700
DHV	3,210	2,568	900	990
D	50%	50%	60%	55%
DHV T%	4.4%	4.0%	5.5%	3.5%
AADT T%	9.7%	8.9%	12.0%	7.7%
V	60 mph	60 mph	45 mph	45 mph

	MINNESOTA AVENUE (S of Veterans Parkway)	MINNESOTA AVENUE (N of Veterans Parkway)	CLIFF AVENUE (S of Veterans Parkway)	CLIFF AVENUE (N of Veterans Parkway)
AADT (2021)	8,100	8,100	11,000	11,000
AADT (2045)	21,400	15,300	16,800	22,400
DHV	2,440	1,750	1,920	2,560
D	55%	55%	55%	55%
DHV T%	4.3%	4.4%	4.4%	4.9%
AADT T%	9.4%	9.7%	9.6%	10.7%
V	60 mph	60 mph	45 mph	45 mph

STORM WATER PERMIT

Major Stream: Big Sioux River
Area Disturbed: 111.40 Acres
Total Project Area: 152.55 Acres
Approx. Begin Lat/Long: 43.4649, -96.7481

Veterans Parkway Gross Length	12,600.00	Feet	2.386	Miles
Western Avenue Gross Length	2,619.00	Feet	0.496	Miles
Minnesota Avenue Gross Length	1,234.00	Feet	0.234	Miles
Cliff Avenue Gross Length	1,098.00	Feet	0.208	Miles
Total Net Length	17,551.00	Feet	3.324	Miles

INDEX OF SECTIONS

Figure 2. Section A Location Map for 01V9

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(110)405 P 1359(00) & P 1391(00)	1	93

FILE: ...\Section A\A01 (Title).dgn
PLOTTING DATE: 06-30-2022

REV DATE:
INITIAL:

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

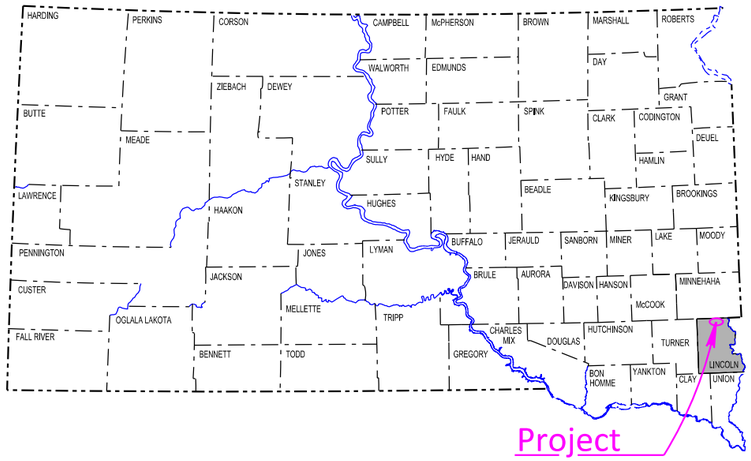
PROJECTS NH 0100(110)405, P 1359(00), & P 1391(00)

VETERANS PARKWAY

LINCOLN COUNTY

GRADING, CURB & GUTTER, STORM SEWER, PCC/AC PAVEMENT, PAVEMENT MARKING, SIGNALS, LIGHTING, PERMANENT SIGNING

PCN 01V9, 05DA, & 08DC



Final Design Inspections Plans
June 30, 2022

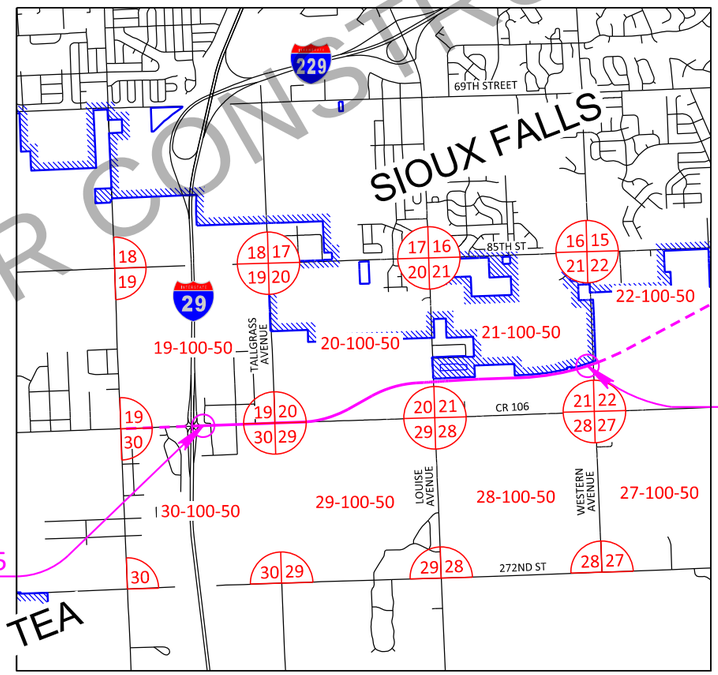
DESIGN DESIGNATION

	VETERANS PARKWAY (I-29 to Tallgrass Ave)	VETERANS PARKWAY (Tallgrass Ave to Louise Ave)	VETERANS PARKWAY (Louise Ave to Western Ave)
AADT (2021)	9,500 (CR106)	8,000 (CR106)	0
AADT (2045)	30,000	27,000	29,500
DHV	3,210	2,889	3,157
D	50%	50%	50%
DHV T%	5.7%	5.3%	4.7%
AADT T%	12.6%	11.7%	10.4%
V	50 mph	60 mph	60 mph

	TALLGRASS AVENUE (S of Veterans Parkway)	TALLGRASS AVENUE (N of Veterans Parkway)	LOUISE AVENUE (S of Veterans Parkway)	LOUISE AVENUE (N of Veterans Parkway)
AADT (2021)	400	1,000	4,200	4,200
AADT (2045)	3,800	10,300	7,900	15,600
DHV	430	1,180	900	1,780
D	60%	60%	60%	55%
DHV T%	6.7%	5.0%	6.0%	4.1%
AADT T%	14.6%	11.1%	13.2%	9.0%
V	40 mph	40 mph	45 mph	45 mph

STORM WATER PERMIT

Major Stream: Big Sioux River
Area Disturbed: 60.40 Acres
Total Project Area: Pending Acres
Approx. Begin Lat/Long: 43.4609, -96.7962



BEGIN NH 0100(110)405
VETERANS PARKWAY
Station 70+00.00
Approx. 2,381.42' west and 0.09' south of the NE corner of Section 30 - Township 100 N - Range 50 W of the 5th P.M.

END NH 0100(110)405
VETERANS PARKWAY
Station 200+00.00
Approx. 194.86' west and 1,524.30' north of the SE corner of Section 21 - Township 100 N - Range 50 W of the 5th P.M.

Veterans Parkway Gross Length	13,000.00	Feet	2.462	Miles
Tallgrass Avenue Gross Length	Pending	Feet	Pending	Miles
Louise Avenue Gross Length	Pending	Feet	Pending	Miles
Total Net Length	Pending	Feet	Pending	Miles

INDEX OF SECTIONS

Figure 3. – Section A Location Map for 01V7

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(106)409 & P 8042(00)	1	68

FILE: ...\Section A\A01 (Title).dgn
PLOTTING DATE: 07-29-2022

REV DATE:
INITIAL:

STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

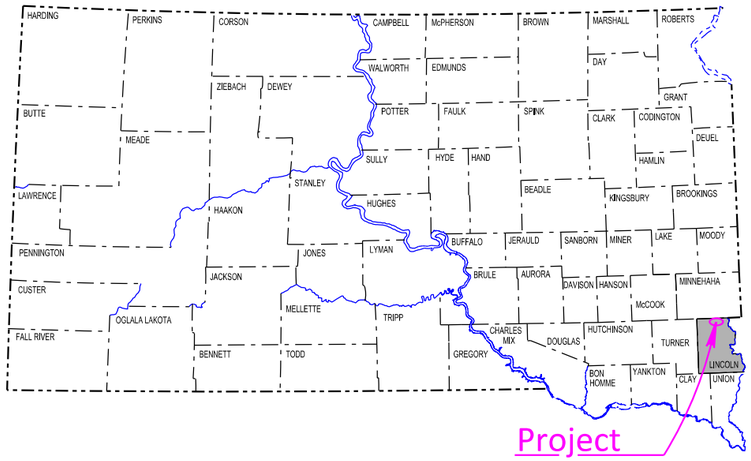
PROJECTS NH 0100(106)409 & P 8042(00)

VETERANS PARKWAY

LINCOLN COUNTY

GRADING, STRUCTURES, CURB & GUTTER, STORM SEWER, PCC/AC PAVEMENT, PAVEMENT MARKING, SIGNALS, LIGHTING, PERMANENT SIGNING

PCN 01V7, 08DG, & 08DH



INDEX OF SECTIONS

Final Design Inspection Plans
July 29, 2022

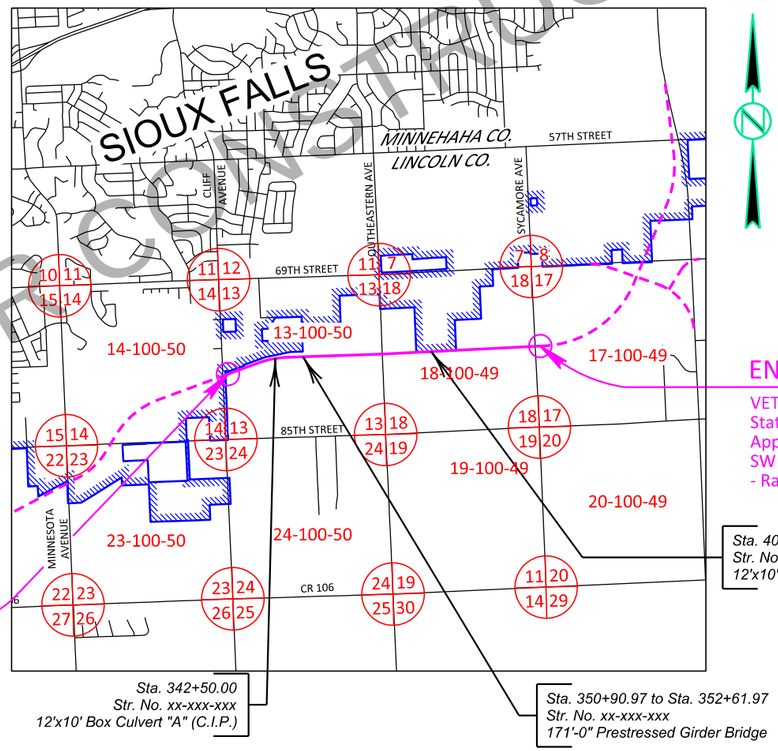
DESIGN DESIGNATION

	VETERANS PARKWAY (Cliff Ave to Southeastern Ave)	VETERANS PARKWAY (Southeastern Ave to Sycamore Ave)
AADT (2021)	0	0
AADT (2045)	15,000	12,000
DHV	1,605	1,284
D	50%	50%
DHV T%	3.3%	3.6%
AADT T%	7.3%	7.9%
V	60 mph	60 mph

	SOUTHEASTERN AVENUE (S of Veterans Parkway)	SOUTHEASTERN AVENUE (N of Veterans Parkway)	SYCAMORE AVENUE (S of Veterans Parkway)	SYCAMORE AVENUE (N of Veterans Parkway)
AADT (2021)	900	900	200	200
AADT (2045)	12,300	15,300	6,600	4,300
DHV	1,400	1,750	750	490
D	55%	55%	55%	55%
DHV T%	3.5%	3.4%	3.2%	3.3%
AADT T%	7.6%	7.5%	6.9%	7.2%
V	45 mph	45 mph	45 mph	45 mph

STORM WATER PERMIT

Major Stream: Big Sioux River
Area Disturbed: 53.39 Acres
Total Project Area: Pending Acres
Approx. Begin Lat/Long: 43.4809, -96.7071



BEGIN NH 0100(106)409
VETERANS PARKWAY
Station 326+00.00
Approx. 170.53' east and 2,147.64' north of the SW corner of Section 13 - Township 100 N - Range 50 W of the 5th P.M.

END NH 0100(106)409
VETERANS PARKWAY
Station 430+00.00
Approx. 178.64' east and 2,657.52' north of the SW corner of Section 17 - Township 100 N - Range 49 W of the 5th P.M.

Sta. 342+50.00
Str. No. xx-xxx-xxx
12'x10' Box Culvert "A" (C.I.P.)

Sta. 402+00.00
Str. No. xx-xxx-xxx
12'x10' Box Culvert "B" (C.I.P.)

Sta. 350+90.97 to Sta. 352+61.97
Str. No. xx-xxx-xxx
171'-0" Prestressed Girder Bridge

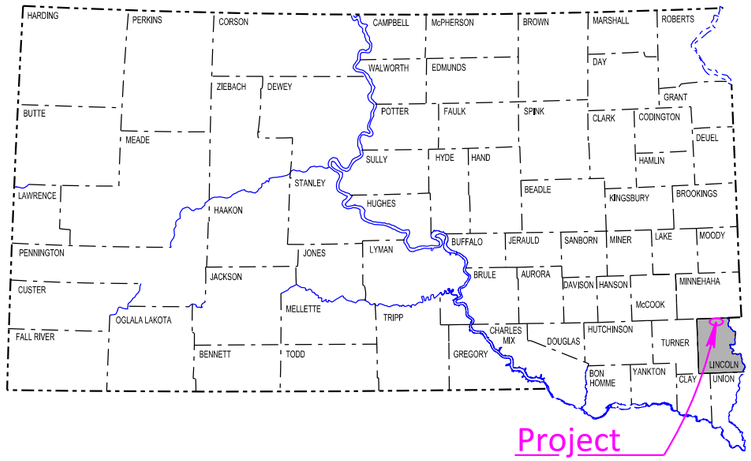
Veterans Parkway Gross Length	10,405.66	Feet	1.971	Miles
Southeastern Avenue Gross Length	Pending	Feet	Pending	Miles
Sycamore Avenue Gross Length	Pending	Feet	Pending	Miles
Total Net Length	Pending	Feet	Pending	Miles

Figure 4. Section A Location Map for 01VA

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(107)411	1	71

FILE: ...\Section A\A01 (Title).dgn
PLOTTING DATE: 10-29-2021

REV DATE:
INITIAL:



STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED

PROJECT NH 0100(107)411

VETERANS PARKWAY

LINCOLN CO. / MINNEHAHA CO.

GRADING, STRUCTURES, CURB & GUTTER, STORM SEWER, PCC/AC PAVEMENT, PAVEMENT MARKING, SIGNALS, LIGHTING, PERMANENT SIGNING

PCN 01VA, 08DJ, 08DK

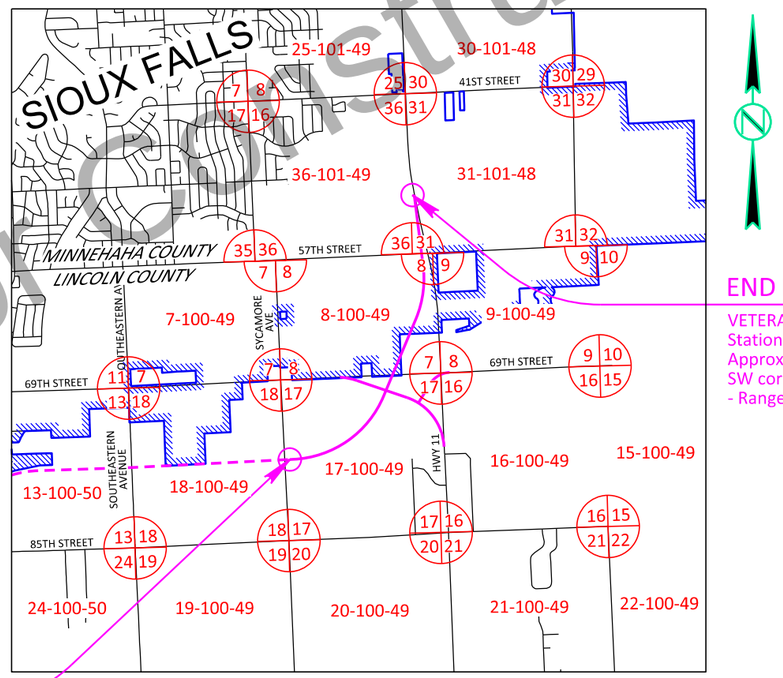
INDEX OF SECTIONS

Preliminary Design Inspection Plans
October 29, 2021

DESIGN DESIGNATION

	VETERANS PARKWAY (Sycamore Ave to 69th Street)	VETERANS PARKWAY (69th Street to 57th Street)
AADT (2021)	0	0
AADT (2045)	11,500	25,500
DHV	1,231	2,729
D	50%	50%
DHV T%	3.8%	3.7%
AADT T%	8.3%	8.2%
V	60 mph	60 mph

	69TH STREET (W of Veterans Parkway)	SD HWY 11 (E of Veterans Parkway)	69TH ST/ CO. RD 102 (E of Veterans Parkway)	57TH STREET (W of Veterans Parkway)	57TH STREET (E of Veterans Parkway)
AADT (2021)	Pending	Pending	Pending	Pending	Pending
AADT (2045)					
DHV					
D					
DHV T%					
AADT T%					
V	45 mph	45 mph	40 mph		



END NH 0100(107)411
VETERANS PARKWAY
Station 538+73.52
Approx. 17.64' east and 1,927.86' north of the SW corner of Section 31 - Township 101 N - Range 48 W of the 5th P.M.

BEGIN NH 0100(107)411
VETERANS PARKWAY
Station 430+00.00
Approx. 178.64' east and 2,657.52' north of the SW corner of Section 17 - Township 100 N - Range 49 W of the 5th P.M.

Veterans Parkway Gross Length	10,873.52	Feet	2.059	Miles
SD Hwy 11 Gross Length	2,887.96	Feet	0.547	Miles
69th Street/Co. Road 102 Gross Length	1,478.99	Feet	0.280	Miles
Total Net Length	Pending	Feet	Pending	Miles

STORM WATER PERMIT

Major Stream: Big Sioux River
Area Disturbed: ?? Acres
Total Project Area: Pending Acres
Approx. Begin Lat/Long: 43.4809, -96.7071

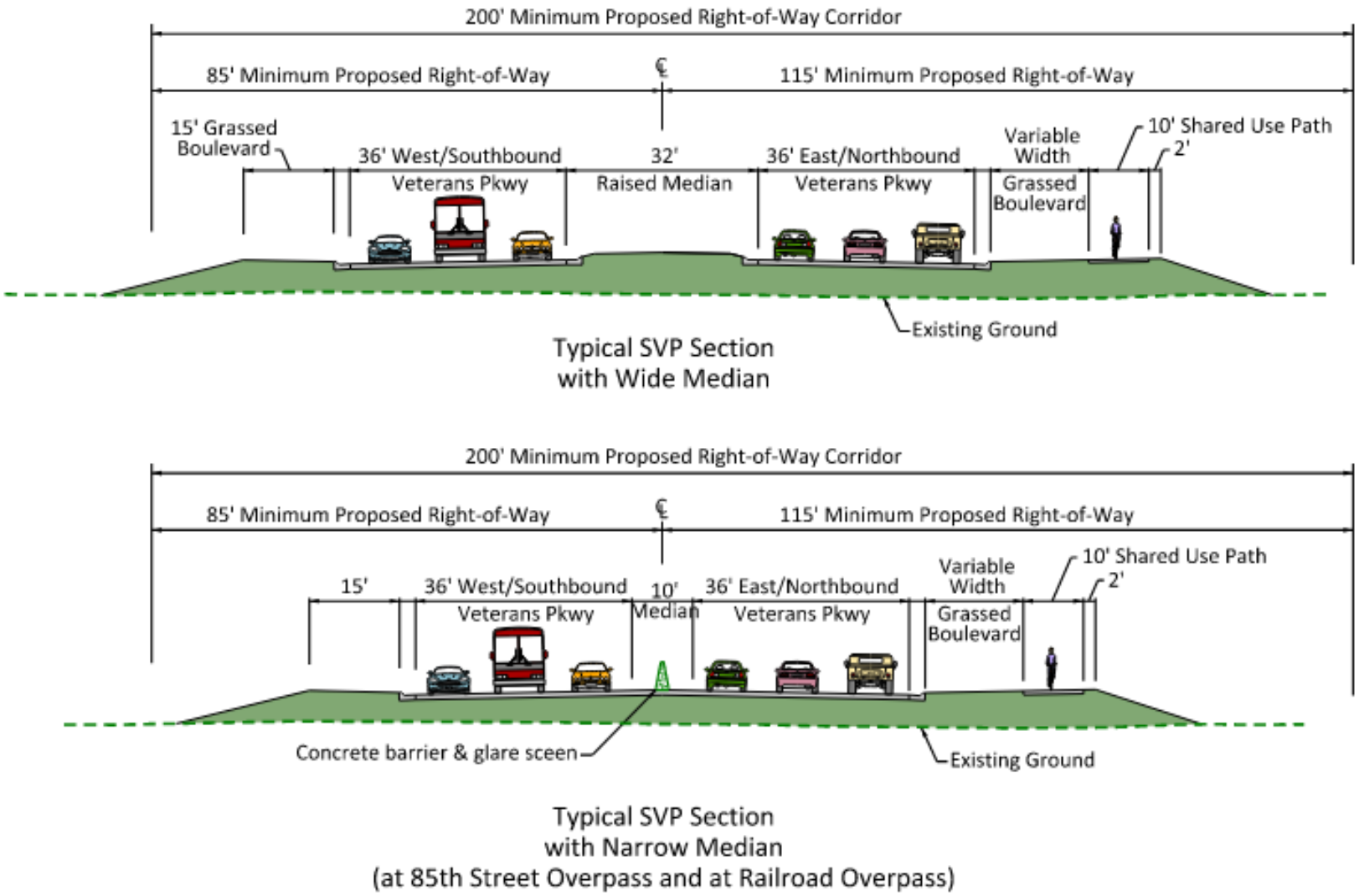


Figure 5. Common typical sections for South Veterans Parkway.

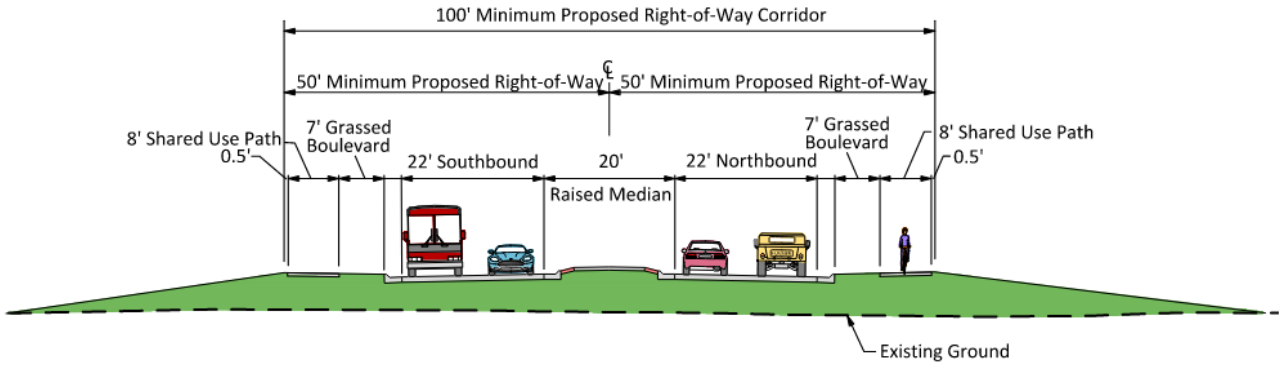


Figure 6. Typical sections for intersecting City arterial segments[1]

1 Tallgrass Ave, Western Ave Cliff Ave, and 69th St will have dedicated right and left turn lanes onto South Veterans Parkway and two through lanes in each direction (6 total lanes); Sycamore Ave will have a dedicated left turn lane, a combined through / right turn lane onto South Veterans Parkway, and a combined a through lane in each direction (5 total lanes); Louise Ave, Minnesota Ave, Southeastern Ave, and 57th St will have two dedicated left turn lanes and a dedicated right turn lane onto South Veterans Parkway as well as two through lanes in each direction (7 total lanes).

Attachment A. Purpose and Need Memo

Purpose and Need Memo
South Veterans Parkway Project

NH 0100(110)405, PCN 01V9, I-29 to Western Ave
P 1359(00), PCN 08DA, CIP 11111
P 1391(00), PCN 08DC, CIP 11112

NH 0100(108)407, PCN 01V6, Western Ave to Cliff Ave
P 1353(00), PCN 08DD, CIP 11113
NH 2115(00) , PCN 08DE, CIP 11114
P 1261(00), PCN 08DF, CIP 11115

NH 0100(106)409, PCN 01V7, Cliff Ave to Sycamore Ave
P 8042(00), PCN 08DG, CIP 11116
P 8042(00), PCN 08DH, CIP 11117

NH 0100(107)411, PCN 01VA, Sycamore Ave to 57th St
P 1440(00), PCN 08DJ, CIP 11118
P 1432(00) PCN 08DK, CIP 11119

Sioux Falls, South Dakota
July 2022

City of Sioux Falls
SOUTH DAKOTA

SD DOT

U.S. Department of Transportation
Federal Highway Administration

Introduction

The 1995 Sioux Falls Regional Transportation Study (Sioux Falls MPO 1995)[1] introduced an East Side Corridor Project to address future transportation needs in the area south and east of current city limits of Sioux Falls. Goals and objectives were identified to guide the project. The East Side Corridor was proposed to be a 17-mile controlled access regional arterial highway to accommodate forecasted regional travel demand between I-29 and I-90 in Lincoln and Minnehaha Counties.

In 1999, alternatives for the potential East Side Corridor were identified in the Sioux Falls Regional Arterial Corridor Analysis-East Side Corridor Study, Phase I (Sioux Falls MPO 1999)[2]. An intensive scoping process was undertaken and the published in the Sioux Falls East Side Corridor Scoping Memorandum (SEH 2001)[3]. Through the scoping process, previously studied Build Alternatives and new Build Alternatives were analyzed by a Process Team that included members from the City of Sioux Falls, Minnehaha and Lincoln Counties, South Dakota Department of Transportation (SDDOT), and the Federal Highway Administration (FHWA). At the completion of the scoping process, the Process Team recommended a New Corridor-Preferred Alternative for the preparation of an Environmental Assessment (EA).

An EA completed in March 2003 (2003 EA)[4] evaluated the environmental impacts of what was originally the East Side Corridor, which extended between I-29 and I-90. The FHWA signed a finding of no significant impact (FONSI) in July 2003 that identified a corridor location for the future roadway. Between 2005 and 2007, the East Side Corridor was named SD Highway 100 (SD100)/Veterans Parkway.

During the design phase of the 2003 EA Preferred Alternative, two segments were not feasible or practical due to the significant increase in right-of-way (ROW) costs. The increased costs led to the re-evaluation of the centerline location for these segments of SD100 to utilize existing ROW of SD Highway 11 (SD11). A Supplement to the EA (2005 EA) was prepared to address the changes made to this segment of the 2003 EA Preferred Alternative and to assess the impacts of this alignment shift for the two segments. The 2005 EA was approved by the FHWA and these segments have been constructed.

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 that included the corridor from I-29/County Road 106 (Exit 73) to I-90/N Timberline Avenue (Exit 402) excluding the 2005 EA Supplemental Segment. The alternative that included the changes requested by the public was referred to as the Revised Build Alternative. A Supplemental EA (2006 EA) for the Revised Build Alternative was initiated in 2006. During the

[1] Sioux Falls MPO. 1995. 1995 Sioux Falls Regional Transportation Study.
[2] Sioux Falls MPO. 1999. Sioux Falls Regional Arterial Corridor Analysis-East Side Corridor Study, Phase I.
[3] SEH. 2001. Sioux Falls East Side Corridor Scoping Memorandum.
[4] US Department of Transportation Federal Highway Administration and South Dakota Department of Transportation. 2003. Final Environmental Assessment, Sioux Falls East Side Corridor, Minnehaha and Lincoln Counties, South Dakota, I-29 (Exit 106) east and north 17 miles to I-90 (Exit 402). March.

coordination for the 2006 Supplemental EA, FHWA and SDDOT determined that the northern portion of the alignment from 0.1 miles north of Madison Street to I-90/North Timberline interchange (referred to as the Northern Segment) was difficult to finalize primarily due to the ongoing environmental study for a rail yard relocation project. The project to relocate the BNSF rail yard from downtown Sioux Falls (Rail Relocation project) had identified two locations in the vicinity of SD100 north of Rice Street. The unknowns with regards to impacts to both SD100 and the rail yard made it difficult to finalize the SD100 EA for the Northern Segment until the Railroad Relocation project had progressed further. In 2012, a Supplemental Environmental Assessment (2012 EA)[5] was completed and a FONSI was signed that confirmed the southern component of the roadway's future location, which extends from I-29 to just south of 26th Street in Sioux Falls, South Dakota. Intersection locations have been determined based on the results of the 2012 EA/FONSI. Since that time, ROW preservation has been ongoing through the previous *SD100 Corridor Preservation* project and the Northern Segment of Veterans Parkway has been fully constructed between I-90 and 57th Street along the east side of Sioux Falls. A FONSI was approved for the SD100 Northern Segment on January 17, 2015, with re-evaluations occurring in August 2016, July 2017, and November 2017. This South Veterans Parkway project completes the corridor by connecting I-29 to 57th Street along the south side of Sioux Falls.

Updates to regulations and environmental changes have occurred within the planned South Veterans Parkway since the 2012 EA/FONSI was completed. Due to regulatory and environmental changes as well as the length of time that has passed since the 2012 EA/FONSI, the FHWA, in cooperation with the SDDOT and the City of Sioux Falls (City), is completing a supplemental EA for the South Veterans Parkway project (the Project). The U.S. Army Corps of Engineers (USACE) agreed to participate as cooperating agency in the development of the supplemental EA due to their jurisdiction by law in regulating activities that fill waters of the United States (including wetlands). The 2003 EA and 2012 EA are incorporated by reference within the supplemental analysis to confirm that a FONSI still applies to the project.

A purpose and need has already been established with the 2012 EA and the purpose of this memo is to revalidate the previous purpose and need before the supplemental EA proceeds to the discussion of alternatives. A determination is required to validate that the 2012 conditions and assumptions have not changed to the point where the original purpose and need is no longer appropriate.

Purpose

The purpose and need for the Project identified in the 2003 EA and 2012 EA focused on the transportation needs for years 2025 and 2035 respectively. The purpose for the Project in this Supplemental EA is the same as the 2003 EA and 2012 EA except that the transportation needs for the years 2025 and 2035 have been replaced with 2026 and 2050. The "Need" element of the Purpose and Need demonstrates that there is a transportation problem or deficiency whose severity warrants the project. It provides the factual and quantifiable foundation for the statement of project purpose. Construction of South Veterans Parkway is planned to be opened in 2026 while 2050 is the end of the 20-year planning horizon following completion of South Veterans Parkway. The purpose for the Project is to:

[5] US Department of Transportation Federal Highway Administration and South Dakota Department of Transportation. 2012. Final Supplemental Environmental Assessment and Section 4(f) *De Minimis* Impact Finding, East Side Corridor (SD100), 1-29/County Road 106 (Exit 73) to South of 26th Street, Sioux Falls, South Dakota, Minnehaha and Lincoln Counties. April.

- Adequately prepare the City of Sioux Falls for the year 2026 and 2050 transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments.
- Prevent deficiencies that will occur within the Sioux Falls transportation network by the years 2026 and 2050 if nothing is done. These deficiencies include congestion (i.e. travel delay and level of service failures) and worsening accessibility.
- Accommodate the 2026 and 2050 traffic growth needs of the Study Area.

The "Existing Transportation Network" refers to the entire City of Sioux Falls transportation network as it exists within the City's transportation demand model. Since 2003, the City's Long-Range Transportation Plan and traffic model has included Veterans Parkway (SD100) and is a part of their overall future network.

Need

Needs are the "drivers" of the project and reflect the fundamental reasons why the project is being pursued.

Since 1995, various transportation system analyses and future land use concepts have pointed to the need for a corridor outside the existing interstate system that would serve the future growth, especially on the east and south sides. An East Side Corridor (Veterans Parkway), a limited access roadway, was one of the consistent proposals in all of the previous studies. Veterans Parkway will preserve the function and working performance of the existing and future minor arterial and collector street systems by removing some of the existing and many of the future regional movements within the Sioux Falls metropolitan area. The 1995 Sioux Falls Regional Transportation Study (Sioux Falls MPO 1995[1]) recommended developing a system of limited access arterial roadways to serve new development outside of the existing interstate corridors.

The Sioux Falls 2015 Comprehensive Development Plan also recognized the need for the East Side Corridor roadway (Sioux Falls. 1996)[6]. It stated:

> A complete circumferential roadway system around the City was analyzed as part of a regional transportation needs assessment in 1995. The analysis determined that an interstate designed beltway would not be justified based on growth projections to the year 2015. The report did recognize, however, the need for development of a limited access system of arterial streets to serve the transportation needs of the City's growth areas within the planning period. The analysis also concluded that the City should designate this corridor and develop an access control policy and begin right-of-way acquisition. A system of arterials may eventually need to be expanded into an interstate style beltway as traffic needs warrant, sometime beyond the planning horizon. (Sioux Falls. 1996)

The report also stated:

> The comprehensive plan provides a connection of future land uses to a regional street system with a supporting network of arterials that will permit movement of intra-city traffic. The plan is based on the identification of transportation needs between intensive employment areas and both established and planned residential growth areas. Of

[6] Sioux Falls. 1996. Sioux Falls 2015: A Growth Management Plan.

> primary importance is the provision of access to and from the major routes that encourages regional trips and reduces congestion on local streets. The local street network is also important by providing inter-neighborhood connectivity, while preventing congestion on arterials that would occur if they were used for shorter trips. (Sioux Falls. 1996)

Throughout the years, and various supplemental EAs, the need for an east corridor has been documented. Updated transportation and land use plans were reviewed, and a traffic analysis was completed for the 2050 planning horizon. The results of the traffic analysis are documented in the South Veterans Parkway Traffic Design Technical Memo which identifies the needed lanes and intersection configurations to accommodate projected 2050 traffic volumes (HDR 2022)[7].

Table 1 conceptualizes the purpose and need for South Veterans Parkway and what the target criteria are for addressing the project needs. A narrative that presents the data substantiating the project needs which support the purpose statements follows Table 1. In summary, the concerns identified within the previous purpose and need statements within the 2003 and 2012 EA remain and continue to support the necessity of this action.

[7] HDR. 2022. South Veterans Parkway Traffic Design Technical Memo. February.

Table 1. Summary of the Project's Purpose and Need along with evidence supporting the needs.

PURPOSE STATEMENTS*		
Purpose Statement #1: Adequately prepare the City of Sioux Falls for the year 2026 and 2050 transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments.	**Purpose Statement #2:** Prevent deficiencies that will occur within the Sioux Falls transportation network by the years 2026 and 2050 if nothing is done. Transportation deficiencies include travel delay, level of service failures, and worsening accessibility in the southeast region.	**Purpose Statement #3:** Accommodate the 2026 and 2050 traffic growth needs of the Sioux Falls Travel Demand Model within the Study Area.
NEEDS		
System Linkage	Traffic Congestion, Accessibility	Capacity
TARGET CRITERIA (see sections below)		
Validate official planning documentation that identifies Veterans Parkway as a means to link major transportation facilities (I-29 to I-90) of the same mode. • 2045 Long-Range Transportation Plan (Sioux Falls MPO 2020)[8] • Shape Sioux Falls 2040 - Comprehensive Plan - City of Sioux Falls (Sioux Falls 2019)[9] • Lincoln County Transportation Master Plan (Lincoln County 2019)[10]	• Reduce traffic delay within the Sioux Falls transportation network. • Reduce the lane miles of roadway within the Sioux Falls transportation network that have failing level of service (LOS) at AM and PM peak traffic periods. • Improve accessibility within the Sioux Falls transportation network.	• Meet minimum Level of Service (LOS) for projected 2026 and 2050 traffic volumes on South Veterans Parkway. • Meet minimum Level of Service (LOS) for projected 2026 and 2050 traffic volumes at intersecting arterials. • Meet minimum Level of Service (LOS) for projected 2050 traffic volumes at Exit 73 where South Veterans Parkway connects to I-29.

