

Welcome

Northern Segment of Hwy 100 I-90 to South of Madison Street

Meeting Goals:

- Review Environmental Assessment
- Share Preferred Alternative
- Receive Public Comments



2003 EA Preferred Alternative

- Alternative was selected in the FONSI
- From I-29 to I-90
- 2006 Open House Public Comments:
 - Corridor Speed
 - Intersection Safety
 - Traffic Capacity

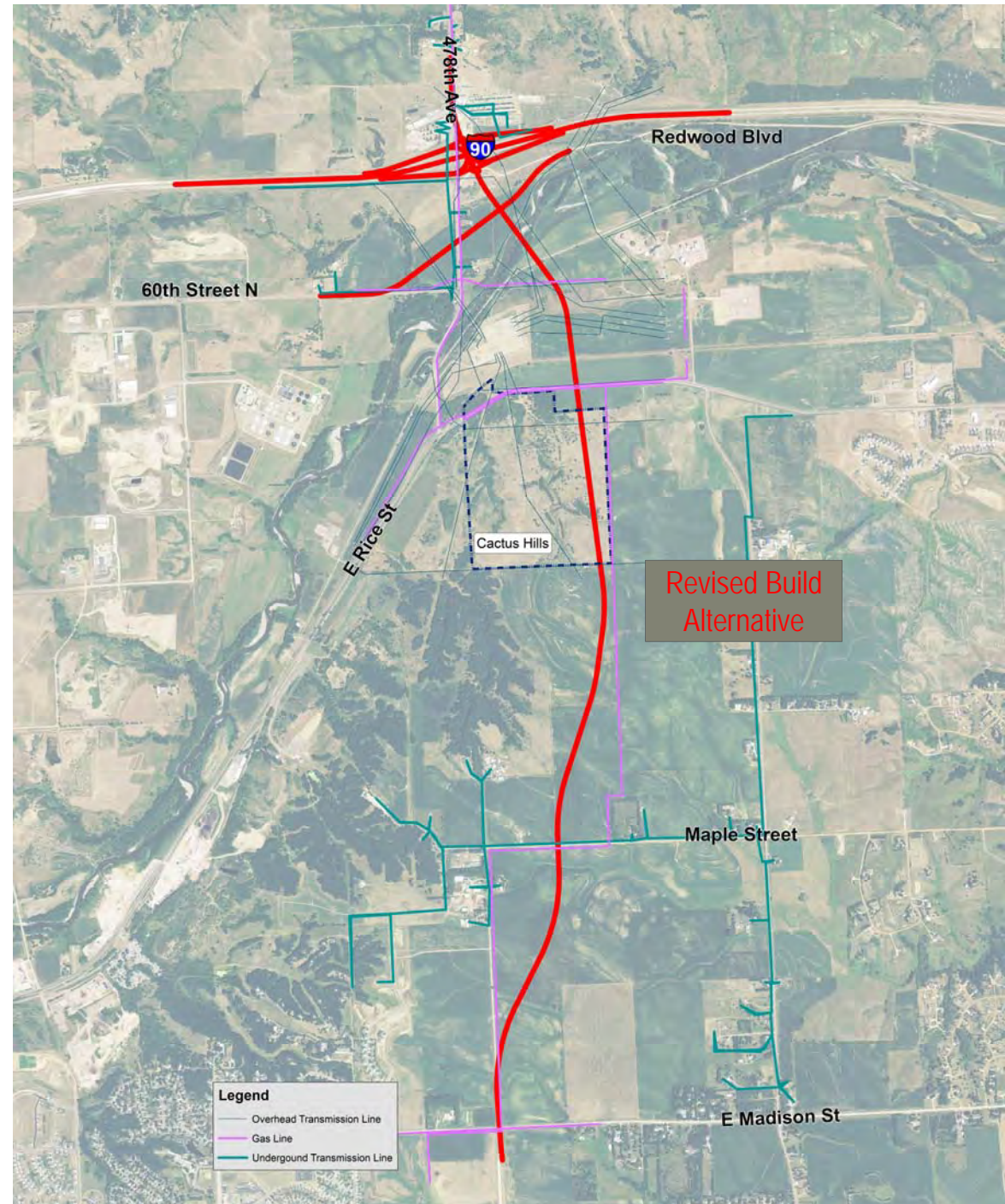
Reassessment determined this alternative no longer meets purpose and need (highway capacity)



Revised Build Alternative

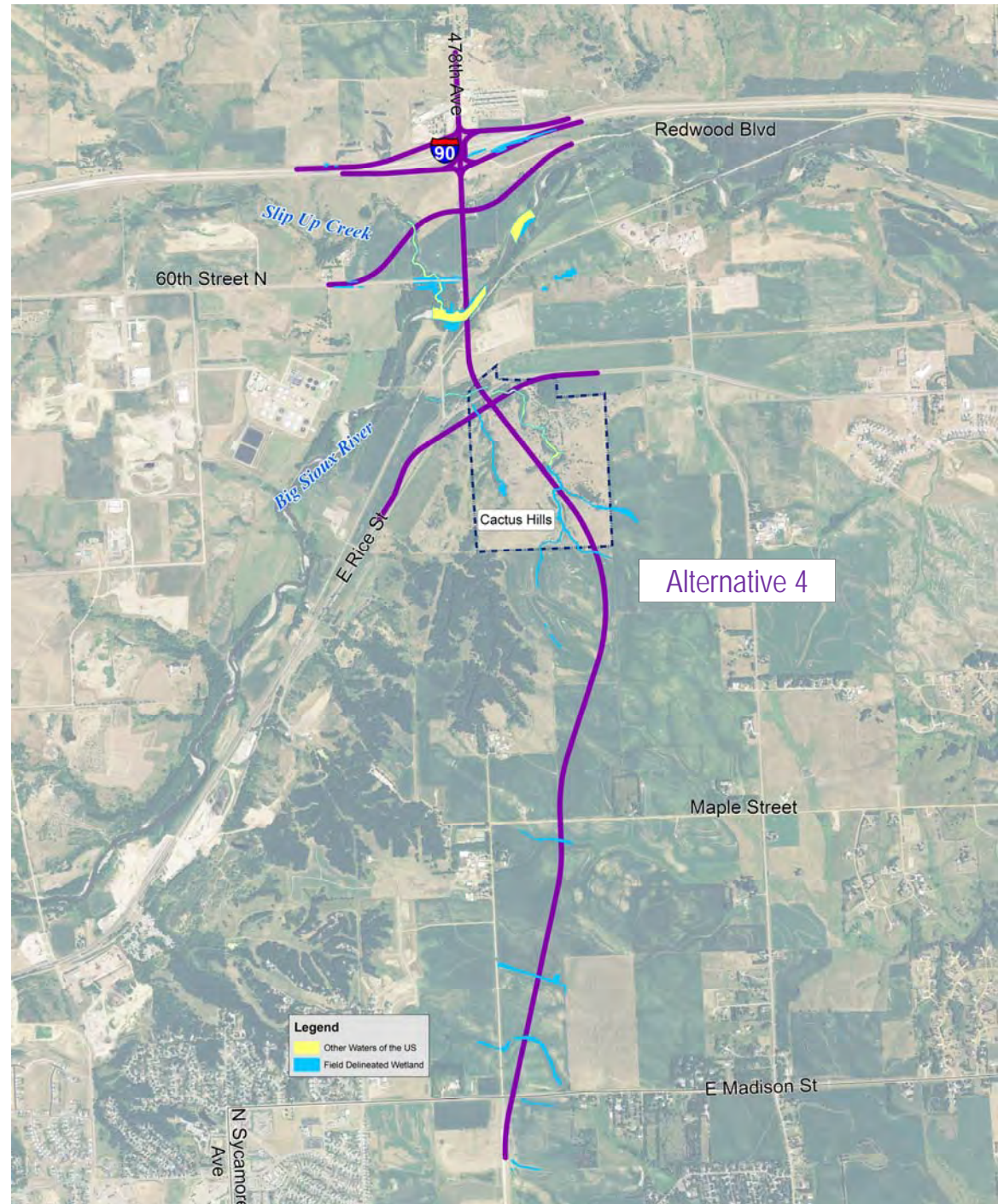
- Addressed Public Concerns:
 - Minimize train and vehicle conflicts
 - Increase design speed
 - Increase to 6 lane facility (three each direction)
 - Realigned 60th St North and Redwood Blvd
 - Allows dual turn lanes at full intersections
- Utility Regulations and Requirements Changed

Reassessment determined this alternative was no longer practical or feasible.