* Purpose statements were taken from the Purpose and Need statements found within the 2003 and 2012 EA. The years (2026 and 2050) were updated to reflect the current planning horizon. Purpose Statement #2 was updated to reflect the current purpose based on needs of the proposed project.

[8] Sioux Falls Metropolitan Planning Organization (MPO). 2020. Go Sioux Falls Metropolitan Planning Organization 2045 Long-Range Transportation Plan

[9] Sioux Falls. 2019. Shape Sioux Falls 2040 Comprehensive Plan Update.

[10] Lincoln County. 2019. Lincoln County Transportation Master Plan.

Purpose Statement #1: Adequately prepare the City of Sioux Falls for the year 2026 and 2050 transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments.

Purpose statement #1 requires addressing a system linkage need between I-29 and I-90. The North Veterans Parkway has partially fulfilled this need between I-90 and 57th Street. Doing so will provide a link between I-29 and I-90 with a transportation facility of the same mode that is consistent with numerous studies and plans that have been completed over the past 27 years. Veterans Parkway has been identified in prior studies and has played a major role in City transportation and land use planning decisions.

Purpose Statement #2: Prevent deficiencies that will occur within the Sioux Falls transportation network by the years 2026 and 2050 if nothing is done. These deficiencies include travel delay, level of service failure, and worsening accessibility.

Purpose Statement #2 requires addressing traffic congestion needs within the Sioux Falls transportation network. The congestion issues needing to be addressed are beyond the localized Study Area of the Project as depicted in this supplemental EA and thus are being evaluated at a macro level. The spatial extent of the Sioux Falls transportation network (i.e., road network) is shown in Figure 1. Congestion can be expressed in terms of level of service, delay, and accessibility. The Sioux Falls Travel Demand Model (TDM) is a macroscopic computer simulation that evaluates the interaction of development patterns and the transportation system and is the primary tool used for assessing future conditions of the Sioux Falls area transportation system.

In particular, east-west connectivity across the City of Sioux Falls has been documented to be the top current or emerging transportation issue among residences in a 2019 Market Research Survey (Sioux Falls MPO 2020[9]). The presence of several barriers, such as the Big Sioux River, BNSF railroad, I-29, and I-229 result in traffic consolidating onto the corridors that span these barriers. The lack of routing options over these barriers results in congested corridors.

Level of service (LOS) is a quantitative stratification of performance measures representing quality of service, or how well traffic moves from a traveler's perspective (see Figure 2). The minimum allowable LOS for City urban streets segments is "C" and thus LOS "D", "E", and "F" are considered failing. The Sioux Falls TDM indicates that by 2050, 35.5% and 27.2% of the City's road segments throughout the entire existing road network would be failing during the peak AM and PM travel hours in absence of Veterans Parkway, respectively (see Figure 3). The target threshold for addressing this congestion issue is a reduction of the proportion of lane miles of roadway within the Sioux Falls transportation network that are below minimal LOS "C" at both AM and PM peak traffic periods.

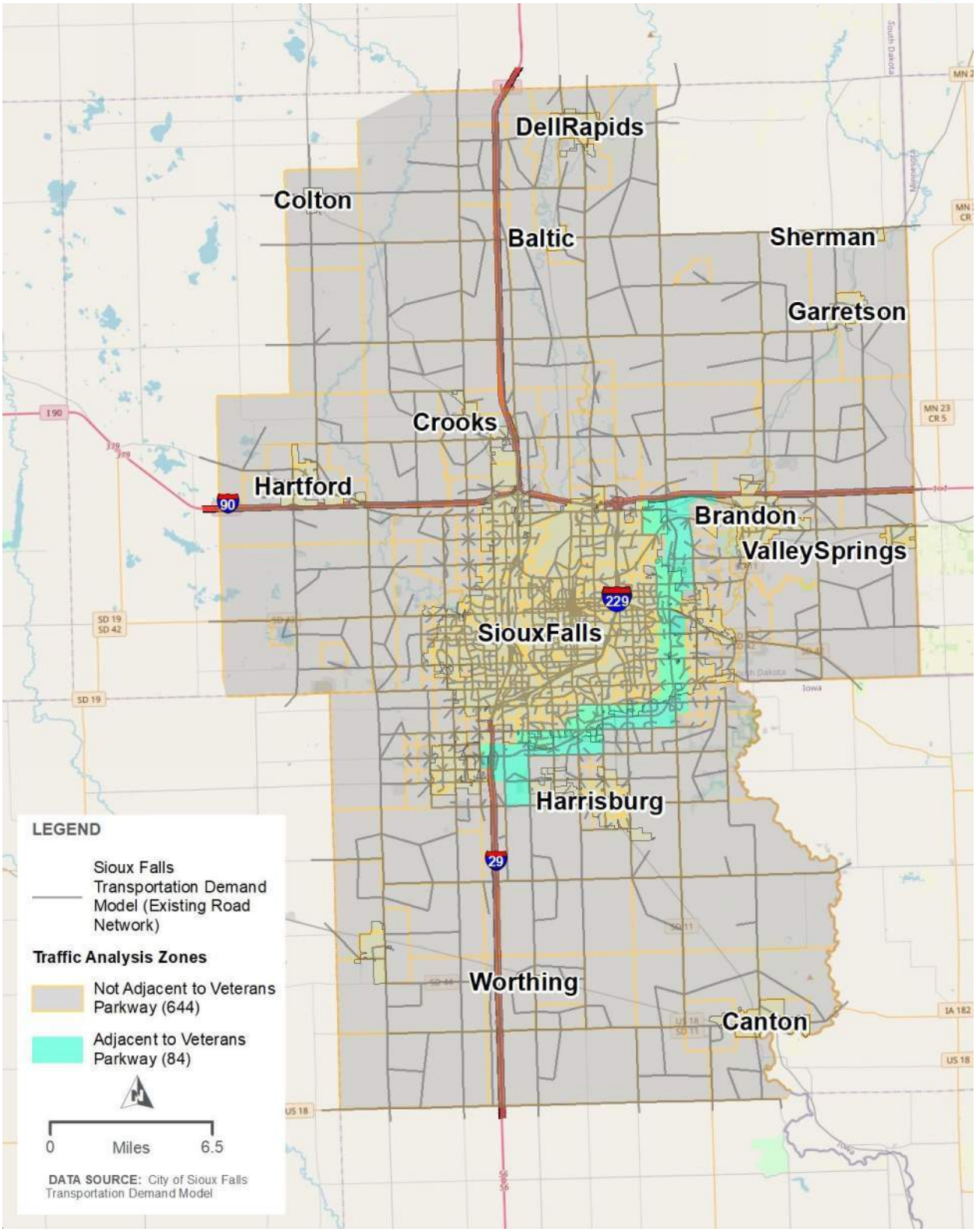


Figure 1. Spatial extent of the existing road network and traffic analysis zones within the City of Sioux Falls Travel Demand Model.

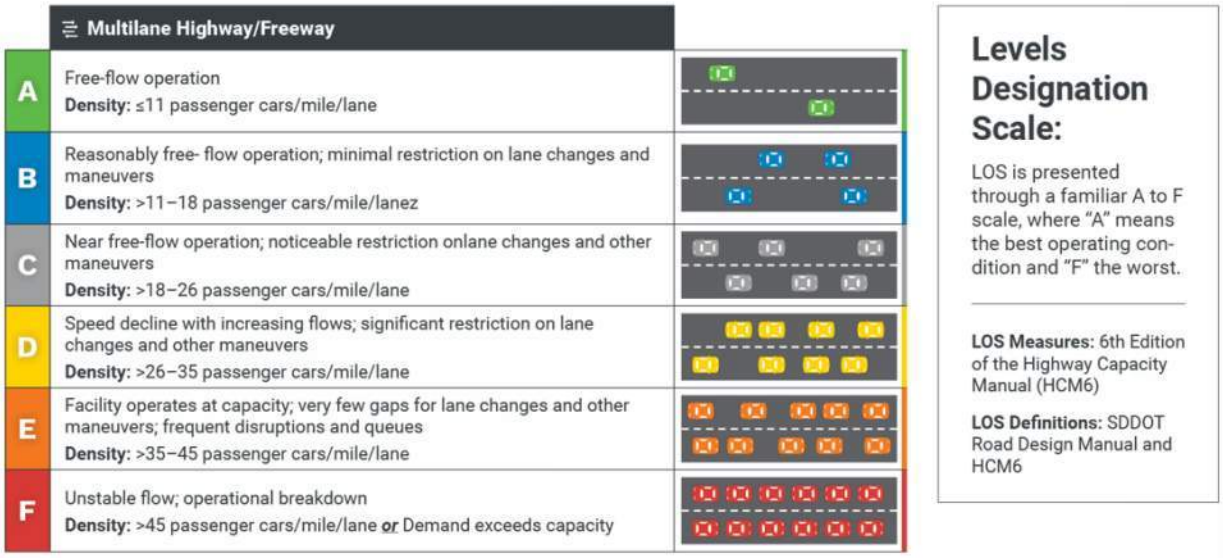


Figure 2. Level of Service Illustration

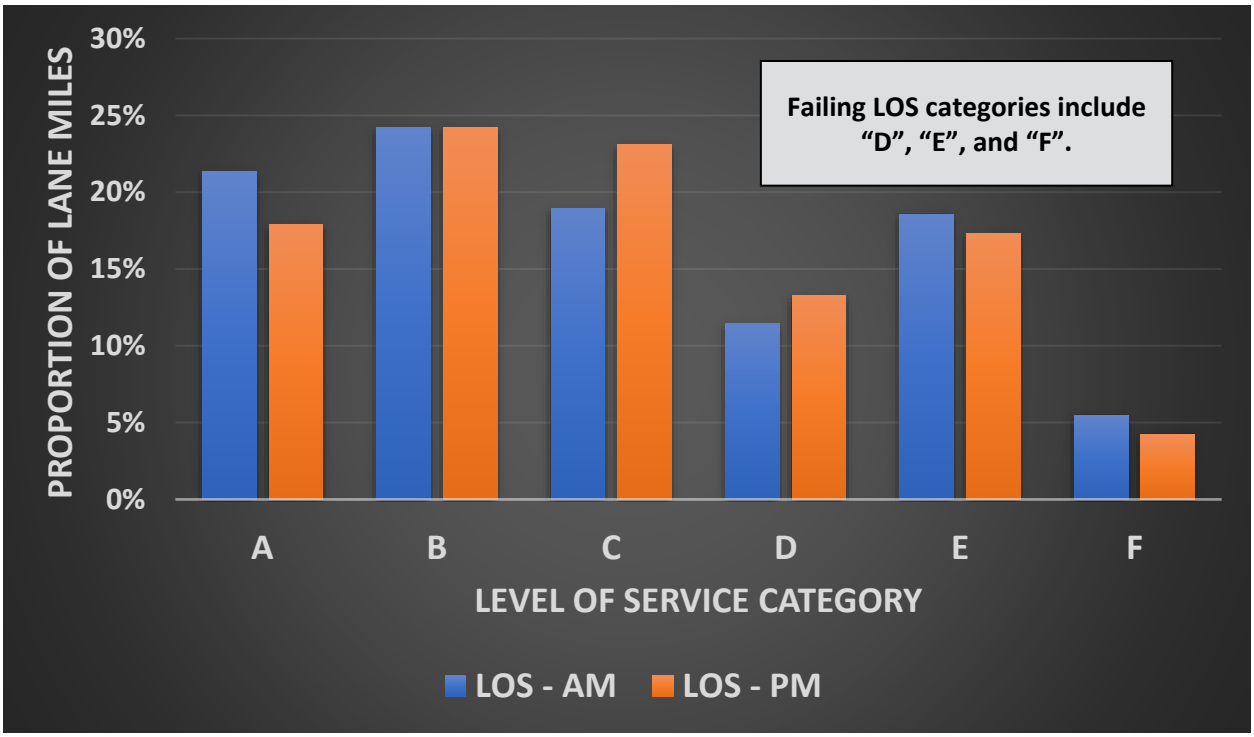


Figure 3. Year 2050 level of service distribution of Sioux Falls transportation network at AM and PM peak travel time absent of South Veterans Parkway. Road segments operating at LOS "D", "E", and "F" are considered failing.

Overall vehicle travel delay throughout the Sioux Falls road network was 18,000 hours of vehicle travel delay per day in 2018. The TDM determined traffic delay in 2050 would increase to 140,000 hours of vehicle travel delay per day if no transportation projects were constructed after 2023. If all transportation projects identified in the Go Sioux Falls Metropolitan Planning Organization 2045 Long-Range Transportation Plan (Sioux Falls MPO 2020[8]) were constructed except for Veterans Parkway, then the TDM indicates that 39,000 hours of vehicle travel delay

per day would occur. This provides a baseline level of travel delay for which to compare the No Build and South Veterans Parkway Preferred Alternative. The acceptable level of performance or desired operating condition is a reduction in daily vehicle travel delay to less than 39,000 hours in 2050 throughout the existing Sioux Falls road network.

Accessibility-based measurements evaluate the ability of people and businesses to reach desired goods, services and activities. Accessibility is the ultimate goal of most transportation and so is the best approach to use. The City's travel forecasting model created in May 2020 was used to quantify the degree of accessibility throughout the Sioux Falls Transportation Network. In the process of applying that model, a calculation is performed to estimate accessibility to employment for each of 728 traffic analysis zones in the modelled area (see Figure 1). In this context, *accessibility* is defined as the sum of an opportunity (in this case, employment) divided by the square of the travel time, summed over all internal zones:

$$ACC_i = \sum_j \frac{EMP_j}{TT(ij)^2}$$

Where:

- ACC = accessibility value (dimensionless) for zone i
- EMP_j = total employment in zone j
- TT = a measure of auto travel time between i and j

The acceptable level of performance defining success is two-part:

1. Accessibility must be improved cumulatively throughout the Sioux Falls transportation network.
2. Accessibility must be improved cumulatively within traffic analysis zones adjacent to Veterans Parkway.

Purpose Statement #3: Accommodate the 2026 and 2050 traffic growth needs of the Study Area.

Purpose Statement 3 requires addressing the capacity needs of South Veterans Parkway and its connection to I-29 at Exit 73. The nine intersecting City arterials within the Study Area have also been evaluated to determine what improvements are required as part of South Veterans Parkway. The Study Area used to evaluate whether this capacity need is met includes the intersecting arterial network out to the next major intersection. Rationale is that the major intersections are the points where traffic volumes change, where existing typical sections change, and, as a consequence, where traffic congestion worsens or lessens. The purpose is to achieve the minimal allowable LOS set by the City for urban arterials and by SDDOT for the I-29 Exit 73 connection in the 2050 Design Year (HDR 2021[7]). The City has determined the minimum allowable LOS to be "D" at signalized intersections and "C" for arterial road segments. SDDOT has determined the minimal LOS to be "C" at the Exit 73 interchange. Traffic volumes were projected in the South Veterans Parkway Traffic Design Technical Memo (HDR 2021[7]) (Figure 4).

Figure 4. 2026 and 2050 Planning Horizon Build Condition Volumes

Goals and Objectives

Project goals are desirable outcomes and not primary drivers for the Project.

These goals are incorporated into the alternatives, where possible, to meet the concerns of the stakeholders and public. These Project goals do not, by themselves, provide a basis for eliminating alternatives in the screening stage of NEPA, but could be considered as a factor in screening and could also be considered in selecting a preferred alternative.

The following are goals and objectives of the project:

Provide for orderly future development of public and private infrastructure

The SDDOT, City, and developers have worked together to preserve a corridor for nearly 20 years where SD100 (now Veterans Parkway) had previously been approved by FHWA. The SD100 corridor has been identified on adjacent platted developments. Orderly future development of public and private infrastructure and unlocking the full potential of growth now depends on completion of the planned Veterans Parkway corridor. The City's comprehensive plan (Shape Sioux Falls 2040) has identified tiered growth areas and has prioritized investments in public water and sewer infrastructure in areas that would become more accessible upon constructing a roadway within the preserved corridor. A limited-access corridor servicing the growth areas supports a backbone of arterials that provide access to new developments while enabling faster commuter routes for those living in the developments and working elsewhere in the community.

Preserve quality of life

Preserving quality of life can be achieved through providing route choices that offer reduced travel times and better access to jobs and services. Another way the project could be used to preserve the quality of life is to support walkable neighborhoods and provide bicycle and pedestrian facilities that enable multi-modal connectivity. Incorporating safe crossings, such as underpasses at key locations that best enables connectivity between neighborhoods, schools, businesses, and other existing and planned multimodal facilities would result in preserving the quality of life.

Improve safety

Safety is a goal that can be achieved through the implementation of key elements that contribute to improving the overall safety of roadway transportation systems. Key contributors to safety may include:

- Center raised median that divides opposite flows of traffic.
- Limiting access to the corridor in accordance with SDDOT and Sioux Falls (2007)[11] (generally at signalized intersections spaced one mile apart).
- Left and right turn lanes at all arterial signalized intersections.
- Design speed exceeding posted speeds.
- Clear zone meeting and exceeding design standards.
- Roadway lighting throughout the corridor.

[11] SDDOT and Sioux Falls 2007. SD 100 Access and Noise Plan. February

Meeting 23 CFR 771.111(f)

The Need also serves to establish and justify the logical termini in accordance with 23 CFR 771.111(f) which states that any action evaluated under NEPA must:

1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2) Have independent utility or independent significance, *i.e.,* be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Logical Termini

A project must have rational beginning and end points and end points may not be created simply to avoid proper analysis of environmental impacts. The logical termini for the South Veterans Parkway corridor are I-29 Exit 73 interchange to where North Veterans Parkway currently ends at East 57th Street. The logical termini for the nine additional intersecting City arterials are the next major intersections. Rationale is that the major intersections are the points where traffic volumes change, where existing typical sections change, and, as a consequence, where traffic congestion worsens or lessens.

As previously stated, analysis of logical termini requires that environmental impacts be considered on a sufficiently broad scope. In order to meet this standard, two conditions were evaluated for South Veterans Parkway and the nine additional City arterial projects to determine if this standard is met:

1. LOS should be acceptable beyond the termini, thus indicating there is not a reasonably foreseeable need to extend improvements beyond the fiscally constrained Go Sioux Falls 2045 LRTP prioritized list of projects; and
2. A project should not be programmed to extend improvements beyond a terminus.

A traffic design memo was determined supportive of these standards being met (HDR 2022[12]). Year 2050 AM and PM peak hour traffic forecast were developed for the next major arterial intersection (typically section line road) adjacent to Veterans Parkway to establish a terminus of potential crossroad corridor improvements. The traffic design memo demonstrates that the intersections at each of the termini meet acceptable LOS. There are no projects programmed within the City of Sioux Falls CIP extending from the Veterans Parkway corridor beyond any of the nine City arterial termini aside from reconstructing 85th Street from east of Tallgrass Avenue to the planned I-29 and 85th Street interchange and to reconstruct Tallgrass Avenue from 74th Street to South Veterans Parkway (CIP 11006). CIP 11006 reflects the intersection configuration presented and analyzed as part of the Proposed 85th Street Improvements: Sundowner to Louise Avenue Environmental Assessment. This project is being planned and designed using the same traffic demand model as South Veterans Parkway and was identified as needed to accommodate traffic once the 85th Street Interchange is built.

Independent Utility

To have independent utility, a project must not require other improvements to meet its need and purpose; and must not create or exacerbate a need for improvements beyond its termini or on

[12] HDR. 2022. South Veterans Parkway Traffic Design Technical Memo. July.

other intersecting routes. The City's Capital Improvement Plan includes urban arterial extension projects which intersect the South Veterans Parkway corridor regardless of the Project being built. These intersecting arterials were evaluated within a single traffic design memo (HDR 2022[12]) to determine whether South Veterans Parkway would cause operations of any of the intersecting arterials to degrade to unacceptable levels (or vice versa) forcing the need for improvements to those corridors. This step assisted in determining the extent of improvements to be addressed along these nine intersecting routes.

It's important to note that the City's TDM has incorporated Veterans Parkway into the overall network plan since 2003 and has progressed with network improvements, including arterial extensions to the south and southeast. Those arterials are encroaching on the South Veterans Parkway corridor, and some have already extended past the proposed South Veterans Parkway (e.g. Minnesota Avenue, Cliff Avenue, and 57th Street). Urbanization of arterial streets are driven by the City's annexation process and need to provide adequate transportation facilities to support growth as new land is serviced with utilities and becomes open for development. Traffic is drawn to limited access corridors due to their ability to provide an efficient means of travel. Essentially, South Veterans Parkway would alleviate traffic congestion from the City's transportation network and thus prevent forecasted transportation deficiencies that would then result in a need for additional transportation improvement projects not identified in the City's Capital Improvement Plan.

South Veterans Parkway has independent utility between its logical termini as it would be used and provide a transportation benefit absent of other transportation projects because of the linkage it provides between two interstate systems. Additionally, each phase of the project would provide linkage between major city arterial crossroads. **South Veterans Parkway would not force a need for additional transportation projects beyond its termini nor would the nine intersecting arterials cause transportation deficiencies to occur beyond the next major intersection (typically section line road).** The completed segment of Veterans Parkway north of 57th Street to I-90 was designed to accommodate projected traffic volumes based on the City's TDM which accounted for South Veterans Parkway. A need for additional roadway improvements along Gateway Boulevard to the west of I-29 would not be forced as Gateway Boulevard was designed to accommodate projected traffic volumes based on the City's TDM which accounted for South Veterans Parkway. Overall, long-range needs at the analysis corridor termini intersections are being addressed through planned projects, studies, and a clearly defined tiered growth area based on serviceability of utilities. As discussed in the traffic design memo (HDR 2022[12]), the more immediate intersection and corridor needs, generally north of Veterans Parkway, are being addressed through planned City of Sioux Falls CIP projects. Mid-range needs, generally along the 271st Street (CR106) corridor, are being addressed through the Lincoln County Highway 106 Corridor Study that began in 2022. Long-range needs in the rural and/or Tier 3 growth areas have been identified and are being planned for through the City of Sioux Falls Growth Management Plan and Go Sioux Falls 2045 LRTP.

It is important to note that the Sioux Falls MPO TDM used to develop future-year volumes reflects the fiscally constrained Go Sioux Falls 2045 LRTP prioritized list of projects. There are certain corridors, such as Sycamore Avenue and Southeastern Avenue, where several factors need to align before the future traffic demand shown in the TDM is realized. This includes paving several miles of gravel roads, development in the City of Sioux Falls Tier 3 growth area that requires significant investment in utilities to be able to service the area, and development. Without even one of these factors, traffic demand will be limited along these rural segments.

Restriction of the Consideration of Alternatives for Reasonably Foreseeable Projects

With the planning of nine arterial projects that would intersect South Veterans Parkway, this Supplemental EA's environmental studies will extend far enough along the intersecting routes to ensure that avoidance alternatives would not be restricted. Utilization of these endpoints will allow the NEPA process to discover if improvements along these nine segments appear feasible by assessing impacts on the natural environment in addition to adjacent community resources/businesses.

Conclusion

Overall, the need identified in earlier Environmental Assessments remains for a connecting, arterial roadway between I-90 and I-29 on the south and east side of Sioux Falls. A transportation improvement is necessary to address the needs of system linkage, congestion, and accessibility in the Sioux Falls transportation network. In summary, the purpose of the Project is to adequately prepare the City for future transportation system needs consistent with planning decisions and future construction of other public and private infrastructure investments and to prevent congestion and accessibility issues that will occur throughout the Sioux Falls transportation network by the year 2050 if nothing is done. Therefore, the purpose and need for the South Veterans Parkway project as described in the 2003 and 2012 EAs remains valid.

Attachment B. Wetland Delineation Reports

Included as Appendix F of Supplemental Environmental Assessment.

Attachment C. Approved and Preliminary Jurisdictional Determinations

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): January 3, 2022

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Omaha District, SDDOT - South Veterans Parkway EA - Lincoln County, NWO-2021-00187-PIE

C. PROJECT LOCATION AND BACKGROUND INFORMATION:
State: SD County/parish/borough: Lincoln County City: Sioux Falls
Center coordinates of site (lat/long in degree decimal format): Lat. 43.4789° **N**, Long. -96.7043° **W**
Universal Transverse Mercator: 14
Name of nearest waterbody: Spring Creek
Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows: Not Applicable
Name of watershed or Hydrologic Unit Code (HUC): 10170203

- ☒ Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.
- ☒ Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- ☒ Office (Desk) Determination. Date: December 9, 2021
- ☐ Field Determination. Date(s):

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **Are no** "*navigable waters of the U.S.*" within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [*Required*]

- ☐ Waters subject to the ebb and flow of the tide.
- ☐ Waters are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.
  Explain:

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **Are no** "*waters of the U.S.*" within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [*Required*]

1. **Waters of the U.S.**
   a. **Indicate presence of waters of U.S. in review area (check all that apply):** [1]
      - ☐ TNWs, including territorial seas
      - ☐ Wetlands adjacent to TNWs
      - ☐ Relatively permanent waters[2] (RPWs) that flow directly or indirectly into TNWs
      - ☐ Non-RPWs that flow directly or indirectly into TNWs
      - ☐ Wetlands directly abutting RPWs that flow directly or indirectly into TNWs
      - ☐ Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into TNWs
      - ☐ Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs
      - ☐ Impoundments of jurisdictional waters
      - ☐ Isolated (interstate or intrastate) waters, including isolated wetlands

   b. **Identify (estimate) size of waters of the U.S. in the review area:**
      Non-wetland waters: linear feet: width (ft) and/or acres.
      Wetlands: acres.

   c. **Limits (boundaries) of jurisdiction** based on: **Pick List**
      Elevation of established OHWM (if known):

2. **Non-regulated waters/wetlands (check if applicable):**[3]
   - ☒ Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional.
     Explain: Thirteen isolated wetlands and 26 preamble waters were reviewed and found to be non-Waters of the United States. All isolated wetlands (Table 1) are Depressional wetlands which are in closed basins that are not adjacent to tributaries. Data sources identified in Section IV of this document were used to establish that waters in Table 1 are not located within landscape features (e.g., floodplains or unidirectional swales) that may provide connectivity to tributaries and thus require

[1] Boxes checked below shall be supported by completing the appropriate sections in Section III below.
[2] For purposes of this form, an RPW is defined as a tributary that is not a TNW and that typically flows year-round or has continuous flow at least "seasonally" (e.g., typically 3 months).
[3] Supporting documentation is presented in Section III.F.

significant nexus evaluation. All Isolated wetlands reviewed are not interstate waters nor were they found to support uses such as non-consumptive recreation (e.g., boating), fishing or hunting that may have a nexus to interstate commerce. Isolated wetlands reviewed are not sources of water for industrial or agricultural use. All "Preamble waters" reviewed in this jurisdictional determination (Table 2) were found to be features excavated wholly in upland areas and drain only uplands. Data sources identified in Section IV of this document were used to establish that excavated features were not constructed within an existing aquatic resource.

SECTION III: CWA ANALYSIS

A. TNWs AND WETLANDS ADJACENT TO TNWs

The agencies will assert jurisdiction over TNWs and wetlands adjacent to TNWs. If the aquatic resource is a TNW, complete Section III.A.1 and Section III.D.1. only; if the aquatic resource is a wetland adjacent to a TNW, complete Sections III.A.1 and 2 and Section III.D.1.; otherwise, see Section III.B below.

1. TNW
Identify TNW:

Summarize rationale supporting determination:

2. Wetland adjacent to TNW
Summarize rationale supporting conclusion that wetland is "adjacent":

B. CHARACTERISTICS OF TRIBUTARY (THAT IS NOT A TNW) AND ITS ADJACENT WETLANDS (IF ANY):

This section summarizes information regarding characteristics of the tributary and its adjacent wetlands, if any, and it helps determine whether or not the standards for jurisdiction established under *Rapanos* have been met.

The agencies will assert jurisdiction over non-navigable tributaries of TNWs where the tributaries are "relatively permanent waters" (RPWs), i.e. tributaries that typically flow year-round or have continuous flow at least seasonally (e.g., typically 3 months). A wetland that directly abuts an RPW is also jurisdictional. If the aquatic resource is not a TNW, but has year-round (perennial) flow, skip to Section III.D.2. If the aquatic resource is a wetland directly abutting a tributary with perennial flow, skip to Section III.D.4.

A wetland that is adjacent to but that does not directly abut an RPW requires a significant nexus evaluation. Corps districts and EPA regions will include in the record any available information that documents the existence of a significant nexus between a relatively permanent tributary that is not perennial (and its adjacent wetlands if any) and a traditional navigable water, even though a significant nexus finding is not required as a matter of law.

If the waterbody[4] is not an RPW, or a wetland directly abutting an RPW, a JD will require additional data to determine if the waterbody has a significant nexus with a TNW. If the tributary has adjacent wetlands, the significant nexus evaluation must consider the tributary in combination with all of its adjacent wetlands. This significant nexus evaluation that combines, for analytical purposes, the tributary and all of its adjacent wetlands is used whether the review area identified in the JD request is the tributary, or its adjacent wetlands, or both. If the JD covers a tributary with adjacent wetlands, complete Section III.B.1 for the tributary, Section III.B.2 for any onsite wetlands, and Section III.B.3 for all wetlands adjacent to that tributary, both onsite and offsite. The determination whether a significant nexus exists is determined in Section III.C below.

1. Characteristics of non-TNWs that flow directly or indirectly into TNW

(i) General Area Conditions:
Watershed size: **Pick List**
Drainage area: **Pick List**
Average annual rainfall: inches
Average annual snowfall: inches

(ii) Physical Characteristics:
(a) Relationship with TNW:
☐ Tributary flows directly into TNW.
☐ Tributary flows through **Pick List** tributaries before entering TNW.

Project waters are **Pick List** river miles from TNW.

[4] Note that the Instructional Guidebook contains additional information regarding swales, ditches, washes, and erosional features generally and in the arid West.

Project waters are **Pick List** river miles from RPW.
Project waters are **Pick List** aerial (straight) miles from TNW.
Project waters are **Pick List** aerial (straight) miles from RPW.
Project waters cross or serve as state boundaries. Explain:

Identify flow route to TNW[5]:
Tributary stream order, if known:

(b) General Tributary Characteristics (check all that apply):

Tributary is:
- ☐ Natural
- ☐ Artificial (man-made). Explain:
- ☐ Manipulated (man-altered). Explain:

Tributary properties with respect to top of bank (estimate):
- Average width: feet
- Average depth: feet
- Average side slopes: **Pick List**

Primary tributary substrate composition (check all that apply):
- ☐ Silts
- ☐ Sands
- ☐ Concrete
- ☐ Cobbles
- ☐ Gravel
- ☐ Muck
- ☐ Bedrock
- ☐ Vegetation. Type/% cover:
- ☐ Other. Explain:

Tributary condition/stability [e.g., highly eroding, sloughing banks]. Explain:
Presence of run/riffle/pool complexes. Explain:
Tributary geometry: **Pick List**
Tributary gradient (approximate average slope): %

(c) Flow:

Tributary provides for: **Pick List**
Estimate average number of flow events in review area/year: **Pick List**
Describe flow regime:
Other information on duration and volume:

Surface flow is: **Pick List.** Characteristics:

Subsurface flow: **Pick List**. Explain findings:
- ☐ Dye (or other) test performed:

Tributary has (check all that apply):
- ☐ Bed and banks
- ☐ OHWM[6] (check all indicators that apply):
  - ☐ clear, natural line impressed on the bank
  - ☐ changes in the character of soil
  - ☐ shelving
  - ☐ vegetation matted down, bent, or absent
  - ☐ leaf litter disturbed or washed away
  - ☐ sediment deposition
  - ☐ water staining
  - ☐ other (list):
  - ☐ the presence of litter and debris
  - ☐ destruction of terrestrial vegetation
  - ☐ the presence of wrack line
  - ☐ sediment sorting
  - ☐ scour
  - ☐ multiple observed or predicted flow events
  - ☐ abrupt change in plant community
- ☐ Discontinuous OHWM.[7] Explain:

If factors other than the OHWM were used to determine lateral extent of CWA jurisdiction (check all that apply):
- ☐ High Tide Line indicated by:
  - ☐ oil or scum line along shore objects
  - ☐ fine shell or debris deposits (foreshore)
  - ☐ physical markings/characteristics
  - ☐ tidal gauges
  - ☐ other (list):
- ☐ Mean High Water Mark indicated by:
  - ☐ survey to available datum;
  - ☐ physical markings;
  - ☐ vegetation lines/changes in vegetation types.

[5] Flow route can be described by identifying, e.g., tributary a, which flows through the review area, to flow into tributary b, which then flows into TNW.
[6] A natural or man-made discontinuity in the OHWM does not necessarily sever jurisdiction (e.g., where the stream temporarily flows underground, or where the OHWM has been removed by development or agricultural practices). Where there is a break in the OHWM that is unrelated to the waterbody's flow regime (e.g., flow over a rock outcrop or through a culvert), the agencies will look for indicators of flow above and below the break.
[7] Ibid.

(iii) Chemical Characteristics:

Characterize tributary (e.g., water color is clear, discolored, oily film; water quality; general watershed characteristics, etc.).
Explain:

Identify specific pollutants, if known:

(iv) Biological Characteristics. Channel supports (check all that apply):

- ☐ Riparian corridor. Characteristics (type, average width):
- ☐ Wetland fringe. Characteristics:
- ☐ Habitat for:
  - ☐ Federally Listed species. Explain findings:
  - ☐ Fish/spawn areas. Explain findings:
  - ☐ Other environmentally-sensitive species. Explain findings:
  - ☐ Aquatic/wildlife diversity. Explain findings:

2. Characteristics of wetlands adjacent to non-TNW that flow directly or indirectly into TNW

(i) Physical Characteristics:

(a) General Wetland Characteristics:

Properties:

Wetland size: acres

Wetland type. Explain:

Wetland quality. Explain:

Project wetlands cross or serve as state boundaries. Explain:

(b) General Flow Relationship with Non-TNW:

Flow is: **Pick List**. Explain:

Surface flow is**:** **Pick List**

Characteristics:

Subsurface flow: **Pick List**. Explain findings:

- ☐ Dye (or other) test performed:

(c) Wetland Adjacency Determination with Non-TNW:

- ☐ Directly abutting
- ☐ Not directly abutting
  - ☐ Discrete wetland hydrologic connection. Explain:
  - ☐ Ecological connection. Explain:
  - ☐ Separated by berm/barrier. Explain:

(d) Proximity (Relationship) to TNW

Project wetlands are **Pick List** river miles from TNW.

Project waters are **Pick List** aerial (straight) miles from TNW.

Flow is from: **Pick List.**

Estimate approximate location of wetland as within the **Pick List** floodplain.

(ii) Chemical Characteristics:

Characterize wetland system (e.g., water color is clear, brown, oil film on surface; water quality; general watershed characteristics; etc.). Explain:

Identify specific pollutants, if known:

(iii) Biological Characteristics. Wetland supports (check all that apply):

- ☐ Riparian buffer. Characteristics (type, average width):
- ☐ Vegetation type/percent cover. Explain:
- ☐ Habitat for:
  - ☐ Federally Listed species. Explain findings:
  - ☐ Fish/spawn areas. Explain findings:
  - ☐ Other environmentally-sensitive species. Explain findings:
  - ☐ Aquatic/wildlife diversity. Explain findings:

3. Characteristics of all wetlands adjacent to the tributary (if any)

All wetland(s) being considered in the cumulative analysis: **Pick List**

Approximately ( ) acres in total are being considered in the cumulative analysis.

For each wetland, specify the following:

Directly abuts? (Y/N)	Size (in acres)	Directly abuts? (Y/N)	Size (in acres)

Summarize overall biological, chemical and physical functions being performed:

C. SIGNIFICANT NEXUS DETERMINATION

A significant nexus analysis will assess the flow characteristics and functions of the tributary itself and the functions performed by any wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical, and biological integrity of a TNW. For each of the following situations, a significant nexus exists if the tributary, in combination with all of its adjacent wetlands, has more than a speculative or insubstantial effect on the chemical, physical and/or biological integrity of a TNW. Considerations when evaluating significant nexus include, but are not limited to the volume, duration, and frequency of the flow of water in the tributary and its proximity to a TNW, and the functions performed by the tributary and all its adjacent wetlands. It is not appropriate to determine significant nexus based solely on any specific threshold of distance (e.g. between a tributary and its adjacent wetland or between a tributary and the TNW). Similarly, the fact an adjacent wetland lies within or outside of a floodplain is not solely determinative of significant nexus.

Draw connections between the features documented and the effects on the TNW, as identified in the *Rapanos* Guidance and discussed in the Instructional Guidebook. Factors to consider include, for example:

- Does the tributary, in combination with its adjacent wetlands (if any), have the capacity to carry pollutants or flood waters to TNWs, or to reduce the amount of pollutants or flood waters reaching a TNW?
- Does the tributary, in combination with its adjacent wetlands (if any), provide habitat and lifecycle support functions for fish and other species, such as feeding, nesting, spawning, or rearing young for species that are present in the TNW?
- Does the tributary, in combination with its adjacent wetlands (if any), have the capacity to transfer nutrients and organic carbon that support downstream foodwebs?
- Does the tributary, in combination with its adjacent wetlands (if any), have other relationships to the physical, chemical, or biological integrity of the TNW?

Note: the above list of considerations is not inclusive and other functions observed or known to occur should be documented below:

1. **Significant nexus findings for non-RPW that has no adjacent wetlands and flows directly or indirectly into TNWs.** Explain findings of presence or absence of significant nexus below, based on the tributary itself, then go to Section III.D:

2. **Significant nexus findings for non-RPW and its adjacent wetlands, where the non-RPW flows directly or indirectly into TNWs.** Explain findings of presence or absence of significant nexus below, based on the tributary in combination with all of its adjacent wetlands, then go to Section III.D:

3. **Significant nexus findings for wetlands adjacent to an RPW but that do not directly abut the RPW.** Explain findings of presence or absence of significant nexus below, based on the tributary in combination with all of its adjacent wetlands, then go to Section III.D:

D. DETERMINATIONS OF JURISDICTIONAL FINDINGS. THE SUBJECT WATERS/WETLANDS ARE (CHECK ALL THAT APPLY):

1. **TNWs and Adjacent Wetlands.** Check all that apply and provide size estimates in review area:
   - ☐ TNWs: linear feet width (ft), Or, acres.
   - ☐ Wetlands adjacent to TNWs: acres.

2. **RPWs that flow directly or indirectly into TNWs.**
   - ☐ Tributaries of TNWs where tributaries typically flow year-round are jurisdictional. Provide data and rationale indicating that tributary is perennial:
   - ☐ Tributaries of TNW where tributaries have continuous flow "seasonally" (e.g., typically three months each year) are jurisdictional. Data supporting this conclusion is provided at Section III.B. Provide rationale indicating that tributary flows seasonally:

Provide estimates for jurisdictional waters in the review area (check all that apply):
☐ Tributary waters: linear feet width (ft).
☐ Other non-wetland waters: acres.
Identify type(s) of waters:

3. Non-RPWs[8] that flow directly or indirectly into TNWs.

☐ Waterbody that is not a TNW or an RPW, but flows directly or indirectly into a TNW, and it has a significant nexus with a TNW is jurisdictional. Data supporting this conclusion is provided at Section III.C.

Provide estimates for jurisdictional waters within the review area (check all that apply):
☐ Tributary waters: linear feet width (ft).
☐ Other non-wetland waters: acres.
Identify type(s) of waters:

4. Wetlands directly abutting an RPW that flow directly or indirectly into TNWs.

☐ Wetlands directly abut RPW and thus are jurisdictional as adjacent wetlands.
☐ Wetlands directly abutting an RPW where tributaries typically flow year-round. Provide data and rationale indicating that tributary is perennial in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW:

☐ Wetlands directly abutting an RPW where tributaries typically flow "seasonally." Provide data indicating that tributary is seasonal in Section III.B and rationale in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW:

Provide acreage estimates for jurisdictional wetlands in the review area: acres.

5. Wetlands adjacent to but not directly abutting an RPW that flow directly or indirectly into TNWs.

☐ Wetlands that do not directly abut an RPW, but when considered in combination with the tributary to which they are adjacent and with similarly situated adjacent wetlands, have a significant nexus with a TNW are jurisidictional. Data supporting this conclusion is provided at Section III.C.

Provide acreage estimates for jurisdictional wetlands in the review area: acres.

6. Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs.

☐ Wetlands adjacent to such waters, and have when considered in combination with the tributary to which they are adjacent and with similarly situated adjacent wetlands, have a significant nexus with a TNW are jurisdictional. Data supporting this conclusion is provided at Section III.C.

Provide estimates for jurisdictional wetlands in the review area: acres.

7. Impoundments of jurisdictional waters.[9]

As a general rule, the impoundment of a jurisdictional tributary remains jurisdictional.
☐ Demonstrate that impoundment was created from "waters of the U.S.," or
☐ Demonstrate that water meets the criteria for one of the categories presented above (1-6), or
☐ Demonstrate that water is isolated with a nexus to commerce (see E below).

E. ISOLATED [INTERSTATE OR INTRA-STATE] WATERS, INCLUDING ISOLATED WETLANDS, THE USE, DEGRADATION OR DESTRUCTION OF WHICH COULD AFFECT INTERSTATE COMMERCE, INCLUDING ANY SUCH WATERS (CHECK ALL THAT APPLY):[10]

☐ which are or could be used by interstate or foreign travelers for recreational or other purposes.
☐ from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
☐ which are or could be used for industrial purposes by industries in interstate commerce.
☐ Interstate isolated waters. Explain:
☐ Other factors. Explain:

Identify water body and summarize rationale supporting determination:

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[8] See Footnote # 3.
[9] To complete the analysis refer to the key in Section III.D.6 of the Instructional Guidebook.
[10] Prior to asserting or declining CWA jurisdiction based solely on this category, Corps Districts will elevate the action to Corps and EPA HQ for review consistent with the process described in the Corps/EPA *Memorandum Regarding CWA Act Jurisdiction Following Rapanos.*

Provide estimates for jurisdictional waters in the review area (check all that apply):
☐ Tributary waters: linear feet width (ft).
☐ Other non-wetland waters: acres.
Identify type(s) of waters:
☐ Wetlands: acres.

F. NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS (CHECK ALL THAT APPLY):
☐ If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements.
☒ Review area included isolated waters with no substantial nexus to interstate (or foreign) commerce.
☒ Prior to the Jan 2001 Supreme Court decision in "*SWANCC*," the review area would have been regulated based solely on the "Migratory Bird Rule" (MBR).
☐ Waters do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction. Explain:
☒ Other: (explain, if not covered above): Twenty-six preamble waters totaling 10.41 acres (See Table 2).

Provide acreage estimates for non-jurisdictional waters in the review area, where the sole potential basis of jurisdiction is the MBR factors (i.e., presence of migratory birds, presence of endangered species, use of water for irrigated agriculture), using best professional judgment (check all that apply):
☐ Non-wetland waters (i.e., rivers, streams): linear feet width (ft).
☐ Lakes/ponds: acres.
☐ Other non-wetland waters: acres. List type of aquatic resource:
☒ Wetlands: 11.51 acres.

Provide acreage estimates for non-jurisdictional waters in the review area that do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction (check all that apply):
☐ Non-wetland waters (i.e., rivers, streams): linear feet, width (ft).
☐ Lakes/ponds: acres.
☐ Other non-wetland waters: acres. List type of aquatic resource:
☐ Wetlands: acres.

SECTION IV: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):
☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: See Wetland Delineation Report – DRAFT – South Veterans Parkway – Sioux Falls, South Dakota – July 2021 – City of Sioux Falls – SDDOT – FHWA.
☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
☒ Office concurs with data sheets/delineation report.
☐ Office does not concur with data sheets/delineation report.
☐ Data sheets prepared by the Corps:
☐ Corps navigable waters' study:
☒ U.S. Geological Survey Hydrologic Atlas: See Wetland Delineation Report
☒ USGS NHD data.
☐ USGS 8 and 12 digit HUC maps.
☒ U.S. Geological Survey map(s). Cite scale & quad name: See Wetland Delineation Report
☒ USDA Natural Resources Conservation Service Soil Survey. Citation: See Wetland Delineation Report
☒ National wetlands inventory map(s). Cite name: See Wetland Delineation Report
☐ State/Local wetland inventory map(s):
☐ FEMA/FIRM maps:
☐ 100-year Floodplain Elevation is: (Datum :)
☒ Photographs: ☒ Aerial (Name & Date): Google Earth Pro, multiple years
or ☒ Other (Name & Date): Google Earth Pro, street view
☐ Previous determination(s). File no. and date of response letter:
☐ Applicable/supporting case law:
☐ Applicable/supporting scientific literature:
☐ Other information (please specify):

B. ADDITIONAL COMMENTS TO SUPPORT JD: The review area considered in this approved jurisdictional determination corresponds to the "study area" identified in the Wetland Delineation Report – DRAFT – South Veterans Parkway – Sioux Falls, South Dakota – July 2021 – City of Sioux Falls – SDDOT – FHWA. Specific aquatic resources reviewed in this jurisdictional determination are identified Table 1 and Table 2. Aquatic resources located within the review area but not included in Table 1 or Table 2 are evaluated in a preliminary jurisdictional determination.

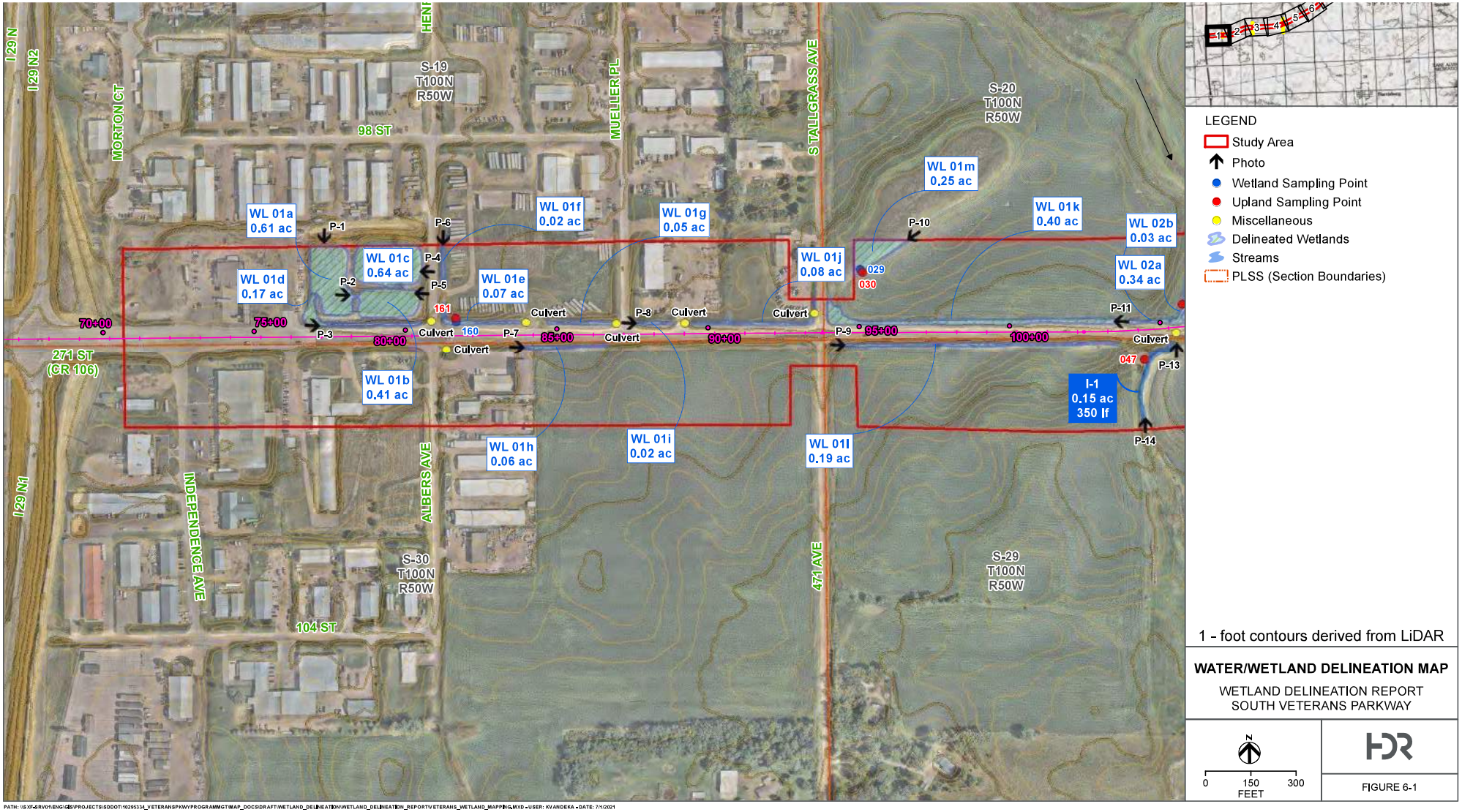
Table 1. Isolated waters reviewed in the jurisdictional determination.

Water Feature Name	Latitude	Longitude	Area	Jurisdictional Status
NWO-2021-00187-PIE_01k	43.46102	-96.78555	.4 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_01m	43.46165	-96.78656	.25 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_03a	43.46136	-96.78104	.76 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_05	43.46054	-96.77961	.12 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_25	43.4817	-96.69571	.47 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_28a	43.48192	-96.67531	.82 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_28b	43.48188	-96.67358	1.19 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_31	43.48264	-96.6653	.88 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_32	43.48168	-96.66438	.15 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_33	43.4825	-96.66244	2.98 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_35	43.48526	-96.6585	.91 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_40	43.49232	-96.65189	1.8 ACRES	Non-Water of the United States – Isolated
NWO-2021-00187-PIE_41	43.49465	-96.65233	.78 ACRES	Non-Water of the United States – Isolated

Table 2. Preamble Waters reviewed in this jurisdictional determination.

Water Feature Name	Latitude	Longitude	Area	Jurisdictional Status
NWO-2021-00187-PIE_01a	43.46146	-96.79331	.61 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01b	43.46124	-96.79261	.41 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01c	43.46159	-96.7926	.64 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01d	43.46111	-96.7932	.17 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01e	43.46107	-96.79152	.07 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01f	43.46158	-96.79191	.02 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01g	43.46104	-96.79018	.05 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01h	43.46082	-96.79053	.06 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01i	43.46103	-96.78929	.02 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01j	43.46102	-96.78799	.08 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_01l	43.4608	-96.78545	.19 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_04	43.46077	-96.77973	.02 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_06k	43.4648	-96.75182	.88 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_06l	43.46507	-96.75012	.96 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_10	43.47094	-96.72826	1.26 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_11	43.47118	-96.73076	.39 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_12	43.47148	-96.72939	.45 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_13	43.47237	-96.72672	.17 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_15b	43.47548	-96.72254	.28 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_16	43.47712	-96.72065	.16 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_19a	43.47768	-96.71778	.08 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_19b	43.47795	-96.71851	.81 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_27	43.48273	-96.68271	1.66 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_30	43.48251	-96.66764	.77 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_44	43.50211	-96.65076	.04 ACRES	Non-Water of the United States – Preamble Water
NWO-2021-00187-PIE_45	43.50289	-96.65103	.01 ACRES	Non-Water of the United States – Preamble Water

Figure 1. Review area (i.e., study area) considered in this approved jurisdictional determination. Aquatic resources considered in this determination are listed in Table 1 and Table 2. Aquatic resources located within the review area but not included in Table 1 or Table 2 are evaluated in a seperate determination. Figure adapted from Wetland Delineation Report - DRAFT - South Veterans Parkway - Sioux Falls, South Dakota - July 2021 - City of Sioux Falls - SDDOT - FHWA.



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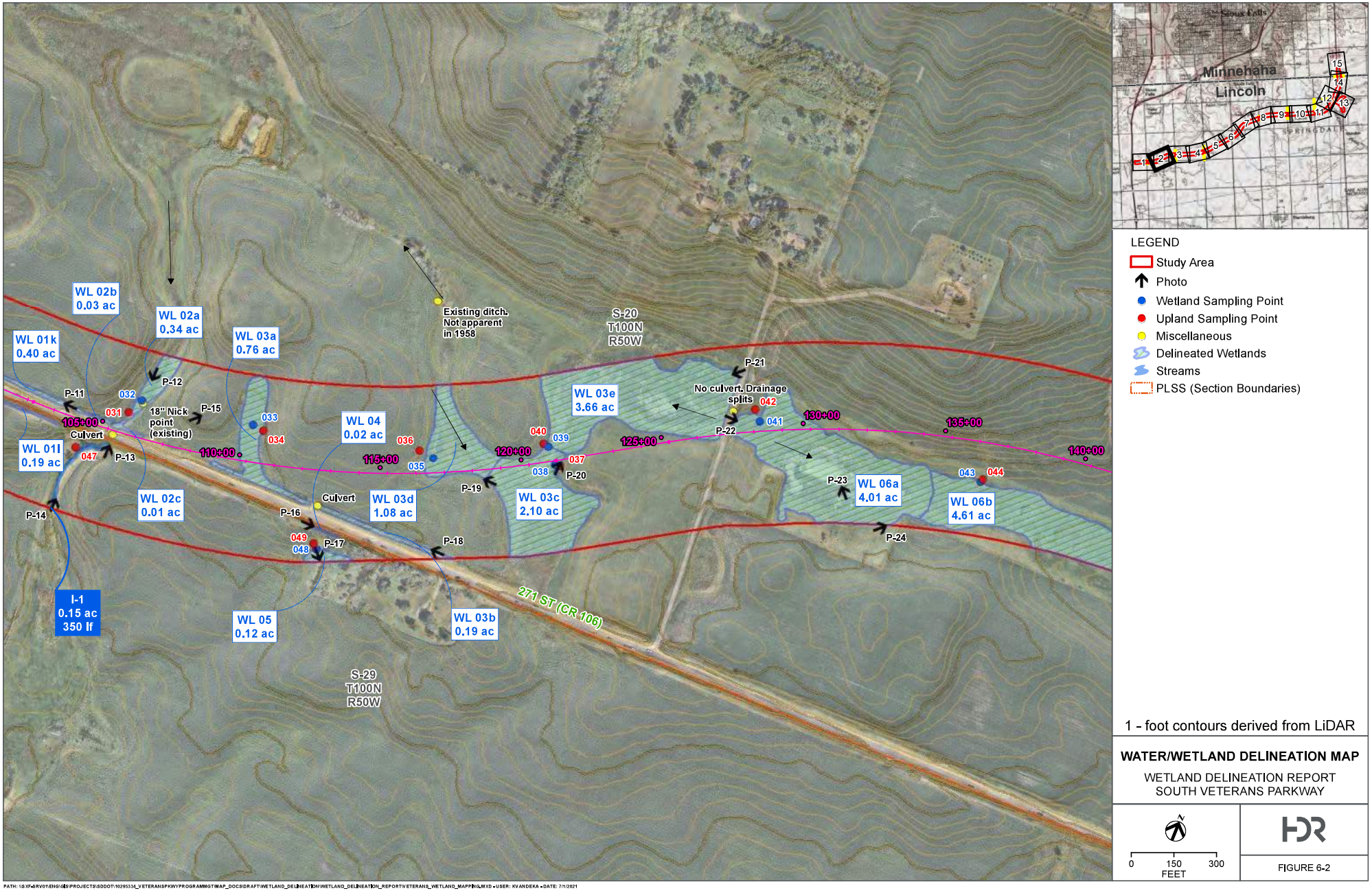

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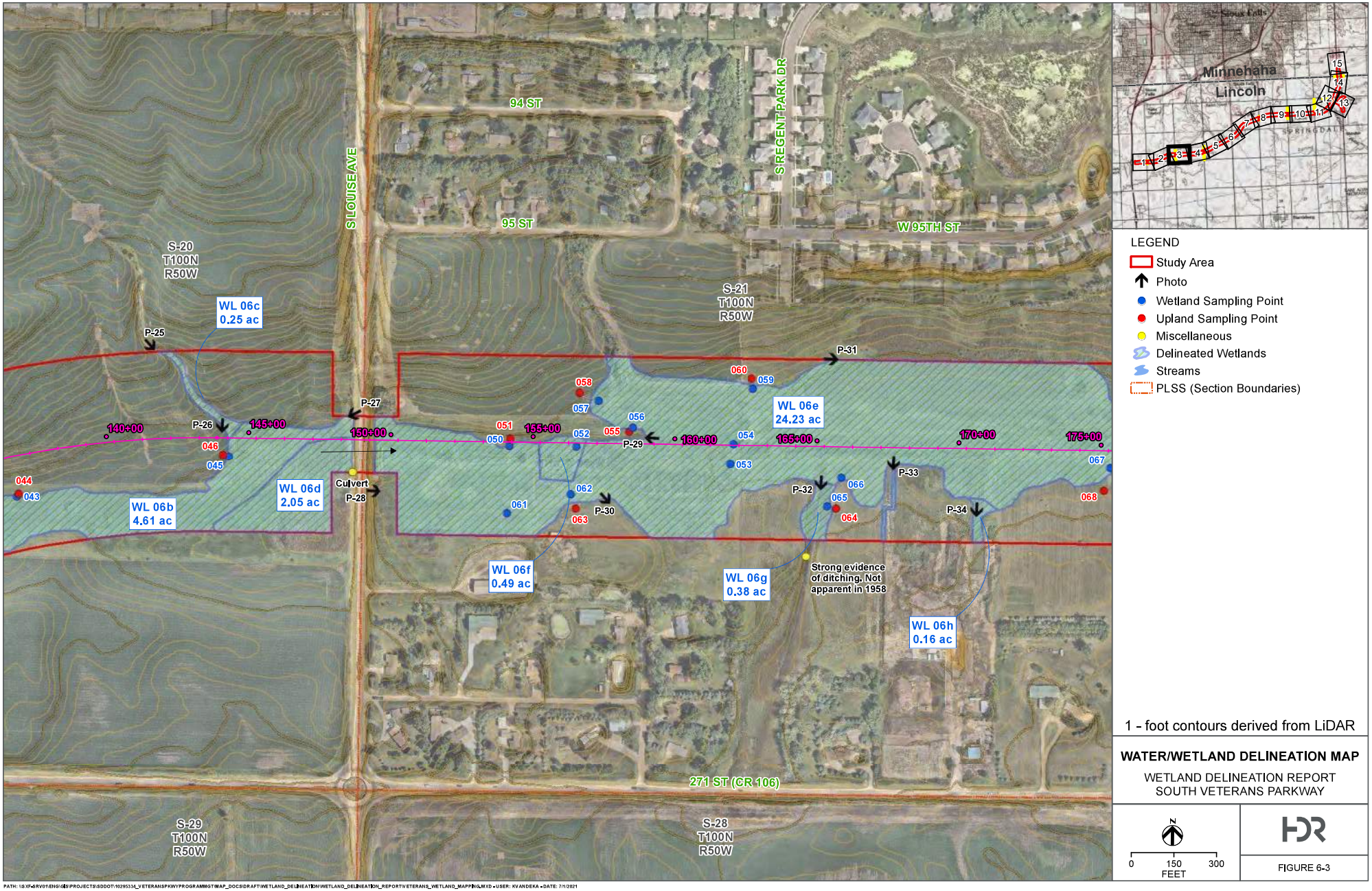

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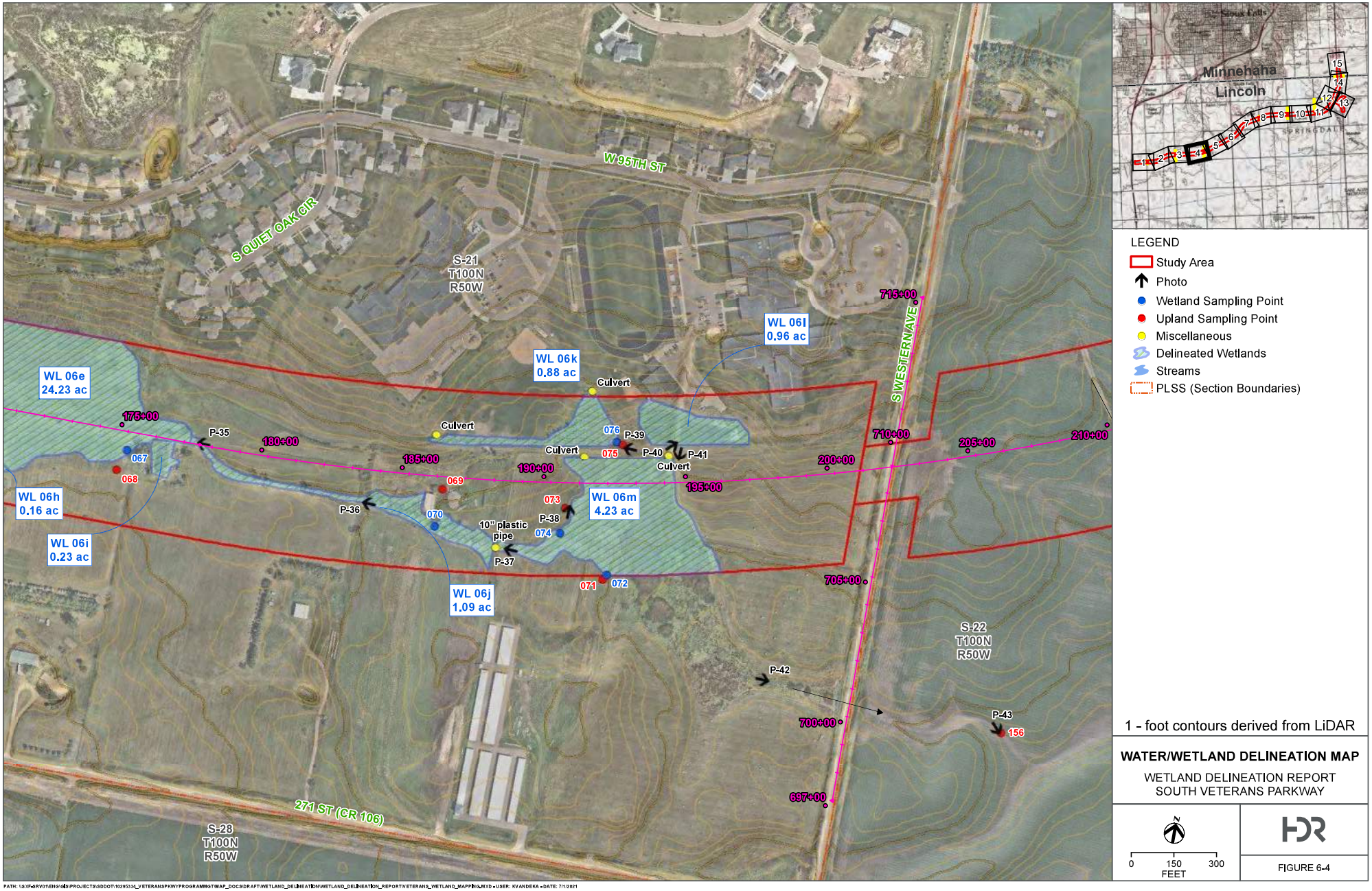

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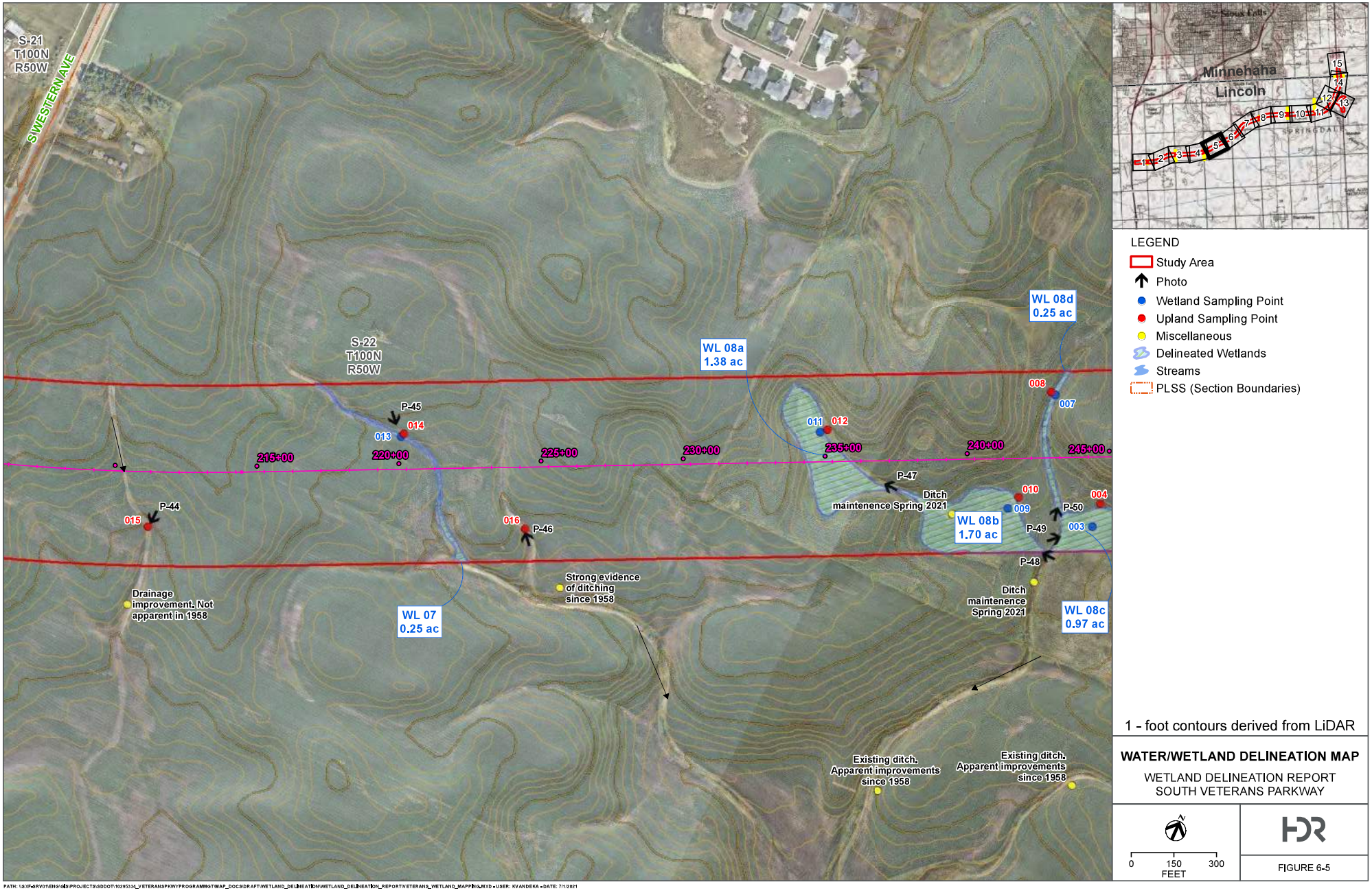

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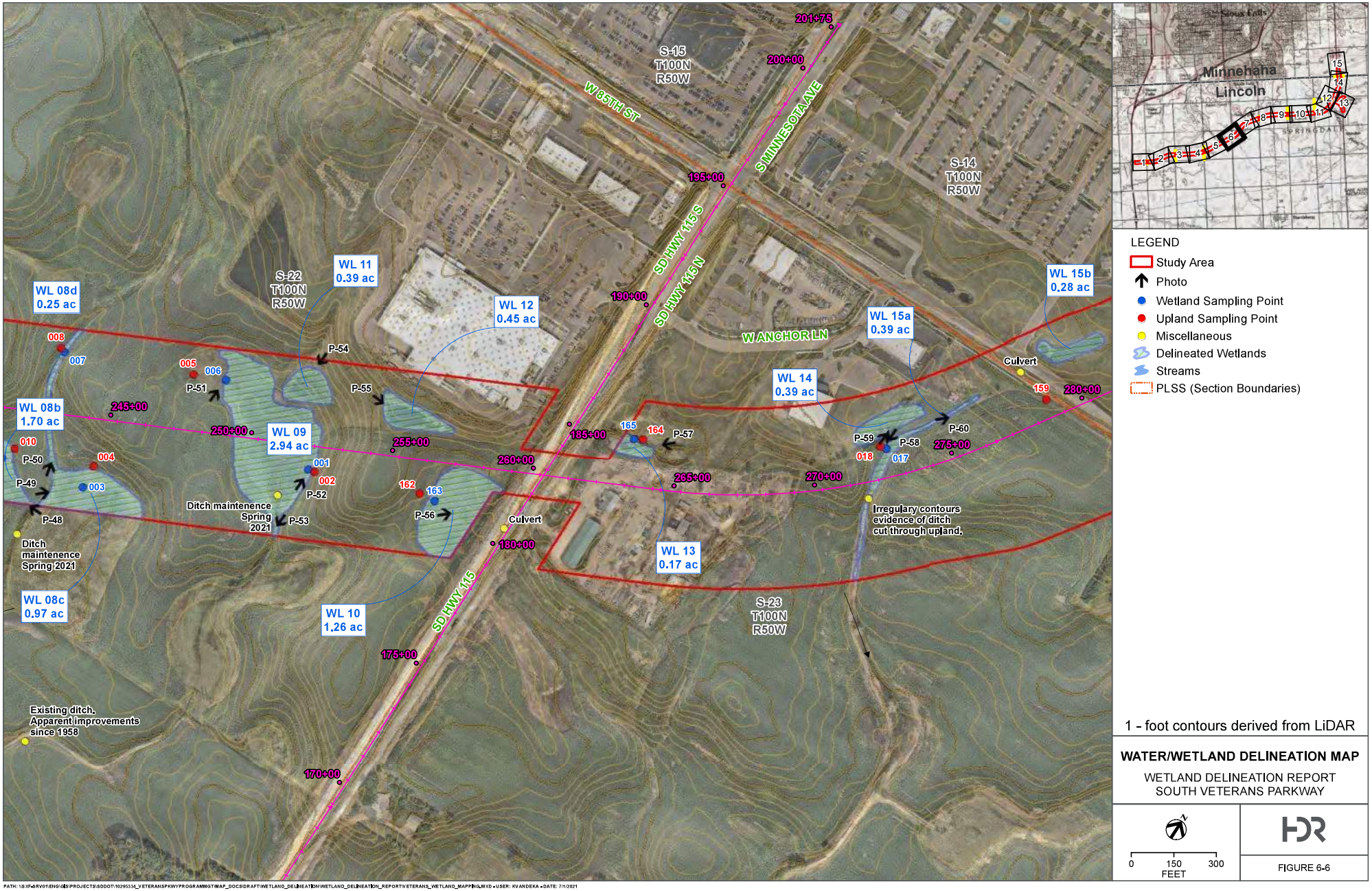