Alternative 4

- Alignment modifications at Rice Street, 60th Street, and Redwood Boulevard
- Reconstruction of I-90 and N Timberline Avenue Interchange
- Bridge crossing for Slip-Up Creek and Big Sioux River
- Diagonal alignment through Cactus Hills
- Construction of two railroad overpasses and one at-grade crossing



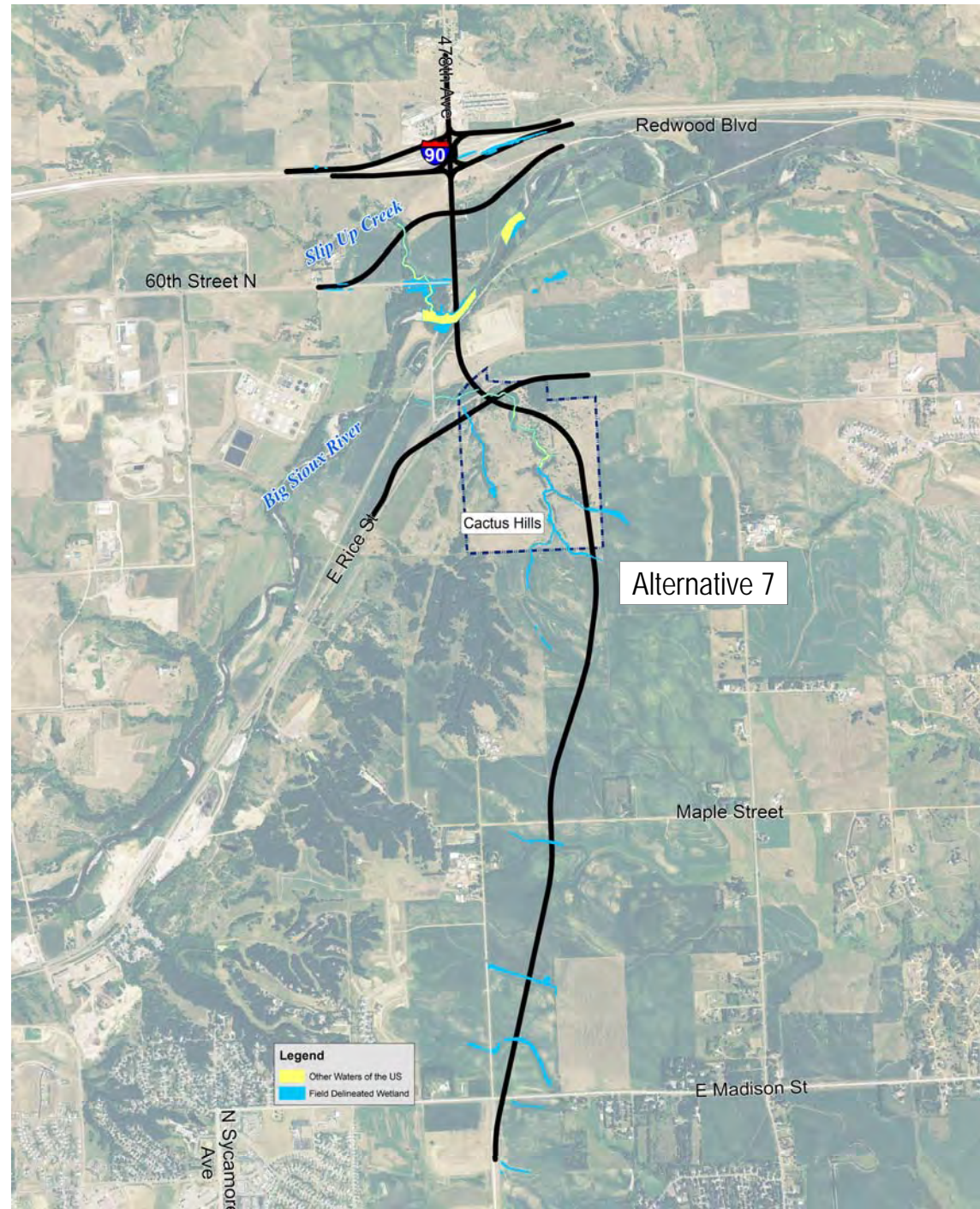
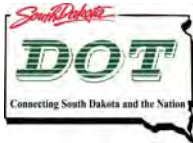
Alternative 4 was not recommended as the preferred alternative due to more utility impacts in comparison to Alternative 4a.