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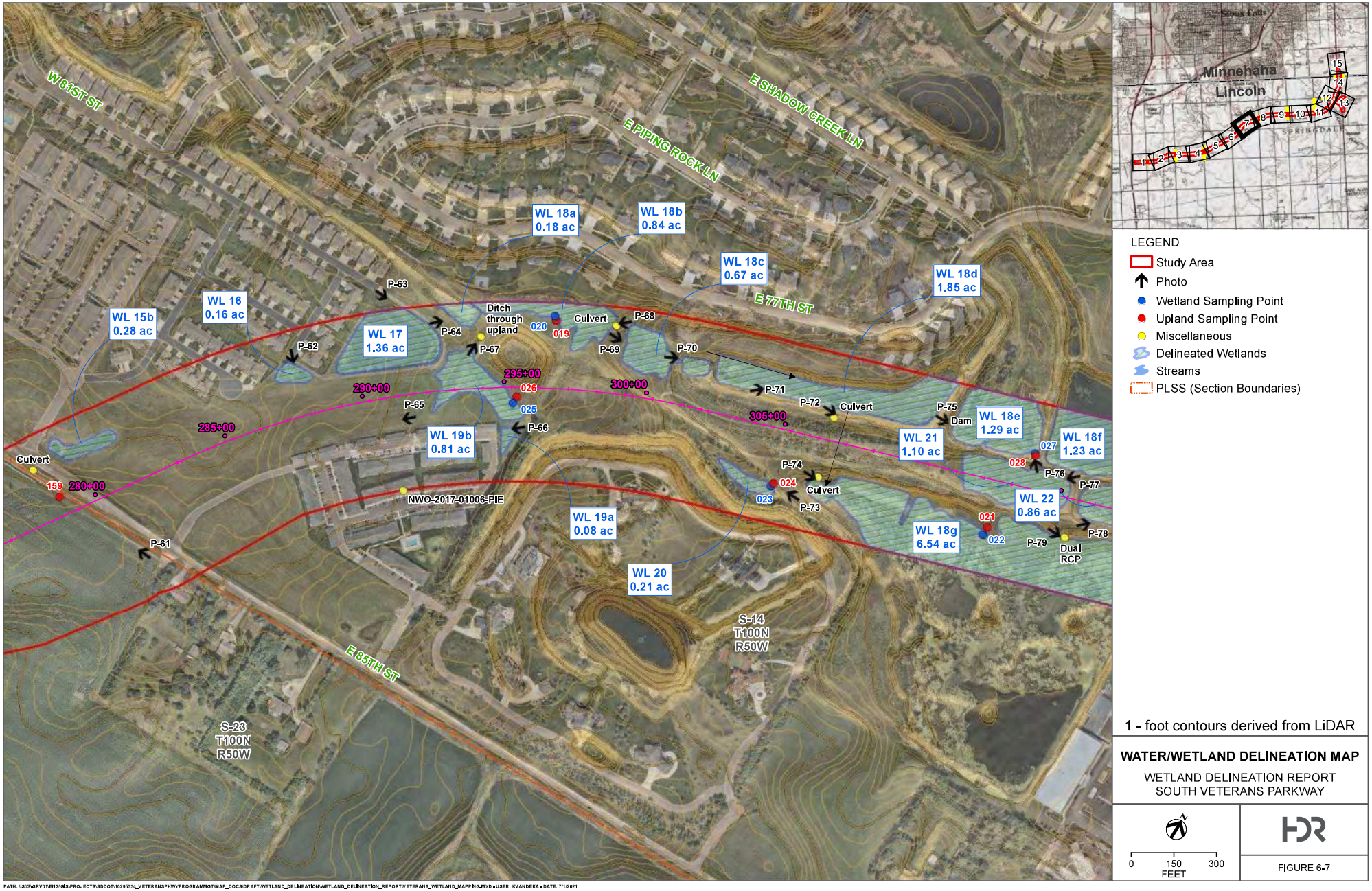

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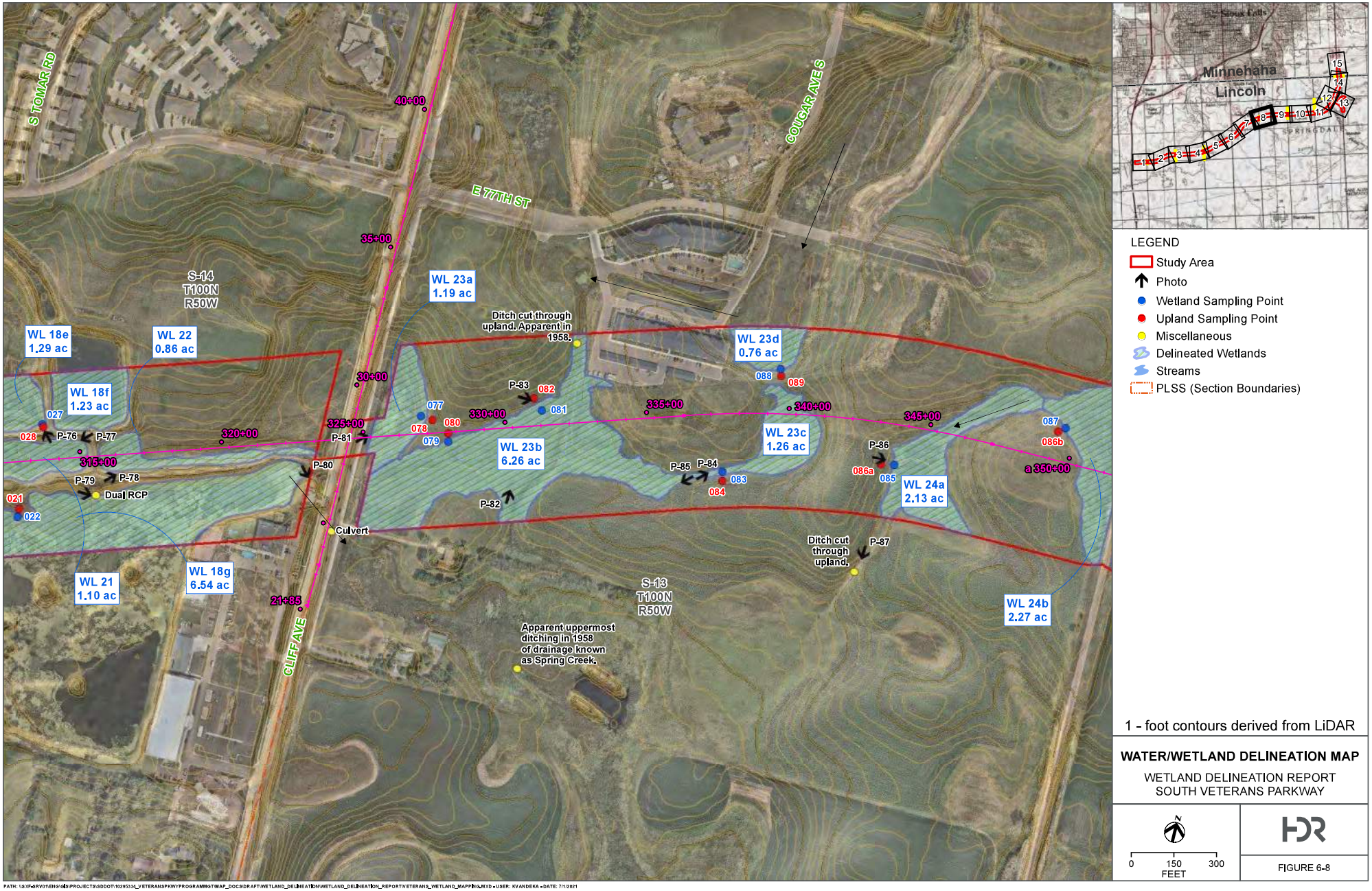


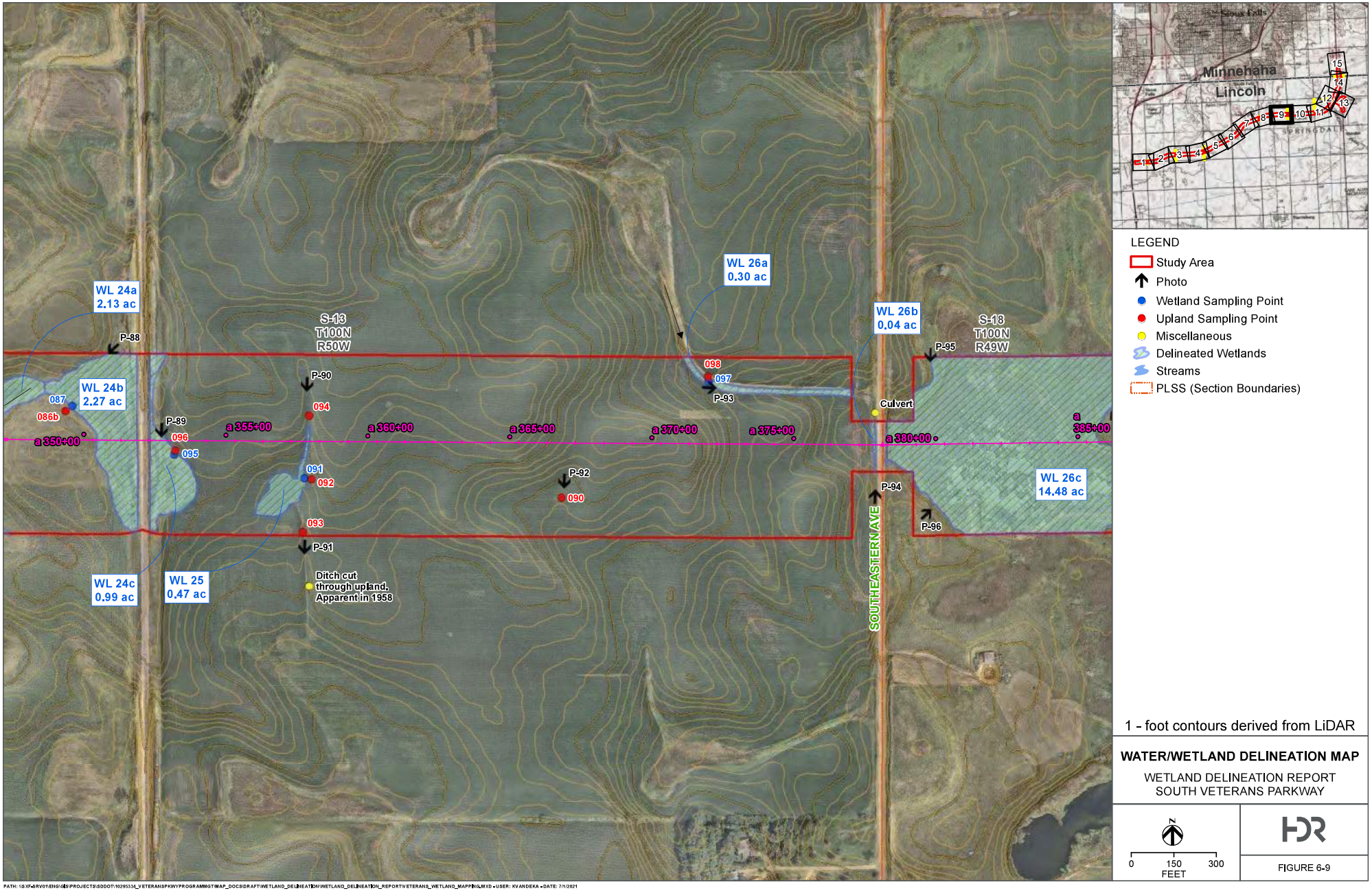
WATER/WETLAND DELINEATION MAP

WETLAND DELINEATION REPORT
SOUTH VETERANS PARKWAY

FIGURE 6-8

PATH: \\SXF-SRV01\ENGIGIS\PROJECTS\SDDOT\1029534_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_DELINEATION\WETLAND_DELINEATION_REPORT\VETERANS_WETLAND_MAPPING.MXD • USER: KVANDEKA • DATE: 7/1/2021

Figure 1. Continued.



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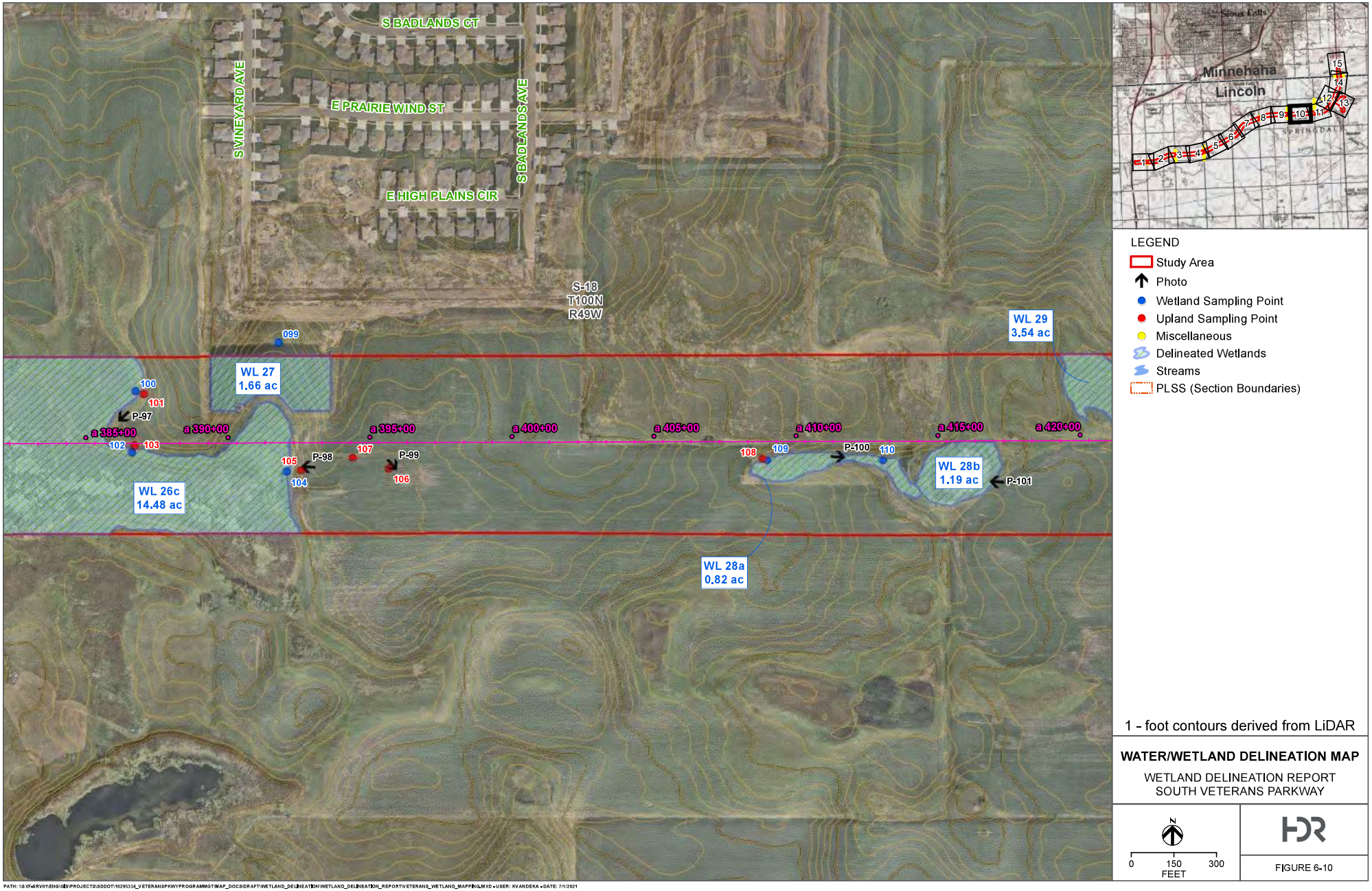

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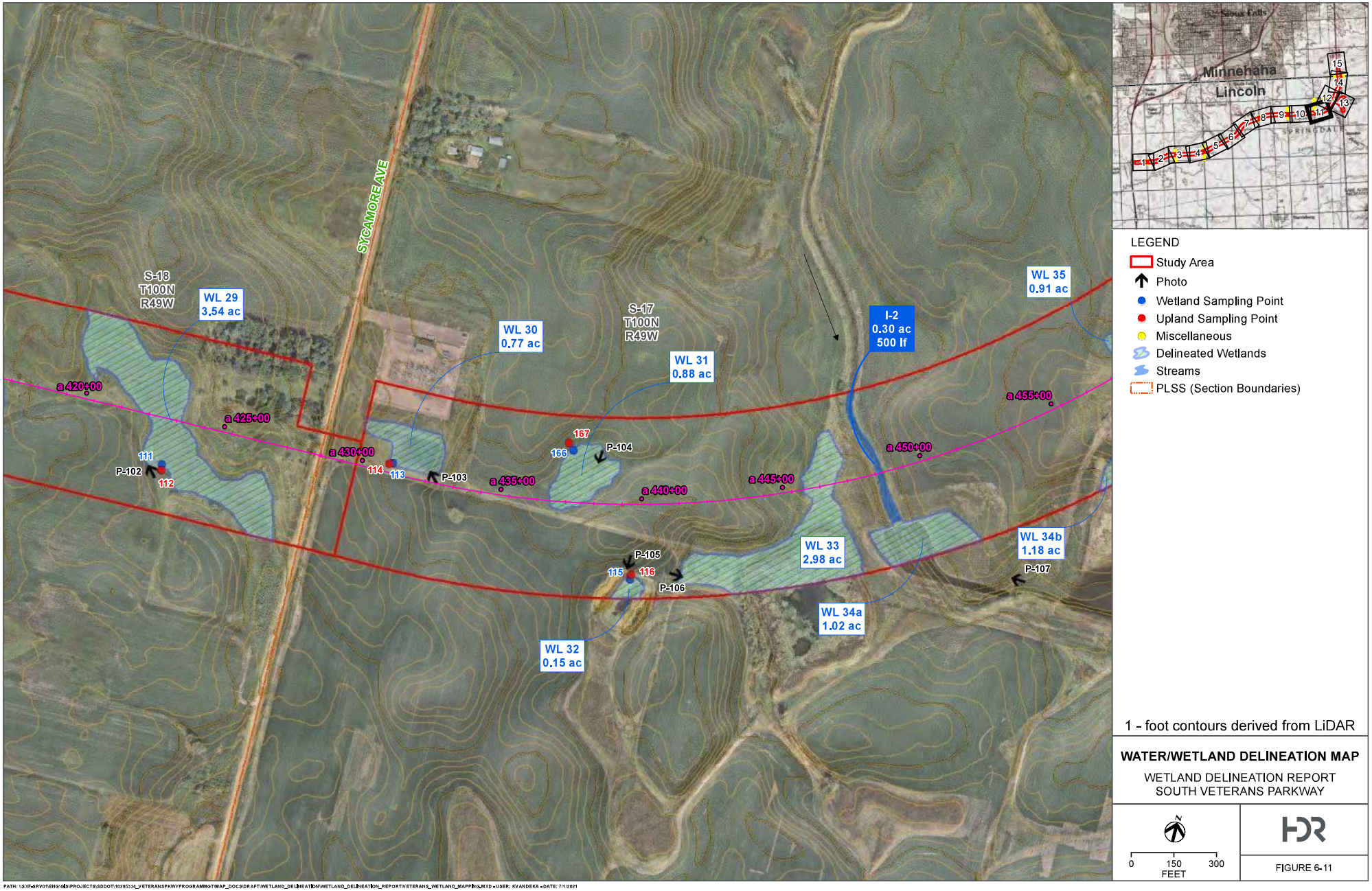

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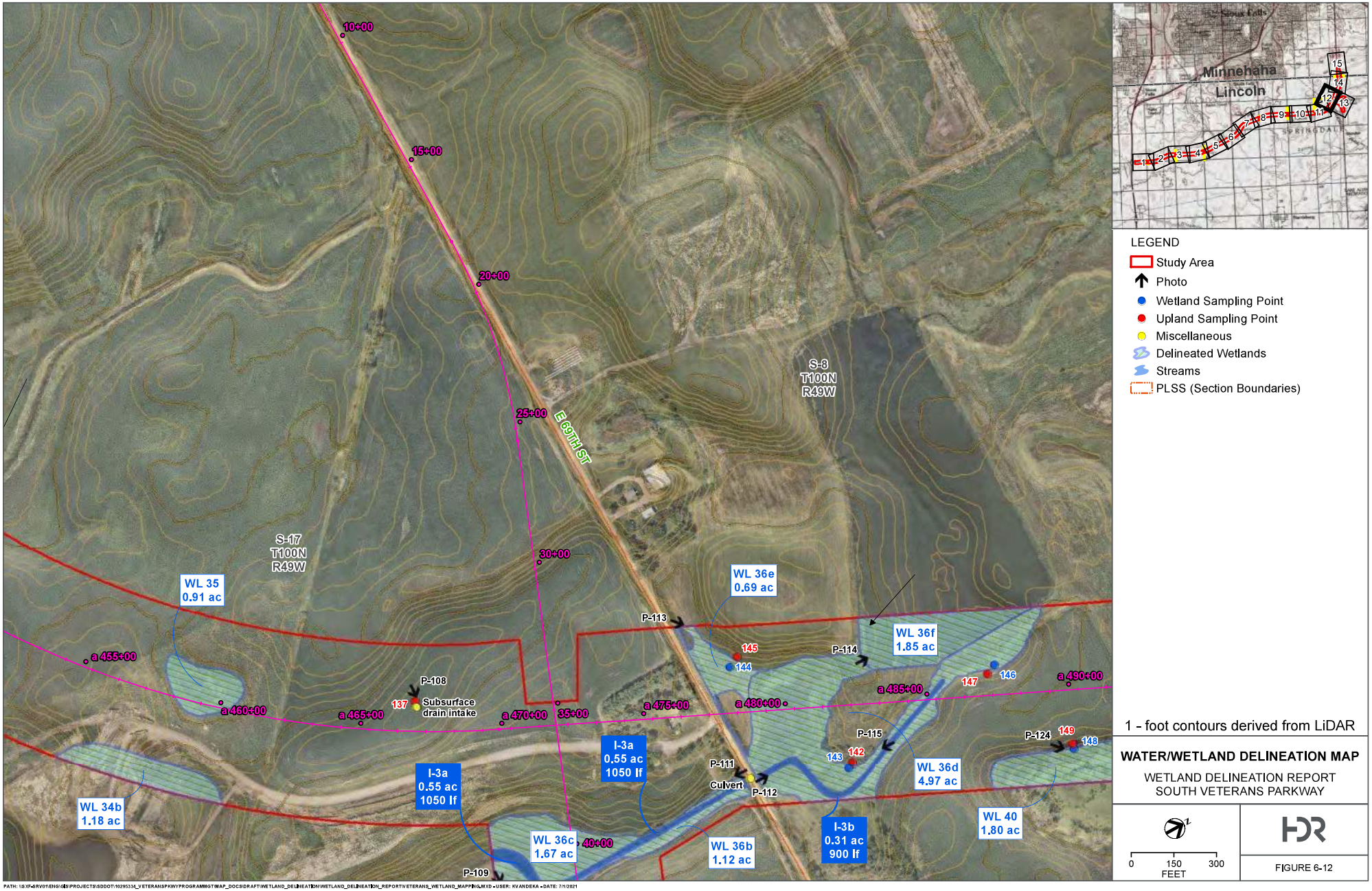

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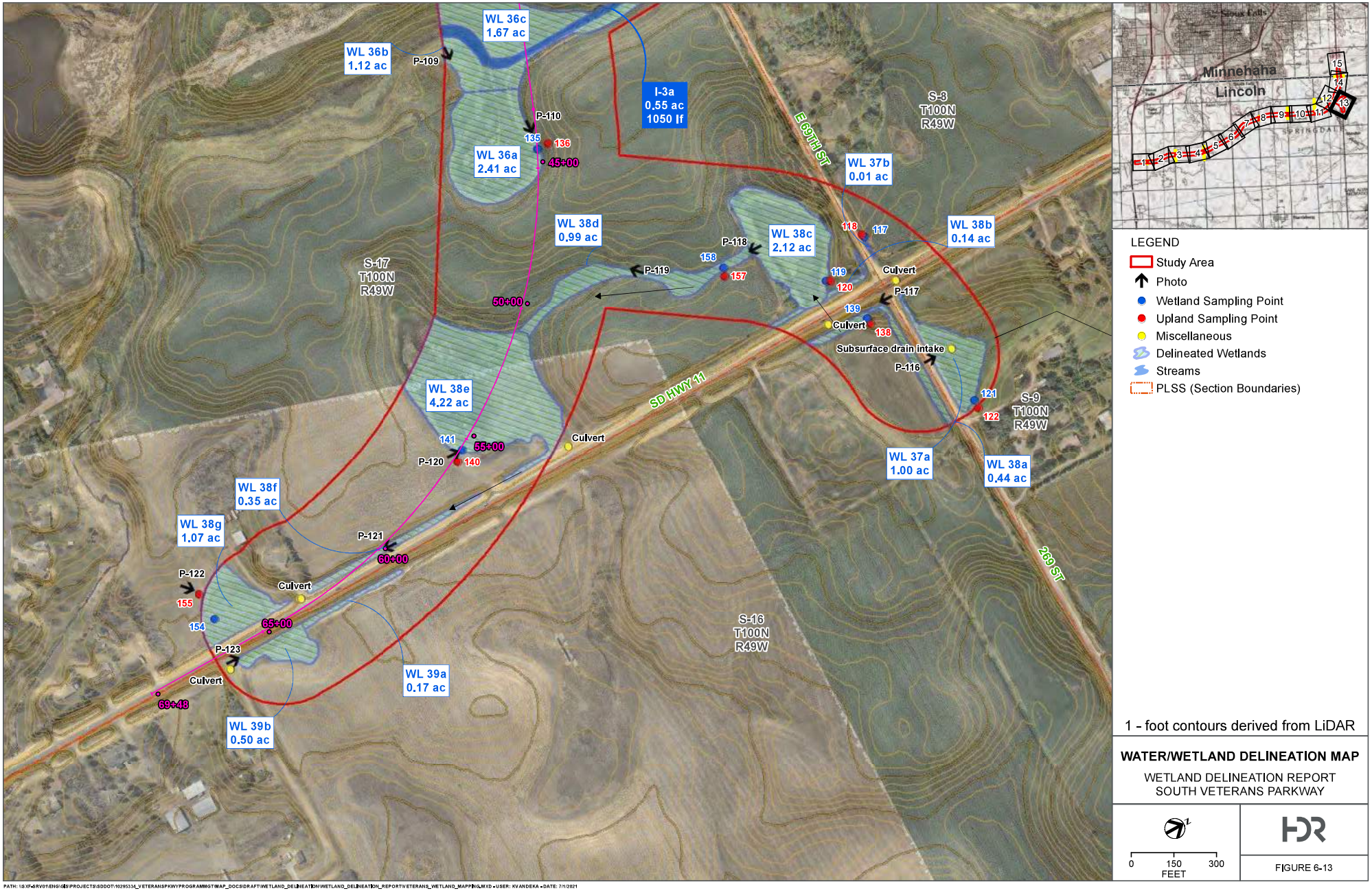

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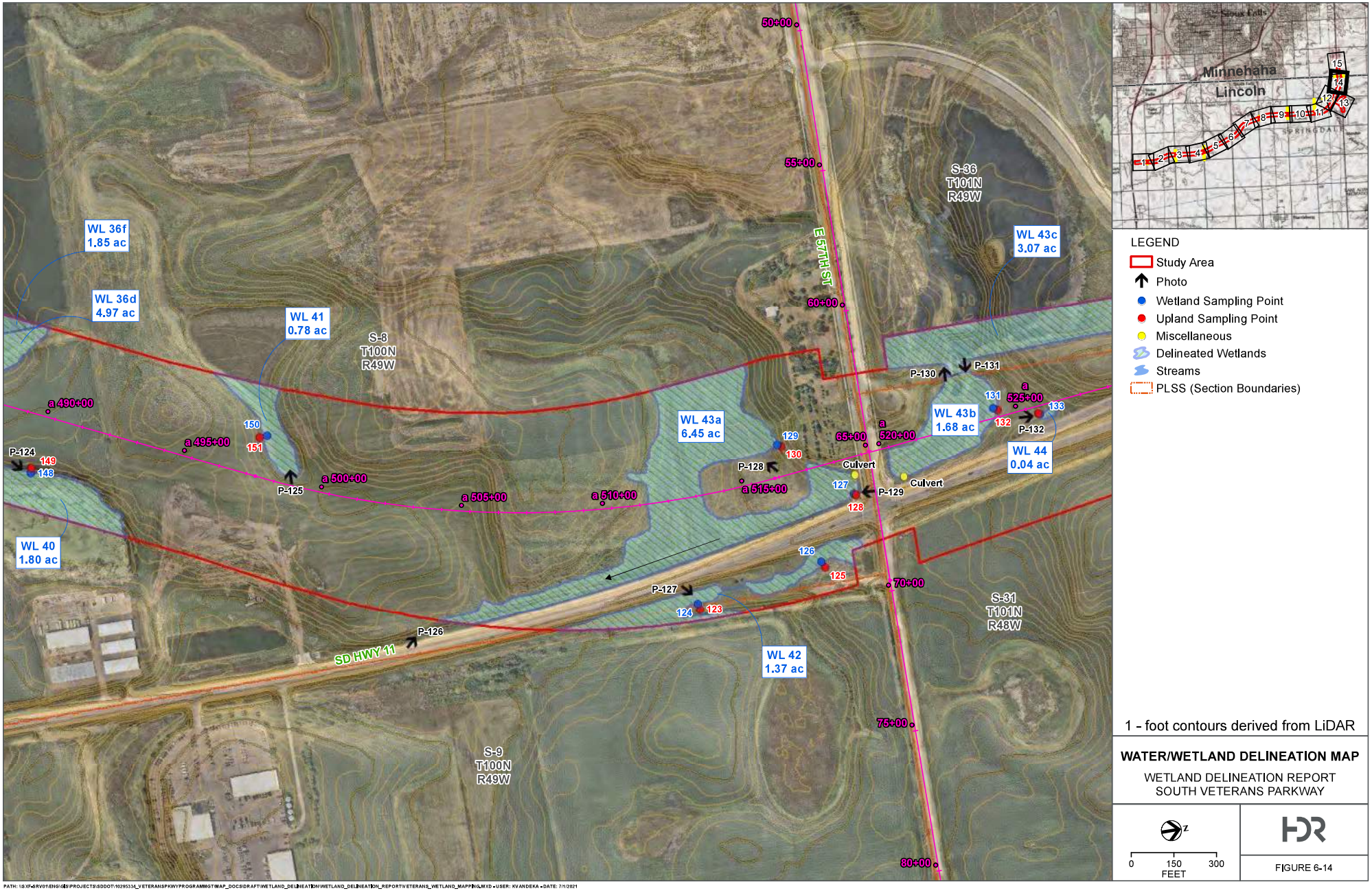

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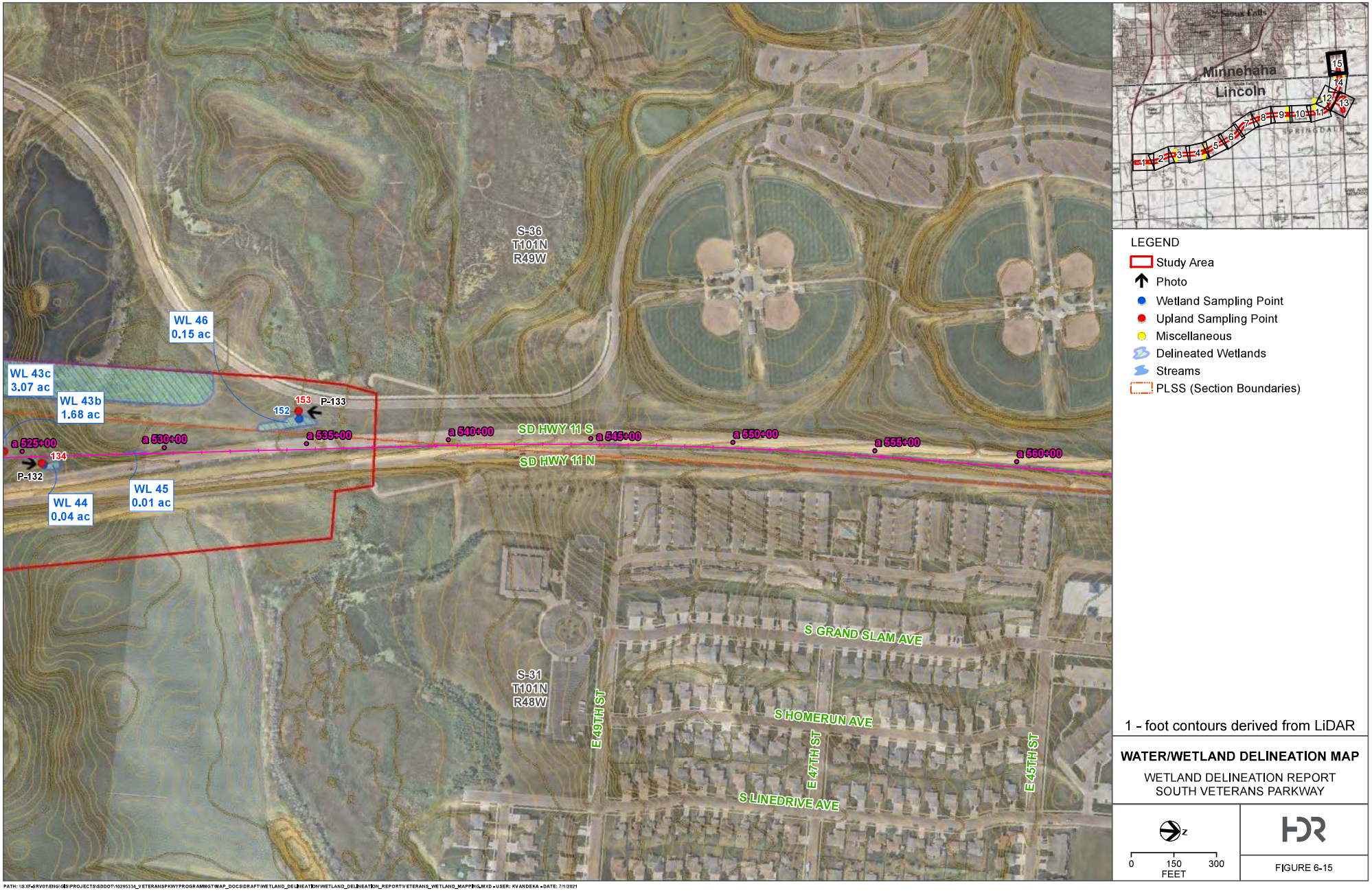

BACKGROUND INFORMATION

A. **REPORT COMPLETION DATE FOR PJD:** December 9, 2021

B. **NAME AND ADDRESS OF PERSON REQUESTING PJD:**

South Dakota Department of Transportation – Kit Bramblee

C. **DISTRICT OFFICE, FILE NAME, AND NUMBER:**
NWO, SDDOT - South Veterans Parkway - EA - Lincoln County, NWO-2021-00187-PIE

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: SD County/parish/borough: Lincoln County City: Sioux Falls
Center coordinates of site (lat/long in degree decimal format):
Lat.: 43.478893° Long.: -96.704343°
Universal Transverse Mercator: 14
Name of nearest waterbody: Spring Creek

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):
☒ Office (Desk) Determination. Date: December 8, 2021
☐ Field Determination. Date(s):

TABLE 1: AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION. Aquatic resources reviewed in this preliminary jurisdictional determination are identified in a report titled, *Wetland Delineation Report – DRAFT – South Veterans Parkway – Sioux Falls, South Dakota – July 2021 – City of Sioux Falls – SDDOT – FHWA*. The review area considered in this preliminary JD corresponds to the study area identified in the Wetland Delineation. Waters located within the review area but not identified in this table are evaluated in a separate jurisdctional determination.

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
NWO-2021-00187-PIE_02a	43.461459	-96.782553	0.34 acres	Wetland	Section 404
NWO-2021-00187-PIE_02b	43.460985	-96.783125	0.03 acres	Wetland	Section 404
NWO-2021-00187-PIE_02c	43.460975	-96.782568	0.01 acres	Wetland	Section 404
NWO-2021-00187-PIE_03b	43.460967	-96.779037	0.19 acres	Wetland	Section 404
NWO-2021-00187-PIE_03c	43.461781	-96.777206	2.1 acres	Wetland	Section 404
NWO-2021-00187-PIE_03d	43.462028	-96.778544	1.08 acres	Wetland	Section 404
NWO-2021-00187-PIE_03e	43.463064	-96.776506	3.66 acres	Wetland	Section 404
NWO-2021-00187-	43.463132	-96.773769	4.01 acres	Wetland	Section 404

[1] Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

PIE_06a					
NWO-2021-00187-PIE_06b	43.463572	-96.7701	4.61 acres	Wetland	Section 404
NWO-2021-00187-PIE_06c	43.464507	-96.769415	0.25 acres	Wetland	Section 404
NWO-2021-00187-PIE_06d	43.463605	-96.768186	2.05 acres	Wetland	Section 404
NWO-2021-00187-PIE_06e	43.464109	-96.761864	24.23 acres	Wetland	Section 404
NWO-2021-00187-PIE_06f	43.463968	-96.764676	0.49 acres	Wetland	Section 404
NWO-2021-00187-PIE_06g	43.463451	-96.761257	0.38 acres	Wetland	Section 404
NWO-2021-00187-PIE_06h	43.463414	-96.759107	0.16 acres	Wetland	Section 404
NWO-2021-00187-PIE_06i	43.463883	-96.756911	0.23 acres	Wetland	Section 404
NWO-2021-00187-PIE_06j	43.463772	-96.753937	1.09 acres	Wetland	Section 404
NWO-2021-00187-PIE_06m	43.464057	-96.750707	4.23 acres	Wetland	Section 404
NWO-2021-00187-PIE_08a	43.468738	-96.736172	1.38 acres	Wetland	Section 404
NWO-2021-00187-PIE_08b	43.468741	-96.733955	1.7 acres	Wetland	Section 404
NWO-2021-00187-PIE_08c	43.469169	-96.732405	0.97 acres	Wetland	Section 404
NWO-2021-00187-PIE_08d	43.469754	-96.733485	0.25 acres	Wetland	Section 404
NWO-2021-00187-PIE_14	43.47392	-96.724042	0.39 acres	Wetland	Section 404
NWO-2021-00187-PIE_15a	43.473575	-96.723643	0.39 acres	Wetland	Section 404
NWO-2021-00187-PIE_17	43.477865	-96.719763	1.36 acres	Wetland	Section 404
NWO-2021-00187-PIE_18a	43.478484	-96.719141	0.18 acres	Wetland	Section 404
NWO-2021-00187-PIE_18b	43.478945	-96.717994	0.84 acres	Wetland	Section 404
NWO-2021-00187-PIE_18c	43.47911	-96.716647	0.67 acres	Wetland	Section 404
NWO-2021-00187-PIE_18d	43.479731	-96.714297	1.85 acres	Wetland	Section 404
NWO-2021-00187-PIE_18e	43.480277	-96.712298	1.29 acres	Wetland	Section 404
NWO-2021-00187-PIE_18f	43.480545	-96.711164	1.23 acres	Wetland	Section 404
NWO-2021-00187-PIE_18g	43.479396	-96.710953	6.54 acres	Wetland	Section 404
NWO-2021-00187-PIE_20	43.478532	-96.714765	0.21 acres	Wetland	Section 404
NWO-2021-00187-PIE_21	43.479852	-96.711729	1.1 acres	Wetland	Section 404
NWO-2021-00187-PIE_22	43.480206	-96.709884	0.86 acres	Wetland	Section 404
NWO-2021-00187-PIE_23a	43.481141	-96.707126	1.19 acres	Wetland	Section 404
NWO-2021-00187-PIE_23b	43.480951	-96.705517	6.26 acres	Wetland	Section 404
NWO-2021-00187-PIE_23c	43.481768	-96.702129	1.26 acres	Wetland	Section 404
NWO-2021-00187-PIE_23d	43.482596	-96.702598	0.76 acres	Wetland	Section 404
NWO-2021-00187-PIE_24a	43.48193	-96.699957	2.13 acres	Wetland	Section 404

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NWO-2021-00187-PIE_24b	43.482362	-96.698023	2.27 acres	Wetland	Section 404
NWO-2021-00187-PIE_24c	43.481923	-96.697265	0.99 acres	Wetland	Section 404
NWO-2021-00187-PIE_26a	43.482669	-96.689326	0.3 acres	Wetland	Section 404
NWO-2021-00187-PIE_26b	43.482131	-96.687877	0.04 acres	Wetland	Section 404
NWO-2021-00187-PIE_26c	43.481999	-96.68522	14.48 acres	Wetland	Section 404
NWO-2021-00187-PIE_29	43.482166	-96.670791	3.54 acres	Wetland	Section 404
NWO-2021-00187-PIE_34a	43.482852	-96.660759	1.02 acres	Wetland	Section 404
NWO-2021-00187-PIE_34b	43.484363	-96.657908	1.18 acres	Wetland	Section 404
NWO-2021-00187-PIE_36a	43.486799	-96.653004	2.41 acres	Wetland	Section 404
NWO-2021-00187-PIE_36b	43.487645	-96.653909	1.12 acres	Wetland	Section 404
NWO-2021-00187-PIE_36c	43.48757	-96.654365	1.67 acres	Wetland	Section 404
NWO-2021-00187-PIE_36d	43.490585	-96.654018	4.97 acres	Wetland	Section 404
NWO-2021-00187-PIE_36e	43.489703	-96.655395	0.69 acres	Wetland	Section 404
NWO-2021-00187-PIE_36f	43.491607	-96.654417	1.85 acres	Wetland	Section 404
NWO-2021-00187-PIE_37a	43.489693	-96.647578	1 acre	Wetland	Section 404
NWO-2021-00187-PIE_37b	43.489505	-96.649406	0.01 acres	Wetland	Section 404
NWO-2021-00187-PIE_38a	43.489204	-96.648029	0.44 acres	Wetland	Section 404
NWO-2021-00187-PIE_38b	43.488928	-96.649138	0.14 acres	Wetland	Section 404
NWO-2021-00187-PIE_38c	43.488833	-96.650003	2.12 acres	Wetland	Section 404
NWO-2021-00187-PIE_38d	43.487329	-96.650547	0.99 acres	Wetland	Section 404
NWO-2021-00187-PIE_38e	43.485575	-96.65024	4.22 acres	Wetland	Section 404
NWO-2021-00187-PIE_38f	43.48403	-96.649053	0.35 acres	Wetland	Section 404
NWO-2021-00187-PIE_38g	43.482447	-96.649358	1.07 acres	Wetland	Section 404
NWO-2021-00187-PIE_39a	43.483463	-96.648686	0.17 acres	Wetland	Section 404
NWO-2021-00187-PIE_39b	43.482691	-96.648532	0.5 acres	Wetland	Section 404
NWO-2021-00187-PIE_42	43.498652	-96.649095	1.37 acres	Wetland	Section 404
NWO-2021-00187-PIE_43a	43.498566	-96.650517	6.45 acres	Wetland	Section 404
NWO-2021-00187-PIE_43b	43.50114	-96.650819	1.68 acres	Wetland	Section 404
NWO-2021-00187-PIE_43c	43.502086	-96.651891	3.07 acres	Wetland	Section 404
NWO-2021-00187-PIE_7	43.466888	-96.740948	0.25 acres	Wetland	Section 404
NWO-2021-00187-PIE_9	43.470551	-96.73084	2.94 acres	Wetland	Section 404
NWO-2021-00187-PIE_I_1	43.460497	-96.783107	0.15 acres	Wetland	Section 404
NWO-2021-00187-	43.48344	-96.66164	0.3 acres	Wetland	Section 404

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PIE_I_2					
NWO-2021-00187-PIE_I_3	43.487786	-96.654062	0.86 acres	Wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the.JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “may be” waters of the U.S. and/or that there “may be” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

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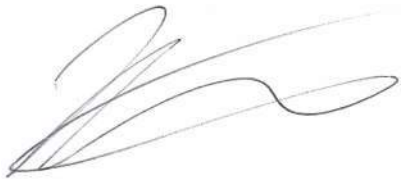
SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

_x_ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: *Wetland Delineation Report – DRAFT – South Veterans Parkway – Sioux Falls, South Dakota – July 2021 – City of Sioux Falls – SDDOT – FHWA*.
_x_ Data sheets prepared/submitted by or on behalf of the PJD requestor.
__x_ Office concurs with data sheets/delineation report.
___ Office does not concur with data sheets/delineation report. Rationale:
_____.
___ Data sheets prepared by the Corps: _____.
___ Corps navigable waters' study: _____.
__x U.S. Geological Survey Hydrologic Atlas: See Delineation Report.
__x_ USGS NHD data.
___ USGS 8 and 12 digit HUC maps.
_x_ U.S. Geological Survey map(s). Cite scale & quad name: See Delineation Report.
__x Natural Resources Conservation Service Soil Survey. Citation: See Delineation Report.
__x National wetlands inventory map(s). Cite name: . See Delineation Report.
___ State/local wetland inventory map(s): _____.
___ FEMA/FIRM maps: _____
___ 100-year Floodplain Elevation is: _____. (National Geodetic Vertical Datum of 1929)
__x_ Photographs: __x_ Aerial (Name & Date): Google Earth Pro.
___ or __x_ Other (Name & Date): Google Earth Street View/Delineation Report.
___ Previous determination(s). File no. and date of response letter: _____.
___ Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



December 9, 2021

_____ Signature and date of Regulatory staff member completing PJD

_____ Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

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Attachment D. Water/Wetland Impacts

Table 1 - Wetland Impact Summary (South Veterans Parkway)

Feature	Area (acreage)	Latitude (Dec Degr)	Longitude (Dec Degr)	Permanent Impact Total (Acres)	Temporary Impact Total (Acres)	Cowardin Class	Wetland Type*	Jurisdictional Determination (NWO-2021-00187-PIE**)	Mitigation (USACE or EO11990)	Mitigation Corps. (FCU)	Mitigation EO11990 (FCU)	Notes - Described by individual crossings
01a	0.61	43.461458	-96.793312	-	0.02	PABFx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01b	0.41	43.461242	-96.792607	0.01	0.08	PABFx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01c	0.64	43.461587	-96.792597	-	0.04	PABFx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01d	0.17	43.461106	-96.793199	0.12	0.02	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01e	0.07	43.461065	-96.791516	0.07	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01f	0.02	43.461582	-96.79191	0.02	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01g	0.05	43.461038	-96.790184	0.05	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01h	0.06	43.460822	-96.790525	0.06	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01i	0.02	43.461028	-96.789289	0.02	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01j	0.08	43.461022	-96.787991	0.09	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01k	0.4	43.461019	-96.785554	0.44	0.01	PEMAx	NA	Non-Jurisdictional (Isolated)	EO 11990	-	0.444	
01l	0.19	43.460798	-96.785454	0.19	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
01m	0.25	43.461646	-96.786562	-	-	PEMCd	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	-	
02a	0.34	43.461459	-96.782553	0.07	0.05	PEMC	Slope	Jurisdictional	USACE	0.385	-	2a-c impact >0.1 ac
02b	0.03	43.460985	-96.783125	0.03	-	PEMAx	NA	Jurisdictional	USACE	0.165	-	
02c	0.01	43.460975	-96.782568	0.01	-	PEM1Ax	NA	Jurisdictional	USACE	0.055	-	
03a	0.76	43.461356	-96.781037	0.38	0.03	PEM1A	Slope	Non-Jurisdictional (Isolated)	EO 11990	-	0.384	
03b	0.19	43.460967	-96.779037	-	-	PEMAx	NA	Jurisdictional	USACE	-	-	3b-3e impact >0.5 ac
03c	2.1	43.461781	-96.777206	0.97	0.13	PEMCd	Depressional	Jurisdictional	USACE	5.335	-	
03d	1.08	43.462028	-96.778544	0.71	0.10	PEMAd	Depressional	Jurisdictional	USACE	3.905	-	
03e	3.66	43.463064	-96.776506	0.55	0.32	PEMCd	Depressional	Jurisdictional	USACE	3.025	-	
4	0.02	43.460766	-96.779726	-	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
5	0.12	43.460542	-96.77961	-	-	PEMA	Slope	Non-Jurisdictional (Isolated)	EO 11990	-	-	
06a	4.01	43.463132	-96.773769	2.30	0.36	PEMC/ABFx	Depressional	Jurisdictional	USACE	12.650	-	6a-j, 6m impact >0.5 ac
06b	4.61	43.463572	-96.7701	2.07	0.42	PEMA	Slope	Jurisdictional	USACE	11.385	-	
06c	0.25	43.464507	-96.769415	0.11	0.03	PEMAd	Slope	Jurisdictional	USACE	0.605	-	
06d	2.05	43.463605	-96.768186	1.05	0.10	PEMCd	Depressional	Jurisdictional	USACE	5.775	-	
06e	24.23	43.464109	-96.761864	12.29	1.81	PEMAd	Slope	Jurisdictional	USACE	67.595	-	
06f	0.49	43.463968	-96.764676	0.49	-	PFOA	Slope	Jurisdictional	USACE	2.695	-	
06g	0.38	43.463451	-96.761257	0.01	0.03	PEMCd	Slope	Jurisdictional	USACE	0.055	-	
06h	0.16	43.463414	-96.759107	-	-	PEMCd	Slope	Jurisdictional	USACE	-	-	
06i	0.23	43.463883	-96.756911	0.23	-	PABFx	Depressional	Jurisdictional	USACE	1.265	-	
06j	1.09	43.463772	-96.753937	0.60	0.09	PEMAx	Slope	Jurisdictional	USACE	3.300	-	

06k	0.88	43.464803	-96.751819	-	0.01	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
06l	0.96	43.465065	-96.750121	-	0.14	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
06m	4.23	43.464057	-96.750707	2.09	0.29	PEMCd	Depressional	Jurisdictional	USACE	11.495	-	
7	0.25	43.466888	-96.740948	0.06	0.01	PEMAx	Slope	Jurisdictional	EO 11990	-	0.061	7 impact <0.1 ac
08a	1.38	43.468738	-96.736172	0.88	0.09	PEMAd	Depressional	Jurisdictional	USACE	4.840	-	8a-d impact >0.5 ac
08b	1.7	43.468741	-96.733955	0.33	0.12	PEMAd	Depressional	Jurisdictional	USACE	1.815	-	
08c	0.97	43.469169	-96.732405	-	-	PEMAd	Depressional	Jurisdictional	USACE	-	-	
08d	0.25	43.469754	-96.733485	0.13	0.03	PEMAx	NA	Jurisdictional	USACE	0.715	-	
9	2.94	43.470551	-96.73084	1.60	0.23	PEMAd	Depressional	Jurisdictional	USACE	8.800	-	9 impact >0.5 ac
10	1.26	43.470935	-96.728257	0.40	0.09	PEMA	Depressional	Non-Jurisdictional (Preamble)	None	-	-	
11	0.39	43.471175	-96.730759	-	-	PUBCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
12	0.45	43.471484	-96.729393	-	-	PUBCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
13	0.17	43.472373	-96.726717	-	0.02	PEMCx	Depressional	Non-Jurisdictional (Preamble)	None	-	-	
14	0.39	43.47392	-96.724042	-	-	PEMCx	NA	Jurisdictional	USACE	-	-	
15a	0.39	43.473575	-96.723643	0.18	0.11	PEMAx	Slope	Jurisdictional	USACE	0.990	-	15a impact >0.1 ac
15b	0.28	43.475479	-96.722535	-	-	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
16	0.16	43.477121	-96.720646	-	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
17	1.36	43.477865	-96.719763	-	0.10	PEMCx	NA	Jurisdictional	USACE	-	-	
18a	0.18	43.478484	-96.719141	-	-	PEMCx	NA	Jurisdictional	USACE	-	-	18a-g impact >0.1 ac
18b	0.84	43.478945	-96.717994	-	-	PEMCx	NA	Jurisdictional	USACE	-	-	
18c	0.67	43.47911	-96.716647	0.02	0.09	PEMCx	NA	Jurisdictional	USACE	0.110	-	
18d	1.85	43.479731	-96.714297	-	-	PEMCx	NA	Jurisdictional	USACE	-	-	
18e	1.29	43.480277	-96.712298	-	-	PEMCx	NA	Jurisdictional	USACE	-	-	
18f	1.23	43.480545	-96.711164	-	0.01	PUBCx	NA	Jurisdictional	USACE	-	-	
18g	6.54	43.479396	-96.710953	0.14	0.25	PEMCd	Depressional	Jurisdictional	USACE	0.770	-	
19a	0.08	43.477683	-96.717784	-	-	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
19b	0.81	43.477949	-96.71851	0.68	0.08	PEMAd	Depressional	Non-Jurisdictional (Preamble)	None	-	-	
20	0.21	43.478532	-96.714765	-	-	PEMAx	NA	Jurisdictional	USACE	-	-	
21	1.1	43.479852	-96.711729	1.10	-	PEMAx	NA	Jurisdictional	USACE	6.050	-	21 impact >0.5 ac
22	0.86	43.480206	-96.709884	0.86	-	PEMAx	NA	Jurisdictional	USACE	4.730	-	22 impact >0.5 ac - (pretty clear this one was constructed in upland between 2007
23a	1.19	43.481141	-96.707126	0.78	0.13	PEMC	Depressional	Jurisdictional	USACE	4.290	-	23a-d impact >0.5 ac
23b	6.26	43.480951	-96.705517	2.48	0.52	PEMA	Slope	Jurisdictional	USACE	13.640	-	
23c	1.26	43.481768	-96.702129	0.82	0.12	PEMAd	Depressional	Jurisdictional	USACE	4.510	-	
23d	0.76	43.482596	-96.702598	-	-	PEMCx	NA	Jurisdictional	USACE	-	-	
24a	2.13	43.48193	-96.699957	1.01	0.23	PEMAd	Depressional	Jurisdictional	USACE	5.555	-	24a-c impact >0.5 ac
24b	2.27	43.482362	-96.698023	1.28	0.17	PEMC	Depressional	Jurisdictional	USACE	7.040	-	
24c	0.99	43.481923	-96.697265	0.59	0.05	PEMC	Depressional	Jurisdictional	USACE	3.245	-	

25	0.47	43.481698	-96.695711	0.20	0.05	PEMAd	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.202	
26a	0.3	43.482669	-96.689326	-	0.04	PEMAx	NA	Jurisdictional	USACE	-	-	26a-c impact >0.5 ac
26b	0.04	43.482131	-96.687877	0.08	0.02	PEMAx	Depressional	Jurisdictional	USACE	0.440	-	
26c	14.48	43.481999	-96.68522	5.28	1.03	PEMC/AB	Depressional	Jurisdictional	USACE	29.040	-	
27	1.66	43.482725	-96.682713	-	-	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
28a	0.82	43.481918	-96.675313	0.66	0.08	PEMAd	Slope	Non-Jurisdictional (Isolated)	EO 11990	-	0.667	
28b	1.19	43.48188	-96.673583	0.71	0.14	PEMC	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.717	
29	3.54	43.482166	-96.670791	0.93	0.36	PEMC	Depressional	Jurisdictional	USACE	5.115	-	29 impact >0.5 ac
30	0.77	43.482507	-96.667638	0.35	0.12	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
31	0.88	43.482641	-96.665304	0.54	-	PEMAd	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.545	
32	0.15	43.481682	-96.664381	-	-	PABFx	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	-	
33	2.98	43.482501	-96.66244	0.96	-	PEM/ABF	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.970	
34a	1.02	43.482852	-96.660759	0.01	-	PEMCx	NA	Jurisdictional	EO 11990	-	0.010	34a-b is a regional stormwater BMP. Impacts previously were mitigated
34b	1.18	43.484363	-96.657908	-	-	PEMAx	NA	Jurisdictional	USACE	-	-	
35	0.91	43.485261	-96.658496	0.63	-	PEMA	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.636	
36a	2.41	43.486799	-96.653004	0.49	0.01	PEMCd	Depressional	Jurisdictional	USACE	2.695	-	36a-f impact >0.5 ac
36b	1.12	43.487645	-96.653909	0.16	-	PEMC	Riverine	Jurisdictional	USACE	0.880	-	
36c	1.67	43.48757	-96.654365	0.75	-	PEMC	Riverine	Jurisdictional	USACE	4.125	-	
36d	4.97	43.490585	-96.654018	1.81	0.05	PEMAd	Riverine	Jurisdictional	USACE	9.955	-	
36e	0.69	43.489703	-96.655395	0.10	-	PEMAd	Slope	Jurisdictional	USACE	0.550	-	
36f	1.85	43.491607	-96.654417	-	-	PUBCx	NA	Jurisdictional	USACE	-	-	
37a	1	43.489693	-96.647578	0.09	-	PEMCd	Depressional	Jurisdictional	EO 11990	-	0.091	37a-b impact <0.1 ac
37b	0.01	43.489505	-96.649406	-	-	PEMAx	NA	Jurisdictional	USACE	-	-	
38a	0.44	43.489204	-96.648029	0.14	-	PEMCd	Depressional	Jurisdictional	USACE	0.770	-	38a-g impact >0.5 ac
38b	0.14	43.488928	-96.649138	0.05	-	PEMCx	NA	Jurisdictional	USACE	0.275	-	
38c	2.12	43.488833	-96.650003	0.72	-	PEMC	Depressional	Jurisdictional	USACE	3.960	-	
38d	0.99	43.487329	-96.650547	0.14	-	PEMAd	Slope	Jurisdictional	USACE	0.770	-	
38e	4.22	43.485575	-96.65024	1.58	0.01	PEMC	Depressional	Jurisdictional	USACE	8.690	-	
38f	0.35	43.48403	-96.649053	0.28	-	PEMAx	NA	Jurisdictional	USACE	1.540	-	
38g	1.07	43.482447	-96.649358	0.09	-	PEMAd	Depressional	Jurisdictional	USACE	0.495	-	
39a	0.17	43.483463	-96.648686	0.10	-	PEMAx	NA	Jurisdictional	USACE	0.550	-	39a-b impact >0.1 ac
39b	0.5	43.482691	-96.648532	0.11	-	PEMAd	Depressional	Jurisdictional	USACE	0.605	-	
40	1.8	43.492319	-96.651894	-	-	PEMC	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	-	
41	0.78	43.49465	-96.652334	0.13	0.13	PEMAd	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.131	
42	1.37	43.498652	-96.649095	-	0.60	PEMAx	NA	Jurisdictional	None	-	-	
43a	6.45	43.498566	-96.650517	1.47	2.59	PEMCx	NA	Jurisdictional	USACE	8.085	-	43a-c impact >0.5 ac
43b	1.68	43.50114	-96.650819	1.44	0.24	PEMCx	NA	Jurisdictional	USACE	7.920	-	

43c	3.07	43.502086	-96.651891	-	0.04	PEMCx	NA	Jurisdictional	USACE	-	-	
44	0.04	43.50211	-96.650763	0.04	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
45	0.01	43.50289	-96.651028	0.01	-	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
46	0.15	43.50434	-96.651567	0.12	0.02	PEMAx	NA	Non-Jurisdictional (Preamble)	None	-	-	
Total Wetland	**47.46**			**58.540**	**12.060**					**283.250**	**4.858**	

*Wetland Type refers to the HGM classification: depressional, riverine, or slope wetland. "NA" indicates the wetland is an artificial and HGM classification is not appropriate. For informational purposes only.

**Isolated and Preamble Waters are based on Approved Jurisdictional Determination while jurisdictional waters are based on Preliminary Jurisdictional Determination (NWO-2021-00187-PIE)

	Count	Area (Acres)	Credits (FCU	
USACE - 404 (Temporary)	39	10.98	-	
EO 11990 (Temporary)	6	0.44	-	
Artificial (Temporary)	11	0.64	-	
Total (Temporary)	**16**	**12.06**	**-**	
USACE - 404 (Permanent)	**57**	**51.50**	**283.250**	Sum total of all wetland impacts and summary of compensatory mitigation anticipated to offset jurisdictional wetland crossings that are > 0.1 acre
Depressional	*31*	24.75	136.125	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional depressional wetland crossings that are > 0.1 acre
Slope	*11*	18.54	101.970	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional slope wetland crossings that are > 0.1 acre
Riverine	*3*	2.72	14.960	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional riverine wetland crossings that are > 0.1 acre
NA	*12*	5.49	30.195	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional wetland crossings without HGM Class assigned that are > 0.1 acre
EO 11990 (Permanent)	**0**	**4.81**	4.858	Permanent impacts to natural wetlands not mitigated to comply with Section 404 Clean Water Act regulation
Artificial (Permanent)	**18**	**2.23**	-	Permanent impacts to artificial excluded wetlands that are not subject to either USACE 404 or FHWA EO11990 regulation.
Total (Permanent)	**75**	**58.54**	**288.108**	Sum total of all temporary and permanent wetland impacts

Table 2 - Stream Impact Summary (South Veterans Parkway)

Feature	Length (feet)	Area (acreage)	Latitude (Dec Degr)	Longitude (Dec Degr)	Permanent Impact Length (feet)	Permanent Impact Area (acre)	Temporary Impact Area (acre)	Cowardin Class	Wetland Type*	Jurisdictional Determination (NWO-2021-00187-PIE**)	Mitigation (USACE or EO11990)	Mitigation Corps. (FCU)	Notes - Described by individual crossings
Intermittent Stream 1	350	0.15	43.460497	-96.783107	140	0.08	0.01	R4SBC	Riverine	Jurisdictional	USACE	0.440	I1 impact >0.03 ac
Intermittent Stream 2	500	0.30	43.483439	-96.661638	250	0.20	-	R4SBC	Riverine	Jurisdictional	USACE	1.100	I2 impact >0.03 ac
Intermittent Stream 3	1,950	0.86	43.487786	-96.654062	475	0.17	0.01	R4SBC	Riverine	Jurisdictional	USACE	0.935	I3 impact >0.03 ac
Total	**2,800**	**1.31**			**865**	**0.45**	**0.02**					**2.475**	

*Wetland Type refers to the HGM classification: depressional, riverine, or slope wetland. "NA" indicates the wetland is an artificial and HGM classification is not appropriate. For informational purposes only.

**Isolated and Preamble Waters are based on Approved Jurisdictional Determination while jurisdictional waters are based on Preliminary Jurisdictional Determination

	Count	Area (Acres)	Mitigation (FCU)	
Temporary impacts	*2*	*0.020*		
USACE	**3**	**0.45**	**2.475**	Sum total of stream impacts and compensatory mitigation to offset jurisdictional stream crossings that are > 0.03 acre.
EO 11990	-	-	-	Permanent impacts to streams not above mitigation threshold (0.03 ac) to comply with Section 404 Clean Water Act regulation.
Total (Permanent)	**3**	**0.45**	**2.475**	Sum total of all temporary and permanent stream impacts and total compensatory mitigation for offseting stream crossings.

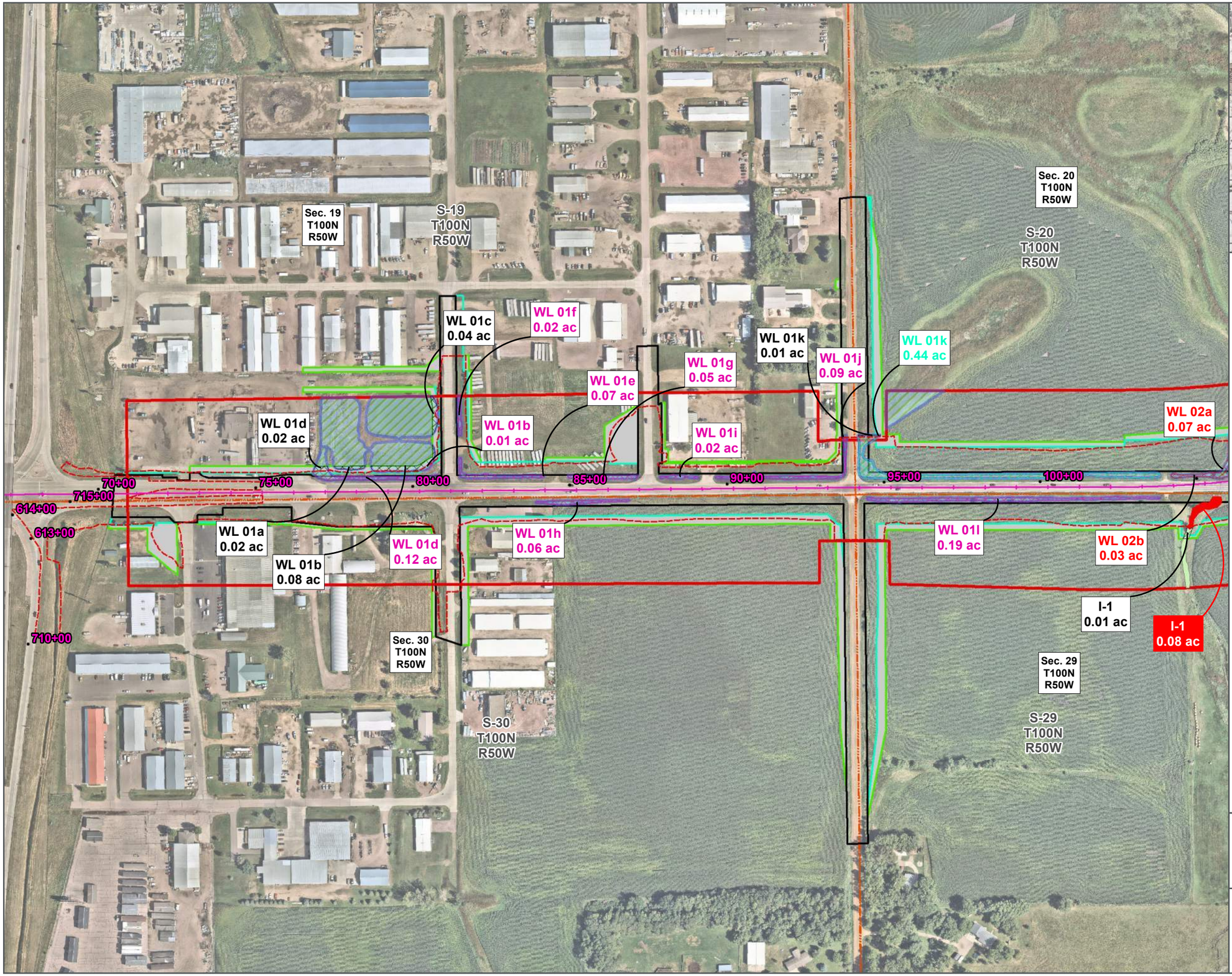
Table 3 - Wetland Impact Summary (Intersecting City Arterials)

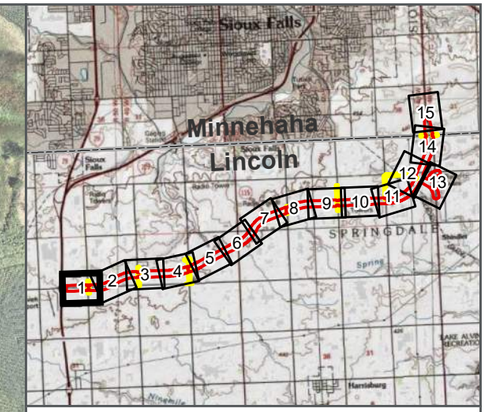
Feature	Area (acreage)	Latitude (Dec Degr)	Longitude (Dec Degr)	Permanent Impact Total (Acres)	Temporary Impact Total (Acres)	Cowardin Class	Wetland Type*	Jurisdictional Determination (NWO-2021-00187-PIE**)	Mitigation (USACE or EO11990)	Mitigation Corps. (FCU)	Mitigation EO11990 (FCU)	Notes - Described by individual crossings
1-1a	0.052	43.461643	-96.787293	0.04	-	PEMAd	NA	Non-Jurisdictional (Preamble)	None	-	-	
1-1b	0.348	43.461581	-96.787003	0.23	0.05	PEMCd	Depressional	Non-Jurisdictional (Isolated)	EO 11990	-	0.232	
1-3a	0.67	43.45831	-96.787033	0.31	0.08	PEMCx	Slope	Jurisdictional	USACE	1.705	-	
1-3b	0.01	43.458755	-96.787273	0.01	-	PEMCx	Slope	Jurisdictional	USACE	0.055	-	1-3a + 1-3b >0.1 ac
2-1a	0.274	43.465247	-96.767127	0.19	0.02	PEMCx	NA	Jurisdictional	USACE	1.045	-	
2-1b	0.257	43.465044	-96.767475	0.23	0.01	PEMCx	NA	Jurisdictional	USACE	1.265	-	
2-1c	0.464	43.463309	-96.767521	0.18	0.11	PEMC	Slope	Jurisdictional	USACE	0.990	-	
2-1d	0.493	43.463344	-96.767036	0.18	0.11	PEMC	Slope	Jurisdictional	USACE	0.990	-	
3-1c	1.133	43.462131	-96.747534	0.62	0.20	PEMA	Depressional	Jurisdictional	USACE	3.410	-	
3-1d	0.477	43.462359	-96.747229	0.40	0.03	PEMCx	NA	Jurisdictional	USACE	2.200	-	
3-2	0.043	43.465725	-96.747231	0.04	0.01	PEMCx	NA	Non-Jurisdictional (Preamble)	None	-	-	
4-1	0.136	43.471167	-96.727888	-	0.03	PEMA		Non-Jurisdictional (Preamble)	None	-	-	
5-1	0.005	43.479385	-96.70745	0.02	0.05	PEMC	Slope	Jurisdictional	EO 11990	-	0.020	
5-2a	0.266	43.480123	-96.707411	-	0.08	PEMC	Slope	Jurisdictional	EO 11990	-	-	
5-2b	0.185	43.481467	-96.707424	0.03	0.05	PEMC	Depressional	Jurisdictional	EO 11990	-	0.030	
Total Wetland	**4.813**			**2.48**	**0.83**					**11.660**	**0.282**	

*Wetland Type refers to the HGM classification: depressional, riverine, or slope wetland. "NA" indicates the wetland is an artificial and HGM classification is not appropriate. For informational purposes only.