Alternative 7

- Alignment modifications at Rice Street, 60th Street, and Redwood Boulevard
- Reconstruction of I-90 and N Timberline Avenue Interchange
- Bridge crossings for Slip-Up Creek and Big Sioux River
- Alignment is west of Cactus Hills

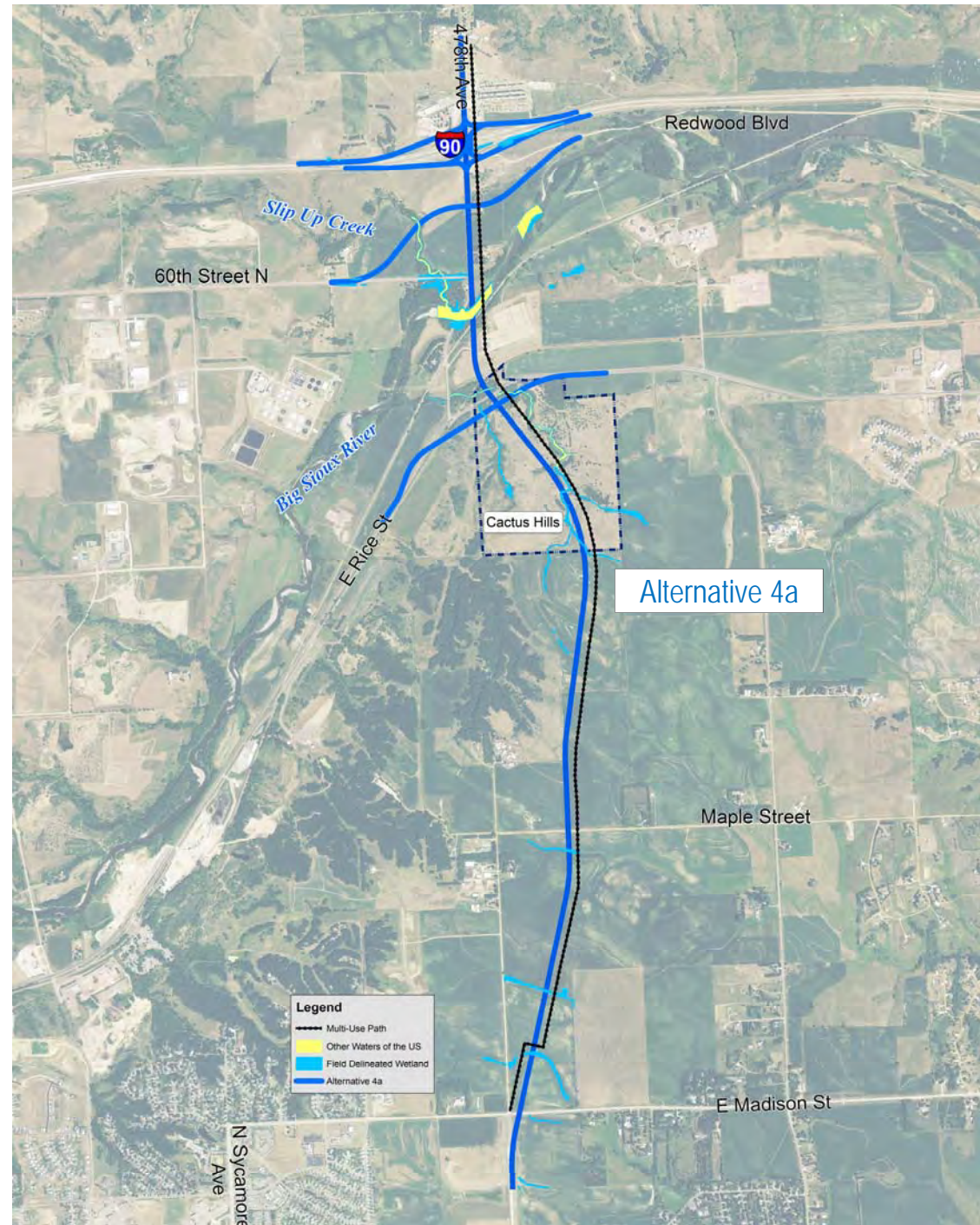
Alternative 7 eliminated from further consideration due to regulations associated with limiting impacts to Aquatic Resources.



Preferred Alternative

Alternative 4a

- Alignment modifications at Rice Street, 60th Street, and Redwood Boulevard
- Reconstruction of I-90 and N Timberline Avenue Interchange
- Bridge crossing for Slip-Up Creek and Big Sioux River
- Diagonal alignment through Cactus Hills
- Construction of two railroad overpasses and one at-grade crossing

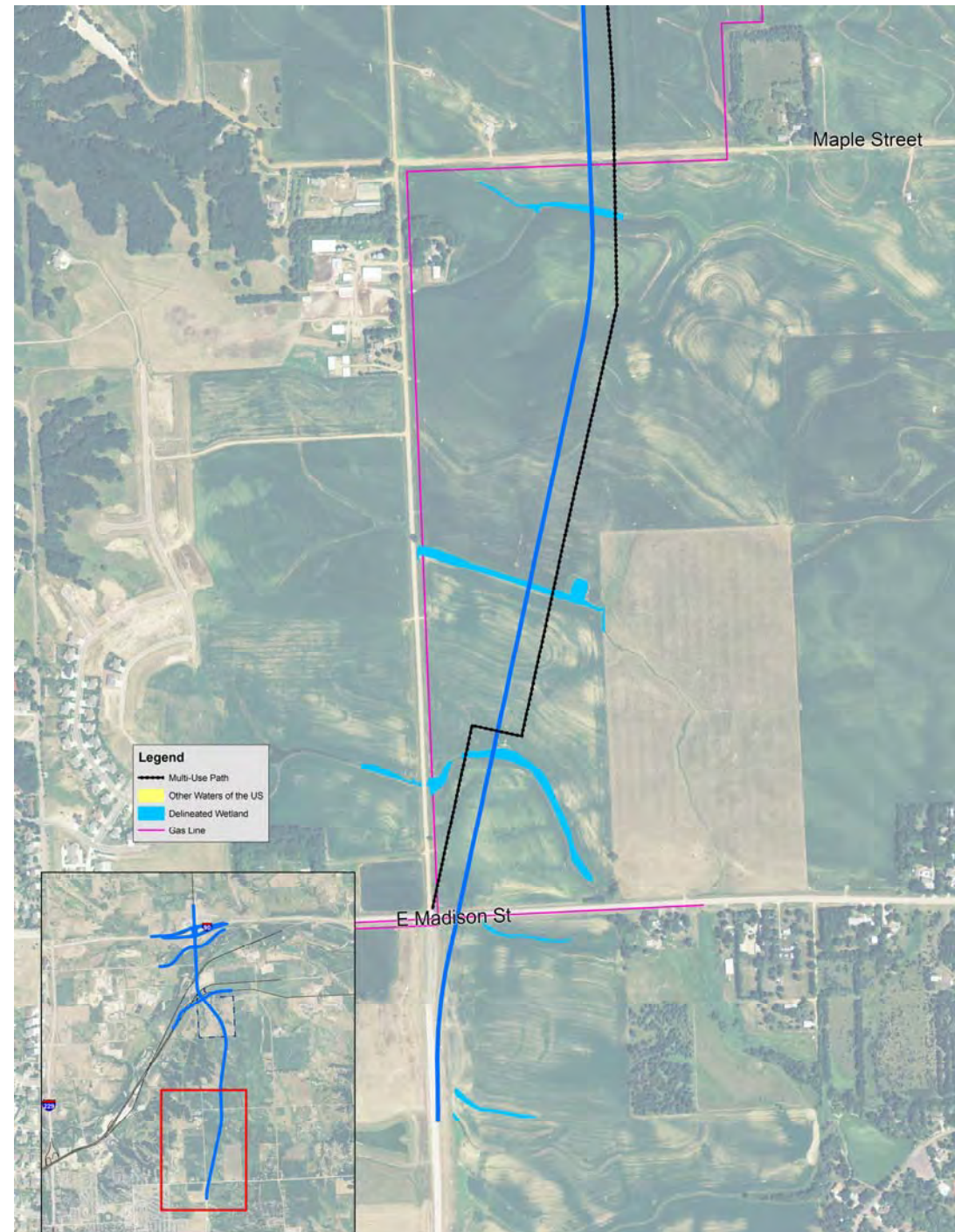


Preferred Alternative

Alternative 4a

Segment- Madison Street to Maple Street

- Avoid Xcel Energy pipeline adjacent to Powderhouse Road
- Reconstructs intersections of Madison Street and Maple Street
- Constructs multi-use path on west side of Hwy 100 to approximately ¼ mile north of Madison Street then switches to east side

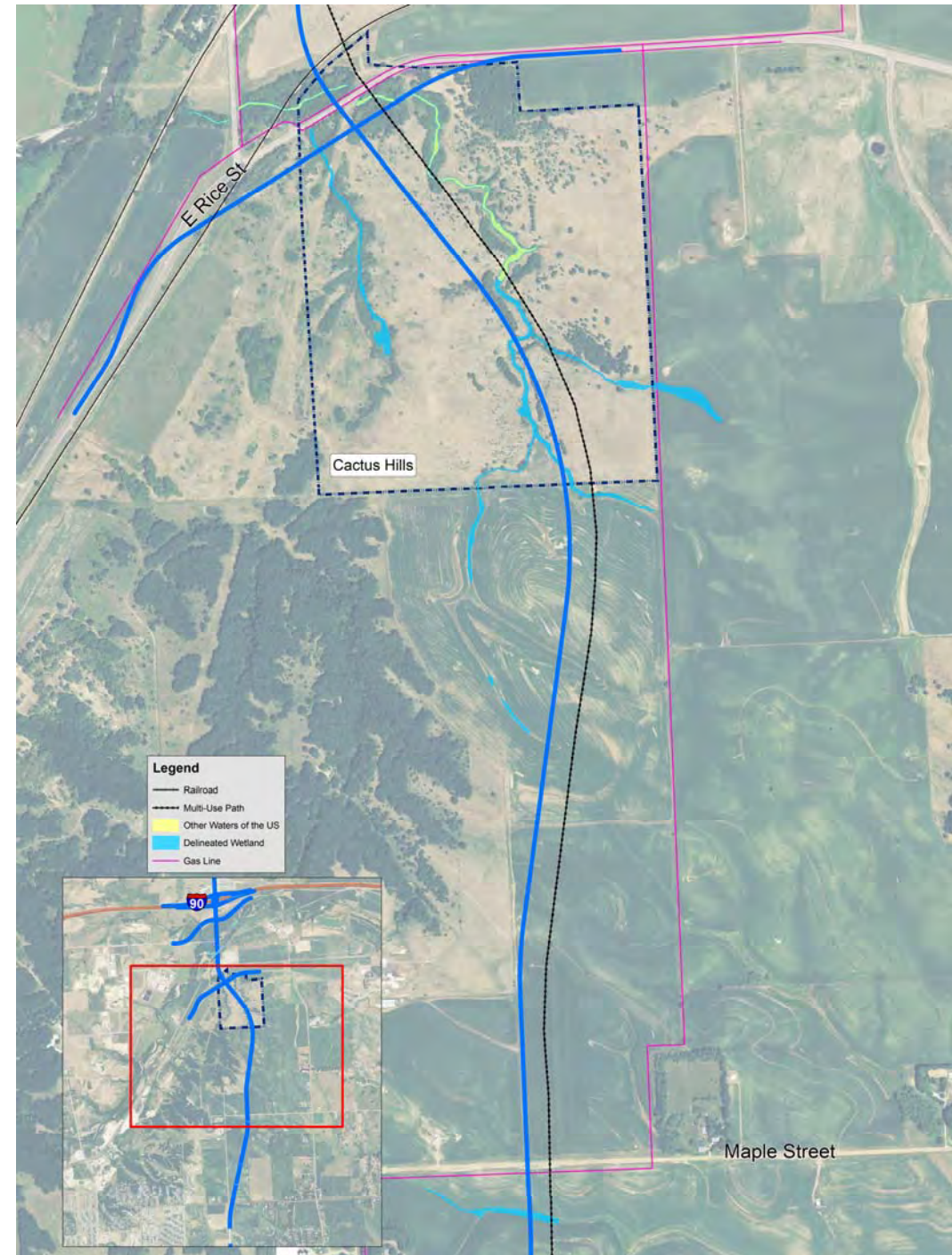


Preferred Alternative

Alternative 4a

Segment- Maple Street to Rice Street

- Constructs multi-use path on east side of Hwy 100
- Rice Street realigned to meet design standards
- Mitigation measures provided for lined snake
- Potential need for 750,000 cubic yards of fill material

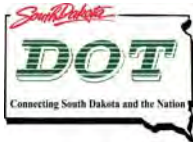
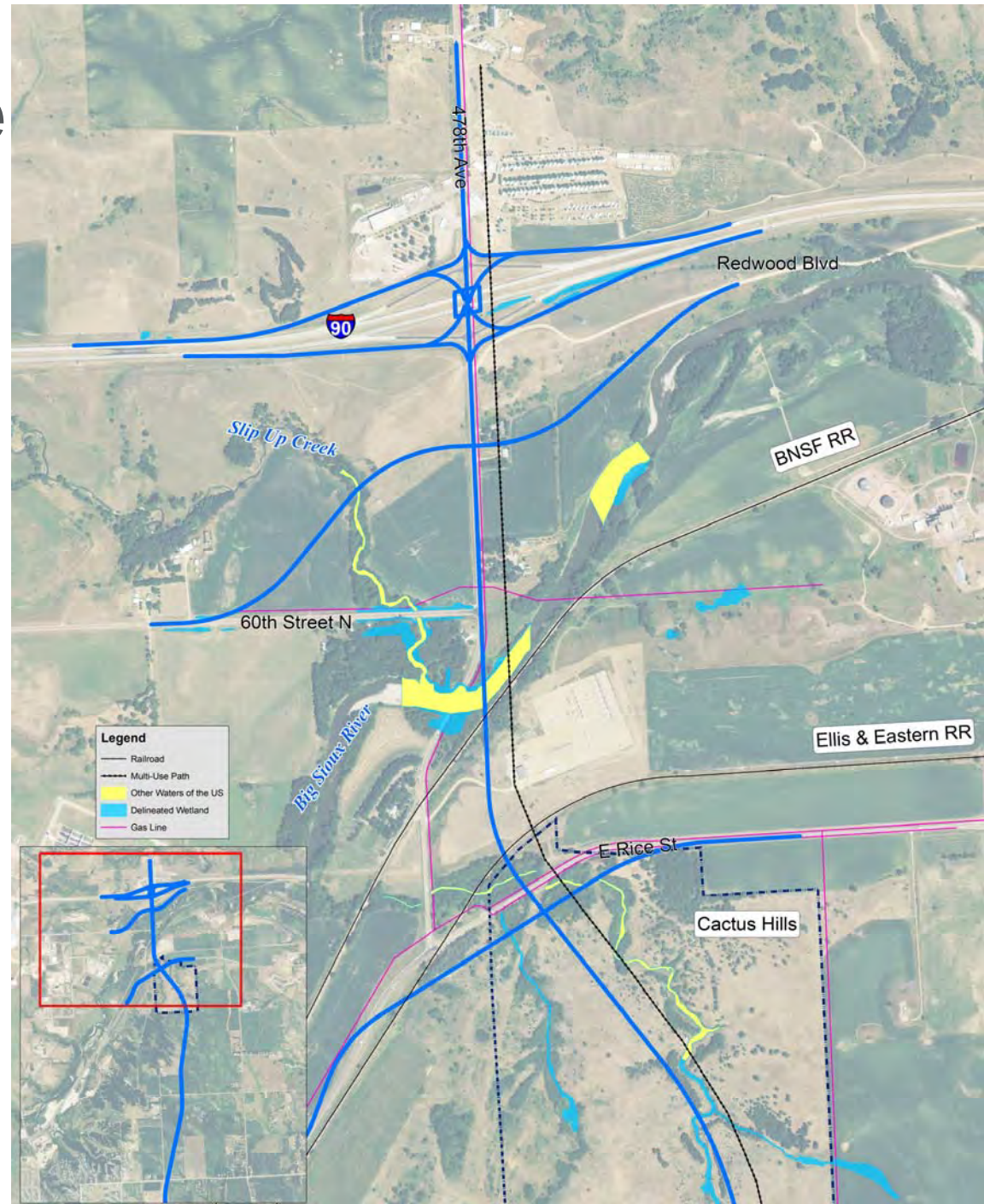


Preferred Alternative

Alternative 4a

Segment- Rice Street to I-90

- Requires two acquisitions
- Avoids acquisition of businesses
- Realigns 60th Street to avoid floodway impacts and meet design standards
- Constructs two railroad overpasses
- Potential need for 1.5 million cubic yards of fill material



Bicyclists and Pedestrians

- 10-Foot Wide shared use path along western side - 1/4 mile north of Madison Street and switches to the eastern side