**Isolated and Preamble Waters are assumed based on a nearby Approved Jurisdictional Determination while jurisdictional waters are assumed based on a nearby Preliminary Jurisdictional Determination (NWO-2021-00187-PIE)

	Count	Area (Acres)	Credits (FCU	
USACE - 404 (Temporary)	10	0.74	-	
EO 11990 (Temporary)	1	0.05	-	
Artificial (Temporary)	0	0	-	
Total (Temporary)	**11**	**0.79**	**-**	
USACE	**7**	**2.12**	**11.660**	Sum total of all wetland impacts and summary of compensatory mitigation anticipated to offset jurisdictional wetland crossings that are > 0.1 acre
Depressional	*2*	0.62	3.410	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional depressional wetland crossings that are > 0.1 acre
Slope	*2*	0.68	3.740	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional slope wetland crossings that are > 0.1 acre
Riverine	*0*	-	-	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional riverine wetland crossings that are > 0.1 acre
NA	*3*	0.82	4.510	Permanent impacts and summary of compensatory mitigation anticipated to offset jurisdictional wetland crossings without HGM Class assigned that are > 0.1 acre
EO 11990	**0**	**0.28**	0.282	Permanent impacts to natural wetlands not mitigated to comply with Section 404 Clean Water Act regulation
Artificial	**8**	**0.08**	-	Permanent impacts to artificial excluded wetlands that are not subject to either USACE 404 or FHWA EO11990 regulation.
Total (Permanent)	**15**	**2.48**	**11.942**	Sum total of all temporary and permanent wetland impacts





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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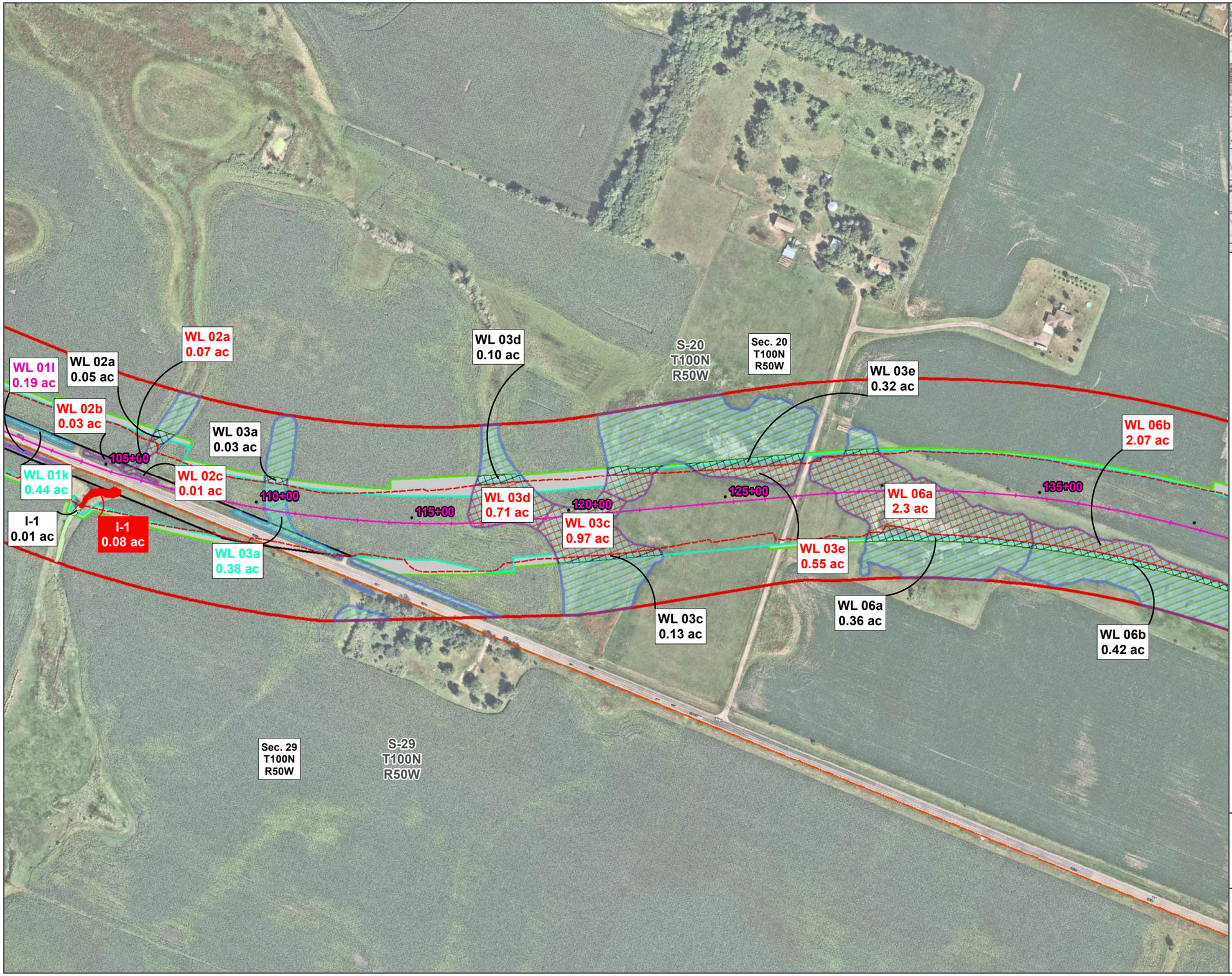
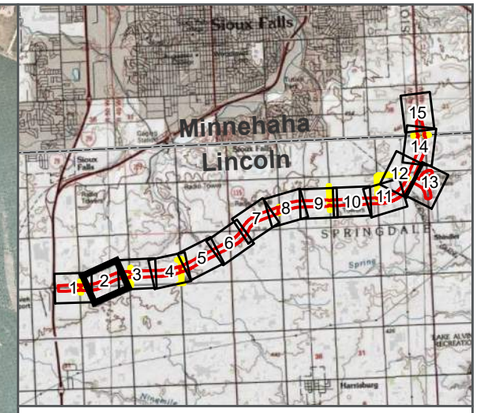
FIGURE 1-1

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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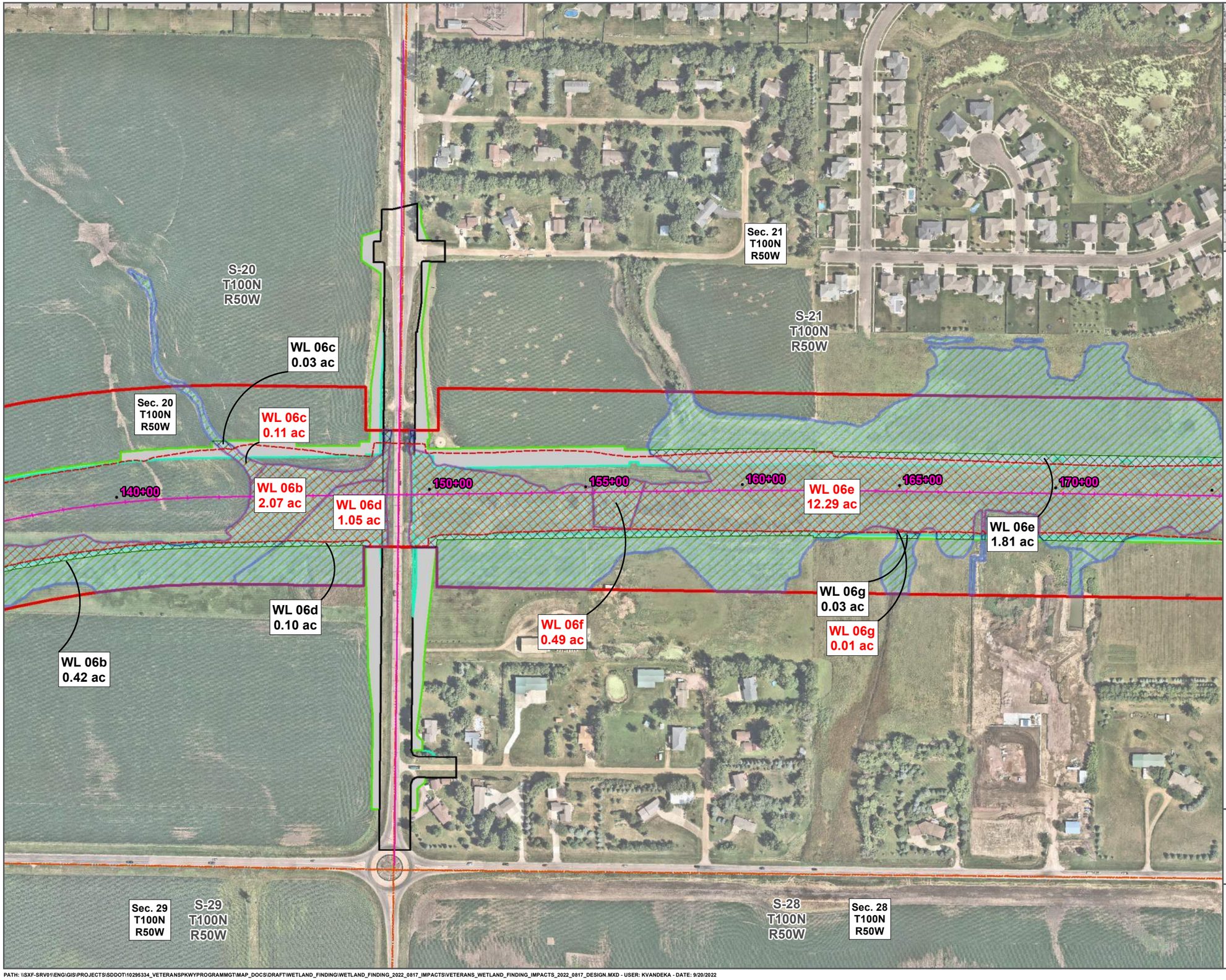
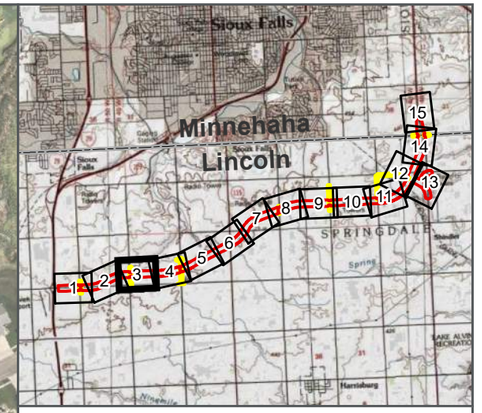
FEET

FIGURE 1-2

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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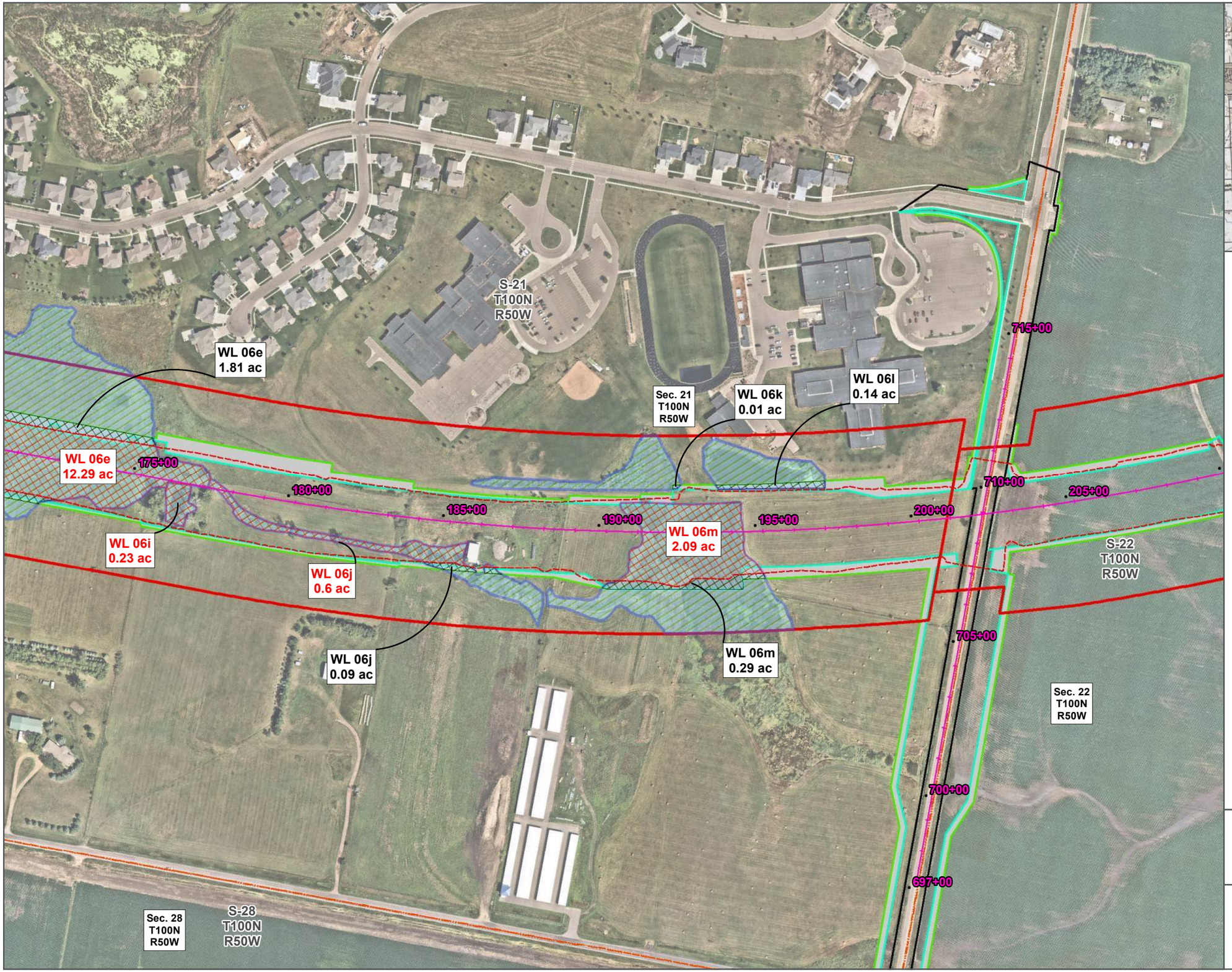
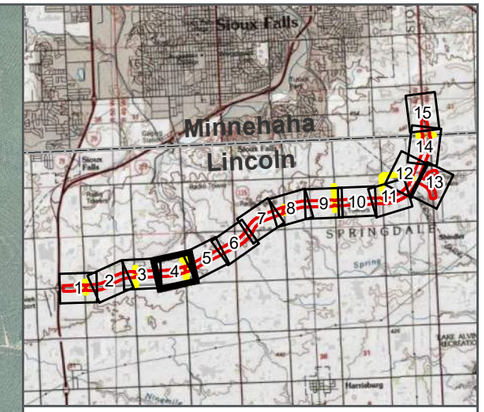
FIGURE 1-3

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
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- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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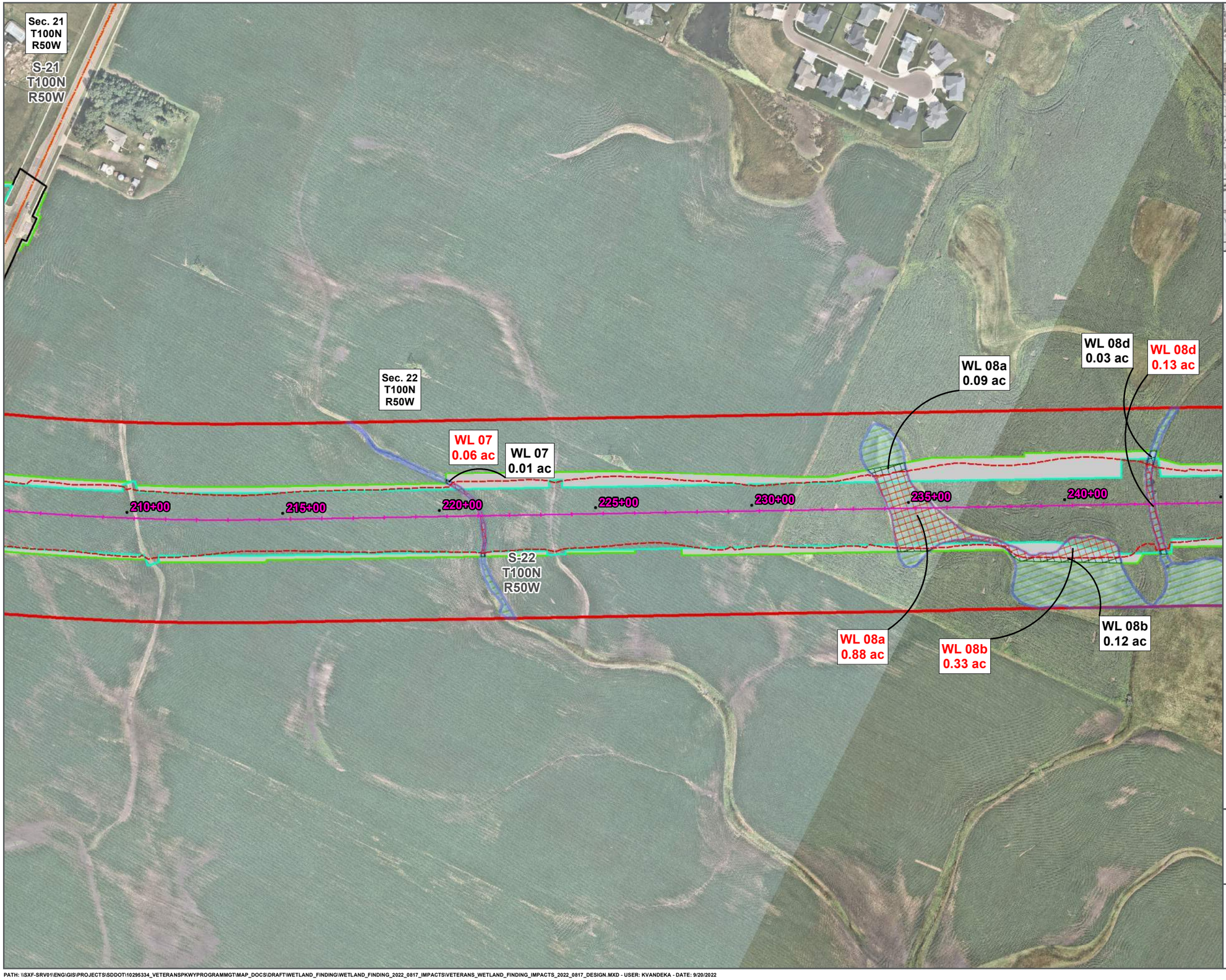
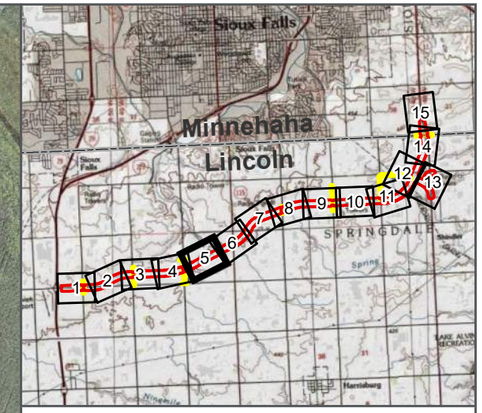
FIGURE 1-4

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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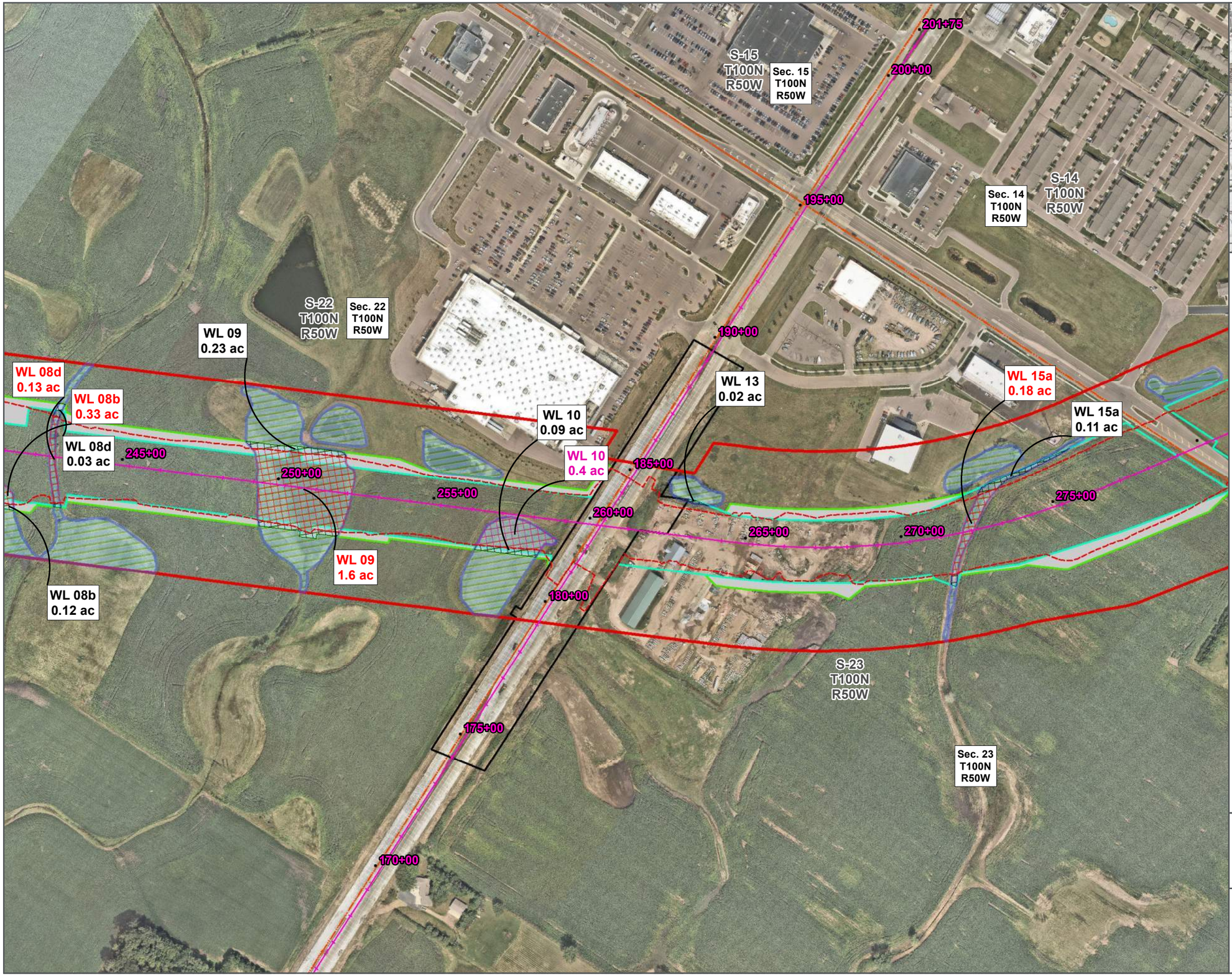
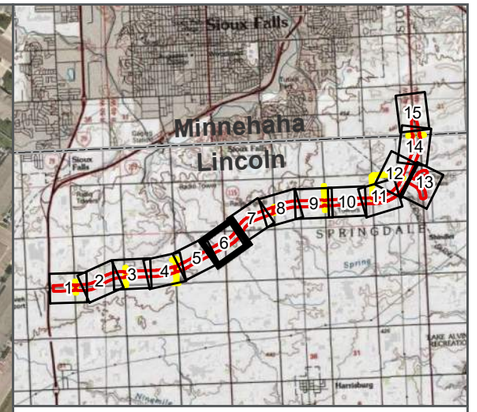
FIGURE 1-5

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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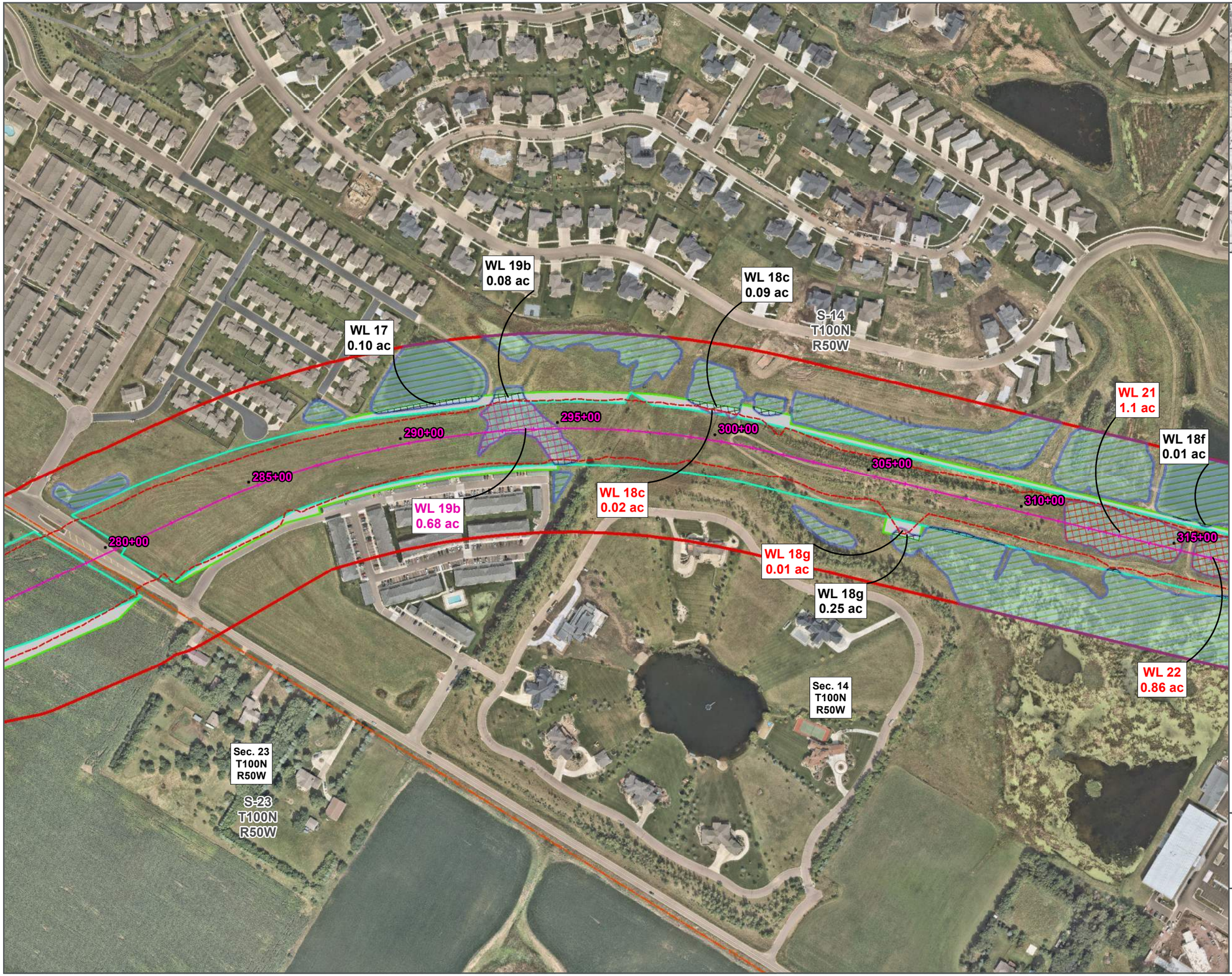
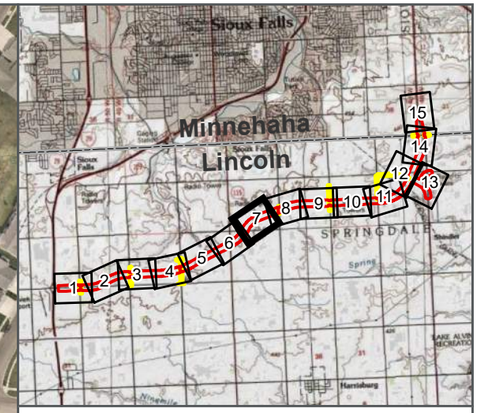
FIGURE 1-6

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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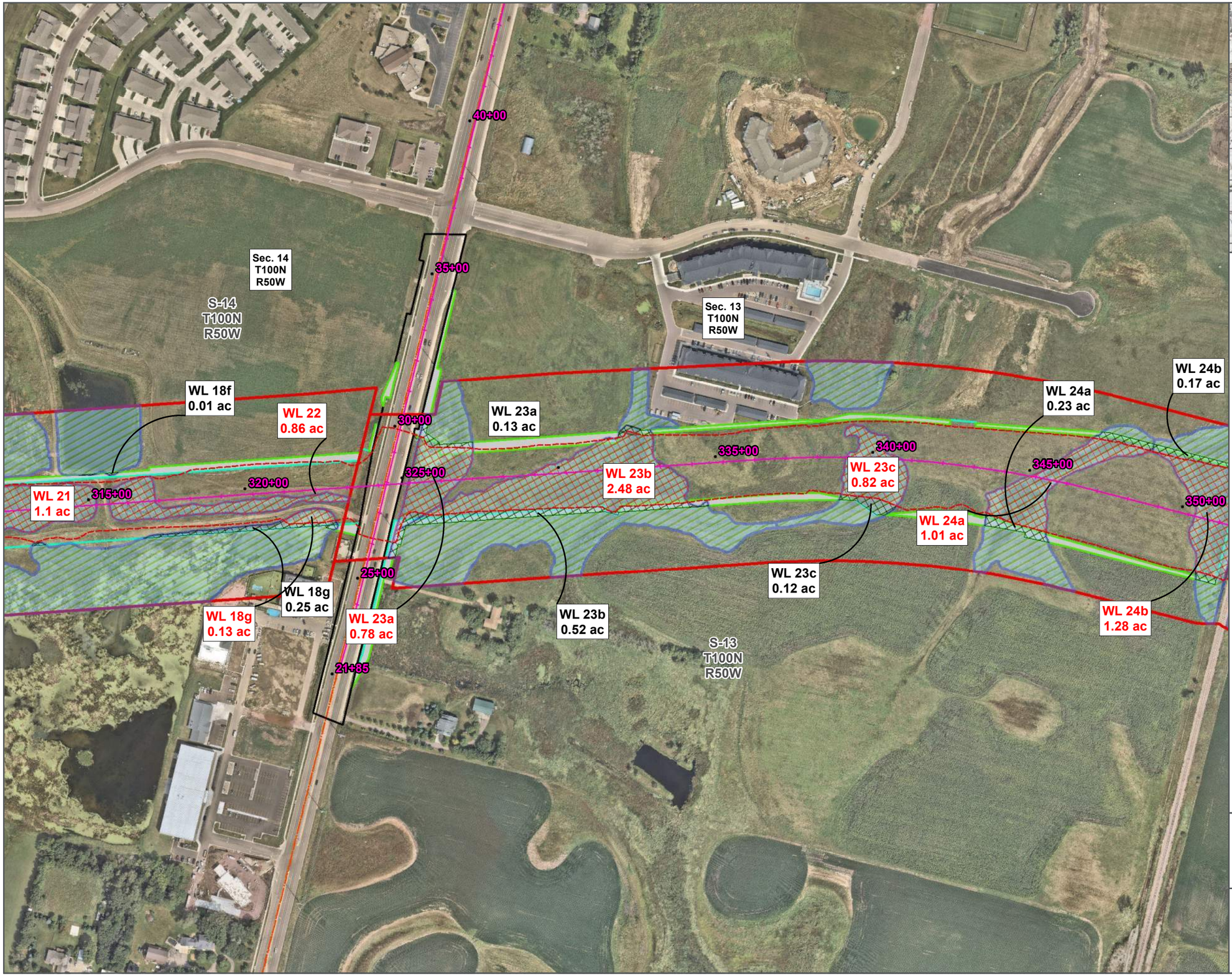
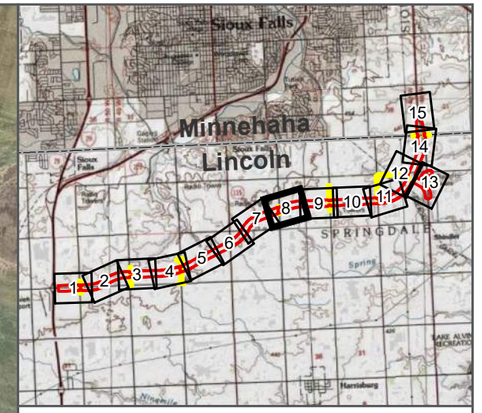
FIGURE 1-7

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

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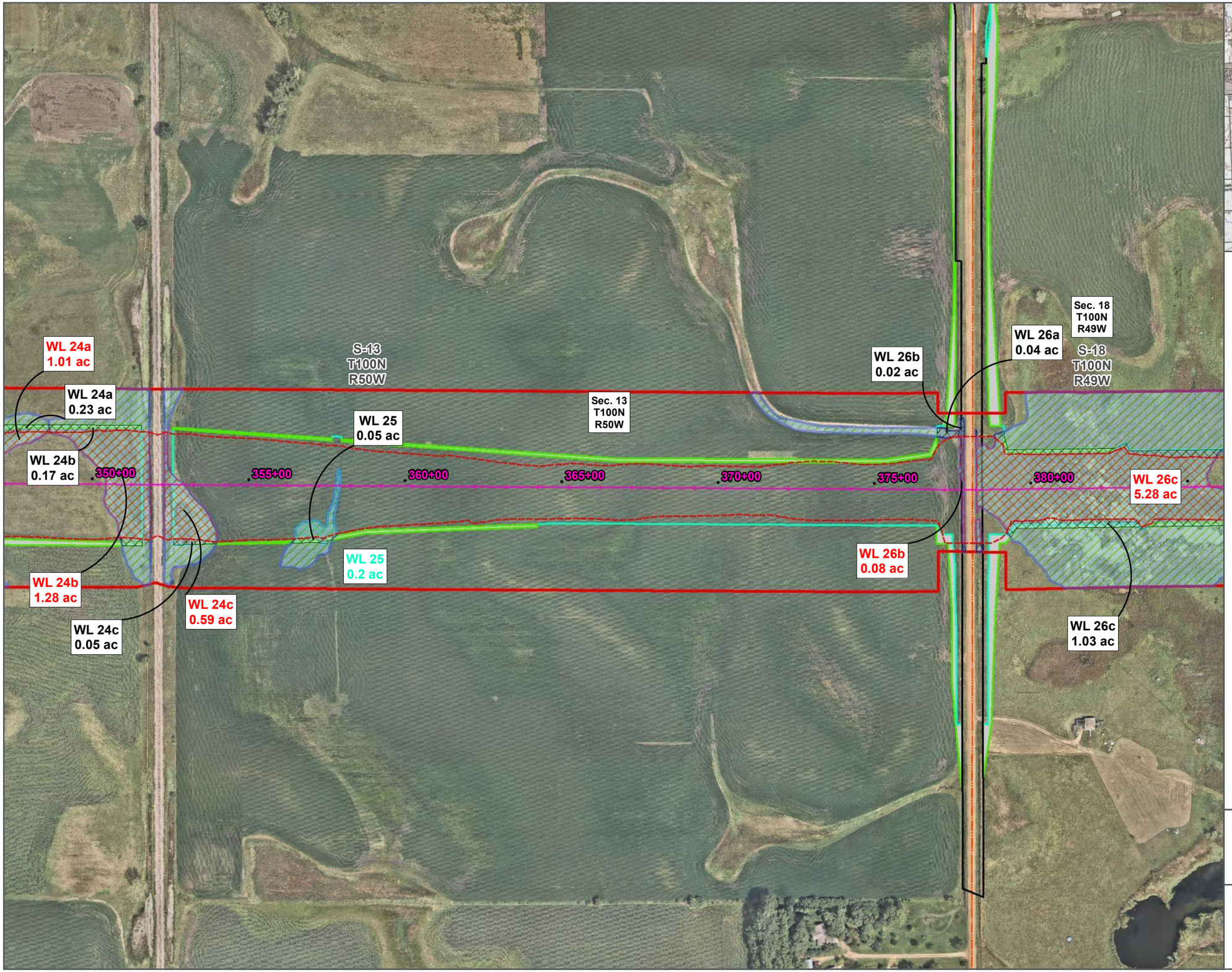
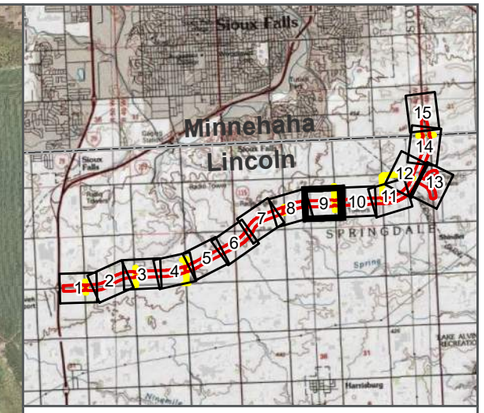
FIGURE 1-8

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

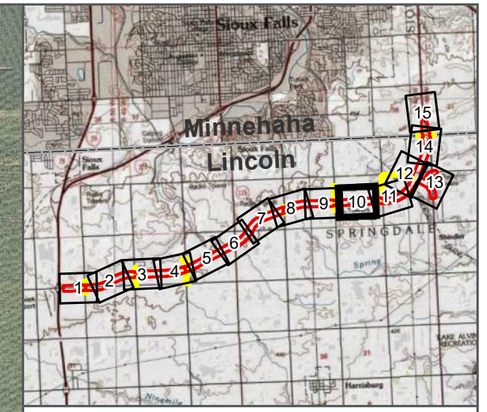
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

N

0 150 300
FEET

FIGURE 1-9

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022



Sec. 18
T100N
R49W

S-18
T100N
R49W

WL 26c
5.28 ac

385+00

390+00

395+00

400+00

405+00

410+00

415+00

WL 26c
1.03 ac

WL 28a
0.08 ac

WL 28a
0.66 ac

WL 28b
0.71 ac

WL 28b
0.14 ac

WL 29
0.36 ac

WL 29
0.93 ac

Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

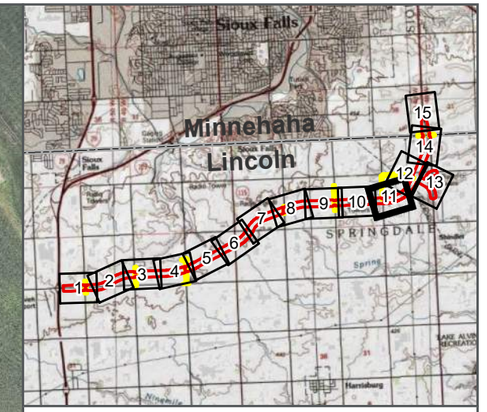
N

0 150 300
FEET

HDR

FIGURE 1-10

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022



Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

S-18
T100N
R49W

S-17
T100N
R49W

Sec. 17
T100N
R49W

Sec. 18
T100N
R49W

WL 29
0.93 ac

WL 29
0.36 ac

WL 30
0.12 ac

WL 30
0.35 ac

WL 31
0.54 ac

WL 33
0.96 ac

WL 34a
0.01 ac

I-2
0.20 ac

420+00
425+00
430+00
435+00
440+00
445+00
450+00
455+00

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

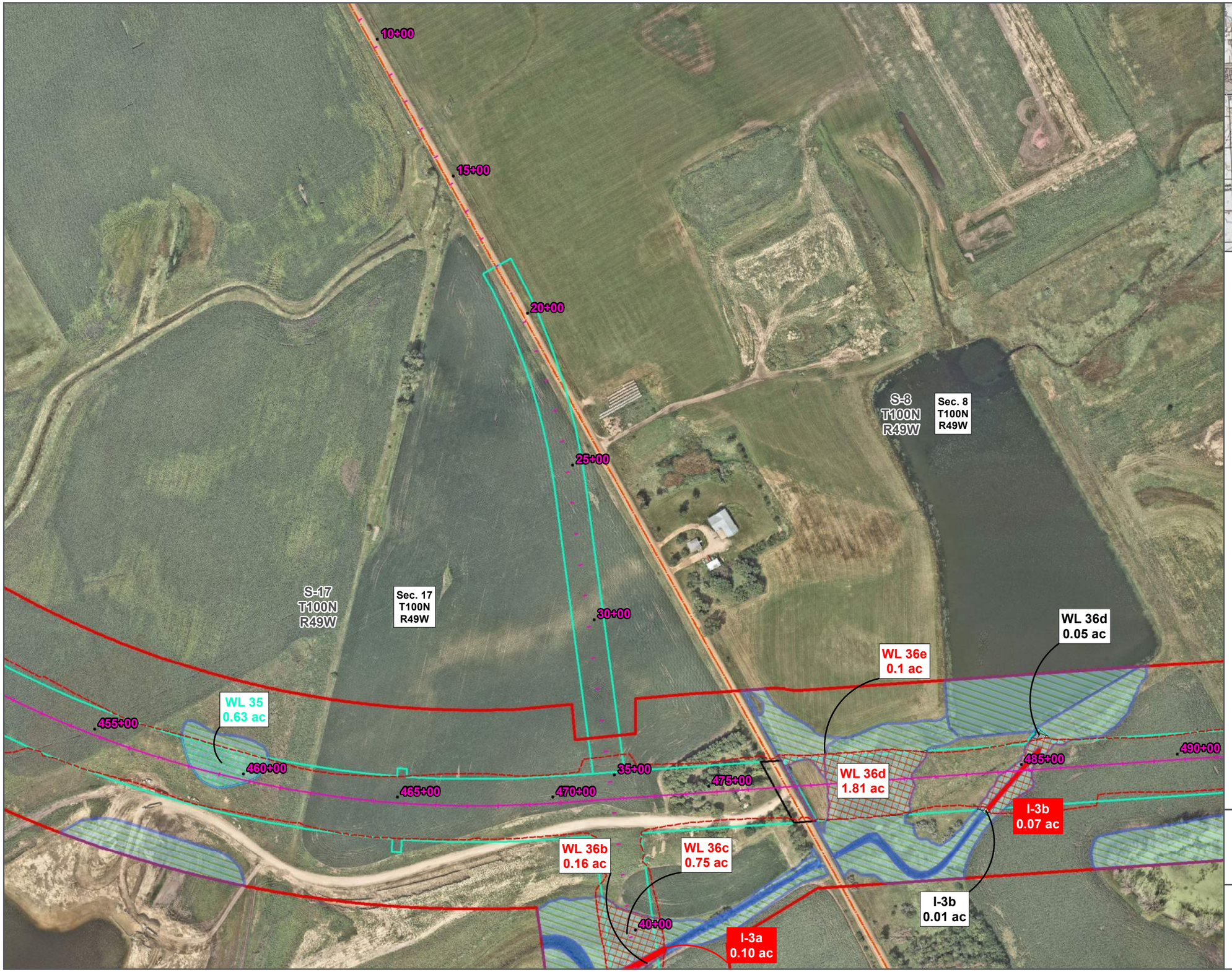
N

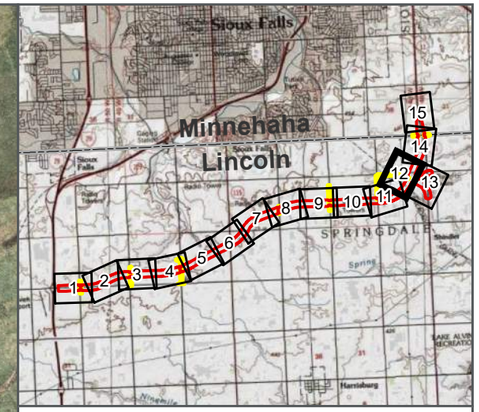
0 150 300
FEET

HDR

FIGURE 1-11

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

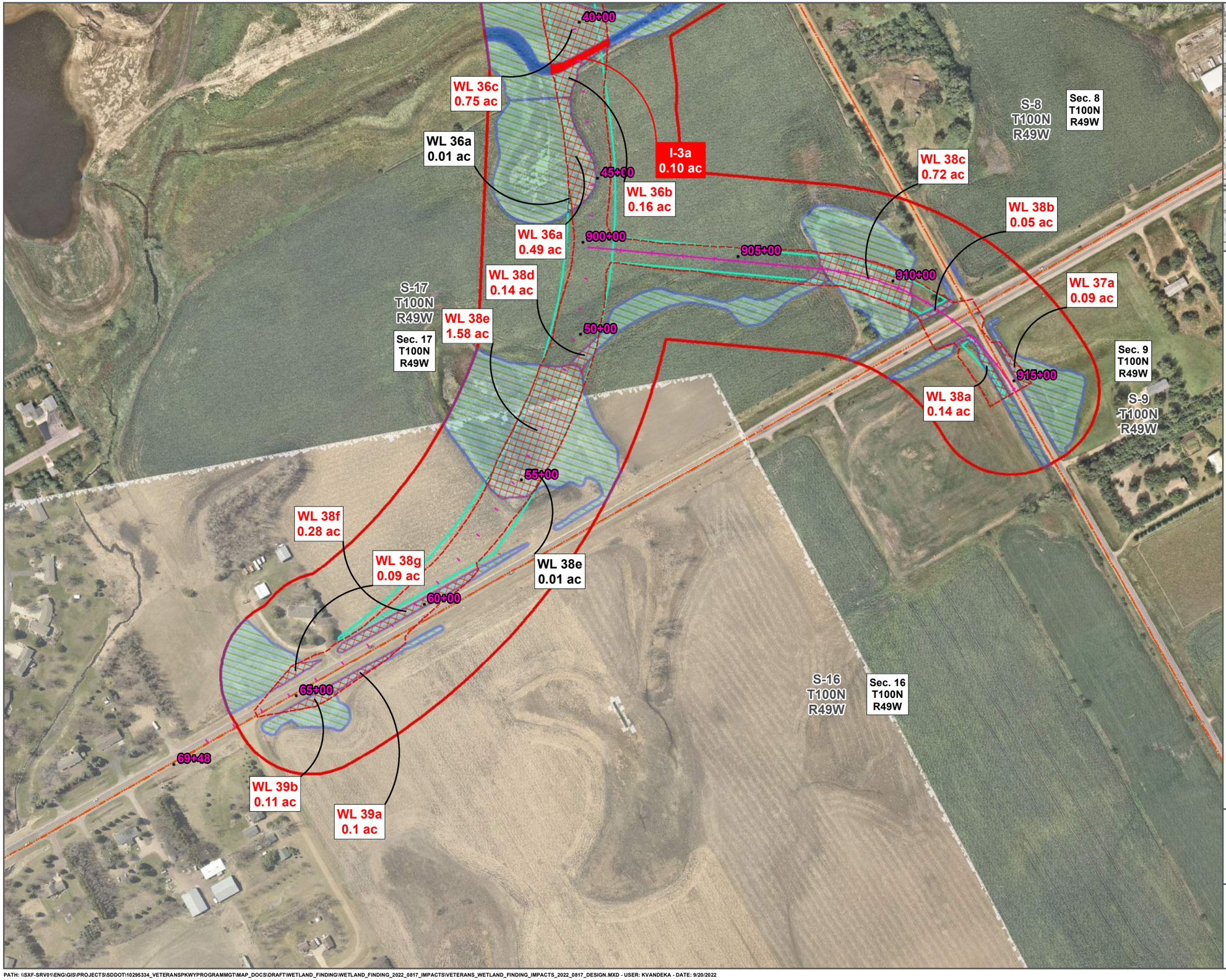
WATER/WETLAND IMPACT MAP

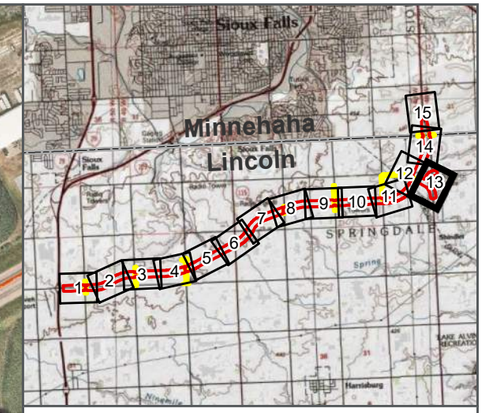
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

0 150 300
FEET

FIGURE 1-12

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

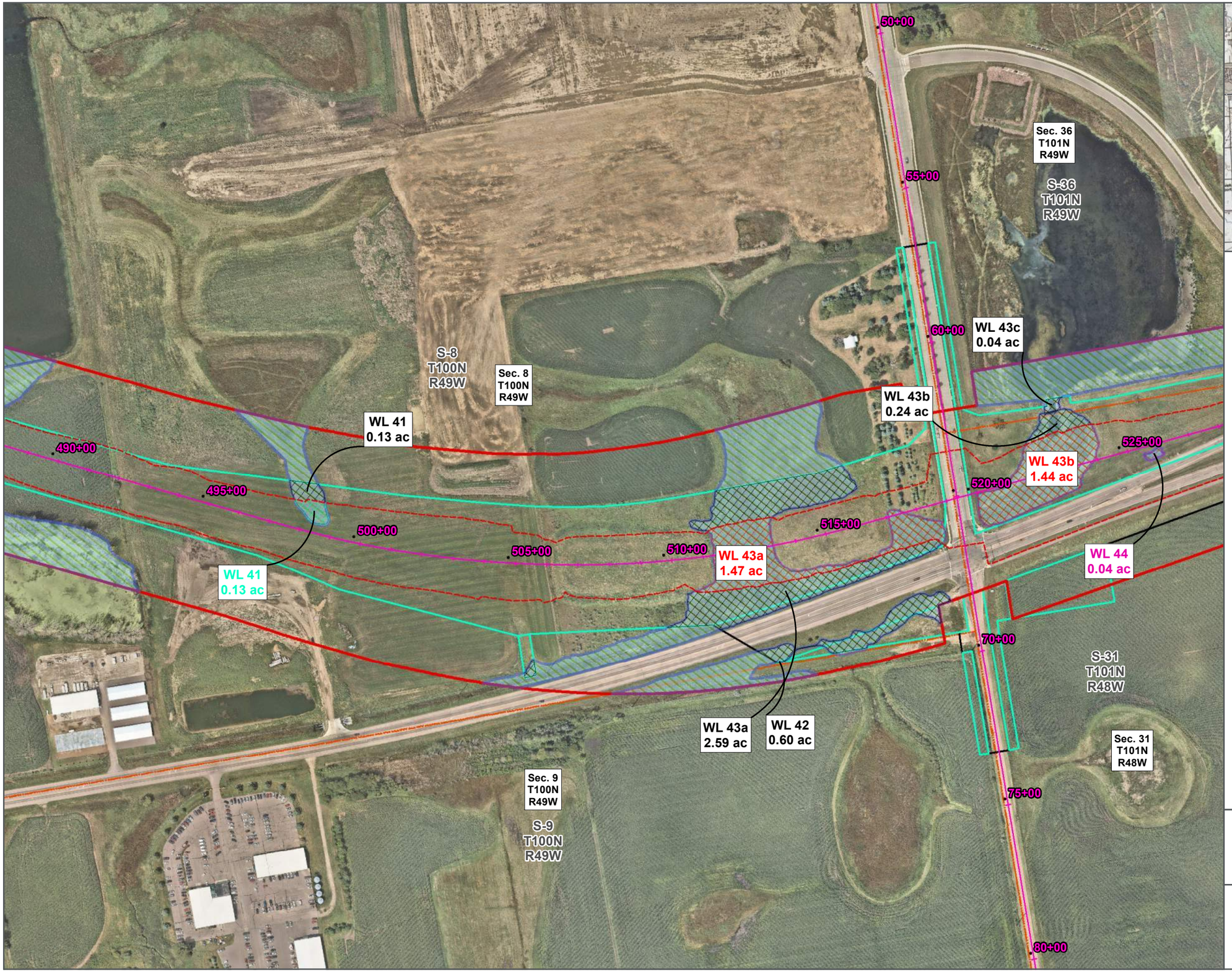
WATER/WETLAND IMPACT MAP

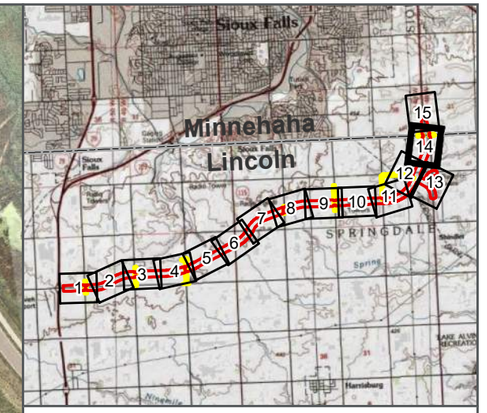
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

0 150 300
FEET

FIGURE 1-13

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

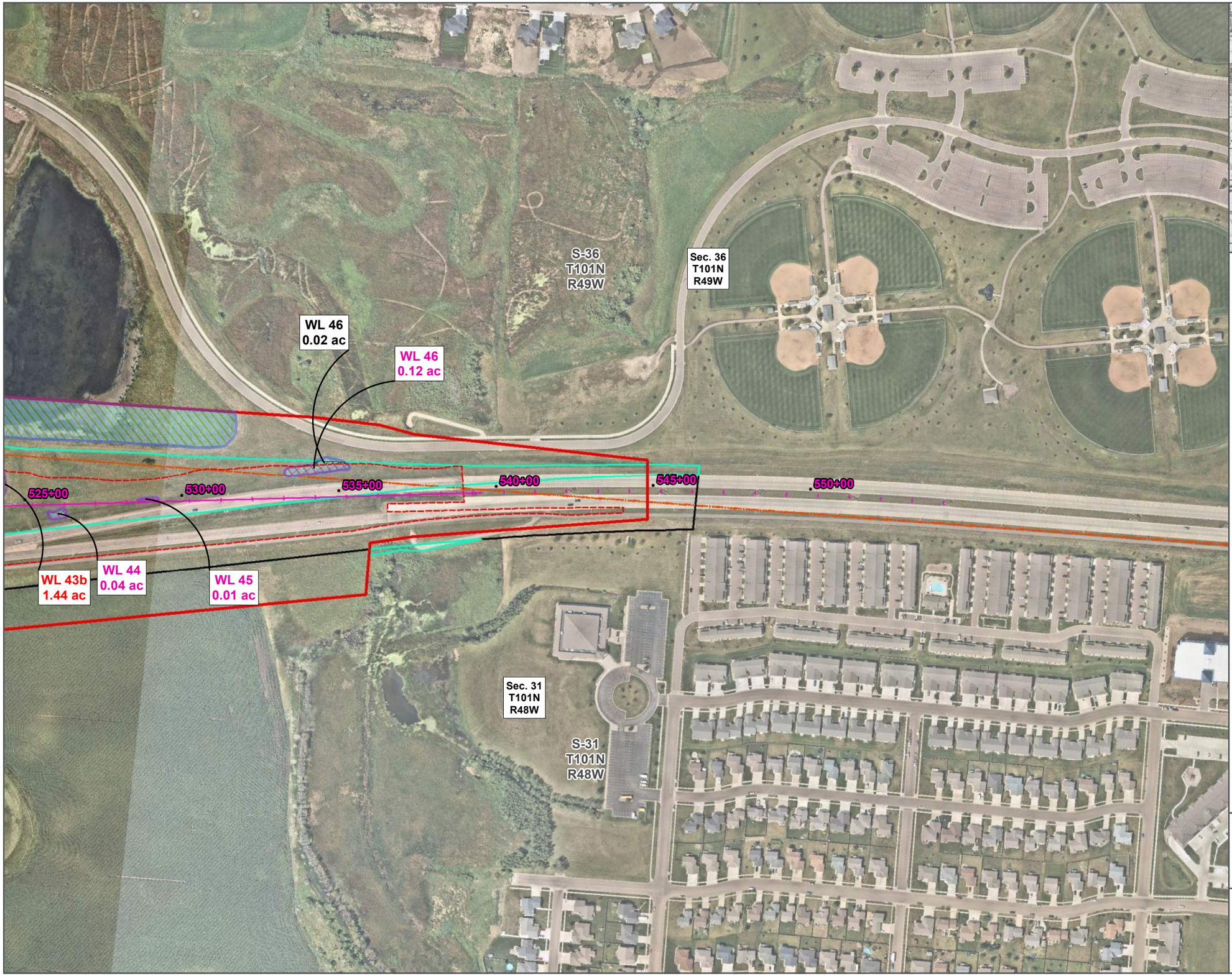
WATER/WETLAND IMPACT MAP

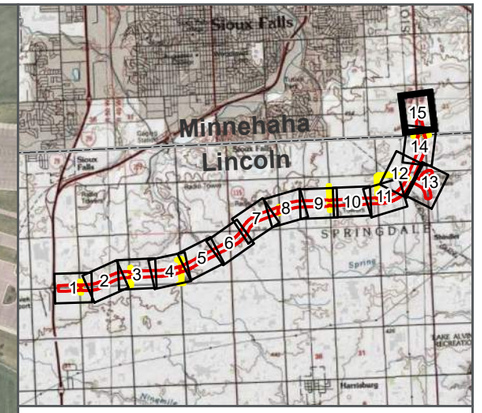
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

0 150 300
FEET

FIGURE 1-14

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022





Legend

- Study Area
- PLSS (Section Boundaries)
- Delineated Wetlands
- Streams
- Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts

Impact Type (NWO-2021-00187-PIE)

- **Permanent Jurisdictional; JD**
- **Permanent Non-Jurisdictional (Isolated)**
- **Permanent Non-Jurisdictional (Preamble)**
- Temporary Impacts

WATER/WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY

N

0 150 300
FEET

HDR

FIGURE 1-15

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\VETERANS_WETLAND_FINDING_IMPACTS_2022_0817_DESIGN.MXD - USER: KVANDEKA - DATE: 9/20/2022

BORROW PIT INFORMATION LAYOUT

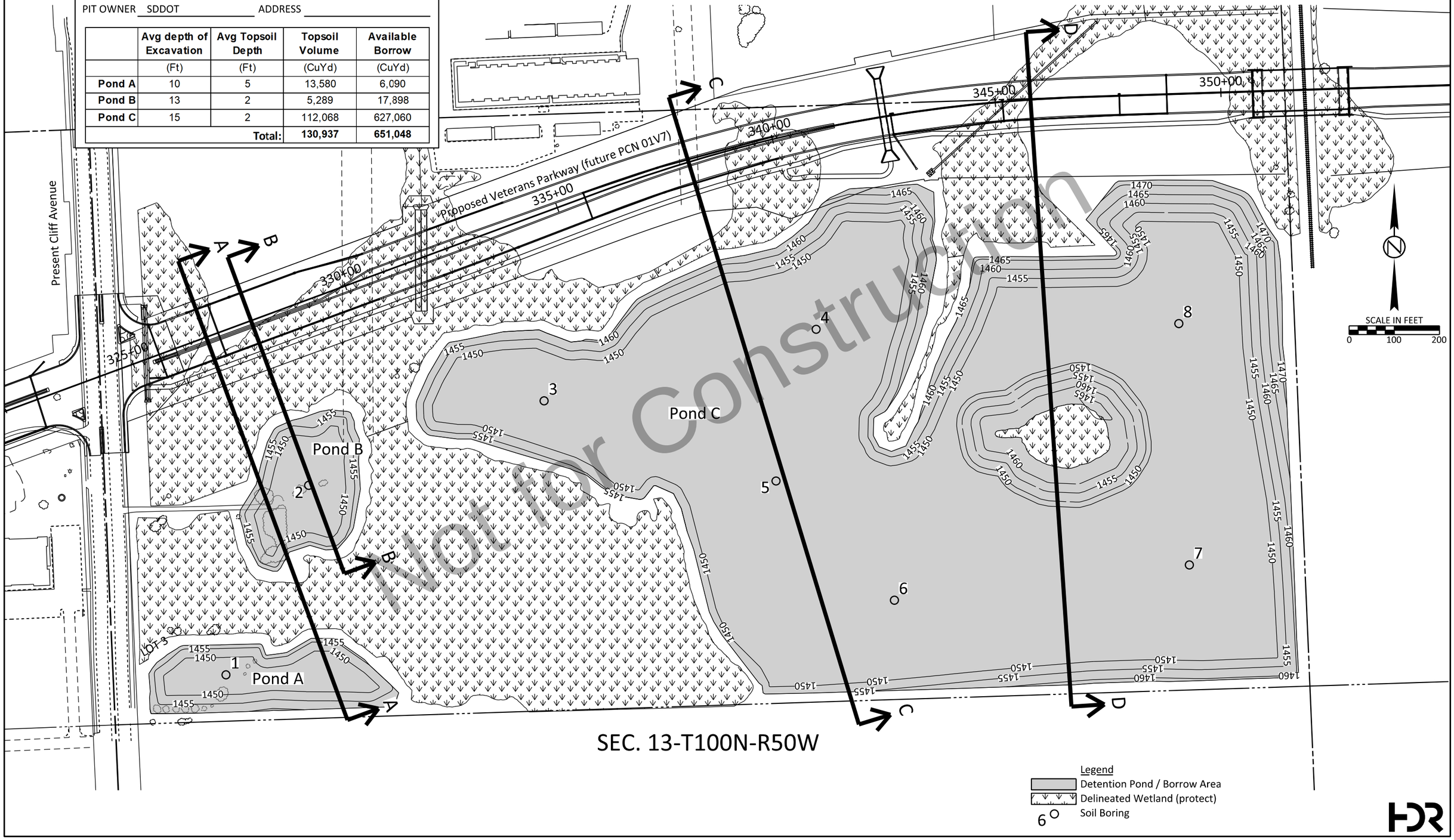
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(108)407 & P 1353(00) NH 2115(00) & P 1261(00)	B34	B182

FILE: ...\B34-B35 (Borrow Pit).dgn
PLOTTING DATE: 09-16-2022
REV DATE:
INITIAL:

PIT NO. 1
PROJECT NO. NH 0100(108)407; PCN 01V6 COUNTY Lincoln
LOCATION Within S 1/2 SEC. 13 TOWNSHIP 100 RANGE 50

PIT OWNER SDDOT ADDRESS

	Avg depth of Excavation	Avg Topsoil Depth	Topsoil Volume	Available Borrow
	(Ft)	(Ft)	(CuYd)	(CuYd)
Pond A	10	5	13,580	6,090
Pond B	13	2	5,289	17,898
Pond C	15	2	112,068	627,060
		Total:	**130,937**	**651,048**

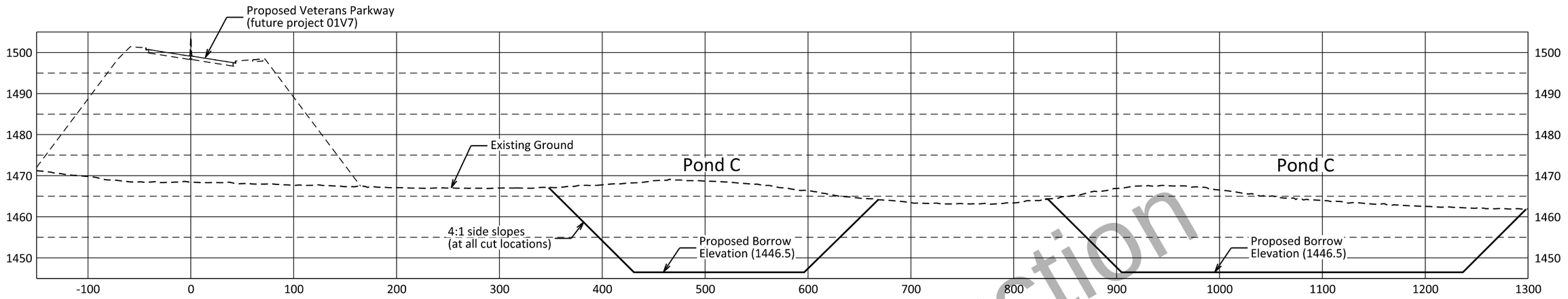


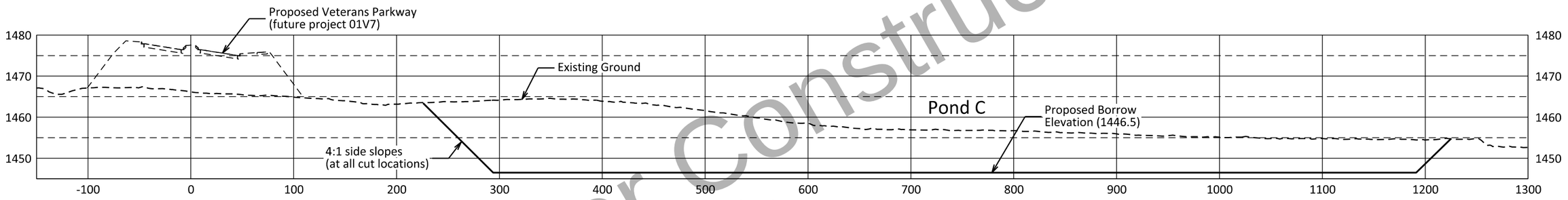
BORROW PIT INFORMATION LAYOUT

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0100(108)407 & P 1353(00) NH 2115(00) & P 1261(00)	B35	B182

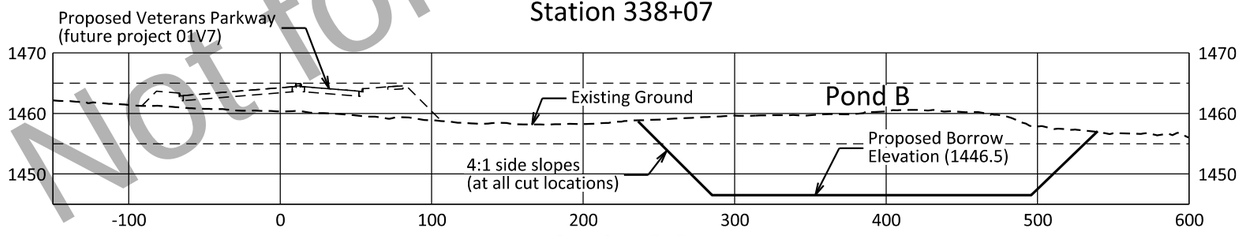
FILE: ...\B34-B35 (Borrow Pit).dgn
PLOTTING DATE: 09-16-2022

REV DATE:
INITIAL:

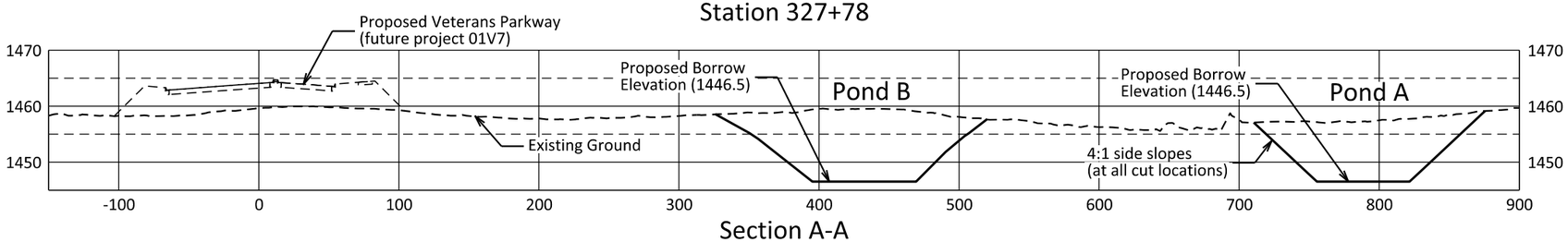




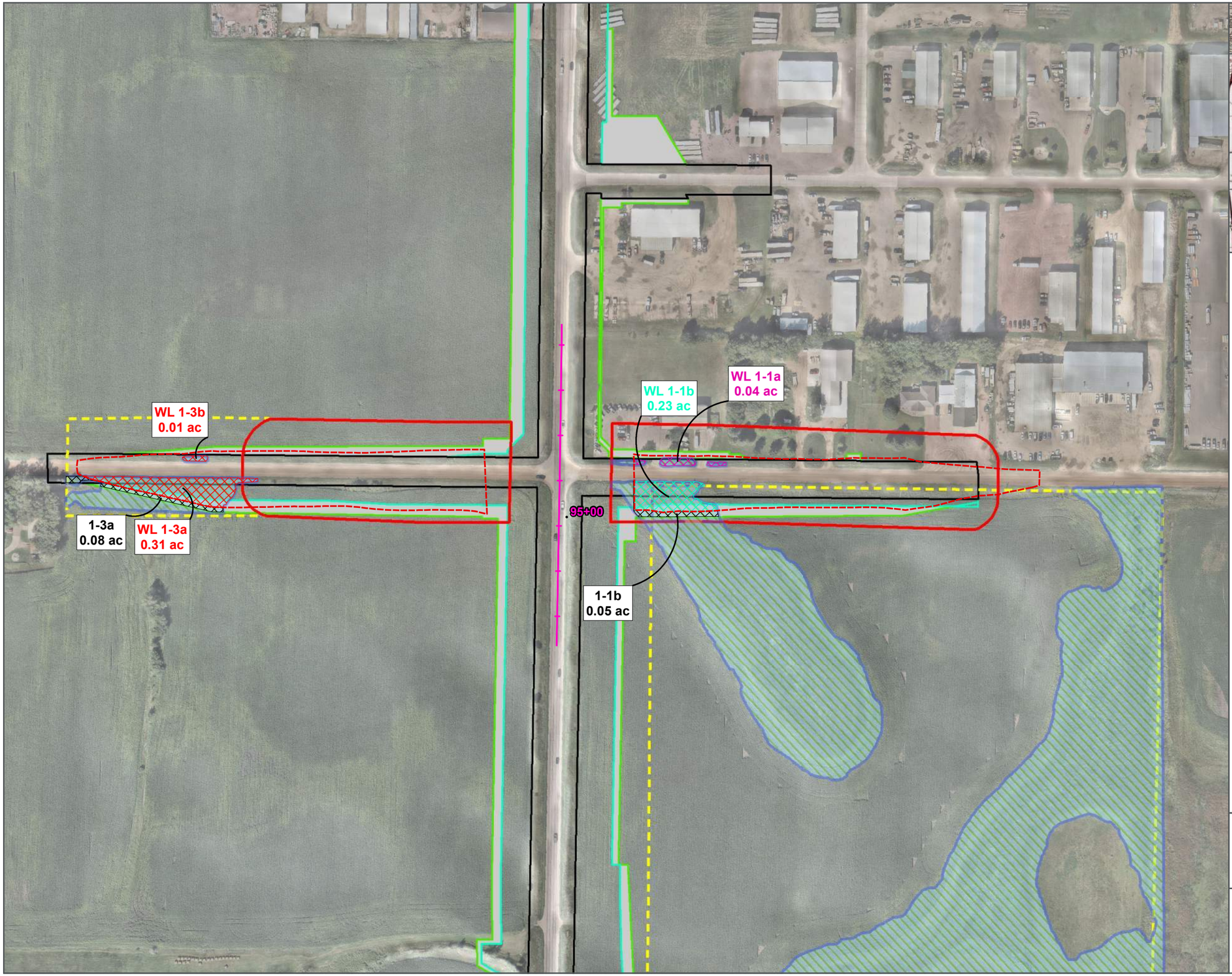
Section C-C
Station 338+07

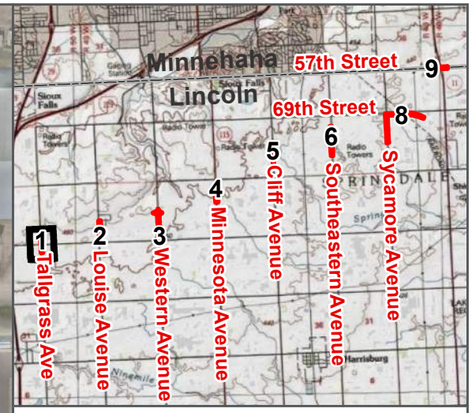


Section B-B
Station 327+78



Section A-A
Station 326+72





LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP

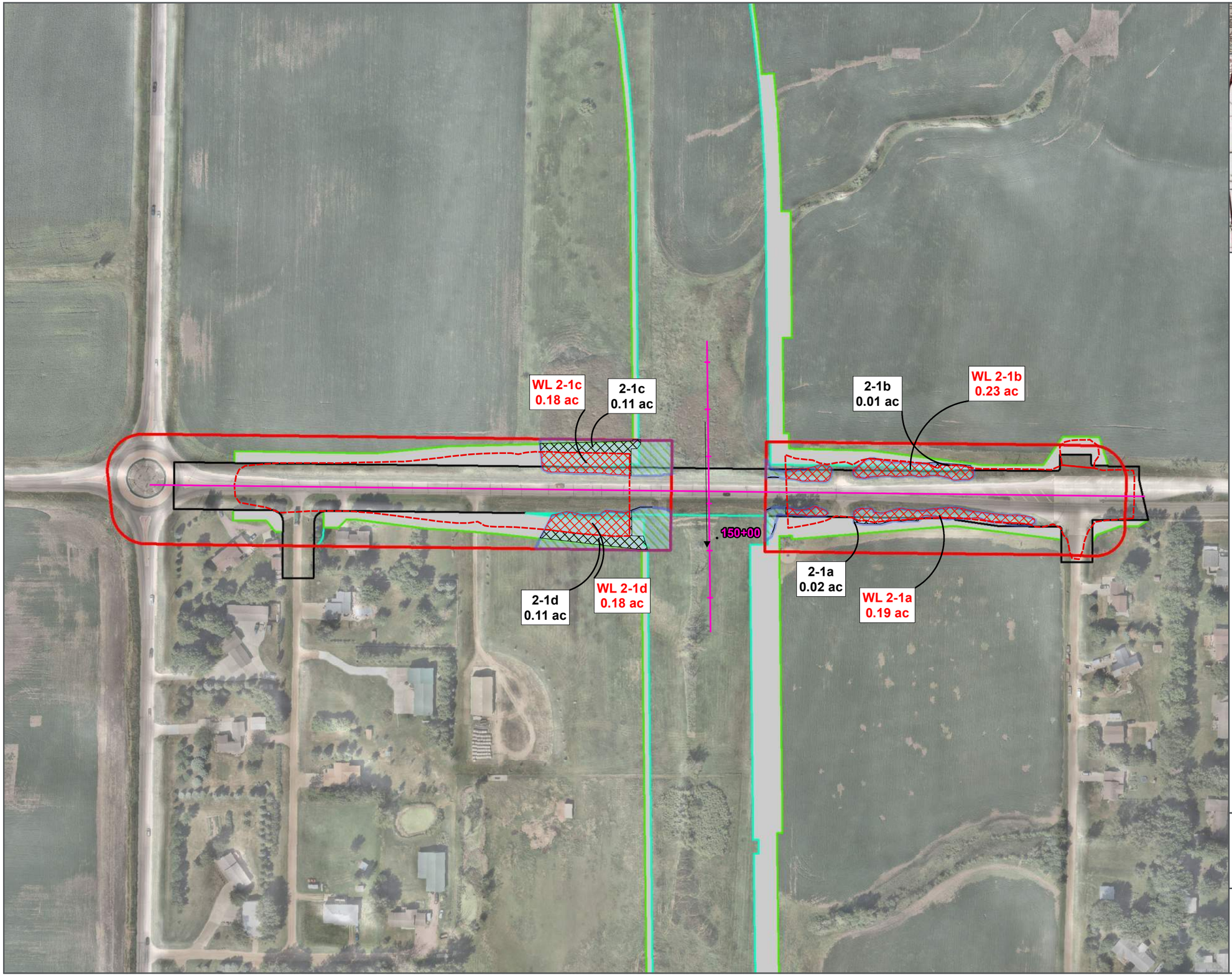
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11111)

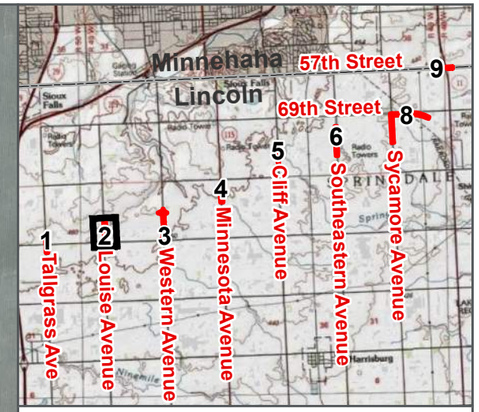
N

0 100 200
FEET

FIGURE 2-1

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022





LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11112)

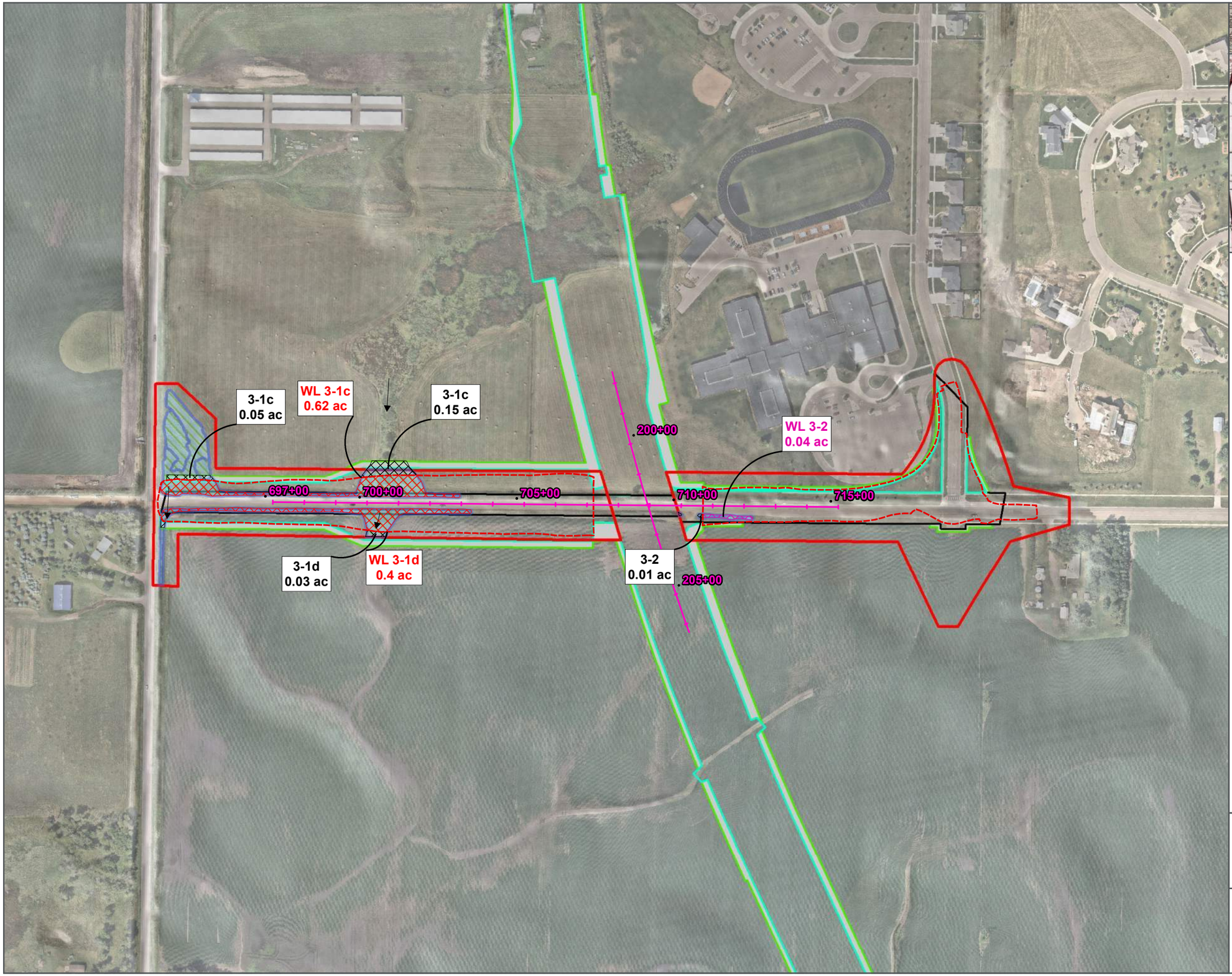
N

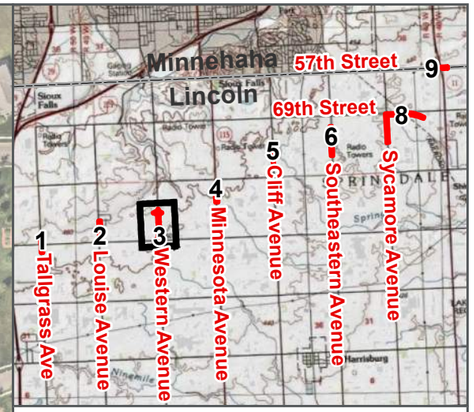
0 100 200
FEET

HDR

FIGURE 2-2

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022





LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11113)

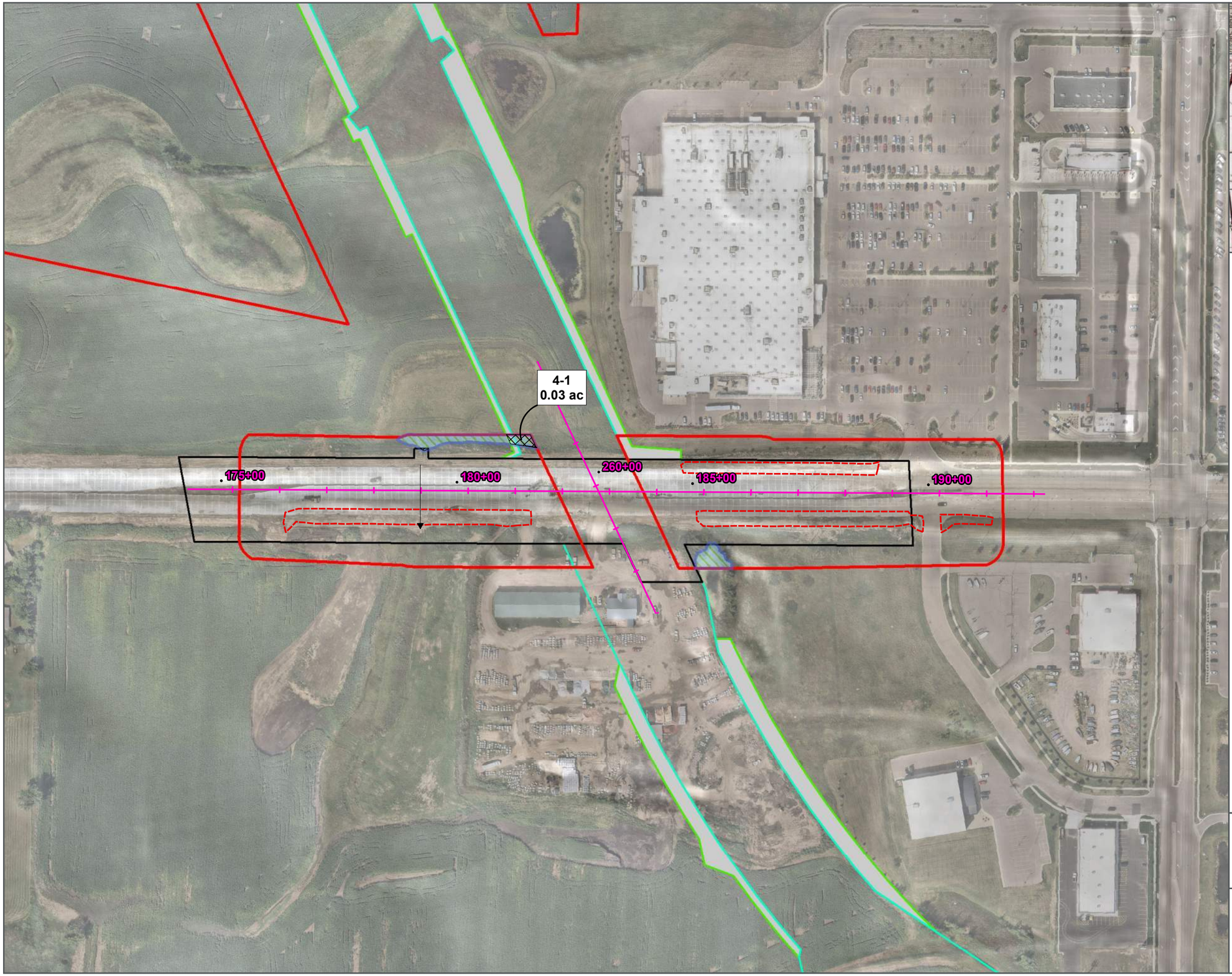
N

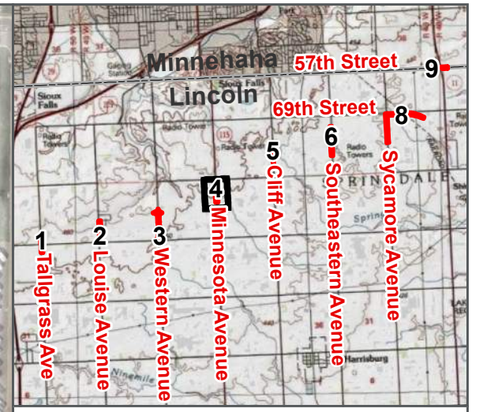
0 150 300
FEET

HDR

FIGURE 2-3

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022





LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

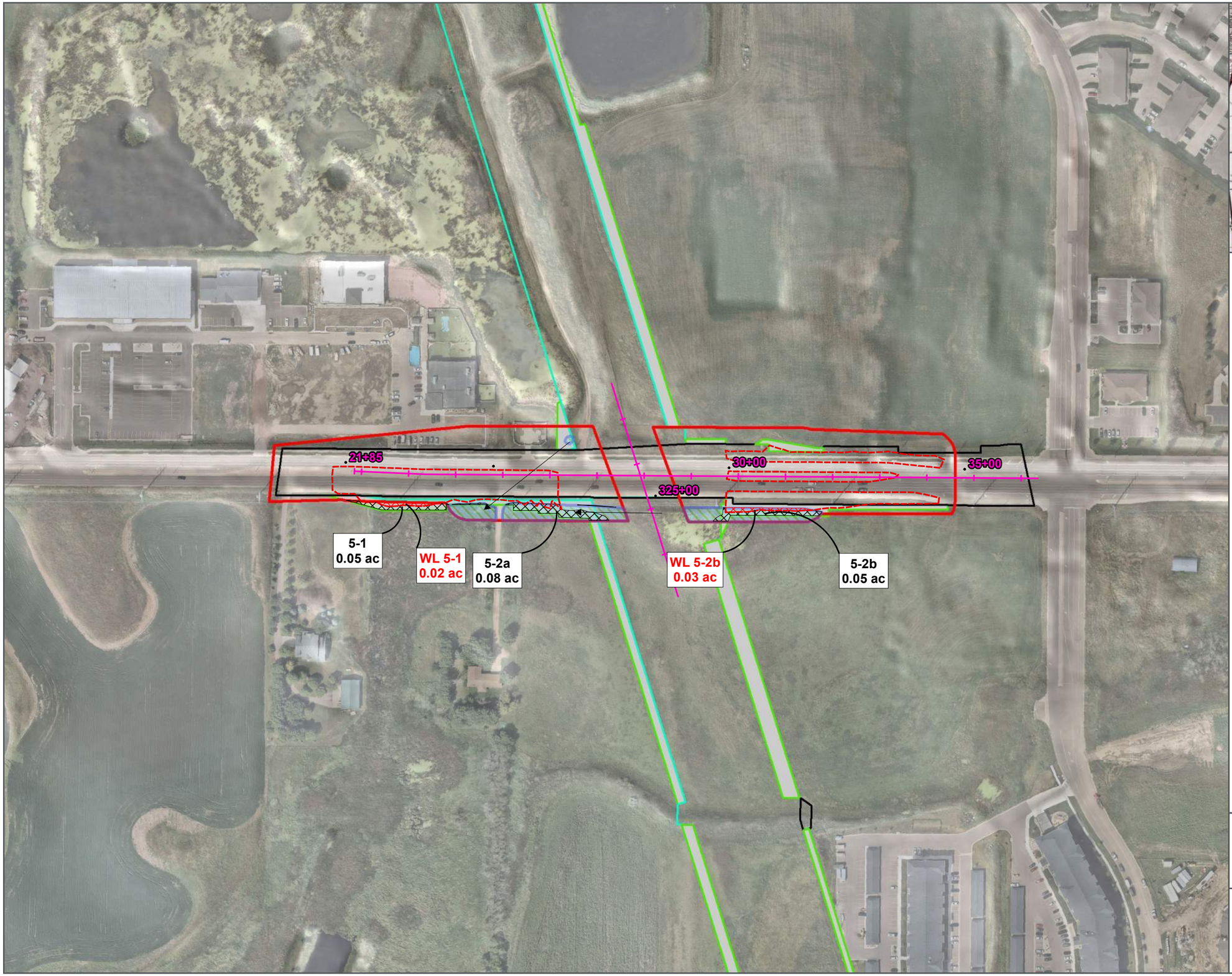
WETLAND IMPACT MAP
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11114)

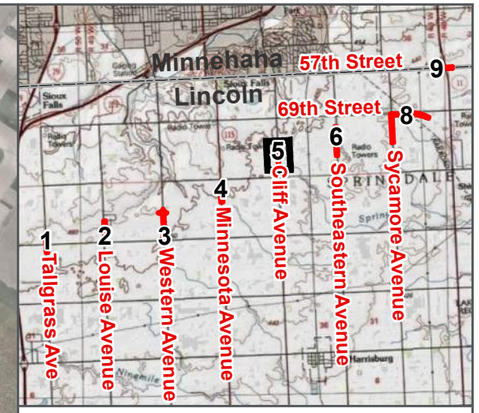
N

0 100 200
FEET

FIGURE 2-4

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022





LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP

WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11115)

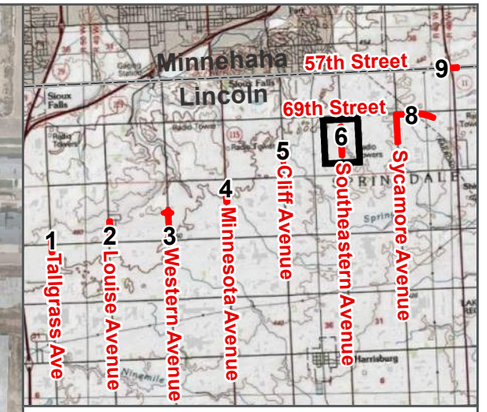
N

0 100 200
FEET

HDR

FIGURE 2-5

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022



LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP

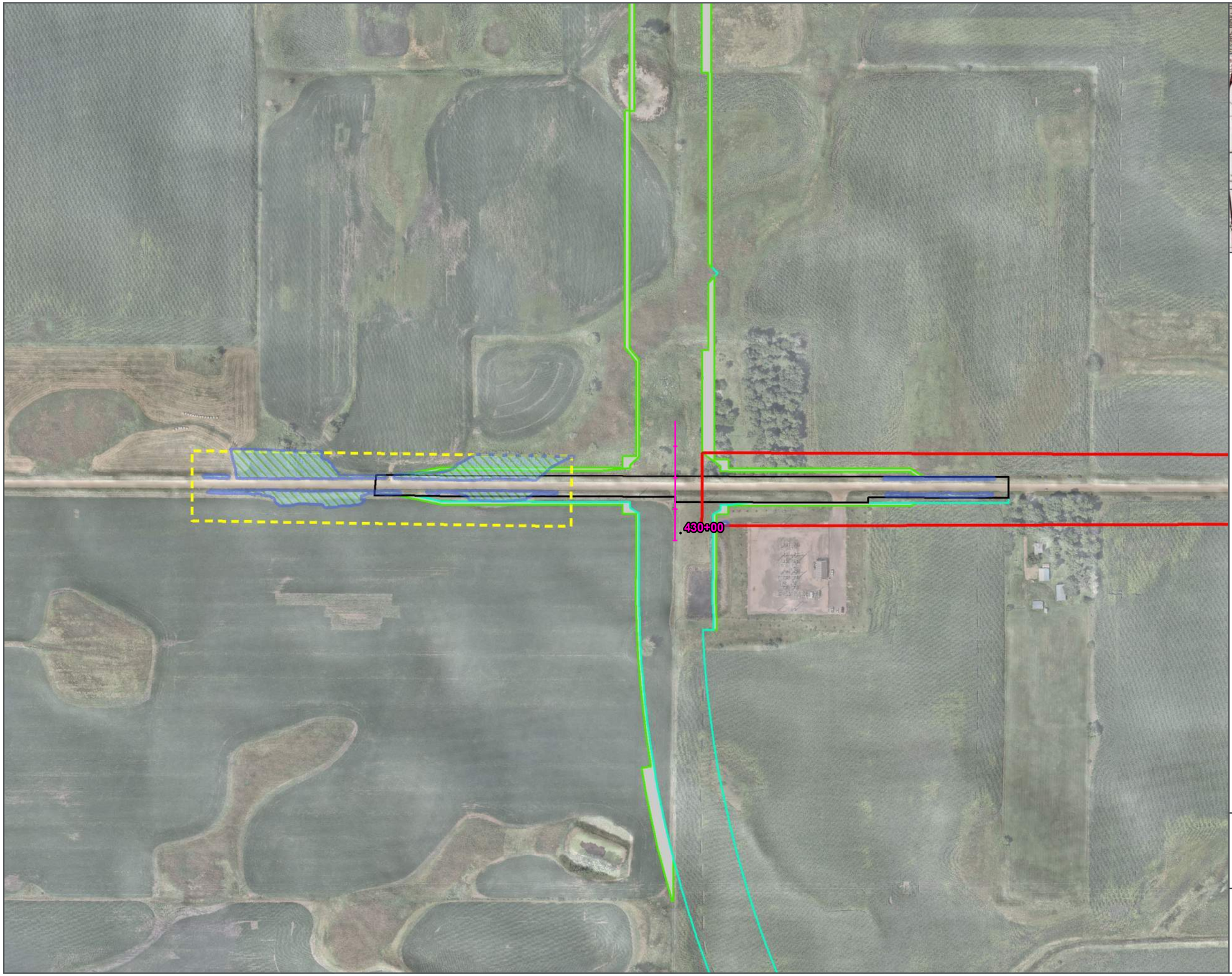
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11116)

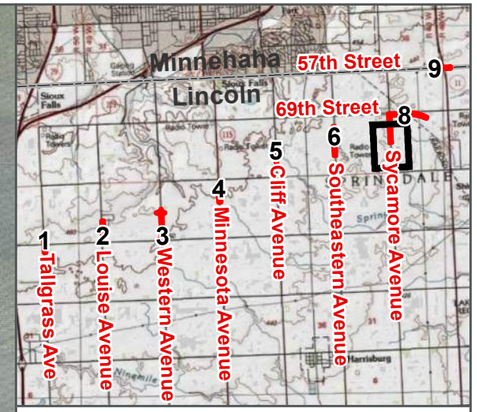
N

0 150 300
FEET

FIGURE 2-6

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022





LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

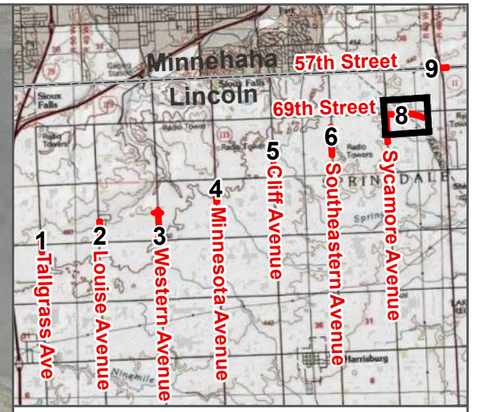
WETLAND IMPACT MAP
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11117)

N

0 150 300
FEET

FIGURE 2-7

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022



LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement
- Streams

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP

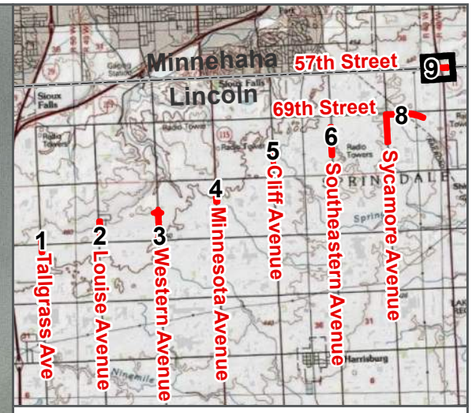
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11118)

N

0 150 300
FEET

FIGURE 2-8

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022



LEGEND

- Study Area
- Study Area (Addendum)
- PLSS Sections
- Delineated Wetlands
- CIP Work Limits
- Existing ROW
- New ROW
- Temp Easement

Aquatic Resource Impacts (CIP)

Impact Type (anticipated)

- Jurisdictional; JD
- Non-Jurisdictional (Isolated)
- Non-Jurisdictional (Preamble)
- Temporary Impacts

WETLAND IMPACT MAP
WETLAND FINDING REPORT
SOUTH VETERANS PARKWAY
(CIP 11119)

N

0 100 200
FEET

FIGURE 2-9

PATH: \\SXF-SRV01\ENG\GIS\PROJECTS\SDDOT\10295334_VETERANSPKWYPROGRAMMGT\MAP_DOCS\DRAFT\WETLAND_FINDING\WETLAND_FINDING_2022_0817_IMPACTS\CIP_WETLAND_IMPACTS_2022_0817.MXD - USER: KVANDEKA - DATE: 9/22/2022

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	Veterans Parkway Ponds		

FILE: WESTERN2
PLOTTING DATE: 9/21/2022

REV DATE:
INITIAL:

Proposed Pond Area
(2.4 Acres Parcel 1-8)

POND BOTTOM ELEVATION = 1491.00 (MIN)

Wetland Areas

Proposed Pond Area
(3.9 Acres Parcel 8)

Proposed Pond Area
(7.6 Acres Parcel 8)

FEMA Floodplain

POND BOTTOM ELEVATION = 1487.00 (MIN)

TALLGRASS AVENUE

VETERANS PARKWAY

4:1

33'

50'

N

SCALE: 1" = 80'

TALLGRASS POND LAYOUTS

Attachment E. Wetland Credit Availability

RIBITS
Regulatory In-lieu Fee and Bank Information Tracking System

Log In

Collapse

TRACKING

- Mitigation
- WQT
- Both

MENU

Mitgation
- Banks & Sites
- ILF Programs
- Umbrella Instruments
- NRDA Projects
- Public Notices

Knowledge
- Related Resources
- Credit Classifications
- Bank & ILF Establishment
- Mitigation Concepts

Tools
- Reporting
- Assessment Tools
- Find Credits

Training
- Help / User Guides

FILTER

- USACE District
- State
- FWS Field Office
- NOAA Fisheries Region

ALL DISTRICTS

[Terms Of Use]

About the Results

Search Criteria

Reset Search Criteria

Ctrl-click or Shift+Click the map in the desired location to set the latitude and longitude for your query.

Linear Impact

Project No

Latitude 43.546038

Longitude -96.731414

Available Credits Allow Zero

Criteria for Banks and ILF Sites

Single Client Yes (primarily governmental use)

Wetland/Stream -- Any Wetland/Stream --

Species -- Any Species --

Service Area Rank Primary, Secondary, Tertiary

Criteria for ILF Programs

ILF Program Credit Type: Any, Species, Stream, Wetland

Search

Map Region

ATTENTION

Disclaimer Credit reservations and pending transactions are N
MUST contact the Sponsor to verify credit availabi

Sources of Credits for Impact Location

[Print Save As PDF]

Notice: The credit totals shown do **NOT reflect any credit reservations or pending transactions**.
It is the responsibility of potential purchasers to contact the Sponsor and obtain written confirmation of credit availability.

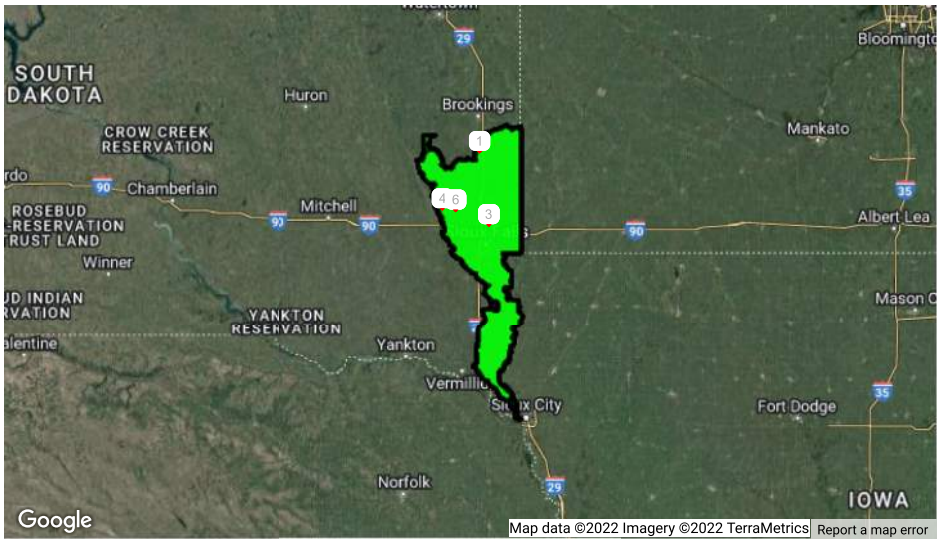
Latitude: 43.546038, **Longitude** -96.731414

State:	South Dakota
County:	Minnehaha
8-digit Hydrologic Unit Code:	10170203
USFWS Field Office:	South Dakota
USACE District:	Omaha
NOAA Region:	West Coast

Mitigation/Conservation Banks & ILF Sites in Primary Service Area	6
Mitigation/Conservation Banks & ILF Sites in Secondary Service Area	0
Mitigation/Conservation Banks & ILF Sites in Tertiary Service Area	0
ILF Program Advance Credits	1

Search Criteria:
including ONLY approved, public banks, ILF sites, ILF Programs with defined credit classifications
excluding single client banks and ILF sites
excluding banks, ILF sites and ILF programs with zero available credits
including bank and ILF site service areas of rank Primary, Secondary, Tertiary

Mitigation/Conservation Banks & ILF Sites in Primary Service Area



Bank Name: 1 - SD-DU ILF Moody Site

Bank Type: Private Nonprofit
Total Acres: 61.5
Distance to impact: 39 Miles
USACE Permit No: NWO2017-122
Bank States: South Dakota
Comments: HGM FCUs (Lower Big Sioux)
Bank Sponsor:
Bank Sponsor POC:

Justin Williams
Ducks Unlimited - Great Plains Regional Office
2525 River Road
Bismarck, ND 58503
Email: juwilliams@ducks.org
Phone: (701) 355-3500
Cell Phone: (701) 202-7132

Credit Type	Credit Classifications	Assessment Method	Available Credits	Jurisdiction
Wetland	DEPRESSIONAL	HGM	80.7	Federal
Wetland	SLOPE	HGM	42.76	Federal

Notes:

Bank Name: 2 - SD-Goeden Mitigation Bank, Phase I

Bank Type: Private Commercial
Total Acres: 15.16
Distance to impact: 9 Miles
USACE Permit No: NWO-2015-01521
Bank States: South Dakota
Bank Sponsor: **Goeden Properties LLC**
3501 River Bluff Road
Sioux Falls, SD 57110

Bank Sponsor POC:

Andy Harr
Credit Sales Consultant
5002 S Broadband Ln, #100
Sioux Falls, SD 57108
Email: andy@totalaar.com
Phone: (605) 201-1559
Fax: (184) 460-5765 X 3

Karrie Johnson
Environmental Specialist
IMEG Corp
1410 West Russell Street
Sioux Falls, SD 57104
Email: Karrie.L.Johnson@imegcorp.com
Phone: (877) 331-2505

Regulatory Bank Manager:

Karen L Lawrence
Mitigation Bank Coordinator
1616 Capitol Ave, Suite 9000
Omaha, NE 68102
Email: karen.l.lawrence@usace.army.mil
Phone: (402) 995-2463
Fax: (402) 995-3842

Credit Type	Credit Classifications	Assessment Method	Available Credits	Jurisdiction
Wetland	RIVERINE	HGM	21.24	Federal

Notes:

Bank Name: 3 - SD-Goeden Mitigation Bank, Phase II

Bank Type: Private Commercial
Total Acres: 38.82
Distance to impact: 9 Miles
USACE Permit No: NWO-2015-01521
Bank States: South Dakota
Bank Sponsor:
Bank Sponsor POC:

Andy Harr
Credit Sales Consultant
5002 S Broadband Ln, #100
Sioux Falls, SD 57108
Email: andy@totalaar.com
Phone: (605) 201-1559
Fax: (184) 460-5765 X 3

Karrie Johnson
Environmental Specialist
IMEG Corp
1410 West Russell Street
Sioux Falls, SD 57104
Email: Karrie.L.Johnson@imegcorp.com
Phone: (877) 331-2505

Regulatory Bank Manager:

Karen L Lawrence
Mitigation Bank Coordinator
1616 Capitol Ave, Suite 9000
Omaha, NE 68102
Email: karen.l.lawrence@usace.army.mil
Phone: (402) 995-2463
Fax: (402) 995-3842

Credit Type	Credit Classifications	Assessment Method	Available Credits	Jurisdiction
Wetland	RIVERINE	HGM	41.47	Federal

Notes:

Bank Name: 4 - SD-NCM - Jandl Bank Site

Bank Type: Private Commercial
Total Acres: 24.97
Distance to impact: 24 Miles
USACE Permit No: NWO2014-2807
Bank States: South Dakota
Bank Sponsor: **North Central Mitigation LLC**
PO Box 2009
401 East 8th Street, Ste 211
Sioux Falls, SD 57101
Email: david@northcentralmitigation.com
Phone: (605) 809-7251

Bank Sponsor POC:

Paul Heiberger, Jeff Oyen, David Patrick
North Central Mitigation LLC
PO Box 2009
Sioux Falls, SD 57101
Email: david@northcentralmitigation.com
Phone: (605) 809-7251

Regulatory Bank Manager:

Karen L Lawrence
Mitigation Bank Coordinator
1616 Capitol Ave, Suite 9000
Omaha, NE 68102
Email: karen.l.lawrence@usace.army.mil
Phone: (402) 995-2463
Fax: (402) 995-3842

Credit Type	Credit Classifications	Assessment Method	Available Credits	Jurisdiction
Wetland	DEPRESSIONAL	HGM	48.87	Federal

Notes:

Bank Name: 5 - SD-Tetonka I

Bank Type: Private Commercial
Total Acres: 76.19
Distance to impact: 19 Miles
USACE Permit No: 2007-01611
Bank States: South Dakota
Comments: This bank contains both DEPRESSIONAL and RIVERINE (formerly listed as PEMA/C). 19May2017 - GSA now reflects current boundaries.
Bank Sponsor: **Tetonka, LLP**
ATTN: Mr Jeff Oyen
46578 254th Street
Hartford, SD 57033
Email: tetonka@goldenwest.net
Phone: (605) 809-7181
Cell Phone: (605) 351-5643

Bank Sponsor POC:
Paul Heiberger Jeff Oyen
Tetonka LLP
46578 254th Street
Hartford, SD 57033
Email: tetonka@goldenwest.net
Phone: (605) 809-7181
Cell Phone: (605) 351-5643

Regulatory Bank Manager:
Karen L Lawrence
Mitigation Bank Coordinator
1616 Capitol Ave, Suite 9000
Omaha, NE 68102
Email: karen.l.lawrence@usace.army.mil
Phone: (402) 995-2463
Fax: (402) 995-3842

Credit Type	Credit Classifications	Assessment Method	Available Credits	Jurisdiction
Wetland	DEPRESSIONAL/RIVERINE	HGM	38.51	Federal
Wetland	SLOPE	HGM	9.18	Federal

Notes:

Bank Name: 6 - SD-Tetonka II

Bank Type: Private Commercial
Total Acres: 103.3
Distance to impact: 19 Miles
USACE Permit No: 2008-03088
Bank States: South Dakota
Comments: This bank includes both DEPRESSIONAL and RIVERINE credits. 19May2017 - GSA now reflects current boundaries.
Bank Sponsor: **Tetonka, LLP**
ATTN: Mr Jeff Oyen
46578 254th Street
Hartford, SD 57033
Email: tetonka@goldenwest.net
Phone: (605) 809-7181
Cell Phone: (605) 351-5643

Bank Sponsor POC:
Paul Heiberger Jeff Oyen
Tetonka LLP
46578 254th Street
Hartford, SD 57033
Email: tetonka@goldenwest.net
Phone: (605) 809-7181
Cell Phone: (605) 351-5643

Regulatory Bank Manager:
Karen L Lawrence
Mitigation Bank Coordinator
1616 Capitol Ave, Suite 9000
Omaha, NE 68102
Email: karen.l.lawrence@usace.army.mil
Phone: (402) 995-2463
Fax: (402) 995-3842

Credit Type	Credit Classifications	Assessment Method	Available Credits	Jurisdiction
Wetland	DEPRESSIONAL/RIVERINE	HGM	20.01	Federal

Notes:

Mitigation/Conservation Banks & ILF Sites in Secondary Service Area

No results found.

Mitigation/Conservation Banks & ILF Sites in Tertiary Service Area

No results found.

ILF Program Advance Credits

Program Name: SD- Ducks Unlimited ILF

Distance to impact: 4 Miles
USACE Permit No: NWO-2012-01161
Program States: South Dakota
Comments: www.ducks.org/mitigation Fee schedule is available in the Cyber Repository
Program Sponsor: **Ducks Unlimited - Great Plains Region**
2525 River Road
Bismarck, ND 58503

Program Sponsor POC:

Justin Williams
Ducks Unlimited - Great Plains Regional Office
2525 River Road
Bismarck, ND 58503
Email: juwilliams@ducks.org
Phone: (701) 355-3500
Cell Phone: (701) 202-7132

Regulatory Program Manager:

Karen L Lawrence
Mitigation Bank Coordinator
1616 Capitol Ave, Suite 9000
Omaha, NE 68102
Email: karen.l.lawrence@usace.army.mil
Phone: (402) 995-2463
Fax: (402) 995-3842

Credit Type	Service Area	Advance Credits
Wetland	Lower Big Sioux	100

Notes: