

FINDING OF NO SIGNIFICANT IMPACT (FONSI) AND SECTION 4(F) FINDING

FOR

I-29 Exit 130 (20th Street South) Interchange
EM 0295(45) 130, PCN 020V
And 20th St S and 22nd Ave S Intersection
EM 0295(45) 130, PCN 0A3L

Brookings County
Brookings, South Dakota

Submitted Pursuant to 42 U.S.C. 4332(2) and 49 U.S.C. 303
by the
US Department of Transportation
Federal Highway Administration
and
South Dakota Department of Transportation

July 2025

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1.0 INTRODUCTION

The Federal Highway Administration (FHWA) has determined that in accordance with 23 CFR § 771.119 and § 771.121, the expansion of the east-side corners of the 20th Street South and 22nd Avenue South intersection to improve the turning radius for trucks and the right-of-way (ROW) preservation for future widening on the west side of 22nd Avenue South (the Project) will not have a significant impact on the human or natural environment. This Finding of No Significant Impact (FONSI) for the Proposed Action is based on the Supplemental Environmental Assessment (SEA) signed by FHWA and SDDOT. The SEA was made available to stakeholders, agencies, and the public for a 30-day comment period on June 6, 2025. A presentation providing a Project update and the SEA was placed on the website (<https://www.20thstinterchange.com/>) on June 6, 2025. Printed versions of the SEA were also made available at the South Dakota Department of Transportation (SDDOT) Brookings Area Office and Brookings City-County Government Center.

No agency or public comments were received that necessitated revisions to the document, therefore, the document will not be republished. The SEA has been independently evaluated by the FHWA, who has determined that it accurately discusses the need, purpose, alternatives, environmental resources, and impacts of the Project and appropriate mitigation measures. The SEA and referenced reports have provided sufficient evidence for determining that an Environmental Impact Statement (EIS) is not required. The SEA and supporting documents are incorporated by reference into this document.

The SEA was developed in accordance with the National Environmental Policy Act (NEPA) and the corresponding regulations and guidelines of the U.S. Department of Transportation (USDOT) and FHWA. On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994).

On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA’s Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on “Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision-making and One Federal Decision” (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this FONSI. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.

2.0 DESCRIPTION OF THE PROPOSED PROJECT

The Project is located in the City of Brookings, in Brookings County, South Dakota. A Study Area for the 2020 EA was defined; refer to Figure 2-1 for the 2020 EA Study Area. The 2020 EA Study Area focused on the area that could potentially be impacted by the alternatives. For the SEA, a more focused area for the proposed improvements to the 20th Street South and 22nd Avenue South intersection was identified. The Study Area was defined early in the process and included the area where the SEA alternatives could potentially impact environmental resources. Refer to Figure 2-1 for the Study Area.

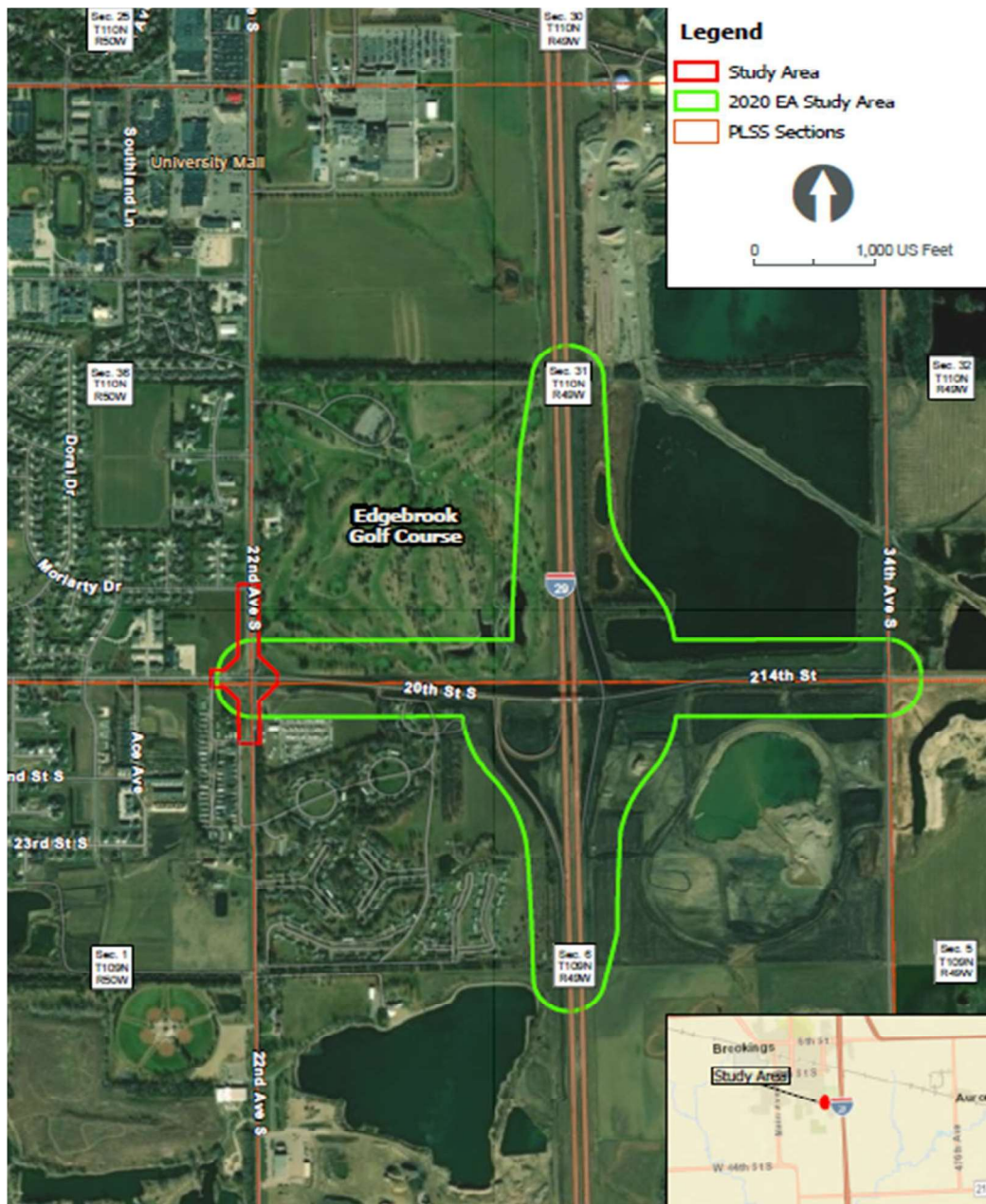


Figure 2-1. Project Location, Study Area and 2020 EA Study Area

2.1 PURPOSE AND NEED FOR THE PROJECT

The purpose for the Project was identified within the 2020 EA and focused on the transportation needs of system linkage and traffic capacity. The purpose and need statement were developed with consideration of public input as well as agency, public and tribal input. Coordination with agencies, tribes, landowners, and the public will continue throughout the Project.

The purpose and needs of the project have not changed. More concise purpose and needs are restated in Sections 1.2.1 and 1.2.2 of the SEA, for the full discussion please refer to the 2020 EA¹.

2.1.1 Purpose of the Project

The purpose of the Project for the SEA is unchanged from the 2020 EA and 2021 FONSI. The purpose of the Project is to relieve congestion on major north-south and east-west arterials and to improve transportation connectivity for community access and to facilitate growth of the local economy.

2.1.2 Project Needs

The needs for the Project for the SEA remain unchanged from the 2020 EA. Each is listed below with a discussion of relevancy to the 20th Street South and 22nd Avenue South intersection.

- **System Linkage-** The limited connections across I-29 in the existing roadway system cause longer commuting and travel times, which are expected to increase as future development of the southwest portion of Brookings occurs. For this intersection, the current design of the intersection is causing issues for trucks to turn and utilize both roadways, 20th Street South and 22nd Avenue South, as system links within the overall Brookings transportation system.
- **Traffic Capacity-** Forecasts were developed during the 2020 EA for traffic growth and were updated for this SEA in January 2025 (Appendix A). At the intersections of 22nd Avenue South and 20th Street South, traffic would become congested by planning year 2045. As noted in the 2020 EA, this intersection would improve from a level F to a C for AM and PM peak hour with the construction of the interchange and the intersection as proposed in the Interchange Justification Report Traffic Study. This was confirmed with the 2025 traffic study updated prepared as part of the SEA. The improvement of the turning radius and ROW preservation proposed in this SEA would continue to allow the 2045 LOS to be maintained for this intersection.

2.1.3 Project Goals

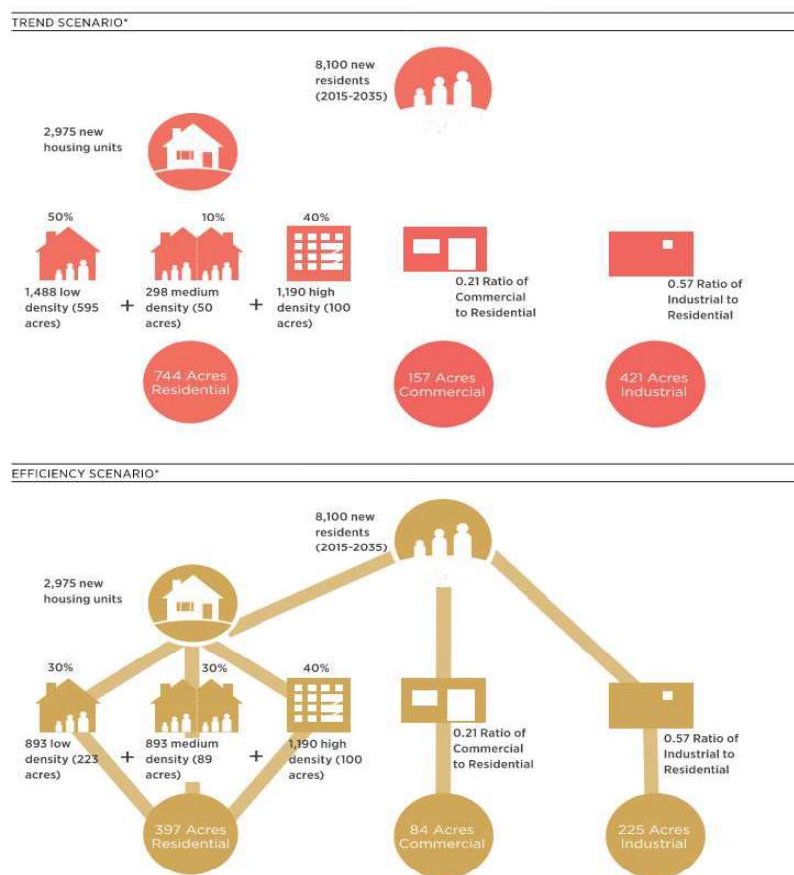
The Project goals remain unchanged from the 2020 EA. Through the scoping process, goals were considered for this Project. While Project goals are not used for screening alternatives, these goals are incorporated into the alternatives, where possible, to meet the concerns of the public and agencies. The goals identified during the public and agency scoping processes, economic development, safety, and multi-modal opportunities- the following discusses each.

¹ SDDOT, 2020. Environmental Assessment and Section 4(f) Evaluation for I-29 Exit 130 (20th Street South) Interchange located at [Interstate 29 20th Street South Interchange](#)

2.1.3.1 Economic Development

This Project would contribute to future growth patterns, land development, and new business development. This is shown by the recent development of the southeast quadrant of the 20th Street South and 22nd Avenue South intersection as a Starbucks, and the northeast quadrant as a proposed gas station. The current growth rate of Brookings was reviewed, as were the development (residential, commercial, and industrial areas) needed to continue this growth rate and the ability of the Project to facilitate that development for Brookings to meet its growth rate.

Brookings is the fourth largest community in South Dakota, with a steady growth rate of 2.5 percent per year in population. In 2018, Brookings completed an updated *Brookings South Dakota Comprehensive Plan 2040 (2040 Comprehensive Plan)* that included an in-depth evaluation of population and economic growth trends, land use trends and patterns, and transportation systems. To meet the continued steady growth rate, land use growth would need to occur through development of vacant land. The amount of land required to meet the growth rate was presented in two scenarios, trend and efficiency, in the *2040 Comprehensive Plan*. The trend scenario assumed that Brookings would grow at the same density and patterns that it has in the past, including many single-family detached homes. The efficiency scenario assumed that development will happen in a more compact manner, including a greater variety of housing options on smaller lots, reflecting the national trend in smaller scale retail (City of Brookings 2018). Graphic 2-1 shows the breakdown of acres of land that would be needed for residential, commercial, and industrial uses to meet the current growth rate under the trend and efficiency scenarios.



Graphic 2-1. Land Use Scenarios in the 2040 Comprehensive Plan (City of Brookings 2018)

The *2040 Comprehensive Plan* addressed the future development that will be needed to allow Brookings to continue to grow. The following was noted regarding the economy of Brookings that was relevant to the proposed interchange at 20th Street South (City of Brookings 2018):

- Limited street connectivity to large areas of undeveloped land.
- Prioritization of transportation connectivity to assist in meeting Brookings' growth rates.

In addition to the *2040 Comprehensive Plan*, the following documentation noted the plans to meet the growth areas needed:

- In 2011, Brookings and Brookings County commissioned the *Brookings Area Master Transportation Plan*. Completed in 2013, this study concluded that a new 20th Street South interchange would allow for additional access to the industrial park, allowing for additional development of the park and the planned development on the east side of I-29 to occur (HDR 2011).
- In 2016, the *Comprehensive Land Use Plan for Brookings County* was completed. This plan noted community growth and the need for future development to accommodate that growth. This plan also noted that the reason planned development areas have not moved forward is because of the lack of existing transportation system infrastructure (Brookings County Planning Commission 2016).
- The BUILD grant application identified previously planned development areas near 20th Street South. These areas would help meet the needed residential, commercial, and industrial opportunities for this growing community.

For the 2020 EA process, Brookings and the Brookings Economic Development Corporation provided the current planned development areas within the Project Area. For this SEA the development was reassessed and within the Study Area includes a recently developed northwest quadrant and current development plans for the southeast and southwest quadrants of the intersection that are moving forward. Each of these developments contributes to this overall economic goal for the Project.

Table 2-1 shows the area needed for residential, commercial, and industrial growth for the entire city, not just the Study Area. The current planned areas in the Study Area are also noted to show the progress toward the Brookings's needed growth area due to the Project and to show that clearly defined development areas are identified. As the planning studies indicated, by creating better connectivity in the roadway system, planned development would proceed. The completed and planned areas in the Study Area are compared to the acreage needed for residential, commercial, and industrial growth for the entire city to demonstrate that this Project would assist Brookings in facilitating economic growth and striving to meet its growth rate.

Table 2-1. Acreage of Residential, Commercial, and Industrial Areas Needed to Maintain Brookings' Current Growth Rate in Comparison to Planned Development Areas

Land Use	Acreage Needed (Trend Scenario)	Acreage Needed (Efficiency Scenario)	Acreage of Development Plans Overlapping with the Study Area (Estimated)
Residential	744	397	4.5
Commercial	157	84	12.5
Industrial	421	225	0

2.1.3.2 Safety

The previous studies analyzed crash records in the Project Area. Recent improvements in the Project Area have improved the roadway concerns for safety. The remaining crashes can mainly be attributed to congestion, which was discussed *Section 1.3.2.3, Traffic Capacity*. As noted, the intersection of 22nd Avenue South and 20th Street South and the intersection of 6th Street and I-29 Southbound would be at an unacceptable LOS with the traffic levels in 2045. The Project's goal is to improve safety by relieving congestion at both intersections.

2.1.3.3 Multi-Modal Transportation

The *2040 Comprehensive Plan* notes that “a transportation system should promote a variety of complementary transportation modes including motorists, bicyclists, pedestrians, and transit riders. At present, Brookings has a strong pedestrian system, an emerging bicycle system, and a well-respected and growing on-demand transit service” (City of Brookings 2018). The Project's goal was to incorporate a shared use path along 20th Street South from the intersection with 22nd Avenue South to 34th Avenue South.

2.2 ALTERNATIVES CONSIDERED

The alternatives discussed within the SEA are limited to include the proposed changes to the 20th Street South and 22nd Avenue South intersection and not the original approved alternatives described in the 2020 EA. One Revised Build Alternative is considered for the SEA. The No Build Alternative is included to satisfy the NEPA requirements and FHWA guidelines and provides a baseline for evaluating impacts. Both are discussed further in Chapter 2 of the SEA.

This section discusses the details of the No-Build Alternative and Revised Build Alternative.

2.2.1 No-Build Alternative

The No-Build Alternative considers the previously built I-29 20th Street South Interchange that was constructed after the 2020 EA and 2021 FONSI. The No-Build Alternative would not expand to the east-side corners of the intersection of 20th Street South and 22nd Avenue South. The intersection would continue to have tight corners which are difficult for trucks to utilize. The No-Build Alternative would not meet the needs of the Project causing issues with providing a roadway system connectivity for all traffic. Although the No-Build Alternative does not meet the purpose and need for the Project, it will be carried forward as a baseline for comparison of the potential impacts of the Revised Build Alternative. The No-Build Alternative would also not consider the preservation of the ROW needed for the future west-side widening of 22nd Avenue South.

The Interchange Justification Report for the I-29 (20th Street South) interchange identified the future lane expansion for the intersection to maintain the LOS of C by 2045.

2.2.2 Revised Build Alternative

Within the 2020 EA, the Build Alternatives considered the improvements needed at the 20th Street South and 22nd Avenue South intersection (Figure 2-2). The improvements at the intersection that were constructed with the interchange avoided permanent impacts to the Edgebrook Golf Course. The traffic study completed during the 2020 EA noted that the improvements at the intersection completed during the construction of the interchange would meet the traffic needs at this location. Also, the traffic study completed during the 2020 EA noted that in the future this intersection would need further improvements to meet the 2045 LOS. An updated traffic study completed for the SEA confirmed that these improvements will be needed (Appendix A of the SEA). The future improvements were noted as a separate future project from the construction of the interchange and would include turning lanes added to 20th Street South and 22nd Avenue South (Figure 2-2). The updated traffic study also considered specific development-related items such as access locations to minimize conflicts with traffic on 20th Street South.

Widening of the turn radii on the northeast and southeast corners was not considered as part of the Preferred Alternative in the 2021 FONSI since the Preferred Alternative would meet the LOS and avoid the time constraints of the BUILD Grant and Section 6(f) Permanent Conversion. After the construction of the interchange, the issues with trucks turning have confirmed the need for the additional improvements noted in Figure 2-2. Therefore, the Revised Build Alternative includes turning radii improvements and as well as the previously planned ROW preservation for the turning lanes on 20th Street South and 22nd Avenue South.

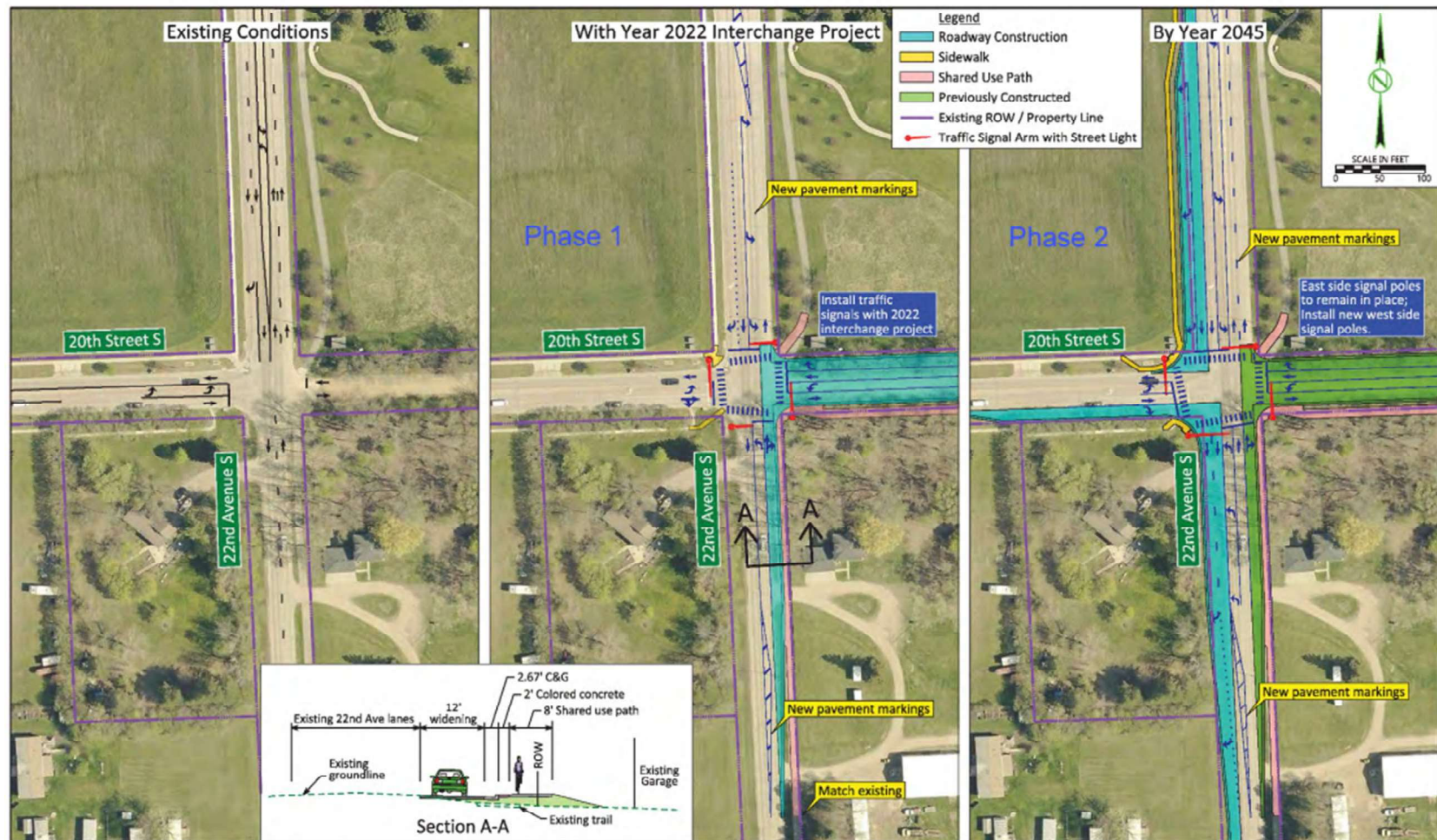


Figure 2-2. Proposed Improvements Discussed in the 2020 EA to the Intersection of 20th Street South and 22nd Avenue South

The Revised Build Alternative proposes the following for 2025 construction:

- Expand the northeast and southeast corners of the 20th Street South and 22nd Avenue South intersection to allow for trucks to turn without infringing on adjacent and opposite direction traffic lanes.
- Construct new crossing points for the Allyn Frerichs Trail along the east side of 22nd Avenue South since the to accommodate revised turning radius. In general, the trail would remain in its existing location, but the grade would be raised to meet ADA guidelines. Refer to Figure 2-3.
- Traffic signals on the east side of 22nd Avenue South installed with the 2022 / 2023 construction project would be moved for the expanded intersection corners.
- The Interstate Telecommunications Coop (ITC) building in the northeast quadrant of the 20th Street South and 22nd Avenue South intersection would be removed and replaced by the utility company to allow for the intersection widening. Refer to Figure 2-4.

Economic growth was noted in the 2020 EA and since this time development has continued to progress at this intersection and contributes to the Project's goal of economic growth. The properties on the west side of 22nd Avenue South either have been developed or will be developed by the time the roadway widening occurs. The ROW preservation for the future west side intersection improvements is included within this SEA due to development's progress at this intersection. Brookings has met and coordinated with the developers since the initial 2020 EA and 2021 FONSI process. Brookings is taking the future roadway ROW needs into account as they review and approve the development plans for the properties. The future roadway ROW is small slivers of parcels with no buildings located within the needed area. The property on the southwest corner of the 20th Street South and 22nd Avenue South intersection has been developed since the 2021 FONSI. Residences at this location were acquired and removed to accommodate the development, and the construction of a portion of the proposed street, Canasta Lane, was completed in support of this development. These acquisitions and construction of Canasta Lane occurred separately from the Project and were completed by private developers and Brookings. The completed development in the southwest quadrant is depicted in Figure 2-3.

The Revised Build Alternative would preserve the ROW for future widening of the existing 22nd Avenue South five-lane section north of 20th Street South and add a southbound right-turn lane by 2045 as a future construction project. The Revised Build Alternative does not include the construction of improvements, just the ROW preservation. The existing southbound 22nd Avenue South through lane now becomes a right-turn lane at 20th Street South. A southbound through lane would be added between Canasta Lane and 20th Street South just to accommodate the two southbound through lanes at the 20th Street South and 22nd Avenue South intersection. An eastbound right-turn lane would be added to 20th Street South on the west side of 22nd Avenue South. The SEA considers preservation of the ROW necessary for the future lane additions which would be required to further address increasing capacity needs and provide better connectivity for larger vehicles. Refer to Figure 2-5.

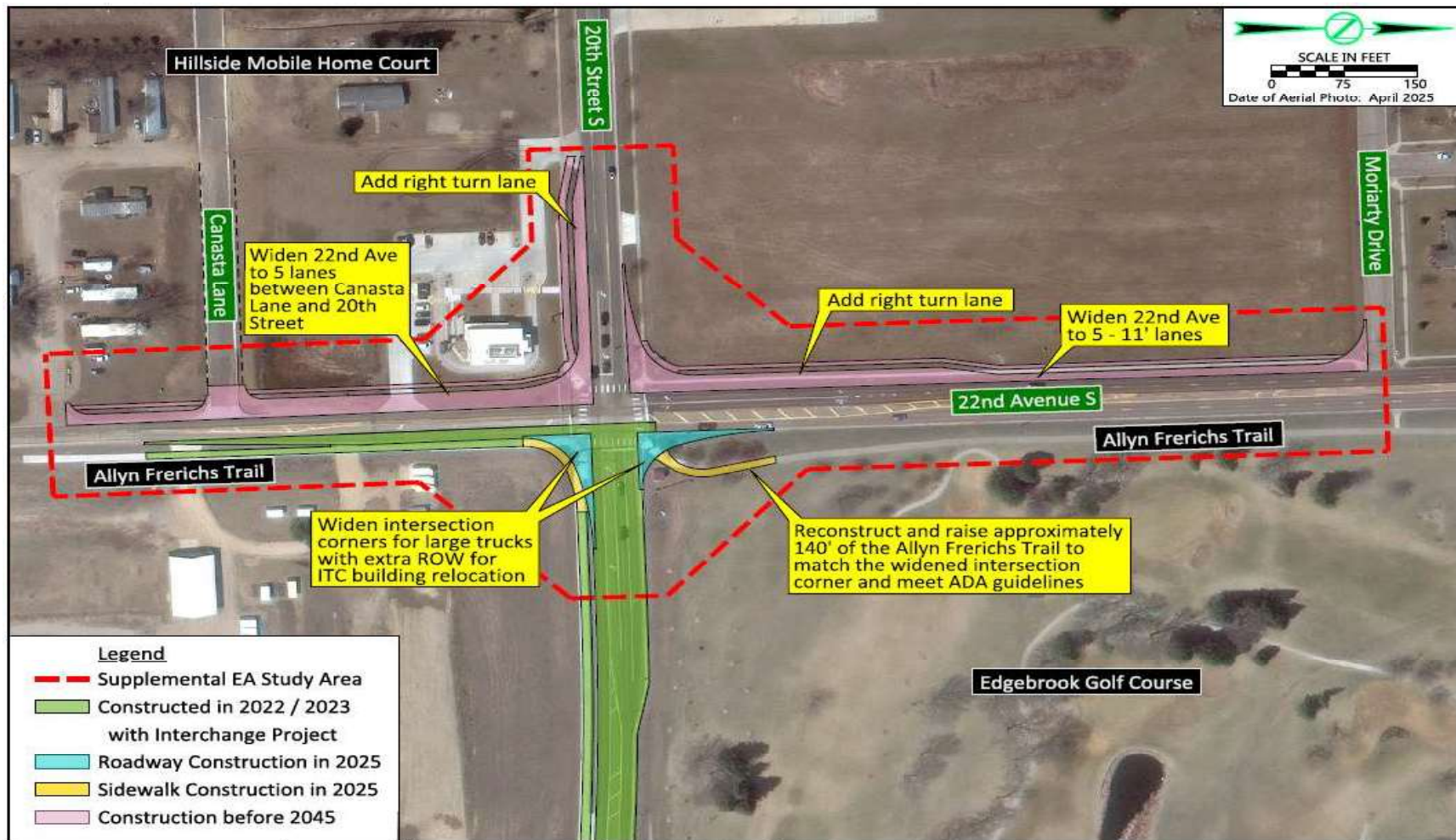


Figure 2-3. Supplemental EA Revised Build Alternative

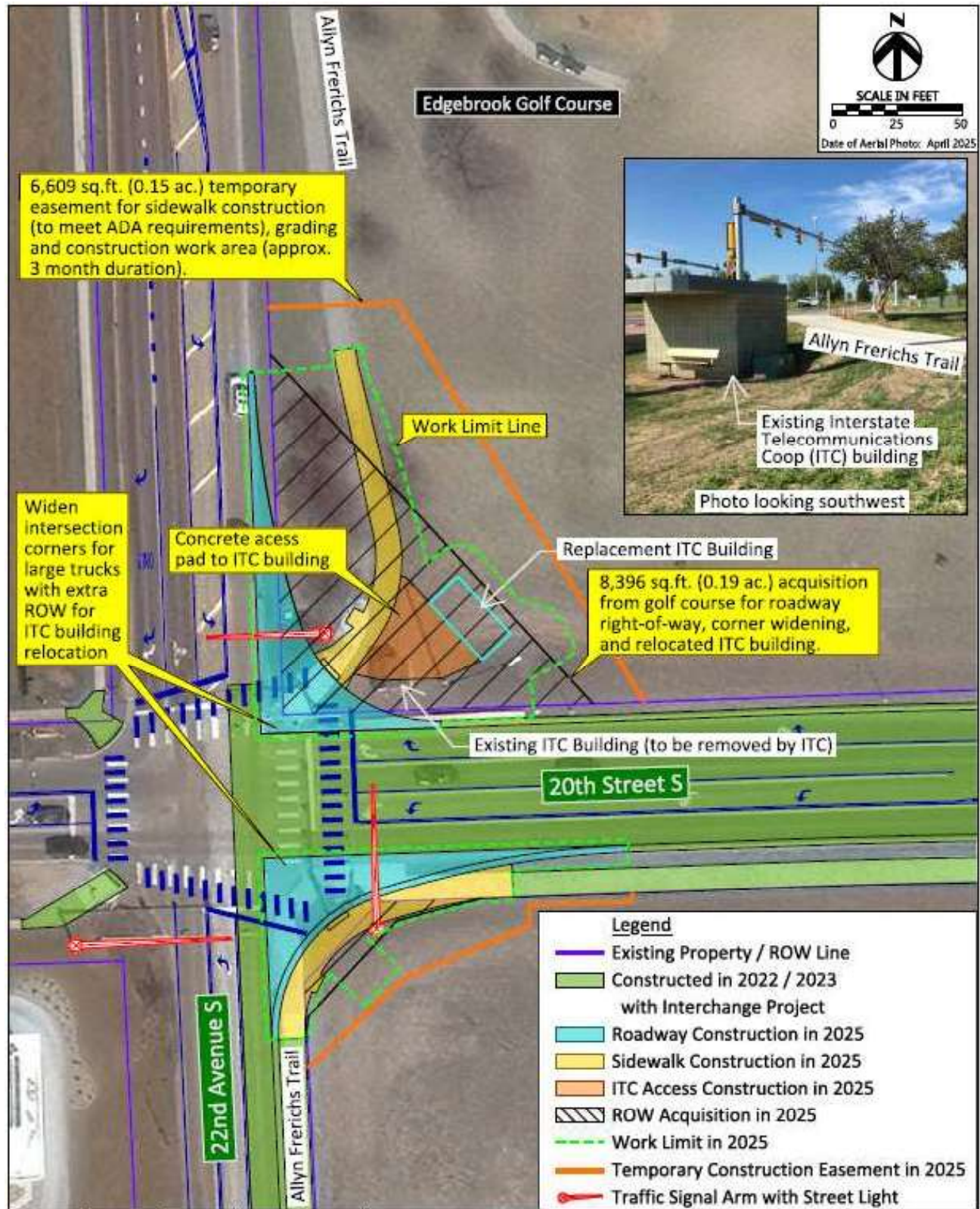


Figure 2-4. ITC Building, Golf Course, and Trail at the 20th St South and 22nd Ave Intersection

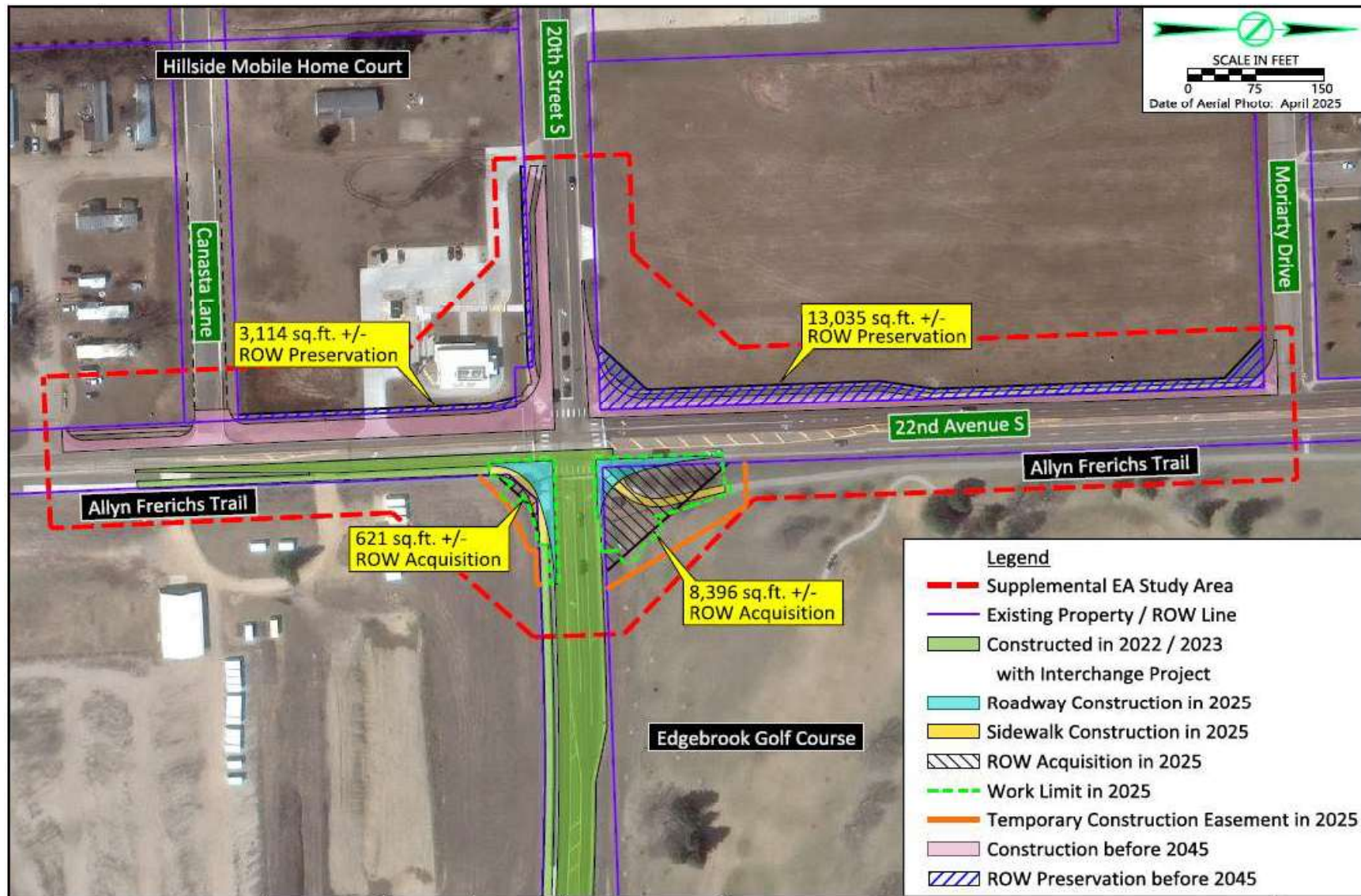


Figure 2-5. Permanent ROW Needs

2.3 PREFERRED ALTERNATIVE

Based on the evaluation of potential impacts, Revised Build Alternative is recommended as the preferred alternative. The benefits of Revised Build Alternative include the following:

- The Revised Build Alternative would address future traffic capacity issues at the intersection.
- The Revised Build Alternative would meet SDDOT design criteria for large truck-turning movements at the 20th Street South and 22nd Avenue South intersection, fulfilling the needs of the Project.
- The Revised Build Alternative would contribute to the economic growth in the area by improving the intersection, providing access to current and future planned developments.
- The Revised Build Alternative would improve safety and multi-modal transportation at the intersection for large truck-turning movements and improve the crossing of the Allyn Frerichs Trail to meet ADA requirements.

Although the drawbacks of the Revised Build Alternative include the permanent conversion of a property protected by Section 6(f), Edgebrook Golf Course, and *de minimis* impact to the Section 4(f) properties, the Edgebrook Golf Course and Allyn Frerichs Trail, the No-Build Alternative is not recommended as the preferred alternative because truck traffic would continue to have issues with turning at this intersection, thereby hindering traffic flows through the area.

The preferred alternative avoids or minimizes impacts on environmental resources to the extent practicable. For those unavoidable impacts, mitigation measures are proposed. Due to meeting the Purpose and Need, Project Goals, and considering potential impacts, the Revised Build Alternative was identified as the Preferred Alternative. Refer to Figure 2-3.

2.3.1 Summary of Impacts

Table 2 summarizes the environmental impacts associated with No-Build Alternative and preferred alternative.

Table 2: Impact Summary of the No-Build Alternative and Preferred Alternative

No-Build Alternative	Preferred Alternative
Land Use	
Intersection improvements and ROW preservation would not occur. Turning radius issues would persist and preservation for future improvements on the west side of the intersection would not occur. The No-Build Alternative would not be consistent with the land use plan in the area due to current and future concerns with the intersection.	The Revised Build Alternative would be consistent with land use plans. This Alternative would decrease hinderances to public travel caused by the turning radius issues and would not inhibit or prevent development.
Economic Resources	
Intersection improvements would not occur and turning radius issues would continue. This would likely make access to commercial businesses and residences in the immediate area more difficult.	Improvements to the intersection would alleviate turning radius issues and allow easier access to commercial businesses and surrounding residential areas.

No-Build Alternative	Preferred Alternative
Acquisitions and Relocations	
No acquisitions or relocations are required under the No-Build Alternative.	The Revised Build Alternative would require the acquisition from four parcels for a total of approximately 0.58 acres. Early acquisition was utilized for the parcel within the southeast corner of the intersection, requirements and conditions were met in accordance with 23 CFR 710.501.
Pedestrians and Bicyclists	
The tight corners on the east side of the 20 th Street South and 22 nd Avenue South intersection have resulted in trucks damaging the pedestrian signal equipment. This will continue with the No-Build Alternative.	The Revised Build Alternative would improve the pedestrian and bicycle facilities. The Revised Build Alternative would create a widened turning radius, so trucks are much less likely to damage pedestrian signal equipment where the Allyn Frerichs Trail crosses 20 th Street South. Therefore, the Revised Build Alternative would have a moderate beneficial effect on pedestrians and bicyclists.
Water Quality	
The No-Build Alternative would have no effects on water quality.	In coordination with SDDANR, they noted that the Project would not have any adverse environmental effects to drinking water and is unlikely to have adverse effects to groundwater quality. The Revised Build Alternative would result in a negligible to minor increase in runoff from impervious surfaces due to the widened corners at the 20 th Street South and 22 nd Avenue South intersection.
Threatened and Endangered Species	
The No-Build Alternative would have no effects on listed and proposed threatened or endangered species.	The Revised Build Alternative would have no effect to listed and proposed threatened and endangered species.
Cultural Resources	
The No-Build Alternative would have an effect determination of no historic properties affected.	The Revised Build Alternative would have an effect determination of no historic properties affected.
Section 4(f) and Section 6(f) Resources	
The No-Build Alternative would have no effects on Section 4(f) and Section 6(f) resources.	<p>The proposed work within the golf course as part of the Revised Build Alternative is anticipated to be considered a Conversion of Use under Section 6(f). Under Section 6(f), mitigation would be required for this Conversion of Use.</p> <p>For Section 4(f), a permanent incorporation of the Edgebrook Golf Course and temporary occupancy of the Allyn Frerichs Trail results in a <i>de minimis</i> impact.</p>
Utilities	
The No-Build Alternative would have no effects on utilities.	The Revised Build Alternative would require relocation of the ITC building. Relocations of utilities would be necessary with the Revised Build Alternative. To minimize impacts, coordination has occurred with utility companies and Brookings. This coordination would continue prior to and throughout construction.

3.0 COORDINATION AND PUBLIC INVOLVEMENT

As indicated in the SEA and supporting documentation, SDDOT coordinated with Federal, State, and local agencies, and Tribes during the development of the SEA.

3.1 PUBLIC INVOLVEMENT

Each year Brookings and Brookings Municipal Utility (BMU) hold a public meeting to inform the public of possible upcoming construction throughout the local area. This year, Brookings and BMU held the public meeting on April 9, 2025, to discuss the planned construction projects for 2025. The proposed turning radius improvements on the east side of the 20th Street South and 22nd Avenue South intersection were presented via a poster and discussed with attendees at the public meeting. Appendix A includes the board that was shown to the public. No written comments were submitted regarding this Project.

A postcard notification was mailed to 584 property owners of tenants within approximately a 1-mile radius of the I-29 and 20th Street South interchange, advising them of the availability of the SEA for review. The postcard notification area was the same as the 2020 EA postcard notification area. The postcard directed interested individuals to the project website. On June 6, 2025, the Project's website (<https://www.20thstinterchange.com/>) released the SEA, an online presentation and opportunity for comment to the purpose and need and the alternatives. Two notices announcing the commencement of the public comment period for the SEA were published in the Brookings Register on June 6 and June 13, respectively. Printed versions of the SEA were also placed at the following locations and noted within the public notice:

SDDOT Brookings Area Office
(2131 34th Avenue, Brookings, SD)

Engineering Department, Brookings City-County Government Center
(Suite 140, 520 3rd Street, Brookings, SD)

The public comment period ended on July 6, 2025. Four comments were received on the Project and SEA during the public comment period. Public comments and responses are included in Appendix A.

As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the CEQ's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this FONSI does not consider public comments regarding environmental justice.

3.2 LANDOWNER COORDINATION

Meetings were held with the landowner in the southeast quadrant of the Study Area, whose property would potentially be impacted by the Project. The meetings occurred on September 9, 2024, and May 9, 2025. At the May 9, 2025, meeting, the landowner signed the temporary and permanent acquisition documents under the early acquisition process under 23 CFR 710.501(c). Early acquisition was pursued with the landowner due to the accelerated timeline of the grant and construction of the Project. Under the State-funded Early Acquisitions Eligible for Future Credit, the acquisition met the following conditions:

- The property was lawfully obtained, and the acquisition process followed the Uniform Relocation Act and the Title VI of the Civil Rights Act.

- The property was not land described under 23 U.S.C. 138, and no part of the Section 4(f) property is present.
- SDDOT and FHWA concurred that the early acquisition did not influence the environmental review process for the Project. An initial environmental review of the area needed for acquisition has been completed. FHWA concurs with the State that the early acquisition did not influence the NEPA decision for the proposed transportation project of the following:
 - o The decision to construct the Project. The need to expand the east side corners of the 20th Street South and 22nd Avenue South intersection, as well as the preservation of the ROW for future expansion, would exist regardless of whether early acquisition took place or not. As discussed in Section 2.1.2 of this FONSI, the current design of the intersection fails to meet both the existing and future needs of Brookings and its residents.
 - o The consideration of any alternatives for the Project required by applicable law. Early acquisition had no effect on the consideration of alternatives. As discussed in Section 2.2.1 of this FONSI, the No Build Alternative would not meet the purpose and need of the Project. The Revised Build Alternative would address the purpose and need of the Project.
 - o The selection of design or location of the Project. Early acquisition had no effect on the selection of design or location. The location of the Project is the existing intersection of 20th Street South and 22nd Avenue South. Moving the Project to another location would be outside the scope of analysis and would not fulfill the purpose and need. Early acquisition also had no effect on the project design. The need to widen the corners to improve the turning radii of commercial trucks would exist regardless of early acquisition.
- The property acquired will be incorporated into the Project for which the surface transportation program funds are received and to which the credit will be applied.

3.3 AGENCY COORDINATION

Federal, State, and local agencies that were consulted regarding the Project include:

- National Park Service
- United States Fish and Wildlife Service
- South Dakota State Historic Preservation Office
- South Dakota Department of Agriculture and Natural Resources
- South Dakota Department of Game, Fish and Parks
- Brookings Parks, Recreation, and Forestry Department

Each agency was notified of the public availability of the SEA via postcard and email. Appendix B of the SEA summarizes the agency and local government coordination relevant to the Project.

3.4 TRIBAL COORDINATION

Section 106 of the National Historic Preservation Act of 1966 guides federal agencies to consult tribes that are federally recognized and may have a cultural or religious association to historic resources affected by federal actions. For this Project, SDDOT sent coordination letters on November 4, 2024, and April 23, 2025, to the following tribes that may have an interest in the highway projects in Brookings County. Bureau of Indian Affairs

- Flandreau Santee Sioux Tribe
- Rosebud Sioux Tribe
- Lower Brule Sioux Tribe
- Crow Creek Sioux Tribe
- Sisseton Wahpeton
- Three Affiliated Nations
- Chippewa Cree Tribe

No response was received.

4.0 ENVIRONMENTAL CONSEQUENCES AND SUMMARY OF COMMITMENTS

Chapter 3 of the SEA discussed the existing environment and the effects of the Revised Build Alternative, as well as the No-Build Alternative. This section notes coordination for Section 4(f) resources, summary of the impacts due to the preferred alternative, and summary of mitigation measures. Construction commitments can be found in an updated Section A, Environmental Commitments, document found in Appendix B. The mitigation measures and environmental commitments for the preferred alternative are summarized in Table 3 and will be implemented as part of this Project. In addition, a summary of anticipated permits that will be required prior to construction activities are listed in Table 4.

4.1 SECTION 4(F) AND 6(F) RESOURCES

The use of and impact to the Section 4(f) and 6(f) properties by the preferred alternative are discussed in the following sections. Written concurrence by the City of Brookings Parks, Recreation, & Forestry, the OWJ for Edgebrook Golf Course and Allyn Frerichs Trail, of the use and impact was received on July 14, 2025, and can be viewed in Appendix C. The following discusses the use and the incorporation of avoidance, minimization, and mitigation or enhancement measures for the preferred alternative.

Edgebrook Golf Course

Edgebrook Golf Course is a municipal 18-hole facility with a 9-hole junior/short course located at 1415 22nd Avenue South. It is owned and operated by Brookings. Fees are reviewed and set annually by the Brookings Park, Recreation, and Forestry Board and include single rounds of golf and seasonal passes. Section 4(f) applies to the golf course because it is owned, operated, and managed by a public agency for the primary purpose of public recreation. Randy Kittle, the Grants Coordinator with the SDGFP, Division of Parks and Recreation, confirmed that three LWCF grants (46-00166, 46-00304, and 46-01035) were used to develop Edgebrook Golf Course and that the entire boundary of the golf course is protected under Section 6(f) for public outdoor recreation (R. Kittle, personal communication, June 24, 2024). Section 6(f) applies to the property boundary at the time the LWCF grant funds were used for development of the golf course.

Section 6(f) requires that all funded lands be retained and used solely for the purposes of outdoor recreation in perpetuity. Section 6(f) also notes Land and Water Conservation Fund (LWCF)-funded property converted to non-recreational purposes must have the approval of the National Park Service (NPS). A conversion can be approved by the NPS only if there is a substitution for other recreational properties of at least equal fair

market value and of reasonably equivalent usefulness and location. Each state has an identified state agency that is also responsible for compliance and enforcement of Section 6(f); within South Dakota this is SDGFP.

Meetings were held on June 28, 2024, and February 6, 2025, with the SDGFP Grants Manager to discuss the Revised Build Alternative and needed conversion area. The SDGFP Grants Manager then coordinated with the NPS. As part of the early coordination for Section 6(f), the boundary of the Section 6(f) property is identified as the parcel boundary of the Edgebrook Golf Course (Appendix C and Figure 4-1). With the location of the property directly adjacent to the intersection, avoidance of the area is not possible to improve the turning radii.

The Revised Build Alternative would require permanent ROW acquisition from the Edgebrook Golf Course. A permanent acquisition would be needed to complete the construction of the Revised Build Alternative along the southeast east corner of the golf course at the intersection of 20th Street South and 22nd Avenue South. Operations of the golf course would not be impacted. A total of 0.19 acre (8,396 square feet) within the golf course property would be permanently impacted and 0.26 acre of temporary easement would be required for construction. The permanently impacted areas are considered a conversion of use of the 6(f) property. The temporary impact area would be graded and reseeded to a similar or better condition once the construction of the area is complete.

Due to the unavoidable impact, the NPS determined that the Revised Alternative would result in a Conversion of Use. To mitigate for the Conversion of Use, replacement land was considered and identified to be a 0.54-acre (23,629 square foot) area in the southeast portion of the golf course north of 20th Street South (Figure 4-2). The proposed replacement property is directly adjacent to the golf course and is currently owned by SDDOT. Golf carts currently encroach into the proposed mitigation area and a path was previously built outside the golf course property and purchased by SDDOT as part of the I-29 20th Street South interchange project. The transfer would immediately provide beneficial uses for the Edgebrook Golf Course to preserve this path for Edgebrook Golf Course users.

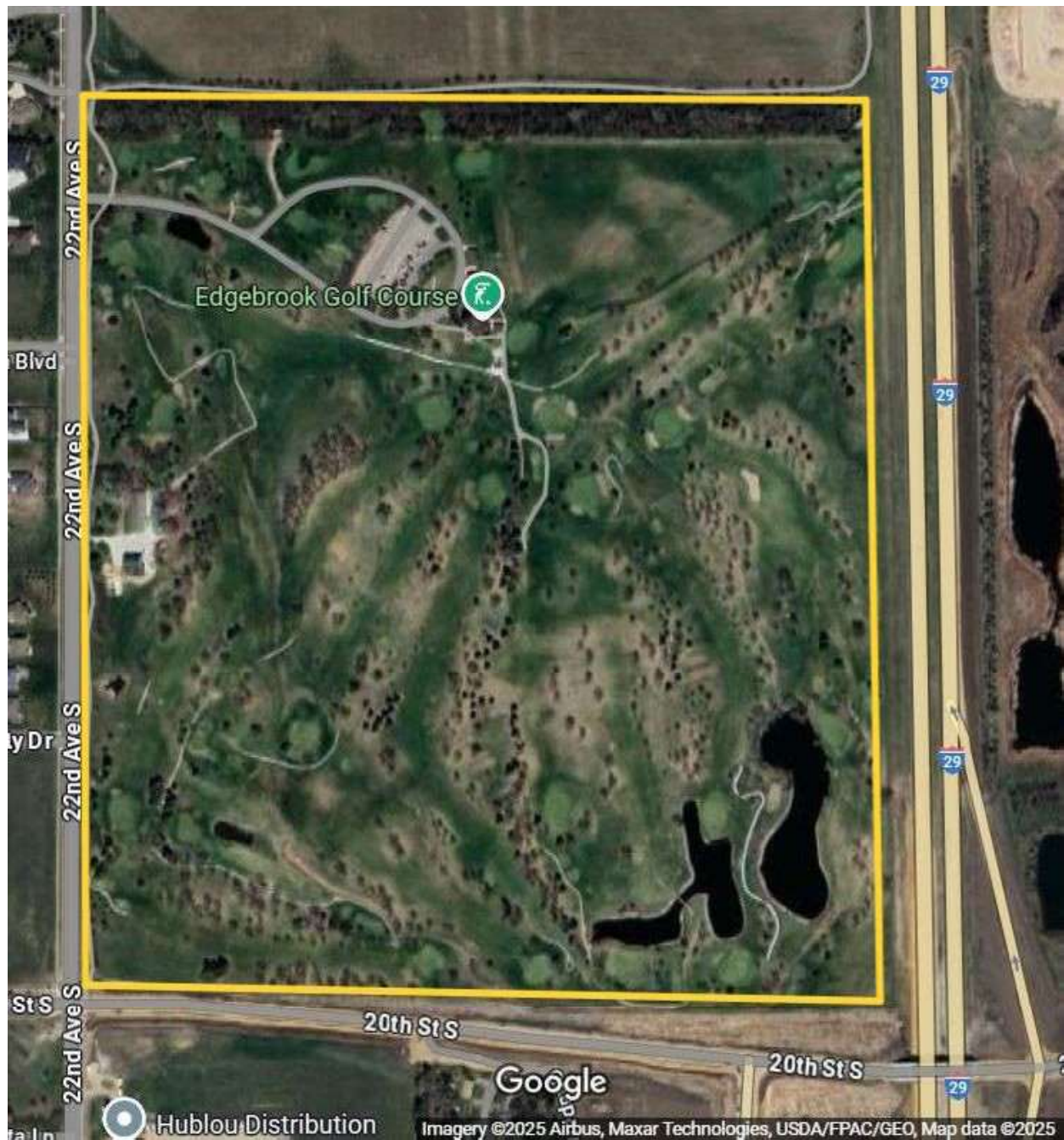


Figure 4-1. Edgebrook Golf Course with Property Boundary



Figure 4-2. Section 6(f) Area Impacted and Proposed Mitigation Area

The proposed mitigation area was part of the 2020 EA Study Area, and the conditions of the area are the same as when considered during the EA process. Refer to SEA, 2020 EA Coordination for the following coordination was completed, which included the mitigation area. The following information can be utilized by NPS for their NEPA requirements regarding the mitigation area:

- A wetland delineation was completed for the 2020 EA, and no wetlands or other waters of the US are present within the mitigation area.
- A Northern Long Eared Bat Survey was completed, habitat was present adjacent to the mitigation area within the golf course, and tree removal occurred for the construction of the interchange and was coordinated during the 2020 EA. An effect determination of may affect, not likely to adversely affect was recommended and USFWS concurred. For this SEA action, the mitigation area would be a conversion of property, no tree removal would occur. No effect would occur to the species from the conversion of the SDDOT ROW to golf property.
- Tribal coordination letters were sent out. Lower Brule Tribe responded no comment.
- Coordination occurred with SDGFP and SDDANR, no construction would occur in this area. The mitigation area would be converted from SDDOT ROW to golf course property, no commitments noted are applicable.
- A cultural resources survey and report, A Level III Cultural Resources Survey of the Proposed Interstate 29 Interchange at 20th Street South, Brookings, Brookings County, South Dakota was completed. SHPO concurred with a No Historic Properties Affected determination.

As part of the Conversion of Use process under Section 6(f), an appraisal of the impacted and mitigation areas was completed on April 3, 2025. A Compliance and Stewardship Form was completed and provided to SDGFP for their coordination with NPS on April 7, 2025. A draft SEA was provided for the NPS to assist in the completion of their NEPA requirements. The NPS responded on May 19, 2025, and noted the following. Refer to Appendix C for their full response.

- As far as the Section 6(f) conversion is concerned, it is acceptable if the Project moves into construction before the conversion is approved.
- The NPS will be adopting the NEPA completed by the FHWA which includes tribal coordination.
- The NPS does not see any concerns with the mitigation area and LWCF conversion.

SDDOT and Brookings will continue coordination with the SDGFP Section 6(f) Liaison and provide any additional information requested, until the NPS has approved the Conversion of Use. SDDOT and Brookings will then coordinate the transfer of the mitigation area to become part of the Edgebrook Golf Course.

Allyn Frerichs Trail

The Allyn Frerichs Trail is an existing paved, shared use trail designated and functioning primarily for recreational use. Brookings Parks, Recreation, and Forestry Department maintains and manages the trail and has confirmed the significance of this trail as part of its recreation system. The trail begins north of Exit 132 and continues south on the east side of I-29. The trail crosses under I-29 at the railroad tracks and then

continues south until it reaches Edgebrook Golf Course. The trail turns west and goes along the north side of the golf course and then turns south and goes along the west side of the golf course, on the east side of 22nd Avenue South within the Study Area. Section 4(f) applies to the trail because it is a publicly owned, shared use path designated and functioning primarily for recreation. Section 6(f) does not apply because the SDGFP Grants Coordinator confirmed that LWCF grant funds were not used to create the trail.

The widening in the northeast corner of the intersection of 20th Street South and 22nd Avenue South would require reconstruction of a small segment of the Allyn Frerichs Trail (Figure 2-3). The proposed improvements would be minor and shorter in duration than the construction for the added turn lanes on 20th Street South and 22nd Avenue South. The Revised Build Alternative would require the crossing of Allyn Frerichs Trail on the northeast and southeast side of the intersection to be reconstructed. On the northeast side, the grade would be improved. On the southeast side, permanent ROW would be purchased from the adjacent private landowner to accommodate shifting of the trail adjacent to the expanded corner radius. The Revised Build Alternative is not anticipated to impede or cause any impacts to construction or use of the future trail segment.

During construction, a temporary detour of the Allyn Frerichs Trail would be required. Sheet 19 of the construction plans provides a detour layout for the temporary closure of the Allyn Frerichs Trail (Figure 4-3). Signage would be provided to direct users around the construction.

Based on the scope of the proposed project and type of work for the Revised Build Alternative, there would be no adverse effects to the protected recreational activities, features, or attributes associated with Edgebrook Golf Course and Allyn Frerichs Trail under Section 4(f) consideration. The Brookings Parks, Recreation, and Forestry Department is the official with jurisdiction (OWJ) under Section 4(f) for all the properties. The Project was consulted with the OWJ on July 30, 2024. A public notice was posted in the Brookings Register on June 6 and June 13, 2025, to solicit public comment for the SEA and Section 4(f) uses. After being informed of the public comments and FHWA's intent to make the *de minimis* impact finding, a concurrence from the OWJ was received for the *de minimis* impact of the Allyn Frerichs Trail and Edgebrook Golf Course (Appendix C).

In accordance with 23 CFR 774.3, the proposed project is anticipated to have a *de minimis* impact to Edgebrook Golf Course and Allyn Frerichs Trail, based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes would not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, regarding protecting the 4(f) property and maintaining access and safety, are reasonable and acceptable.
- Access to the Allyn Frerichs Trail would be restricted for a period that is anticipated to be less than the time needed for construction.
- A detour would be provided due to the temporary closure of the Allyn Frerichs Trail. Sheet 19 of the construction plans provides a detour layout for the temporary closure of the Allyn Frerichs Trail. The detour is also shown on Figure 4-3. Signage would be provided to direct users around the construction.

- Temporary construction fencing would be installed along proposed construction limits near the Allyn Frerichs Trail.
- Appropriate signage would be installed to alert users of the Allyn Frerichs Trail of construction activities, access restrictions or closures, and to direct users to secondary access points.
- The staging and/or storage of construction equipment or materials would not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- The Contractor would be required to closely coordinate the construction schedule with SDDOT Environmental Manager (605.773.3721) and Brookings Parks, Recreation, and Forestry Director (605.692.2708) at the preconstruction meeting.

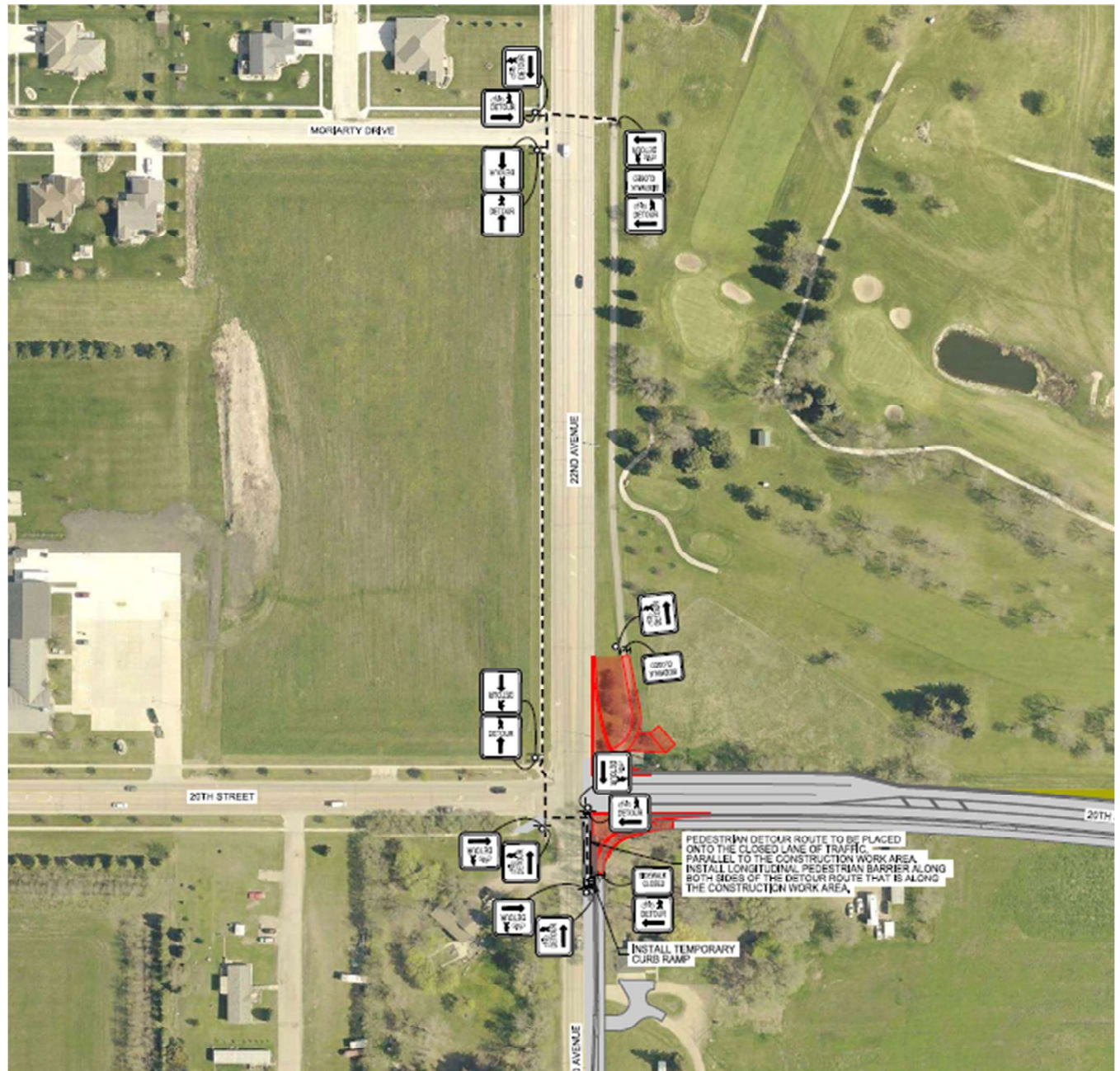


Figure 4-3. Pedestrian Detour Layout

4.2 MITIGATION MEASURES AND COMMITMENTS

Coordination with private utility companies and the Brookings Municipal Utilities has been completed. SDDOT, Brookings, and ITC are executing a utility agreement for work associated with the removal of the existing ITC building and a replacement building to be constructed by ITC while intersection expansion construction is occurring. The existing and replacement ITC buildings are within the ROW acquisition/impact area of the golf course; mitigation of the Section 6(f) 8,396 square foot impact area is accomplished with a 23,629 square foot parcel approximately 1,500 feet east of the 20th Street South and 22nd Avenue South intersection along the south side of Edgebrook Golf Course.

Table 3: Mitigation Measures and Commitments

Environmental Commitment	Mitigation Measures
Land Use	The City of Brookings would need to coordinate transportation and land use plans to be consistent with the ROW preservation identified as part of the Revised Build Alternative on the west side of the 22nd Avenue South and 20th Street South intersection.
Economic Resources	Access would be maintained to businesses from a public street during construction. Access signs indicating individual businesses by name would be included in construction signing. Construction would be phased to minimized traffic congestion impacts and overall time of construction in the Project Area.
Acquisitions and Relocations	<p>Acquisitions and relocations would be conducted in conformance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended by the Surface Transportation Assistance Act of 1987 and 49 CFR, Part 24, effective April 1989.</p> <p>Early acquisition would follow 23 CFR 700.501 requirements.</p>
Pedestrians and Bicyclists	See commitments for Section 4(f) and 6(f).
Water Quality	<p>Due to construction area impact (0.37 acre), the SDDOT standard Stormwater Pollution Prevention Plan (SWPPP) is not necessary. However, specific erosion control plans are included in the construction plans in accordance with SDDOT guidelines.</p> <p>SDDOT Standard Commitments A (Water Source) and E (Stormwater) have been incorporated into the plans. The disturbed area (0.37 acre) does not reach the point of requiring a stormwater discharge permit. The plan notes state that construction dewatering will not be required due to the limited subsurface excavation.</p>
Section 4(f) and 6(f) Resources	<p>The following have been incorporated into Section A (Environmental Commitments) of the plans:</p> <p><u>Section 4(f) Commitments</u></p> <p>Access to the Allyn Frerichs Trail would be restricted for a period that is anticipated to be less than the time needed for construction. Sheet 19 of the construction plans provides a detour layout for the temporary closure of the Allyn Frerichs Trail. The detour is also shown on Figure 4-3. Signage would be provided to direct users around the construction.</p> <p>The Contractor is not permitted to stage equipment or materials within the Allyn Frerichs Trail or the Edgebrook Golf Course.</p> <p>The land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.</p>

Environmental Commitment	Mitigation Measures
	<p>Revegetation and landscaping within the temporary grading areas will occur.</p> <p>The Contractor will notify the Project Engineer if additional easement is needed to complete the work adjacent to any Section 4(f) property. The Project Engineer will obtain an appropriate course of action from the Environmental Office before proceeding with construction activities that affect any Section 4(f) property.</p> <p>The Contractor would be required to closely coordinate the construction schedule with SDDOT Environmental Manager (605.773.3721) and Brookings Parks, Recreation, and Forestry Director (605.692.2708) at the preconstruction meeting.</p> <p><u>Section 6(f) Commitments</u></p> <p>The impacted area of the Edgebrook Golf Course in the northeast quadrant of the 20th Street South and 22nd Avenue South intersection is being mitigated by replacement property of equal or greater usefulness and value along the south edge of the golf course approximately 1,500 feet east of the intersection.</p> <p>The Contractor will notify the Project Engineer if additional easement is needed to complete the work adjacent to any Section 6(f) property. The Project Engineer will obtain an appropriate course of action from the Environmental Office before proceeding with construction activities that affect any Section 6(f) property.</p> <p>SDDOT is responsible for completing the Conversion of Use and receiving NPS approval. SDDOT will transfer the identified Section 6(f) mitigation area to Brookings Park, Recreation, and Forestry Director after the approval of the Conversion of Use from the NPS.</p>
Utilities	<p>Coordination with utility companies has been completed. SDDOT, the City of Brookings, and ITC are executing a utility agreement for work associated with the removal of the existing ITC building and a replacement building to be constructed by ITC while intersection expansion construction is occurring. The existing and replacement ITC buildings are within the ROW acquisition/impact area of the golf course; mitigation of the Section 6(f) 8,396 square foot impact area is accomplished with a 23,629 square foot parcel approximately 1,500 feet east of the 20th Street South and 22nd Avenue South intersection along the south side of Edgebrook Golf Course.</p>

Table 4: Summary of Anticipated Approvals

Approval Name/Type	Approval Description	Issuing Agency	Approval Requirements
Section 6(f) Conversion of Use Approval	Conversion of 6(f) property from specified recreation use to another use.	NPS	A Conversion of Use approval from NPS is required for the project due to use of portion of the 6(f) properties switching from recreation to transportation. Mitigation measures discussed with NPS and SDGFP would be used to satisfactorily replace the property to the Edgebrook Golf Course.

5.0 FHWA DECISION

FHWA has reviewed all relevant documents and materials as well as all comments from the public, agencies, and tribes received during the development of the SEA. Based upon independent review and analysis, FHWA finds that the SEA analyzed and considered all the relevant potential environmental impacts and issues.

Based on the considerations identified in the Section 4(f) Evaluation, FHWA concludes that there is no feasible and prudent alternative to the use of the Section 4(f) protected lands and that the Proposed Action includes all possible planning to minimize harm to the identified Section 4(f) properties, the golf course & trail, resulting from such use. The FHWA, SD Division, finds the impacts to the golf course & trail are *de minimis*, as defined under 23 CFR 774.

Based upon the review and consideration of the analysis and evaluation contained in the SEA; and after careful consideration of all social, economic and environmental factors and mitigation of construction impacts; and considering input from the public involvement process and agency coordination; FHWA hereby approves the issuance of a FONSI and Section 4(f) *De Minimis* Finding to Edgebrook Golf Course and Allyn Frerichs Trail for the expansion of the east-side corners of the 20th Street South and 22nd Avenue South intersection to improve the turning radius for trucks and the right-of-way (ROW) preservation for future widening on the west side of 22nd Avenue South Project.

Regarding mitigation and commitments, SDDOT and the City of Brookings, on behalf of FHWA, are hereby required to ensure completion of all mitigation outlined above and set out specifically in the EA. SDDOT and the City of Brookings are also required to ensure that any and all local, state, and federal permit agencies and conditions are met and otherwise complied with.

APPENDIX A: PUBLIC INVOLVEMENT SUMMARY

Memo

Date: July 7, 2025

Project: 20th St S and 22nd Ave S Intersection Expansion

To: City of Brookings, SDDOT, FHWA

From: HDR

Subject: Supplemental Environmental Assessment Public Involvement Summary

Background

Public involvement for the Supplemental Environmental Assessment (SEA) process was intended to be similar to the I-29/20th Street interchange project in 2020. No public meetings were held in 2020 due to COVID-19.

SEA Public Involvement

Public Open House – The City of Brookings held a public open house on April 9, 2025 to inform the public of all City roadway and utility construction projects expected to be underway in 2025. A display poster for the 20th Street South / 22nd Avenue South intersection expansion project was staffed by a representative of Banner Associates to answer questions from the public. No written comments were provided. See [Attachment A](#) for the display poster.

Public Notice – A public notice of the SEA release and comment period was published in the Brookings Register on June 6 and June 13. See [Attachment B](#).

Postcard Notifications – Postcards with notification of the SEA release and comment period were sent via 1st class mail to 583 addresses within 1 mile in each direction from 20th Street South and I-29. Project/Agency contacts were also on the mailing list. See [Attachment C](#).

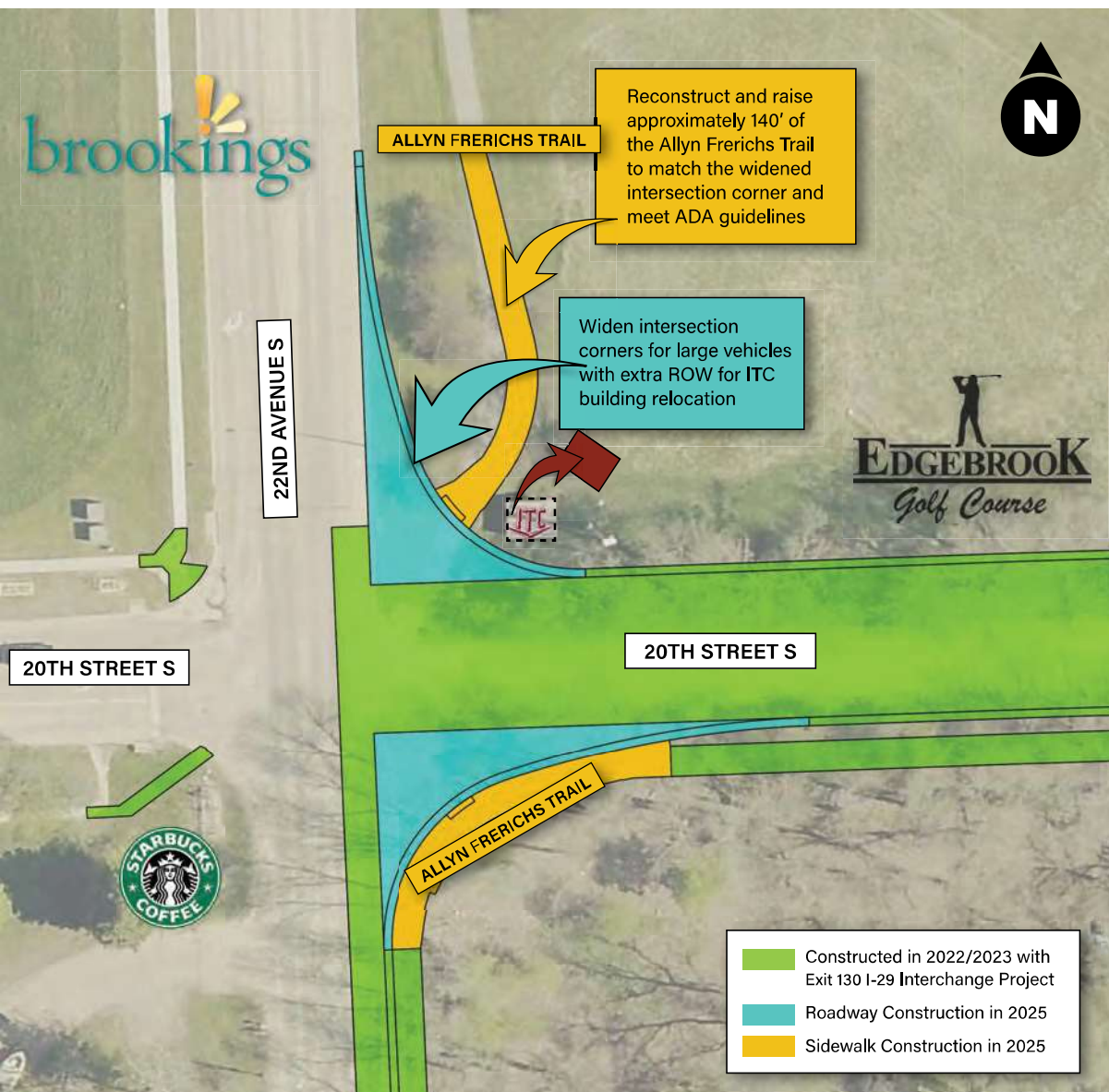
Email Notifications – Emails were sent to 135 project/agency contacts and others on the previous website list. Anyone who had contacted the project team or left a question or comment on the project website from 2020 to 2023 was on the distribution list. See [Attachment D](#).

Website – The 20thstinterchange.com website had been active from April 2020 to April 2024. It was re-activated to provide all information related to the SEA. See [Attachment E](#) for clips of the website.

Printed SEA – Printed versions of the SEA were provided at the SDDOT Brookings Area Office and at the Brookings City-County Government Center.

Presentation – A 22-minute narrated presentation was posted on the website to summarize the project and the SEA. See [Attachment F](#) for the first slide of the presentation. An AI (Artificial Intelligence) generated transcript was provided below the presentation.

Public Comments – Within the June 6 to July 6 public comment period, four comments were submitted to the website. No other comments were provided. Responses were provided via email within 24 hours of receipt of each of the comments. See [Attachment G](#). For privacy purposes, the contact information of those submitting comments has been redacted.



WHAT

The project consists of increasing the turning radii of the NE and SE quadrants of the 20th Street South and 22nd Avenue South intersection. Recreational trail modifications, traffic signal and control modifications, and private utility relocation is also included in this project.

WHY

The east side intersection widening at 20th St S and 22nd Ave S is being completed to better accommodate large vehicle traffic. The project is using unanticipated remaining BUILD Grant funds from the 2022/2023 Exit 130 I-29 Interchange project.

WHY THE PROJECT NOW?

- The I-29 Exit 130 Interchange project was driven by the critical timeline imposed by the BUILD grant. The grant required that the interchange's environmental assessment, design, right-of-way acquisition, and bidding be completed within a compressed 18-month period to avoid forfeiting the allocated funds. Typically, a minimum of 4 years would be necessary to complete those steps.
- To improve this intersection, right-of-way from Edgebrook Golf Course (EGC) must be acquired. However, as EGC is designated as a 6(f) Land and Water Conservation Act property, it cannot be repurposed for non-recreational use unless an equivalent replacement property of equal value and utility is secured.
- The extensive approval process required for this conversion posed a significant risk to the overall project's bidding deadline of November 2021. Therefore, the steps to convert the EGC property, acquire it, and construct the intersection to accommodate large vehicles were not completed as part of the 2022/2023 interchange project.
- The 2022/2023 interchange project was completed under budget, allowing the remaining BUILD grant funds to be allocated. This allowed the City of Brookings to optimize the grant's terms, ensuring that the maximum number of eligible improvements (including widening the intersection corners) can be completed within the overall project's scope.



CLOSURE(S)

Traffic will be maintained during construction. The recreational trail will be closed. A pedestrian detour will be provided.

For more information and detour route, please check the website at www.brookingscommunityconstruction.info

TIMELINE

AUGUST
2025

NOVEMBER
2025



OWNER CONTACTS

City of Brookings | Charlie Richter, PE City Engineer
crichter@cityofbrookings-sd.gov 605-692-6629

CONTACT

ENGINEER CONTACT

HDR Engineering | James Unruh, PE
james.unruh@hdrinc.com 605-977-7766

Banner Associates | Waylon Blasius, PE
waylonb@bannerassociates.com 855-323-6342 (toll free)



20th Street South & 22nd Avenue South Intersection Expansion



**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
NOTICE OF PUBLIC COMMENT PERIOD**

For Supplemental Environmental Assessment and

Section 4(f) Evaluation for the

I-29 Exit 130 (20th Street South) Interchange
Project No. EM 0295(45) 130, PCN 020V
And 20th Street and 22nd S Intersection
EM 0295(45) 130, PCN 0A3L

Brookings County
Brookings, South Dakota

The South Dakota Department of Transportation (SDDOT) and City of Brookings (City) are posting a Supplemental Environmental Assessment (SEA) and Section 4(f) Evaluation for public input for the proposed improvements at the intersection of 20th Street South and 22nd Avenue South (the Project). The Project would:

Improve the turning radiuses on the east side of the intersection, and

Preserve right-of-way (ROW) on the west side of the intersection for the following future improvements:

- The existing southbound 22nd Avenue South through lane to become a right-turn lane at 20th Street South.
- A southbound through lane to be added between Canasta Lane and 20th Street South to accommodate the two southbound through lanes at the 20th Street South and 22nd Avenue South intersection.
- An eastbound right-turn lane would be added to 20th Street South on the west side of 22nd Avenue South.

FHWA intends to make a Section 4(f) *de minimis* impact finding regarding the effects of the Project. The *de minimis* impact would include permanent incorporation of small portion (approximately 8,396 sq ft) of the Edgebrook Golf Course and have a minor realignment of the Allyn Frerichs Trail into new 20th Street South and 22nd Avenue South intersection.

Edgebrook Golf Course has also previously received Land and Water Conservation Funds (LWCF) so the property is a protected under Section 6(f) of the LWCF Act. Due to the unavoidable impact of the 8,396 sq ft area, the project would result in a Conversion of Use. To mitigate, replacement land was considered and identified to be a 0.54-acre (23,629 square foot)

area in the southeast portion of the golf course north of 20th Street South. The proposed replacement property is directly adjacent to the golf course and is currently owned by SDDOT. Golf carts currently encroach into the proposed mitigation area. The transfer would immediately provide beneficial uses for the Edgebrook Golf Course to preserve this path.

Access will be maintained to the Edgebrook Golf Course during construction of 20th Street South and 22nd Avenue South intersection. A detour will be provided for Allyn Frerichs Trail. When construction occurs, signage will be placed to alert pedestrians of detours. Temporary fencing will be installed to alert users of construction activities and any access restrictions along the trail. Closures and detours will be posted on the City of Brookings website. Disturbed areas will be reseeded after construction is complete.

Recreation areas and trail safety and usability were examined in the planning phases as part of the proposed improvements. All possible planning to minimize harm has been incorporated into project development to assure that there will be no adverse effects to the protected recreational activities, features, or attributes associated with Edgebrook Golf Course and Allyn Frerichs Trail.

The SEA and Section 4(f) Evaluation is available online at 20thstinterchange.com. The printed version of the Environmental Assessment document is available for public review at the following locations:

SDDOT Brookings Area Office
(2131 34th Avenue, Brookings, SD)

Engineering Department, Brookings City-
County Government Center
(Suite 140, 520 3rd Street, Brookings, SD)

Comments will be accepted by email at

chad.babcock@state.sd.us or by postal service
at:

Chad Babcock
South Dakota Department of Transportation
700 E. Broadway
Pierre SD, 57501

Comments must be received by July 6, 2025.

For further information please contact Chad
Babcock at, SDDOT at 605-773-3721.

Notice published twice (June 6 and June 13) at
a cost of \$87.39

Affidavit of Publication

State of South Dakota

Exhibit "A"

ss

County of Brookings

Katherine Foiles of said county, first duly sworn, on oath, says: That she is the office clerk of THE BROOKINGS REGISTER, a daily newspaper, printed and published in the City of Brookings, in said County of Brookings, and State of South Dakota; that she has full and personal knowledge of the facts herein stated; that said newspaper is a legal newspaper and has a bona fide circulation of at least two hundred copies of each issue daily; that said newspaper has been published within the said County of Brookings and State of South Dakota, for more than one year prior to the first publication of Exhibit "A," hereto attached and herein mentioned, and was and is printed that the

L40052 Notice of Public Comment Period

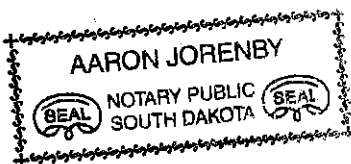
same was published, is hereto attached marked Exhibit "A" said newspaper for _____ 2 times, to-wit:

June 6, 2025

June 13, 2025

said Exhibit "A" inures to the sole benefit for the publishers of said newspaper; that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person whomsoever; that the fees charged for the publication thereof are:

Eighty-Seven Dollars and Thirty-Nine Cents \$87.39



June

13 day of

2025

Notary Public in and for the County of Brookings, South Dakota.
My Commission expires February 22, 2026

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6/6/13
**SOUTH DAKOTA
DEPARTMENT OF
TRANSPORTATION
NOTICE OF PUBLIC
COMMENT PERIOD**

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101 S. Phillips Avenue
Suite 401
Sioux Falls, SD 57104



409 22nd Avenue South
Brookings, SD 57006

stamp

Mailing label

**I-29 20th St S Interchange Project
20th St S and 22nd Ave S Intersection Expansion
Notice of Draft Supplemental Environmental Assessment Availability**

**I-29 20th St S Interchange Project
20th St S and 22nd Ave S Intersection Expansion
Notice of Draft Supplemental Environmental Assessment Availability
Project EM 0295(45)130; PCN 020V and 0A3L**

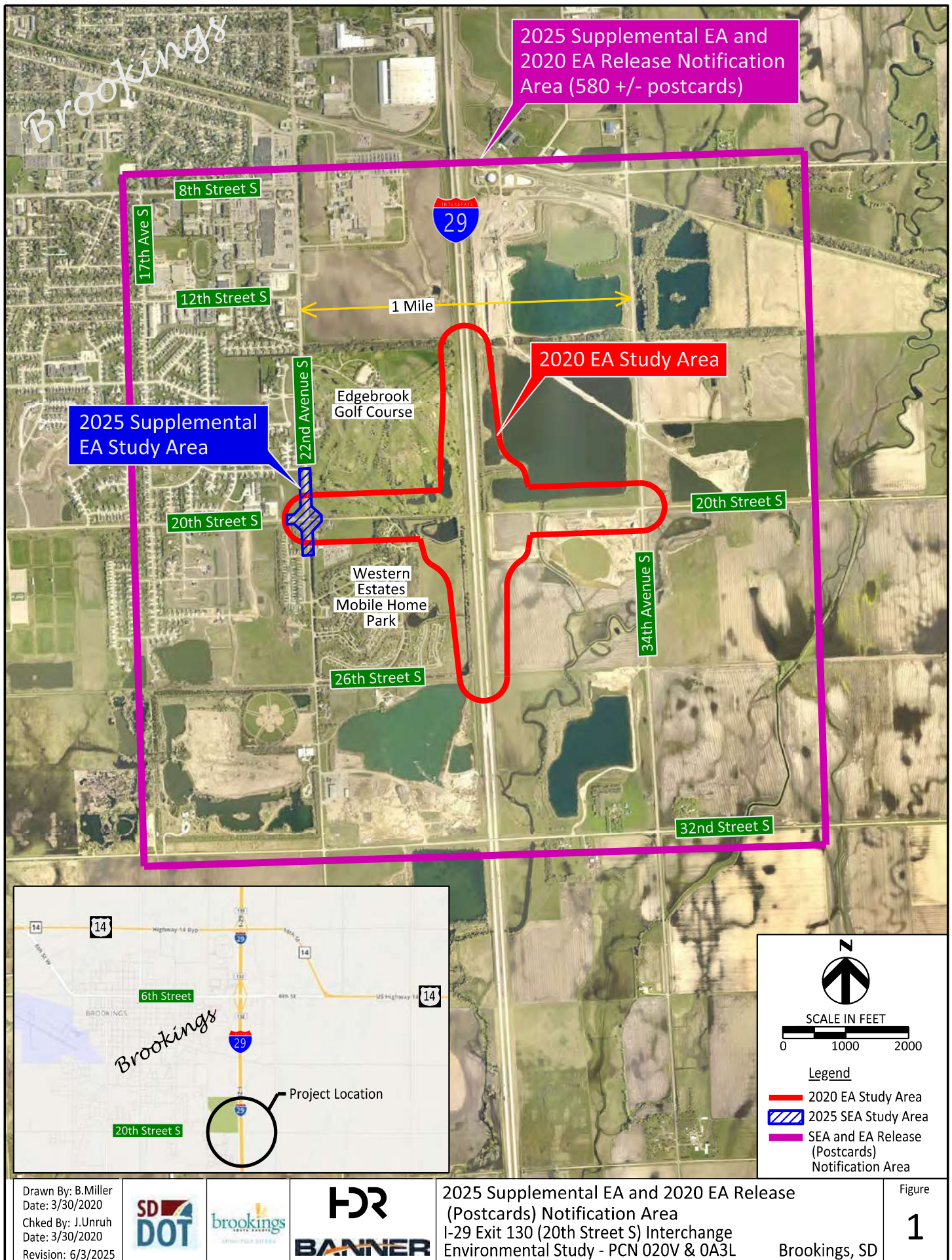
On **Friday, June 6, 2025** at 5:00 p.m. the draft Supplemental Environmental Assessment (SEA) completed for the 20th St S / 22nd Ave S intersection expansion project will be released to the project website: www.20thstinterchange.com. The intersection expansion is a follow up project to the I-29 Exit 130 (20th St S) Interchange project that was completed in 2023.

On the website, you may read the draft SEA, view a brief presentation, and submit your comments. The presentation will review the completed interchange project and summarize the proposed east-side expansion of the 20th St S and 22nd Ave S intersection. Preservation of right-of-way along the west side of 22nd Ave S for future roadway widening is also covered in the draft SEA and presentation. The deadline for submission of comments via the website is July 6, 2025.

The project proposes expansion of the east-side corners of the 20th St S and 22nd Ave S intersection to better accommodate large truck movements. This is a follow up to the I-29 20th St S interchange project that was completed in 2023. Construction of the intersection corners expansion is scheduled to begin in the fall of 2025 and be completed in the spring of 2026.

For information regarding this project, contact Charlie Richter, City of Brookings (605-692-6629), Chad Babcock, SDDOT (605-773-3721), or James Unruh, HDR (605-977-7740).

4"x6" postcard back



Email notification sent to 135 addresses of project/agency contacts and others on the previous website list (anyone who had submitted comments or questions during the 2020 to 2023 interchange design and construction project)

From: SDDOT 20th Street Interchange Project <info@20thstinterchange.com>
Sent: Friday, June 6, 2025 2:31 PM
To: Unruh, James
Subject: 20th Street South/22nd Avenue South Intersection Expansion

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[View this email in your browser](#)



Starting in October 2025, SDDOT plans to expand the corners of the 20th Street South / 22nd Avenue South intersection.

Visit our website to review and comment on the Supplemental Environmental Assessment prepared for the intersection expansion project.

[Visit our website](#)

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You are receiving this email because you were on the I-29/20th Street South Interchange project or have been identified a stakeholder for the 20th Street South/22nd Avenue South Intersection Widening Project.

Our mailing address is:

Construction Project Communications 700 E Broadway Ave Becker-Hansen Building Pierre, SD 57501-2558 USA

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June 6, 2025

PROJECT OVERVIEW

The east side intersection widening at the 20th Street South and 22nd Avenue South is being completed to better accommodate large vehicle traffic. The project is using unanticipated remaining BUILD Grant funds from the 2022/2023 I-29/20th Street South Interchange project.

Project Features

- Widen intersection corners for large vehicles at the NE and SE corners of the 20th Street South and 22nd Avenue South intersection.
- Reconstruct and raise approximately 140 feet of the Allyn Freeway Trail to match the widened intersection corner and meet ADA guidelines.
- Relocate Interstate Telecommunications Corp (ITC) utility building.

Closures

- Traffic will be maintained during construction.
- The recreational trail will be closed. A pedestrian detour will be provided.



Click image to enlarge

PROJECT TIMELINE



WHY THE PROJECT NOW?

The I-29 Exit 130 Interchange project was driven by the critical timeline imposed by the BUILD grant. The grant required that the interchange's environmental assessment, design, right-of-way acquisition, and bidding be completed within a compressed 18-month period to avoid forfeiting the allocated funds. Typically, a minimum of 4 years would be necessary to complete those steps.

To improve this intersection, rights of way from Edgebrook Golf Course (EGC) must be acquired. However, as EGC is designated as a 601 Land and Water Conservation Act property, it cannot be repurposed for non-recreational use unless an equivalent replacement property of equal value and utility is secured.

The extensive approval process required for this conversion posed a significant risk to the overall project's bidding deadline of November 2021. In addition, no adequate replacement property was available to mitigate any impacts to conversions of the EGC property. Therefore, the steps to convert the EGC property, acquire it, and construct the intersection to accommodate large vehicles were not completed as part of the 2022/2023 Interchange project.

The 2022/2023 interchange project was completed under budget, allowing the remaining BUILD grant funds to be allocated. This allowed the City of Brookings to optimize the grant's terms, ensuring that the maximum number of eligible improvements (including widening the intersection corners) can be completed within the overall project's scope.

As part of the interchange project, SDDOT purchased private property that meets the replacement requirements for the impacted/converted EGC property at the intersection corner. The replacement property is in the southeast corner of EGC. Watch the presentation in the documents section for more information.

DOCUMENTS

A Supplemental Environmental Assessment was prepared to evaluate the impacts of the 20th Street South and 22nd Avenue South intersection expansion and future widening of 22nd Avenue South.



COMMENT ON THE SUPPLEMENTAL EA

All comments received, including any personal information provided, will be included in the permanent public record. All comments, including those from organizations and businesses, will be available for public inspection in their entirety. **The comment period for the Supplemental Environmental Assessment ends on Sunday, July 6, 2025.**

Name

First Name Last Name

Email Phone Number

example@example.com Please enter a valid phone number.

Address

Street Address

Street Address Line 2

City State / Province

Postal / Zip Code

Comment

PROJECT PARTNERS





20th Street South looking east from 22nd Avenue South

The I-29/20th Street South interchange opened to traffic on July 30, 2023 and has had even more traffic than expected. Now the City and SDDOT will expand the corners of the 20th Street South and 22nd Avenue South intersection to better serve large trucks. Your feedback on the Supplemental Environmental Assessment for the intersection expansion project is requested. Please provide your comments below by Sunday, July 6, 2025.

June 6, 2025

PROJECT OVERVIEW

The east side intersection widening at the 20th Street South and 22nd Avenue South is being completed to better accommodate large vehicle traffic. The project is using unanticipated remaining BUILD Grant funds from the 2022/2023 I-29/20th Street South Interchange project.

Project Features

- Widen intersection corners for large vehicles at the NE and SE corners of the 20th Street South and 22nd Avenue South intersection.
- Reconstruct and raise approximately 140 feet of the Allyn Frerichs Trail to match the widened intersection corner and meet ADA guidelines.
- Relocate Interstate Telecommunications Coop (ITC) utility building.

Closures

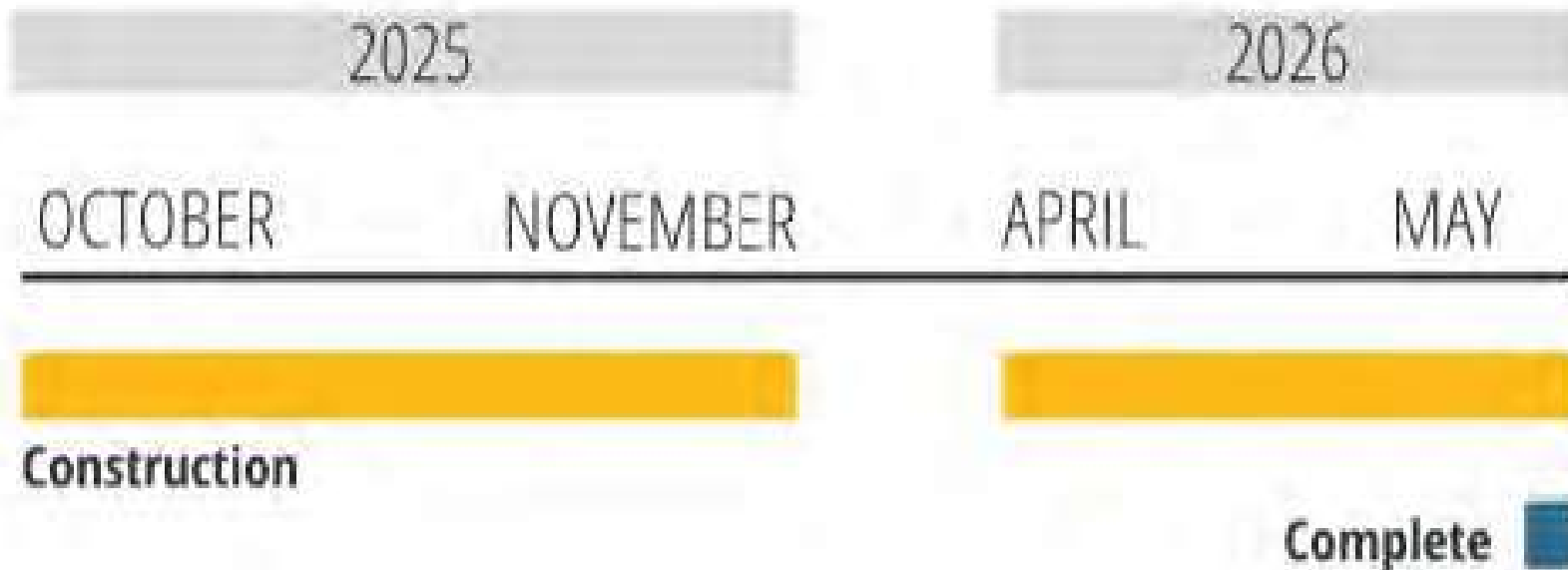
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Click image to enlarge.



PROJECT TIMELINE





WHY THE PROJECT NOW?

The I-29 Exit 130 Interchange project was driven by the critical timeline imposed by the BUILD grant. The grant required that the interchange's environmental assessment, design, right-of-way acquisition, and bidding be completed within a compressed 18-month period to avoid forfeiting the allocated funds. Typically, a minimum of 4 years would be necessary to complete those steps.

To improve this intersection, right-of-way from Edgebrook Golf Course (EGC) must be acquired. However, as EGC is designated as a 6(f) Land and Water Conservation Act property, it cannot be repurposed for non-recreational use unless an equivalent replacement property of equal value and utility is secured.

The extensive approval process required for this conversion posed a significant risk to the overall project's bidding deadline of November 2021. In addition, no adequate replacement property was available to mitigate any impacts to/conversions of the EGC property. Therefore, the steps to convert the EGC property, acquire it, and construct the intersection to accommodate large vehicles were not completed as part of the 2022/2023 interchange project.

The 2022/2023 interchange project was completed under budget, allowing the remaining BUILD grant funds to be allocated. This allowed the City of Brookings to optimize the grant's terms, ensuring that the maximum number of eligible improvements (including widening the intersection corners) can be completed within the overall project's scope.

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DOCUMENTS

A Supplemental Environmental Assessment was prepared to evaluate the impacts of the 20th Street South and 22nd Avenue South intersection expansion and future widening of 22nd Avenue South.



INTERSECTION EXPANSION PRESENTATION

June 2025



SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

May 2025



INTERCHANGE FINDING OF NO SIGNIFICANT IMPACT

January 2021



INTERCHANGE ENVIRONMENTAL ASSESSMENT

October 2020



COMMENT ON THE SUPPLEMENTAL EA

All comments received, including any personal information provided, will be included in the permanent public record. All comments, including those from organizations and businesses, will be available for public inspection in their entirety. **The comment period for the Supplemental Environmental Assessment ends on Sunday, July 6, 2025.**

Name

First Name

Last Name

Email

example@example.com

Phone Number

Please enter a valid phone number.

Address

Street Address

Street Address Line 2

City

State / Province

Postal / Zip Code

Comment

PROJECT PARTNERS



20th Street South and 22nd Avenue South Intersection Expansion

Project PCN: 0A3L

I-29/20th Street South Interchange

Project PCN: 020V

Charlie Richter, PE

City of Brookings
City Engineer
[605-692-6629](tel:605-692-6629)
[crichter@cityofbrookings-
sd.gov](mailto:crichter@cityofbrookings-sd.gov)

Scott Rabern, PE

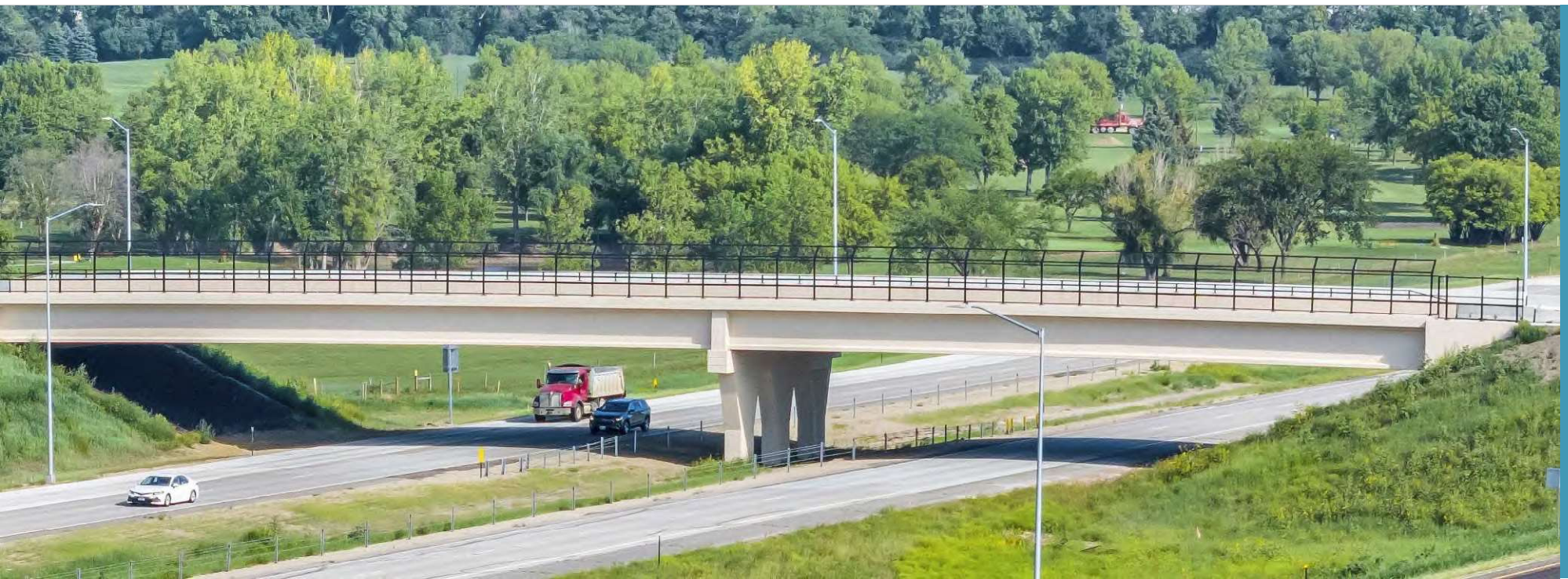
SDDOT
Road Design
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Scott.Rabern@state.sd.us

James Unruh, PE

HDR Engineering
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james.unruh@hdrinc.com

[Back to top](#)





I-29 Exit 130 (20th St S) Interchange; 20th St S and 22nd Ave S Intersection Expansion Project

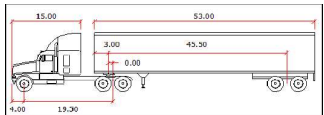
(EM 0295(45)130; PCN 020V and PCN 0A3L)

June 6, 2025 – Draft Supplemental
Environmental Assessment Release

Project Team



#	Date & Time	Comment	Response
	6/6/25 2:31 pm	Initial Email and Post Card Notification Release	
1	6/6/25 3:00 pm	<p>How was this not thought of when this intersection was first expanded? Easily travel for semis to the industrial parks west of I29 was a main component of this project all along?</p> <p>Also, when you travel east/west through this intersection at the rate of the speed limit, you nearly catch air due to how uneven 22nd Ave is in that intersection.</p> <p>These fails are right up there with not adding a right turning lane to the southbound lane at the intersection of 22nd and 8th Street. The engineer I spoke with about that said it was proposed but the city said a full traffic study needed to be done to justify it. All your study needs is to sit there for about 30 minutes during anytime of any day to realize this is badly needed.</p> <p>It doesn't take an engineering degree to figure this stuff out.</p>	<p>Thank you for your comment.</p> <p>We would request that you view the presentation and other material on the website that explain the background of the intersection and interchange construction.</p> <p>We would appreciate your feedback after that.</p>
2	6/10/25 2:22 pm	<p>Initial comment:</p> <p>Great idea to widen the intersection for semi truck traffic.</p> <p>Also please fix the bumps on the new overpass on both sides of the by pass.</p> <p>Thank you</p> <p>Follow-up to comment response:</p> <p>Thank you for your reply and the information regarding the approach on the overpass your explanation was thorough and understanding. Thank you very much and look forward to the progress to the intersection</p>	<p>Thank you for the comment that you provided via the project website.</p> <p>When the new 20th Street South bridge over I-29 was constructed in 2022, we intentionally left out the concrete approach panels on each side of the bridge and just paved with asphalt at the ends of the bridge.</p> <p>The reason was so that some embankment settlement would take place before the permanent concrete approach panels get installed.</p> <p>SDDOT monitors and maintains the overpass structure and will provide additional temporary asphalt patching at the ends of the bridge to minimize the bumps.</p> <p>Permanent concrete approach panels will eventually be installed when embankment settlement is no longer an issue.</p> <p>We trust that you were able to view the website, and especially the presentation re-garding the intersection corner expansion project.</p>
3	6/12/25 10:37 pm	<p>Will this expansion also address adding a turning lane, specifically coming from the north and turning east to the interstate? When the road first opened there was a turning lane, and then it was removed.</p> <p>Follow-up to comment response:</p> <p>Yes, the website provided a great explanation. Thank you for responding to my question - I honestly wasn't sure I was going to receive a response! I really appreciate it.</p>	<p>Thank you for the comment that you provided via the project website.</p> <p>The southbound 22nd Avenue to eastbound 20th Street left turn lane will be restored as part of the widened corners on the east side of the intersection.</p> <p>The left turn lane was temporarily striped out just so trucks would have additional room to make their turns at the intersection.</p> <p>We trust that the information provided on the website provided insight into why the intersection corners could not be made wider with the interchange project.</p>

#	Date & Time	Comment	Response
4	7/1/25 12:47 am	<p>The first thing that I will say is that I admit that I am not trained in designing intersections. However, I am experienced in traffic and motor carrier.</p> <p>In looking at the diagrams and the area, I am concerned that the modifications being made to the intersection corners on the east side of the intersection are not adequate to accommodate the off tracking of an average 18 wheeler, truck with semi trailer to make a righthand turn without either going outside of its lane or jumping the curb.</p> <p>Secondly, the corners on the west side of the intersection also need modification. The other day, I was southbound on 22nd Avenue. I was stopped at the stop light with a UPS truck beside me. He got the green right turn light. However, he had to wait for the eastbound traffic that was turning north to clear the lane before he could turn to head west because apparently he knew that he could not do so without going into that opposing lane, which he did. The corners on the west side also need to be modified.</p> <p>I see that there are plans to widen the road, however I only see that they are to be done by the year 2045. That is not acceptable. This must be done sooner than later. There is already more traffic using this new interchange than was anticipated. With the new business developments that have come to this area and will continue to come to 20th Street South, traffic will only increase.</p> <p>When the road is widened and the corners are modified back, this will set the crosswalks back, which will set the stopping locations of the traffic at red lights back. This will give more room for the traffic that is making left turns in any direction.</p> <p>Thank you, Jeff VanGerpen</p>	<p>Thank you for the comments that you provided via the project website.</p> <p>Responses:</p> <ul style="list-style-type: none"> •Design vehicle – The SD Department of Transportation uses the WB67 semi-trailer/truck to set the corners of major intersections such as at 20th St/22nd Ave. Below is a clip of that semi-trailer/truck:  <ul style="list-style-type: none"> •Comparative intersections – We set the corners of the 20th St and the I-29 interchange ramps and the 34th Ave intersection with the WB67 design vehicle. Please review those corners and let us know if they seem to be functioning adequately for turning trucks. •20th St/22nd Ave intersection corners <ul style="list-style-type: none"> oThe east side corner widening project is based on the turns for the WB67 design vehicle. oThe layout of the developments on the west side of 22nd Avenue account for future widening of the west side of 22nd Ave and WB67 trucks making the turns. oWidening of the west side of the 20th St/22nd Ave intersection was not part of the I-29/20th Street interchange project and therefore the remaining available grant funding cannot be used nor is adequate grant funding available for work on the west side of 22nd Avenue. oYou are correct that the west side corners need to be widened but that work will need to be done as a separate construction project with a separate funding source. The timing of that work will depend on the need and public input. oThe work done in 2022/2023 on the west side of the 20th St/22nd Ave intersection was just to provide sidewalk connections to the intersection and to install a water line. The size of the corners was not changed from the previous condition. The above ground natural gas pipes also precluded any widening of the west side of the intersection in 2022/2023. Those pipes are being removed by the utility company. <p>Again, thank you for your comments; we trust that the responses provide reasonable clarification. If not, please do not hesitate to contact us again.</p>

APPENDIX B: SECTION A ENVIRONMENTAL COMMITMENT PLAN NOTES

ENVIRONMENTAL COMMITMENTS

This project (PCN 03AL) is a subsequent phase to PCN 020V for which a FONSI was approved on 1.22.2021. A Supplemental EA has been prepared and approved for PCN 03AL.

The SDDOT is committed to protecting the environment and uses Environmental Commitments as a communication tool for the Engineer and Contractor to ensure that attention is given to avoid, minimize, and/or mitigate an environmental impact. Environmental commitments to various agencies and the public have been made to secure approval of this project. An agency with permitting authority can delay a project if identified environmental impacts have not been adequately addressed. Unless otherwise designated, the Contractor's primary contact regarding matters associated with these commitments will be the Project Engineer. During construction, the Project Engineer will verify that the Contractor has met Environmental Commitment requirements. These environmental commitments are not subject to change without prior written approval from the SDDOT Environmental Office.

Additional guidance on SDDOT's Environmental Commitments can be accessed through the Environmental Procedures Manual found at: <<https://dot.sd.gov/media/documents/EnvironmentalProceduresManual.pdf>>

For questions regarding change orders in the field that may have an effect on an Environmental Commitment, the Project Engineer will contact the Environmental Engineer at 605-773-3180 or 605-773-4336 to determine whether an environmental analysis and/or resource agency coordination is necessary.

Once construction is complete, the Project Engineer will review all environmental commitments for the project and document their completion.

COMMITMENT C: WATER SOURCE

The Contractor will not withdraw water with equipment previously used outside the State of South Dakota or previously used in aquatic invasive species (AIS) positive waters within South Dakota without prior approval from the SDDOT Environmental Office. To prevent and control the introduction and spread of invasive species into the project vicinity, all equipment will be power washed with hot water (≥140 °F) and completely dried for a minimum of 7 days prior to subsequent use. South Dakota administrative rule 41:10:04:02 forbids the possession and transport of AIS; therefore, all attached dirt, mud, debris and vegetation must be removed and all compartments and tanks capable of holding standing water must be drained. This includes, but is not limited to, all equipment, pumps, lines, hoses and holding tanks.

Action Taken/Required:

The Contractor will obtain the necessary permits from the regulatory agencies such as the South Dakota Department of Agriculture and Natural Resources (DANR) and the United States Army Corps of Engineers (USACE) prior to water extraction activities.

Additional information and mapping of water sources impacted by Aquatic Invasive Species in South Dakota can be accessed at:
< <https://sdleastwanted.sd.gov/maps/default.aspx>>

< [South Dakota Administrative Rule 41:10:04 Aquatic Invasive Species: https://sdlegislature.gov/rules/DisplayRule.aspx?Rule=41:10:04](https://sdlegislature.gov/rules/DisplayRule.aspx?Rule=41:10:04) >

COMMITMENT E: STORM WATER

Construction activities constitute less than 1 acre of disturbance.

Action Taken/Required:

At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site.

COMMITMENT H: WASTE DISPOSAL SITE

The Contractor will furnish a site(s) for the disposal of construction and/or demolition debris generated by this project.

Action Taken/Required:

Construction and/or demolition debris may not be disposed of within the Public ROW.

The waste disposal site(s) will be managed and reclaimed in accordance with the following from the General Permit for Construction/Demolition Debris Disposal Under the South Dakota Waste Management Program issued by the Department of Agriculture and Natural Resources.

The waste disposal site(s) will not be located in a wetland, within 200 feet of surface water, or in an area that adversely affects wildlife, recreation, aesthetic value of an area, or any threatened or endangered species, as approved by the Environmental Office and the Project Engineer.

If the waste disposal site(s) is located such that it is within view of any ROW, the following additional requirements will apply:

1. Construction and/or demolition debris consisting of concrete, asphalt concrete, or other similar materials will be buried in a trench separate from wood debris. The final cover over the construction and/or demolition debris will consist of a minimum of 1 foot of soil capable of supporting vegetation. Waste disposal sites provided outside of the Public ROW will be seeded in accordance with Natural Resources Conservation Service recommendations. The seeding recommendations may be obtained through the appropriate County NRCS Office. The Contractor will control the access to waste disposal sites not within the Public ROW with fences, gates, and placement of a sign or signs at the entrance to the site stating, "No Dumping Allowed".

2. Concrete and asphalt concrete debris may be stockpiled within view of the ROW for a period not to exceed the duration of the project. Prior to project completion, the waste will be removed from view of the ROW or buried, and the waste disposal site reclaimed as noted above.

The above requirements will not apply to waste disposal sites that are covered by an individual solid waste permit as specified in SDCL 34A-6-58, SDCL 34A-6-1.13, and ARSD 74:27:10:06. Failure to comply with the requirements stated above may result in civil penalties in accordance with South Dakota Solid Waste Law, SDCL 34A-6-1.31.

All costs associated with furnishing waste disposal site(s), disposing of waste, maintaining control of access (fence, gates, and signs), and reclamation of the waste disposal site(s) will be incidental to the various contract items.

COMMITMENT I: HISTORIC PRESERVATION OFFICE CLEARANCES

The SDDOT has obtained concurrence with the State Historic Preservation Office (SHPO or THPO) for all work included within the project limits and all department designated sources and designated option material sources, stockpile sites, storage areas, and waste sites provided within the plans.

Action Taken/Required:

All earth disturbing activities not designated within the plans require a cultural resource review prior to scheduling the pre-construction meeting. This work includes but is not limited to: Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas.

The Contractor will arrange and pay for a record search and when necessary, a cultural resource survey. The Contractor has the option to contact the state Archaeological Research Center (ARC) at 605-394-1936 or another qualified archaeologist, to obtain either a records search or a cultural resources survey. A record search might be sufficient for review if the site was previously surveyed; however, a cultural resources survey may need to be conducted by a qualified archaeologist.

The Contractor will provide ARC with the following: a topographical map or aerial view in which the site is clearly outlined, site dimensions, project number, and PCN. If applicable, provide evidence that the site has been previously disturbed by farming, mining, or construction activities with a landowner statement that artifacts have not been found on the site.

The Contractor will submit the cultural resources survey report to SDDOT Environmental Office, 700 East Broadway Avenue, Pierre, SD 57501-2586. SDDOT will submit the information to the appropriate SHPO/THPO. Allow **30 Days** from the date this information is submitted to the Environmental Engineer for SHPO/THPO review.

In the event of an inadvertent discovery of human remains, funerary objects, or if evidence of cultural resources is identified during project construction activities, then such activities within 100 feet of the inadvertent discovery will immediately cease and the Project Engineer will be immediately notified. The Project Engineer will contact the SDDOT Environmental Office, who will contact the appropriate SHPO/THPO within 48 hours of the discovery to determine an appropriate course of action.

SHPO/THPO review does not relieve the Contractor of the responsibility for obtaining any additional permits and clearances for Contractor furnished material sources, material processing sites, stockpile sites, storage areas, plant sites, and waste areas that affect wetlands, threatened and endangered species, or waterways. The Contractor will not utilize a site known or suspected of having contaminated soil or water. The Contractor will provide the required permits and clearances to the Project Engineer at the preconstruction meeting.

COMMITMENT M: SECTION 4(f)/6(f) RESOURCES

COMMITMENT M1: SECTION 4(f) PROPERTY

A Section 4(f) Evaluation concluded there are no feasible and prudent alternatives to avoiding Section 4(f) property located within the project.

Station	Section 4(f) Property
22 nd Avenue 506+20 to 507+60 R	Allyn Frerichs Trail
10+00 to 37+00 L	Edgebrook Golf Course

Action Taken/Required:

The following measures are required to minimize harm to the above Section 4(f) property:

A trail detour will be provided for both the north and south of 20th Street trail segments. Appropriate signage will be installed to alert users of the Allyn Frerichs Trail of construction activities, access restrictions or closures, and to direct users to secondary access points. See the Pedestrian Detour Layout plan sheet.

The Contractor is not permitted to stage equipment or materials within the Allyn Frerichs Trail or the Edgebrook Golf Course.

The land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project. Revegetation and landscaping within the temporary grading areas will occur.

The Contractor will notify the Project Engineer if additional easement is needed to complete the work adjacent to any Section 4(f) property. The Project Engineer will obtain an appropriate course of action from the Environmental Office before proceeding with construction activities that affect any Section 4(f) property.

COMMITMENT M2: SECTION 6(f) PROPERTY

South Dakota Department of Game, Fish and Parks concurrence has been obtained for project impacts to the following resource acquired and developed through a Land and Water Conservation Fund grant.

Station	Section 6(f) Property
22 nd Ave 506+20 to 507+60 R	Edgebrook Golf Course

Action Taken/Required:

The impacted area of the Edgebrook Golf Course in the northeast quadrant of the 20th Street / 22nd Avenue intersection is being mitigated by replacement property of equal or greater usefulness and value along the south edge of the golf course approximately 1,500 feet east of the intersection.

The Contractor is not permitted to stage equipment or materials within the Edgebrook Golf Course.

The Contractor will notify the Project Engineer if additional easement is needed to complete the work adjacent to any Section 6(f) property. The Project Engineer will obtain an appropriate course of action from the Environmental Office before proceeding with construction activities that affect any Section 6(f) property.

APPENDIX C: SECTION 4(F) AND 6(F) COORDINATION

*Coordination with City of Brookings
Parks, Recreation, and Forestry*

*Section 4(f) De Minimis Official with
Jurisdiction (OWJ) Concurrence*



Department of Transportation
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-4336

July 7, 2025

Kristin Zimmerman
City of Brookings Parks, Recreation & Forestry
520 3rd Street, Suite 130
Brookings, SD 57006

Subject: Official with Jurisdiction (OWJ) Concurrence for Section 6(f) Property Impact and Mitigation for Edgebrook Golf Course and Section 4(f) *De Minimis* Finding for Allyn Frerichs Trail and Edgebrook Golf Course
Project EM 0295(45) 130, PCN 020V and 0A3L, Brookings County
I-29 Exit 130 (20th St S) Interchange; 20th Street South and 22nd Avenue South Intersection
Expansion Supplemental Environmental Assessment

Dear Ms. Zimmerman:

The Federal Highway Administration (FHWA), South Dakota Department of Transportation (SDDOT) and City of Brookings propose to expand the 20th Street South / 22nd Avenue South intersection to better accommodate large truck traffic. This will involve acquisition of permanent right-of-way (ROW) for roadway purposes and a temporary easement for construction from the southwest corner of Edgebrook Golf Course. A portion of the Allyn Frerichs Trail will be reconstructed for the expanded intersection. Both recreational facilities are managed by the City of Brookings Parks, Recreation, and Forestry Department.

Replacement / mitigation of 8,396 square feet of permanent ROW acquisition is proposed by transfer of a 20-foot-wide strip of property along the south edge of the golf course to City ownership. The area of the proposed replacement property is 23,629 square feet.

Attached Figures 3-6 and 3-7 (**Attachment A**) illustrate:

- Work completed with the 2022 / 2023 I-29 / 20th Street South interchange project.
- Proposed 20th Street South / 22nd Avenue South intersection expansion tentatively scheduled for 2025 / 2026 construction.
- Proposed permanent ROW acquisition and temporary construction easement as well as the replacement / mitigation area.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The Edgebrook Golf Course and Allyn Frerichs Trail are Section 4(f) properties. Additionally, due to the use of Land and Water Conservation Funds (LWCF), the Edgebrook Golf Course is protected under Section 6(f) of the Land and Water Conservation Act. The purpose of this correspondence is to document that the Official with Jurisdiction (OWJ) concurs with the listed measures to minimize harm and the assessment of impacts and document concurrence with the proposed mitigation property for Section 6(f) impacts.

Background

As part of the I-29 20th Street interchange project, permanent impact and associated conversion of Section 6(f) property (Edgebrook Golf Course) was avoided by:

- Realignment of 20th Street South to the south and on private property along Edgebrook Golf Course.
- Implementation of an intersection corner design at the 20th Street South / 22nd Avenue South intersection that did not fully accommodate large truck turning maneuvers.

The I-29 20th Street South interchange project was funded with a \$23.3 million US Department of Transportation grant that covered 80% of the project costs. The City of Brookings, Brookings County, and private donors covered the remaining 20% of the project costs. The time constraints stipulated in the grant did not allow for the approval process for the Section 6(f) property impact mitigation without jeopardizing the overall grant funding. Without the grant funding, the interchange construction project would not have been initiated or completed.

In a letter dated December 3, 2020, City Parks and Recreation director Dusty Rodiek concurred with the:

- Section 4(f) *de minimis* finding for the Allyn Frerichs Trail.
- Temporary occupancy of Section 4(f) and 6(f) property associated with 20th Street South construction near the Edgebrook Golf Course.

Intersection Expansion Project Funding

After all costs for the interchange project had been accounted for, there was enough funding left in the original grant to pay for expansion of the 20th Street South / 22nd Avenue South intersection to better accommodate large truck turning movements. FHWA extended the grant agreement to allow for this additional work.

Description of Edgebrook Golf Course (Section 4(f) and Section 6(f) Property) and Allyn Frerichs Trail (Section 4(f) Property) Impacts

Expansion of the 20th Street South / 22nd Avenue South intersection will impact 8,396 square feet of the southwest corner of Edgebrook Golf Course. This area is needed to:

- Expand the intersection pavement to better facilitate large truck turning movements,
- Provide space for traffic and pedestrian signals,
- Rebuild the trail to meet ADA slope requirements,
- Provide a sight triangle for vehicles, and
- Allow space for replacement and elevation modification of the Interstate Telecommunications Coop (ITC) building.

The expansion of the intersection will also require the construction of new crossing points for the Allyn Frerichs Trail along the east side of 22nd Avenue South to accommodate the expanded corners. In general, the trail would remain in its existing location, but the grade would be raised to meet ADA guidelines.

Impact Minimization and Mitigation

Edgebrook Golf Course (Section 4(f) and Section 6(f) Property)

During the ROW acquisition process for the interchange, it was discovered that the golf cart path between the 11th hole green and the 12th hole tee had been built on the adjacent private property.

To build the I-29 20th Street interchange, SDDOT acquired approximately 10 acres from the property owner on the south side of 20th Street. The acquisition documentation was split into two tracts and two separate plats. One of the tracts was 20 feet wide and approximately 1,181 feet long and includes the cart path. The intent is to utilize this 23,629 square foot parcel as mitigation for the impacted area in the southwest corner of the golf course. As part of the Section 6(f) mitigation process, the parcel will be deeded to Edgebrook Golf Course/City of Brookings Parks, Recreation & Forestry Department and will become part of the Edgebrook Golf Course and be managed as a Section 6(f) property.

The 8,396 square foot area proposed for ROW acquisition provides minimal recreational functions or attributes for the golf course. The 23,629 square foot mitigation area provides a critical component of golf course operations with the cart path and the area adjacent to four of the golf course greens and tee boxes.

Per National Parks Service (NPS) requirements, a “Yellowbook” appraisal of the impact and mitigation areas was prepared with appraisal costs paid by the I-29 20th Street South interchange project. The appraisal determined that the value of the acquisition / impact parcel is \$126,780 and the value of the mitigation / replacement is \$279,295. The appraisal was provided to the City of Brookings and SD Game Fish and Parks / NPS on April 7, 2025. A completed LWCF Compliance and Stewardship Form accompanied the appraisal.

On May 19, 2025, NPS issued these responses to the proposed Section 6(f) property acquisition/impact and mitigation/replacement:

- *As far as NPS is concerned, it is acceptable if the construction happens before we are finished with our conversion paperwork. A rough estimate would be at least another 60-90 days before we can sign the new LWCF amendment, making the conversion official.*
- *I do not see any issues with the proposed LWCF conversion.*
- *NPS will adopt the NEPA completed by FHWA for the converted property.*

The following measures to minimize harm to Edgebrook Golf Course will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Access to Edgebrook Golf Course shall be maintained during construction activities and golfing operations are not anticipated to be negatively impacted.
- Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- The staging and/or storage of construction equipment or materials shall not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- The Contractor shall be required to closely coordinate the construction schedule with SDDOT and the City of Brookings prior to the start of construction activities.

Allen Frerichs Trail (Section 4(f) Property)

The following measures to minimize harm to Allen Frerichs Trail will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- During trail and intersection expansion construction, a temporary trail detour route will be provided (see **Attachment B**).
- Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the existing Section 4(f) property and the public.

Ms. Kristin Zimmerman

July 7, 2025

Page 4

- The staging and/or storage of construction equipment or materials shall not take place outside proposed construction limits that are within the defined boundaries of the Section 4(f) property.
- The Contractor shall be required to closely coordinate the construction schedule with SDDOT and the City of Brookings prior to the start of construction activities.

Supplemental Environmental Assessment Public Notification

A Supplemental Environmental Assessment (SEA) was prepared for the intersection expansion project. A public notice was posted in the Brookings Register on June 6 and June 13, 2025, including describing impacts to Section 4(f) properties. The posting and comments/responses are provided in **Attachment C**.

Section 4(f) De Minimis Determination and Section 6(f) Mitigation

In accordance with 23 CFR 774, the proposed project will have a Section 4(f) *de minimis* impact upon Edgebrook Golf Course and Allyn Frerichs Trail based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the properties for Section 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, in regard to protecting the Section 4(f) properties and maintaining access and safety, are considered to be reasonable and acceptable.

Based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with Edgebrook Golf Course and Allyn Frerichs Trail. If you concur with the measures to mitigate the permanent ROW acquisition of Section 6(f) (Edgebrook Golf Course) property and the ***de minimis*** impact to Section 4(f) (Allyn Frerichs Trail and Edgebrook Golf Course) properties in regard to the proposed project, please indicate as such by providing your signature in the space provided below at your earliest convenience. Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me.

Sincerely,



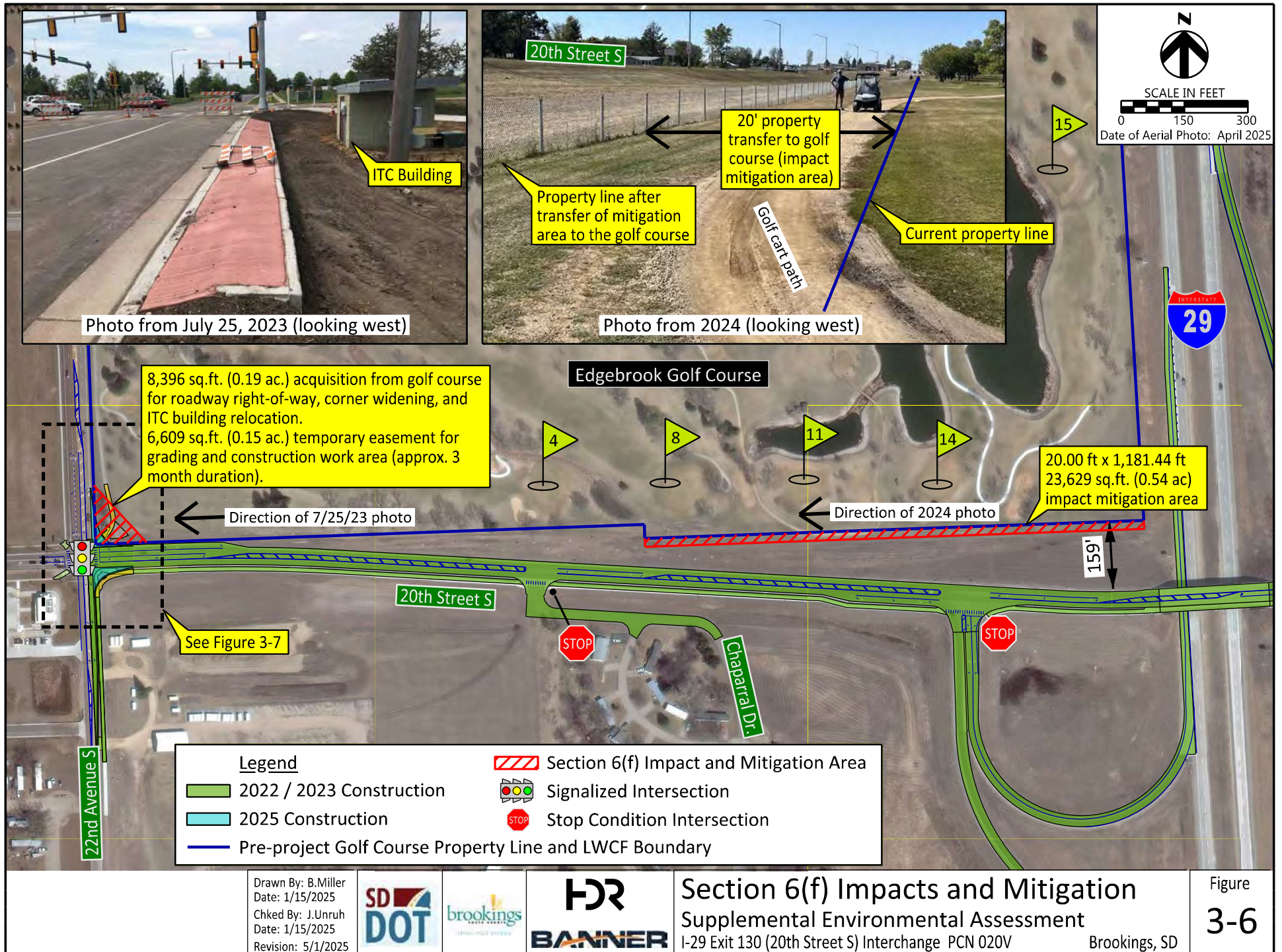
Chad Babcock
Environmental Manager
605.773.3721
chad.babcock@state.sd.us

Attachments

OWJ Concurrence:

Name _____

Date _____

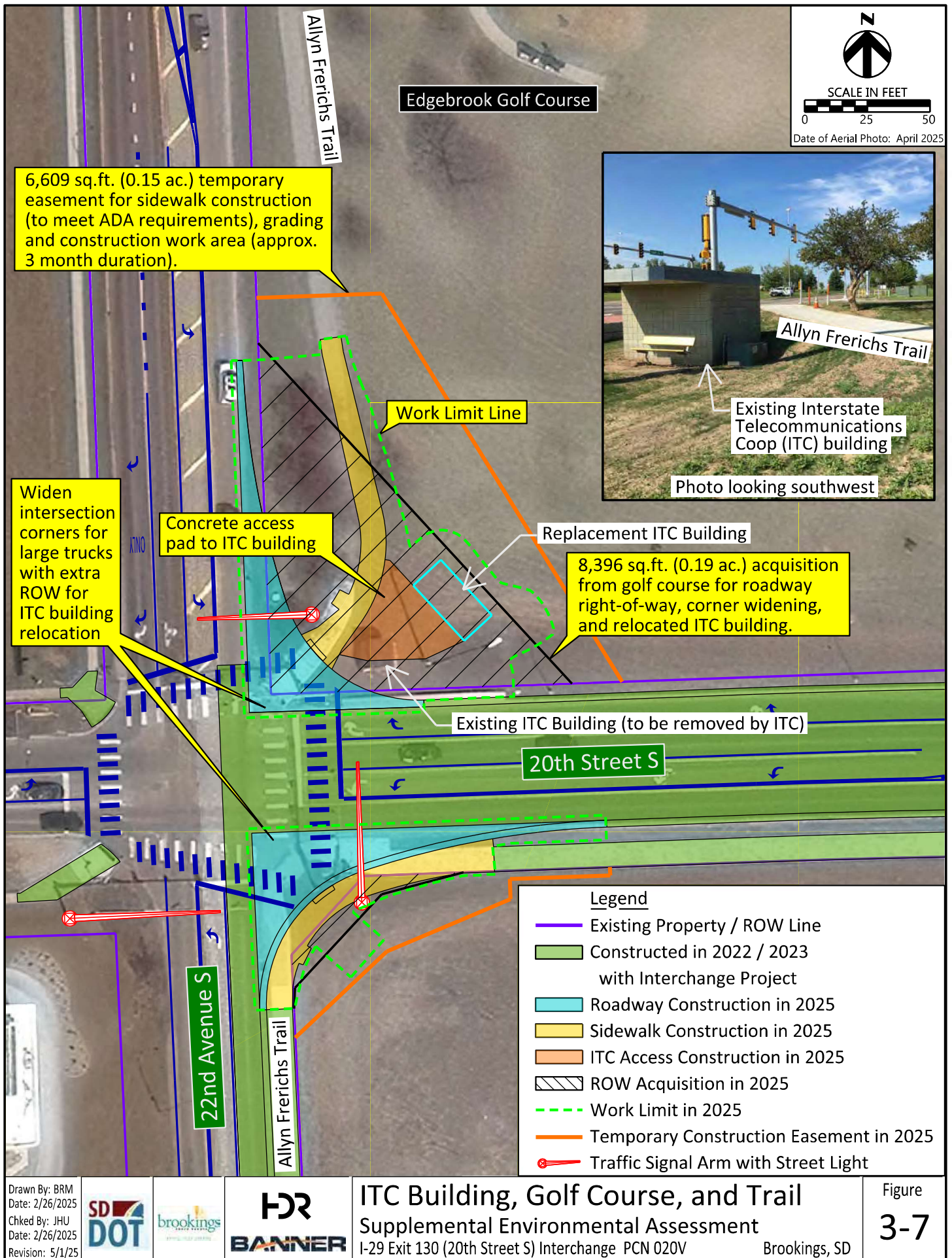


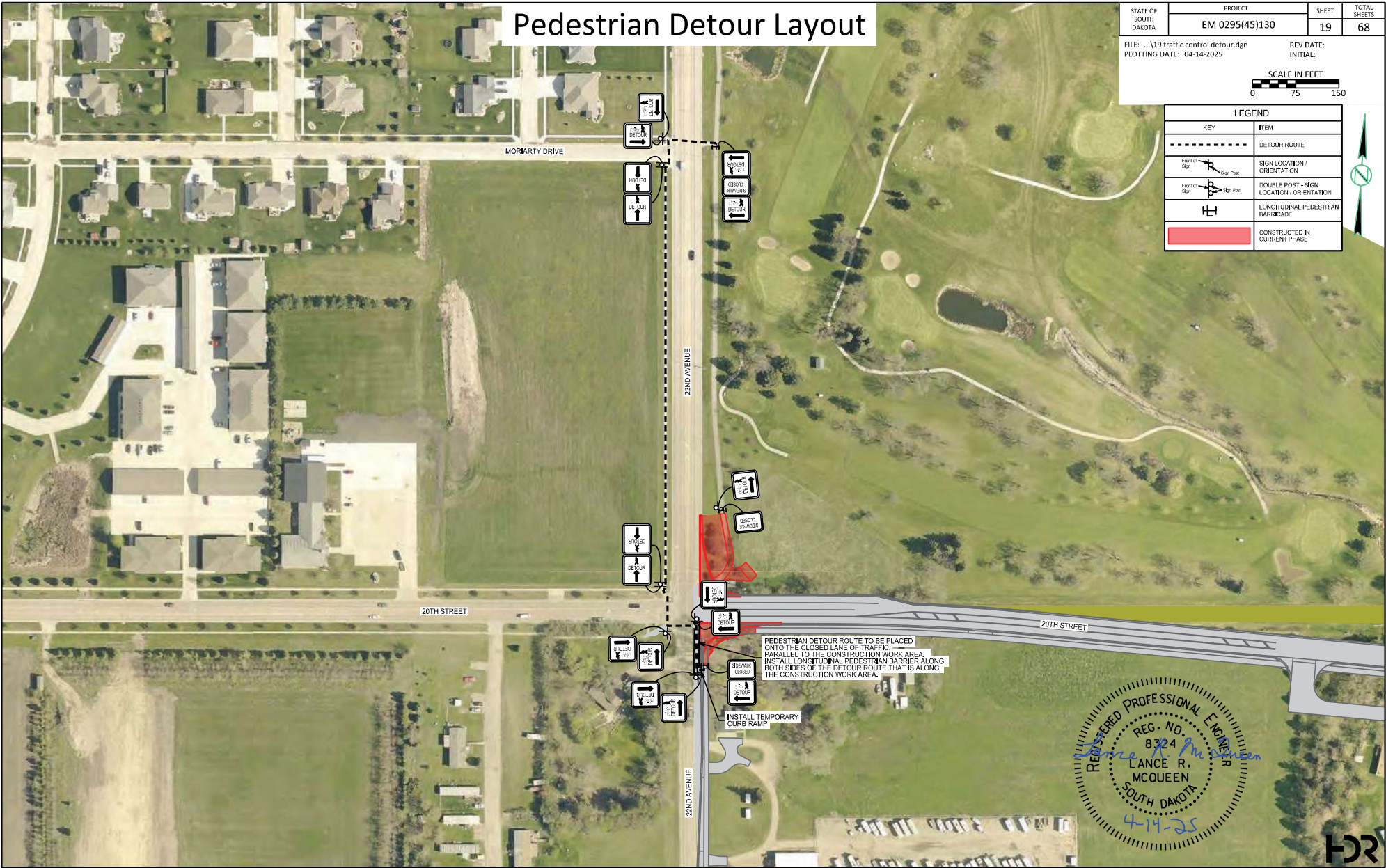
Drawn By: B.Miller
Date: 1/15/2025
Chkd By: J.Unruh
Date: 1/15/2025
Revision: 5/1/2025



Section 6(f) Impacts and Mitigation
Supplemental Environmental Assessment
I-29 Exit 130 (20th Street S) Interchange PCN 020V

Brookings, SD





**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
NOTICE OF PUBLIC COMMENT PERIOD**

For Supplemental Environmental Assessment and

Section 4(f) Evaluation for the

I-29 Exit 130 (20th Street South) Interchange
Project No. EM 0295(45) 130, PCN 020V
And 20th Street and 22nd S Intersection
EM 0295(45) 130, PCN 0A3L

Brookings County
Brookings, South Dakota

The South Dakota Department of Transportation (SDDOT) and City of Brookings (City) are posting a Supplemental Environmental Assessment (SEA) and Section 4(f) Evaluation for public input for the proposed improvements at the intersection of 20th Street South and 22nd Avenue South (the Project). The Project would:

Improve the turning radiuses on the east side of the intersection, and

Preserve right-of-way (ROW) on the west side of the intersection for the following future improvements:

- The existing southbound 22nd Avenue South through lane to become a right-turn lane at 20th Street South.
- A southbound through lane to be added between Canasta Lane and 20th Street South to accommodate the two southbound through lanes at the 20th Street South and 22nd Avenue South intersection.
- An eastbound right-turn lane would be added to 20th Street South on the west side of 22nd Avenue South.

FHWA intends to make a Section 4(f) *de minimis* impact finding regarding the effects of the Project. The *de minimis* impact would include permanent incorporation of small portion (approximately 8,396 sq ft) of the Edgebrook Golf Course and have a minor realignment of the Allyn Frerichs Trail into new 20th Street South and 22nd Avenue South intersection.

Edgebrook Golf Course has also previously received Land and Water Conservation Funds (LWCF) so the property is a protected under Section 6(f) of the LWCF Act. Due to the unavoidable impact of the 8,396 sq ft area, the project would result in a Conversion of Use. To mitigate, replacement land was considered and identified to be a 0.54-acre (23,629 square foot)

area in the southeast portion of the golf course north of 20th Street South. The proposed replacement property is directly adjacent to the golf course and is currently owned by SDDOT. Golf carts currently encroach into the proposed mitigation area. The transfer would immediately provide beneficial uses for the Edgebrook Golf Course to preserve this path.

Access will be maintained to the Edgebrook Golf Course during construction of 20th Street South and 22nd Avenue South intersection. A detour will be provided for Allyn Frerichs Trail. When construction occurs, signage will be placed to alert pedestrians of detours. Temporary fencing will be installed to alert users of construction activities and any access restrictions along the trail. Closures and detours will be posted on the City of Brookings website. Disturbed areas will be reseeded after construction is complete.

Recreation areas and trail safety and usability were examined in the planning phases as part of the proposed improvements. All possible planning to minimize harm has been incorporated into project development to assure that there will be no adverse effects to the protected recreational activities, features, or attributes associated with Edgebrook Golf Course and Allyn Frerichs Trail.

The SEA and Section 4(f) Evaluation is available online at 20thstinterchange.com. The printed version of the Environmental Assessment document is available for public review at the following locations:

SDDOT Brookings Area Office
(2131 34th Avenue, Brookings, SD)

Engineering Department, Brookings City-
County Government Center
(Suite 140, 520 3rd Street, Brookings, SD)

Comments will be accepted by email at

Affidavit of Publication

State of South Dakota

Exhibit "A"

ss

County of Brookings

Katherine Foiles of said county, first duly sworn, on oath, says: That she is the office clerk of THE BROOKINGS REGISTER, a daily newspaper, printed and published in the City of Brookings, in said County of Brookings, and State of South Dakota; that she has full and personal knowledge of the facts herein stated; that said newspaper is a legal newspaper and has a bona fide circulation of at least two hundred copies of each issue daily; that said newspaper has been published within the said County of Brookings and State of South Dakota, for more than one year prior to the first publication of Exhibit "A," hereto attached and herein mentioned, and was and is printed that the

L40052 Notice of Public Comment Period

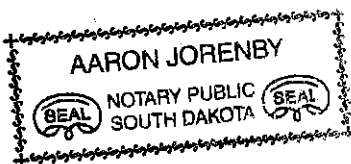
same was published, is hereto attached marked Exhibit "A" said newspaper for _____ 2 times, to-wit:

June 6, 2025

June 13, 2025

said Exhibit "A" inures to the sole benefit for the publishers of said newspaper; that no agreement or understanding for the division thereof has been made with any other person, and that no part thereof has been agreed to be paid to any person whomsoever; that the fees charged for the publication thereof are:

Eighty-Seven Dollars and Thirty-Nine Cents \$87.39



June

13 day of

2025

Notary Public in and for the County of Brookings, South Dakota.
My Commission expires February 22, 2026

Legal 40052 2X
6/6/13
**SOUTH DAKOTA
DEPARTMENT OF
TRANSPORTATION
NOTICE OF PUBLIC
COMMENT PERIOD**

section turn lane 20th Street South side of FHWA Interchange Project No. EM 0295(45) 130, PCN 020V And 20th Street and 22nd S Inter-section EM: 0295(45) 130, PCN 0A3L Brookings County Brook-ings, South Dakota
The South Dakota Department of Transportation (SDDOT) and City of Brookings (City) are posting a Supplemental Environmental Assessment (SEA) and Section 4(f) Evaluation for public input for the proposed improvements at the inter-section of 20th Street South and 22nd Avenue South (the Project). The Project would: Improve the turning radiuses on the east side of the intersection, and Preserve right-of-way (ROW) on the west side of the intersection for the following future improvements: - The existing southbound 22nd Avenue South through lane to become a right-turn lane at 20th Street South. - A southbound through lane to be added between Canasta Lane and 20th Street South to accommodate the two southbound through lanes at the 20th Street South and 22nd Avenue South inter-

to assure that adverse effects and recreational uses, or attributes of the environment. Edgebrook Allyn Frerichs and Section 4(f) available online range.com. The of the Environ-ent document public review locations: SD- Area Office ue, Brookings, Department, County Gov- (Suite 140, Brookings, SD) e accepted by abcock@state. service at: South Dakota Transportation y Pierre SD, 2025. For fur- please contact at, SDDOT at the total ap- of \$87.39 and e of charge at ces.com.

#	Date & Time	Name	Email	Phone	Comment	Response
	6/6/25 2:31 pm				Initial Email and Post Card Notification Release	
1	6/6/2025 3:00 pm	Jared Baszler	jaredbaszler@gmail.com	(605) 691-1592	<p>How was this not thought of when this intersection was first expanded? Easily travel for semis to the industrial parks west of I29 was a main component of this project all along?</p> <p>Also, when you travel east/west through this intersection at the rate of the speed limit, you nearly catch air due to how uneven 22nd Ave is in that intersection. These fails are right up there with not adding a right turning lane to the southbound lane at the intersection of 22nd and 8th Street. The engineer I spoke with about that said it was proposed but the city said a full traffic study needed to be done to justify it. All your study needs is to sit there for about 30 minutes during anytime of any day to realize this is badly needed. It doesn't take an engineering degree to figure this stuff out.</p>	<p>Thank you for your comment.</p> <p>We would request that you view the presentation and other material on the website that explain the background of the intersection and interchange construction.</p> <p>We would appreciate your feedback after that.</p>
2	6/10/2025 2:22 pm	Vern Lathrop	vernathrop@hotmail.com	(606) 691-3162	<p>Initial comment: Great idea to widen the intersection for semi truck traffic. Also please fix the bumps on the new overpass on both sides of the by pass. Thank you</p> <p>Follow-up to comment response: Thank you for your reply and the information regarding the approach on the overpass your explanation was thorough and understanding. Thank you very much and look forward to the progress to the intersection</p>	<p>Thank you for the comment that you provided via the project website. When the new 20th Street South bridge over I-29 was constructed in 2022, we intentionally left out the concrete approach panels on each side of the bridge and just paved with asphalt at the ends of the bridge.</p> <p>The reason was so that some embankment settlement would take place before the permanent concrete approach panels get installed. SDDOT monitors and maintains the overpass structure and will provide additional temporary asphalt patching at the ends of the bridge to minimize the bumps.</p> <p>Permanent concrete approach panels will eventually be installed when embankment settlement is no longer an issue.</p> <p>We trust that you were able to view the website, and especially the presentation re-garding the intersection corner expansion project.</p>
3	6/12/2025 10:37 pm	Anna Goldammer	annamheaney@gmail.com	(605) 530-3024	<p>Will this expansion also address adding a turning lane, specifically coming from the north and turning east to the interstate? When the road first opened there was a turning lane, and then it was removed.</p>	<p>Thank you for the comment that you provided via the project website. The southbound 22nd Avenue to eastbound 20th Street left turn lane will be restored as part of the widened corners on the east side of the intersection. The left turn lane was temporarily striped out just so trucks would have additional room to make their turns at the intersection.</p> <p>We trust that the information provided on the website provided insight into why the intersection corners could not be made wider with the interchange project.</p>

*Coordination with SD Game Fish and Parks
Section 6(f) Coordinator*

Section 6(f) Conversion of Use

Technical Memo

Date: June 28, 2024

Project: I-29 Exit 130 (20th Street South) Interchange (PCN 020V)

To: Randy Kittle South Dakota Game, Fish, and Parks (SDGFP)

From: HDR

Subject: **Proposed Section 6(f) – (Edgebrook Golf Course) Impact Mitigation**

1. Purpose

The purpose of this memo is to document a proposed mitigation plan for permanent impacts to and associated conversion of Section 6(f) property. Specifically, we propose to impact 8,400 square feet of Edgebrook Golf Course property at the 20th Street/22nd Avenue intersection (southwest corner of the golf course) and replace it with 23,629 square feet along the south edge of the golf course.

2. Golf Course Impact Avoidance

As part of the I-29/20th Street interchange project, permanent impact and associated conversion of Section 6(f) property was avoided by:

- Realignment of 20th Street to the south and onto private property along Edgebrook Golf Course.
- Implementation of a sub-standard intersection corner design at the 20th Street/22nd Avenue intersection.

3. 20th Street/22nd Avenue Intersection Design

The decision about the sub-standard intersection corner design was made at the August 19, 2020, Preliminary Design Inspection (PDI) meeting. The screen clips below are from the PDI meeting summary letter.

Meeting attendees were:

Attendees: Matt Brey, Joel Gengler, Brook White, Scott Rabern, Brad Richards, Kelly VanDeWiele, Mark Peterson (SDDOT); Kirk Van Roekel, Brett Hestdalen (FHWA); Jackie Lanning, Thad Drietz, Bret Henning (City of Brookings); Larry Jensen (Brookings County); Waylon Blasius, Rich Uckert (Banner); Brenda Miller, Ron Ceroll, Lee Kaffar, Troy Borchard, Lance McQueen, James Unruh (HDR)

This was the key meeting discussion related to the intersection design:

- 22nd Avenue Design
 - *With this project, we are unable to provide large enough corner radii for WB-67 trucks without impacting the golf course (Section 6f property) and thereby jeopardizing the grant funding timeframe.*
 - *Widening and realigning 22nd Avenue is not feasible with this project because it was not part of the grant award, and it has not been budgeted for the City of Brookings to pay for the improvement at this time.*
 - *The City will amend the 22nd Avenue corridor study to include the 20th Street intersection and then look at intersection improvements to alleviate the inadequate corners.*
 - *For the immediate timeframe, large trucks will have trouble making right turns at the 22nd Avenue/20th Street intersection.*

This screen clip from a PDI meeting graphic illustrated the intersection and truck turning constraints:



4. Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)

The EA was released for public comment on October 19, 2020. Included in the EA was the September 11, 2020, SDGFP concurrence with no adverse impact to Section 6(f) property (see [Attachment A](#)).

The FONSI was signed by SDDOT and FHWA on January 22, 2021. This allowed the design and right-of-way acquisition to proceed. The “Project Ready” date was met which allowed the use of the BUILD Grant funds for the project construction. A condition of the grant was meeting the challenging timeframe.

5. Construction

Bid letting was on November 17, 2021, and construction began in 2022 and was completed in 2023. All roadways were open to traffic by July 31, 2023. Golf course operations were not impacted during project construction.

[Attachment B](#) and [Attachment C](#) Figure 39a provide photos of the completed project at the 20th Street/22nd Avenue intersection.

6. Operational Complaints

Complaints from truck drivers (and others with trucks and trailers) began soon after the intersection was open to traffic because of the turning limitations and associated operation issues. The project team (City of Brookings, SDDOT, HDR) then took these steps:

- An interim pavement marking plan was developed that reduced the number of lanes at the intersection but provided more room for turning (see [Attachment C](#), Figure 39a left side). This plan is intended for implementation in 2024.

- The corridor study design for 22nd Avenue was extended to 20th Street and included an expansion of the intersection corners to accommodate trucks (See **Attachment C**, Figure 39b right side). Expansion of the 20th Street intersection corners on the east side of 22nd Avenue is tentatively planned for 2025 or 2026 construction. According to FHWA, remaining BUILD grant funding may be used for this construction if completed by June 30, 2025. Additional sources of funding may need to be secured.

7. Section 6(f) (Edgebrook Golf Course) Impacts

Expansion of the 20th Street/22nd Avenue intersection will impact 8,400 square feet of the southwest corner of Edgebrook Golf Course. This area is needed to:

- Expand the intersection pavement to facilitate truck turning movements,
- Provide space for traffic and pedestrian signals,
- Rebuild the trail to meet ADA slope requirements,
- Provide a sight triangle for vehicles,
- Allow space for relocation of the ITC building.

The 8,400 square feet will become roadway right-of-way.

8. Mitigation Proposal

During the ROW acquisition process, it was discovered that the golf cart path between the 11th hole green and the 12th hole tee had been built on the adjacent private property.

To build the interchange, SDDOT acquired approximately 10 acres from the property owner on the south side of 20th Street. The acquisition documentation was split into two tracts and two separate plats. One of the tracts was 20 feet wide and approximately 1,181 feet long and includes the cart path. The intent is to utilize this 23,629 square foot parcel as mitigation for the impacted area in the southwest corner of the golf course. See **Attachment D** for the right of way plan and plats. As part of the Section 6(f) mitigation process, the plat will be deeded to Edgebrook Golf Course/City of Brookings Parks, Recreation & Forestry Department.

9. Follow-up

- HDR intends on preparing an Environmental Assessment Supplement for the proposed improvement actions.
- Randy will initiate discussions on this issue with the National Park Service.
- Randy will verify that yellow-book appraisals and review appraisals will be required by National Park Service for this proposed conversion and mitigation process. HDR does have an appraisal firm available to conduct the appraisals; HDR staff will conduct the review appraisals.
- Randy will provide HDR with direction on necessary documentation.
- HDR to meet with City parks staff on this proposed work.



Department of Transportation
Environmental Office
700 E Broadway Avenue
Pierre, South Dakota 57501-2586
605/773-4336

September 10, 2020

Randy Kittle
South Dakota Game, Fish, and Parks
Joe Foss Building, 523 East Capitol Avenue
Pierre, SD 57501

RE: **Section 6(f) Impact Considerations**
Project EM 0295(45) 130, PCN 020V, Brookings County
I-29 Exit 130 (20th Street South) Interchange
Interchange Justification Study, Environmental Study, Right-of-Way & Design

Dear Mr. Kittle:

The City of Brookings, South Dakota Department of Transportation (SDDOT), and Federal Highway Administration (FHWA) have continued development of this project and identified the preferred alternative for a new interchange on Interstate 29 (I-29) at 20th Street South within Brookings, SD. Attached is a map showing the location of the above project (Figure 1).

Edgebrook Golf Course is a regulation public 18-hole facility with a nine-hole junior/short course located at 1415 22nd Avenue South. It is owned and operated by the City of Brookings. Fees are reviewed and set annually by Brookings Parks & Recreation Advisory Board and include single rounds of golf and seasonal passes. The clubhouse offers golf carts and equipment for rent as well as pro shop. Edgebrook also provides professional golf lessons by appointment. Three Land and Water Conservation Fund (LWCF) grants (46-00166, 46-00304, and 46-01035) were obtained to develop the Edgebrook golf course. Therefore, the entire golf course is protected under Section 6(f) for public outdoor recreation.

No permanent right-of-way is needed for the 20th Street construction and no operations of the golf course would be impacted. A temporary easement would be needed to complete the work along the south edge of the golf course near 20th Street. A total of 0.12 acres within the golf course property will be temporarily impacted and 0.28 acres of temporary easement would be required for construction (See Figure 2). The area will be re-graded and reseeded to a similar or better condition once construction of the area is complete.

Minimal grading would be needed along the south edge of the golf course for 20th Street construction as shown in attached Figure 1. The alignment of proposed 20th Street has been shifted to the south specifically to avoid impacts to the golf course. Near 22nd Avenue, the 20th Street fill slope would extend onto the City-owned golf course property as shown in the Section A-A view of Figure 1. This allows 20th Street to line up across 22nd Avenue. Construction within this area will take less than 6 months and no operations of the golf course will be impacted.

Mr. Randy Kittle
September 10, 2020
Page 2

I am requesting your concurrence that the work being conducted will be considered a temporary non-conforming use 6(f) impact. If you concur, please indicate as such by providing your signature in the space provided below at your earliest convenience so the project's environmental documentation can be completed. Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me.

Sincerely,



Joanne Hight
Environmental Engineer Manager
605.773.3721

Attachment

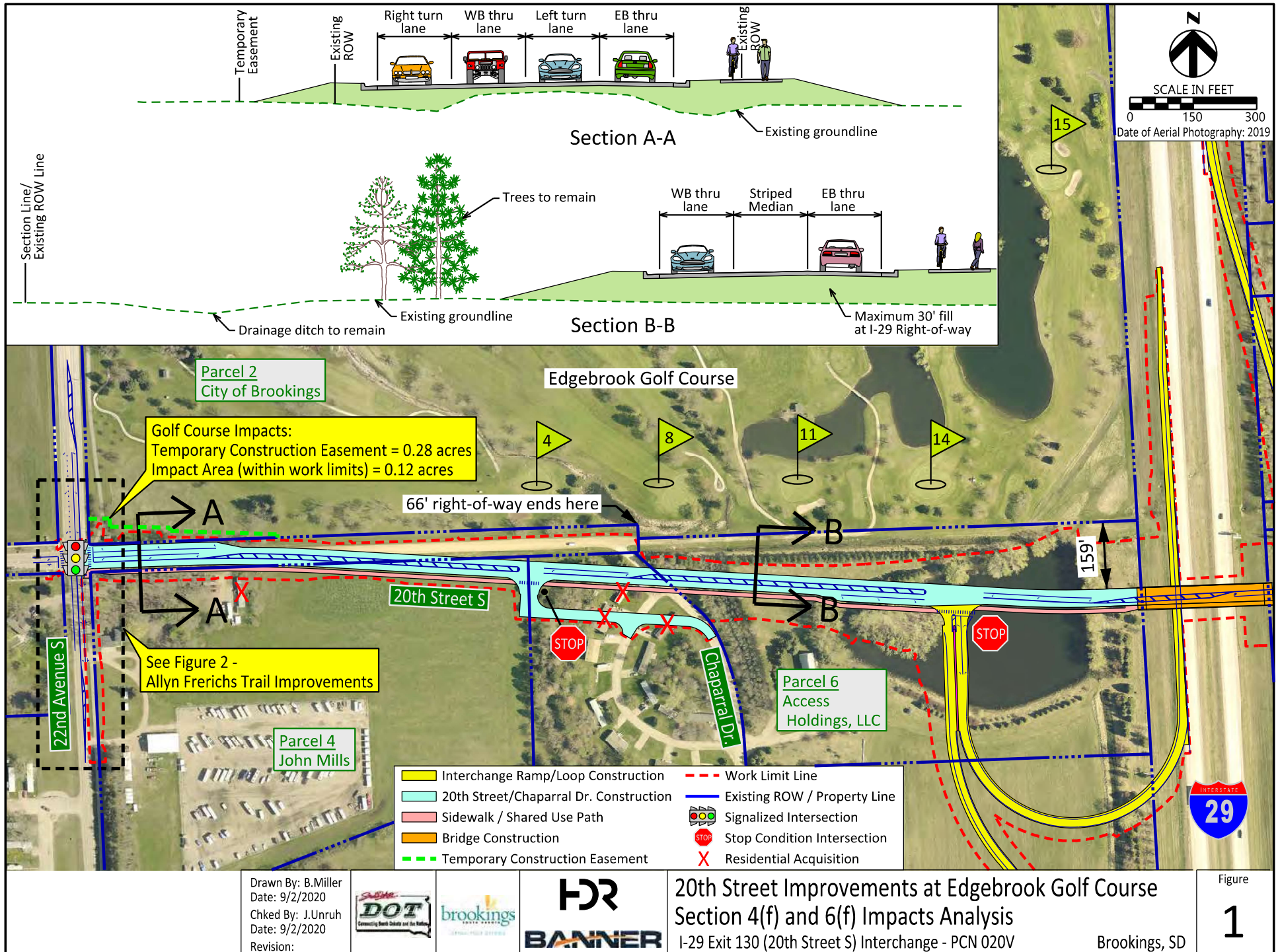
Concurrence: As the designated alternate State Liason Officer who administers LWCF Program funds, I hereby concur that the use and impacts of the I-29 Exit 130 (20th Street South) Interchange project combined with identified avoidance, minimization, and mitigation measures, will not adversely affect the activities, features, and attributes that qualify Edgebrook Golf Course for protection under Section 6(f) and that the activities fall under a temporary, non-conforming use...

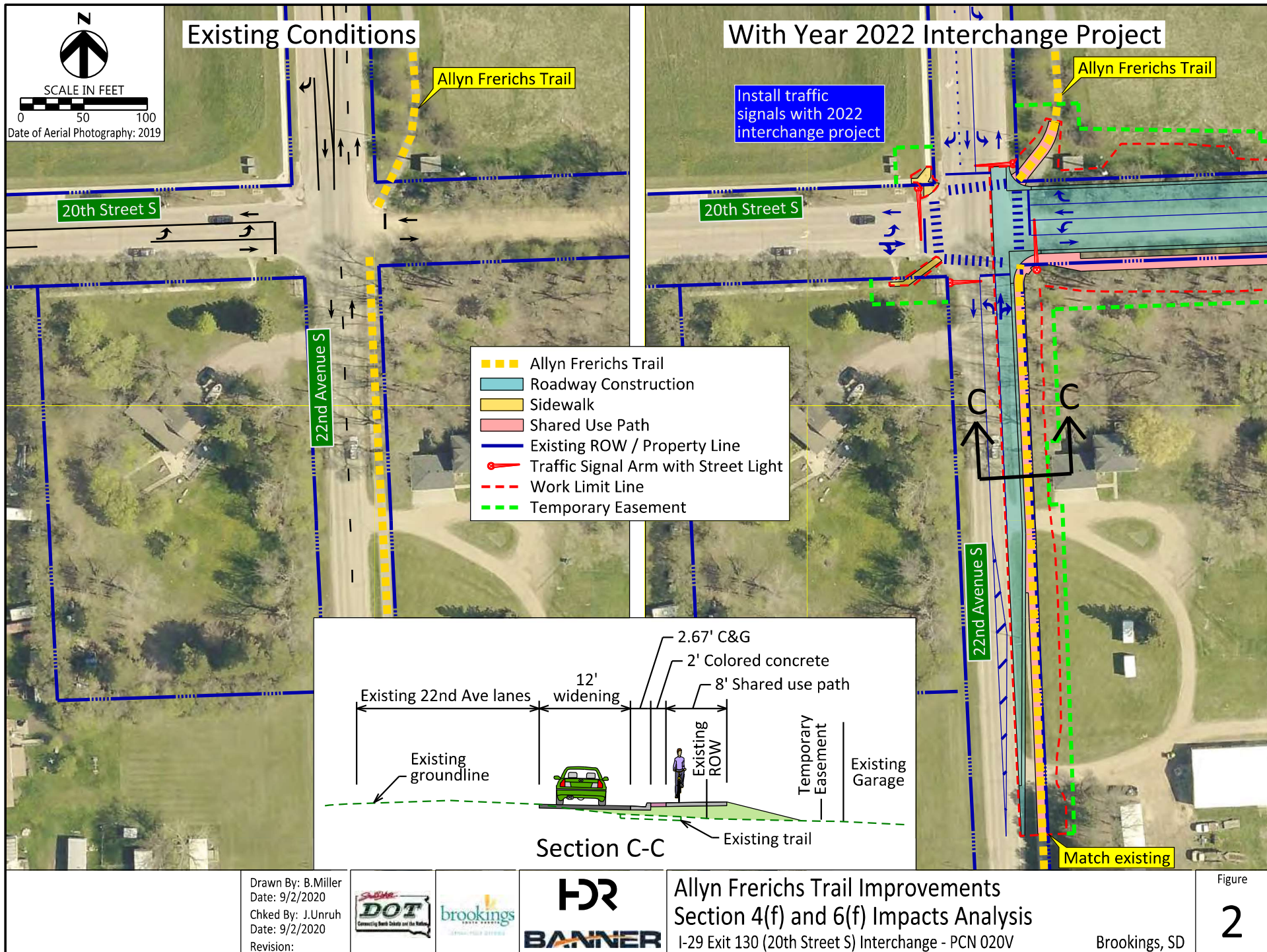


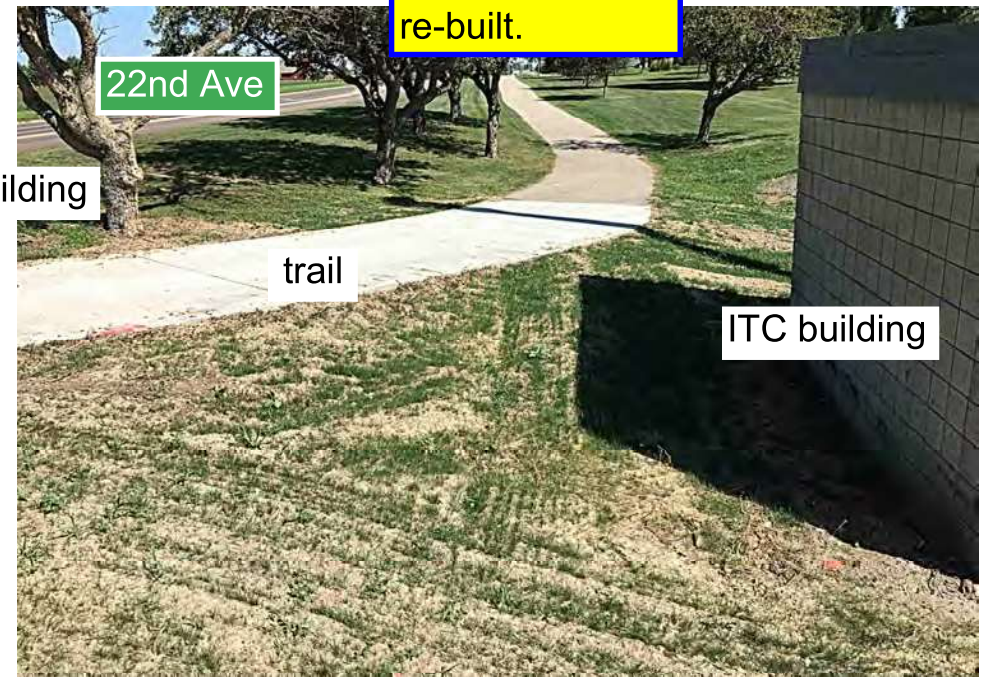
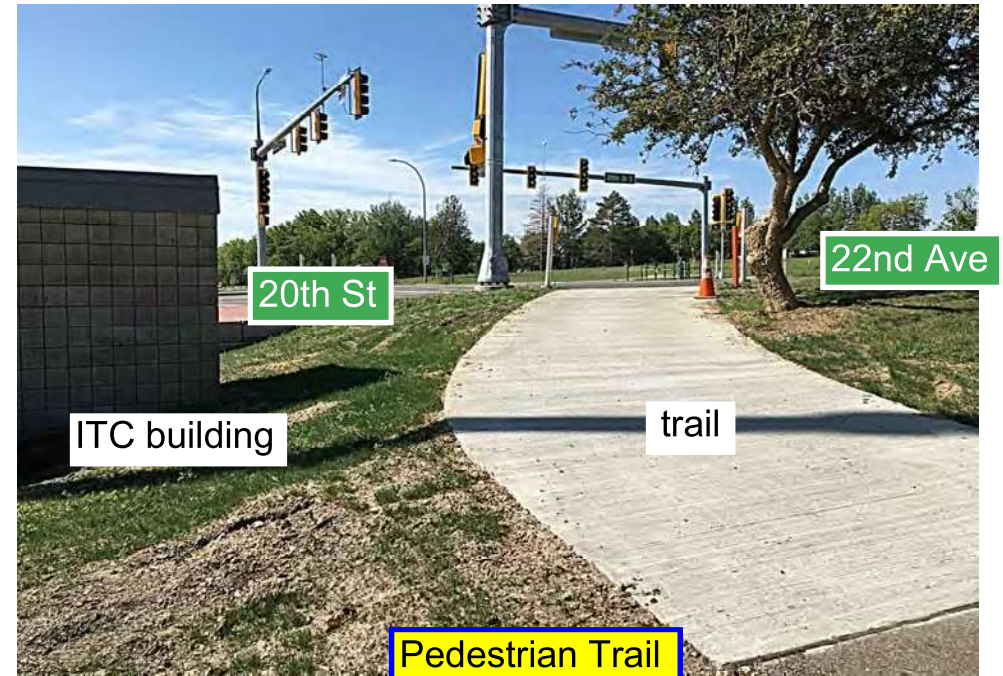
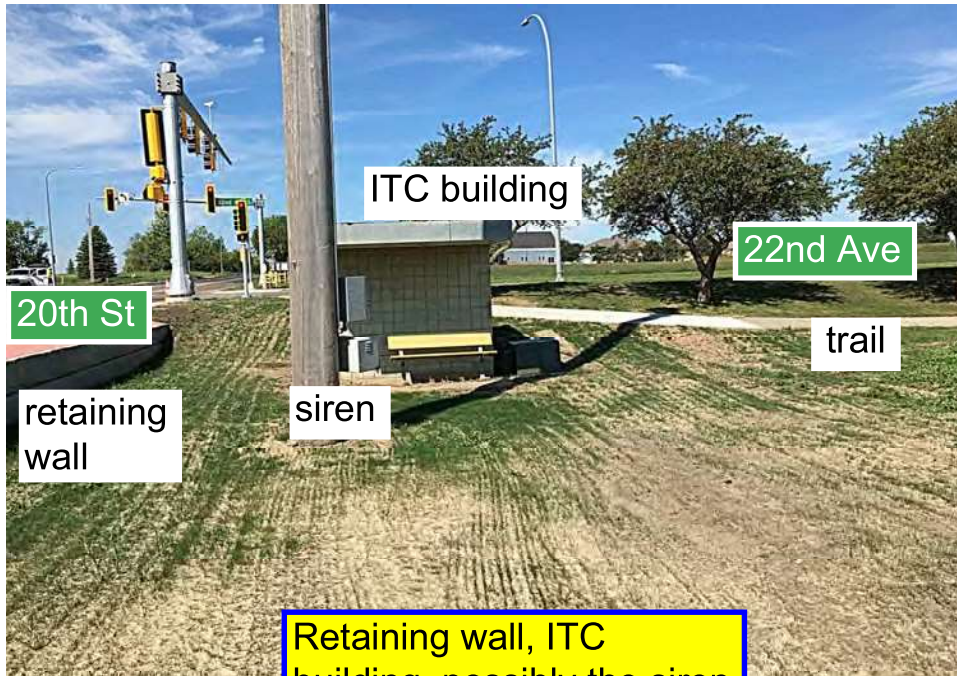
Randy Kittle

Date:

South Dakota Game, Fish, and Parks







7/29/2023 Open to Traffic Condition



Edgebrook Golf Course

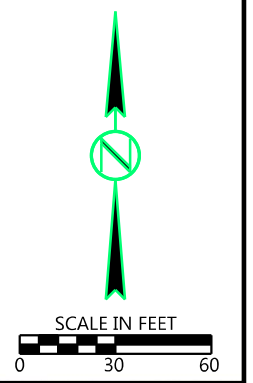
20th Street S

22nd Avenue S

Looking north along 22nd Ave

2024 Re-striping to Reduce Large Truck Conflicts

- Legend
- Roadway Construction
 - Sidewalk or Trail Construction
 - Previously Constructed
 - ROW Acquisition
 - Traffic Signal Arm with Street Light



Edgebrook Golf Course

ITC Building

20th Street S

22nd Avenue S

Truck turning at 20th Street

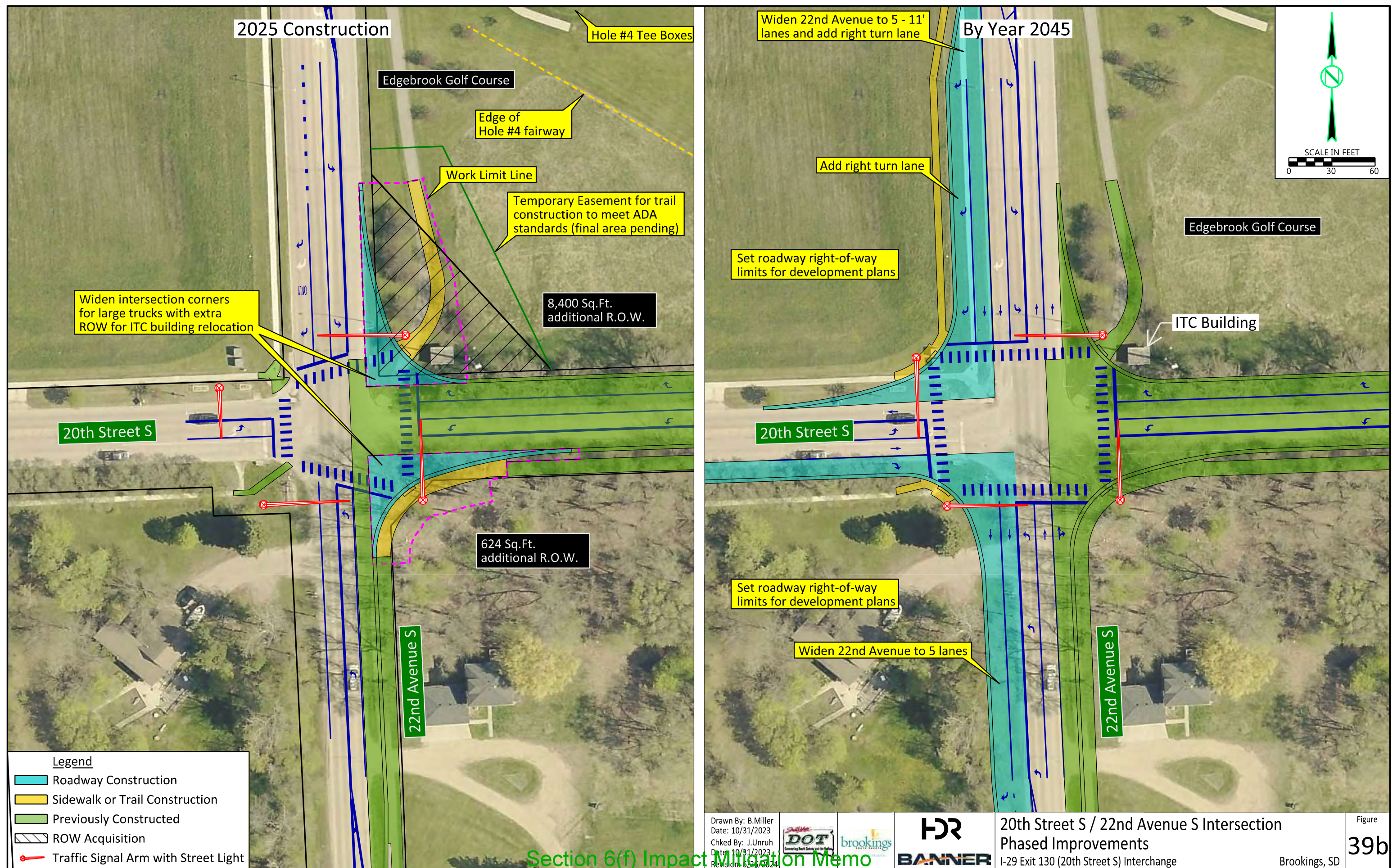
Drawn By: B.Miller
Date: 10/31/2023
Chkd By: J.Unruh
Date: 10/31/2023
Revision: 6/24/2024



20th Street S / 22nd Avenue S Intersection
Phased Improvements
I-29 Exit 130 (20th Street S) Interchange

Brookings, SD

Figure
39a



Section 6(f) Impact Mitigation Memo
Attachment C - Intersection Improvement Sequence

Sec. 31 - T110N - R49W

City of Brookings

Parcel A3

SW1/4

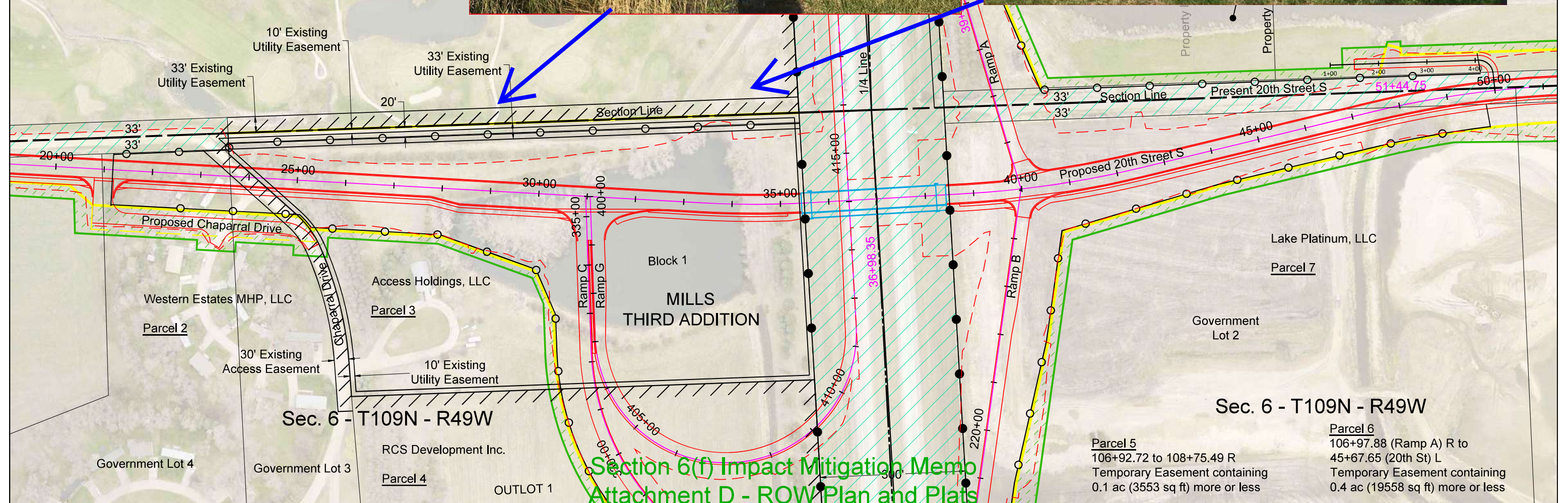
WETLAND EASEMENT
LG EVERIST ADDITION

Tract A

LG Everist Inc.

SE1/4 of Section 31 - Township 110 North - Range
49 West of the 5th P.M., Exc. the West 837 Feet of
the South 520.43 Feet thereof, Exc. Tract A and Tract

Sec. 31 - T110N - R49W

Section 6(f) Impact Mitigation Memo
Attachment D - ROW Plan and Plats

Sec. 6 - T109N - R49W

Parcel 5

106+92.72 to 108+75.49 R
Temporary Easement containing
0.1 ac (3553 sq ft) more or less

Parcel 6

106+97.88 (Ramp A) R to
45+67.65 (20th St) L
Temporary Easement containing
0.4 ac (19558 sq ft) more or less

PLAT OF LOT H2


in Block One (1), Mills Third Addition in Government Lots 3 and 4 of the Northwest Quarter (NW1/4) of Section Six (6), Township One Hundred Nine (109) North, Range Forty-nine (49) West of the 5th P.M.,

BROOKINGS COUNTY, SOUTH DAKOTA

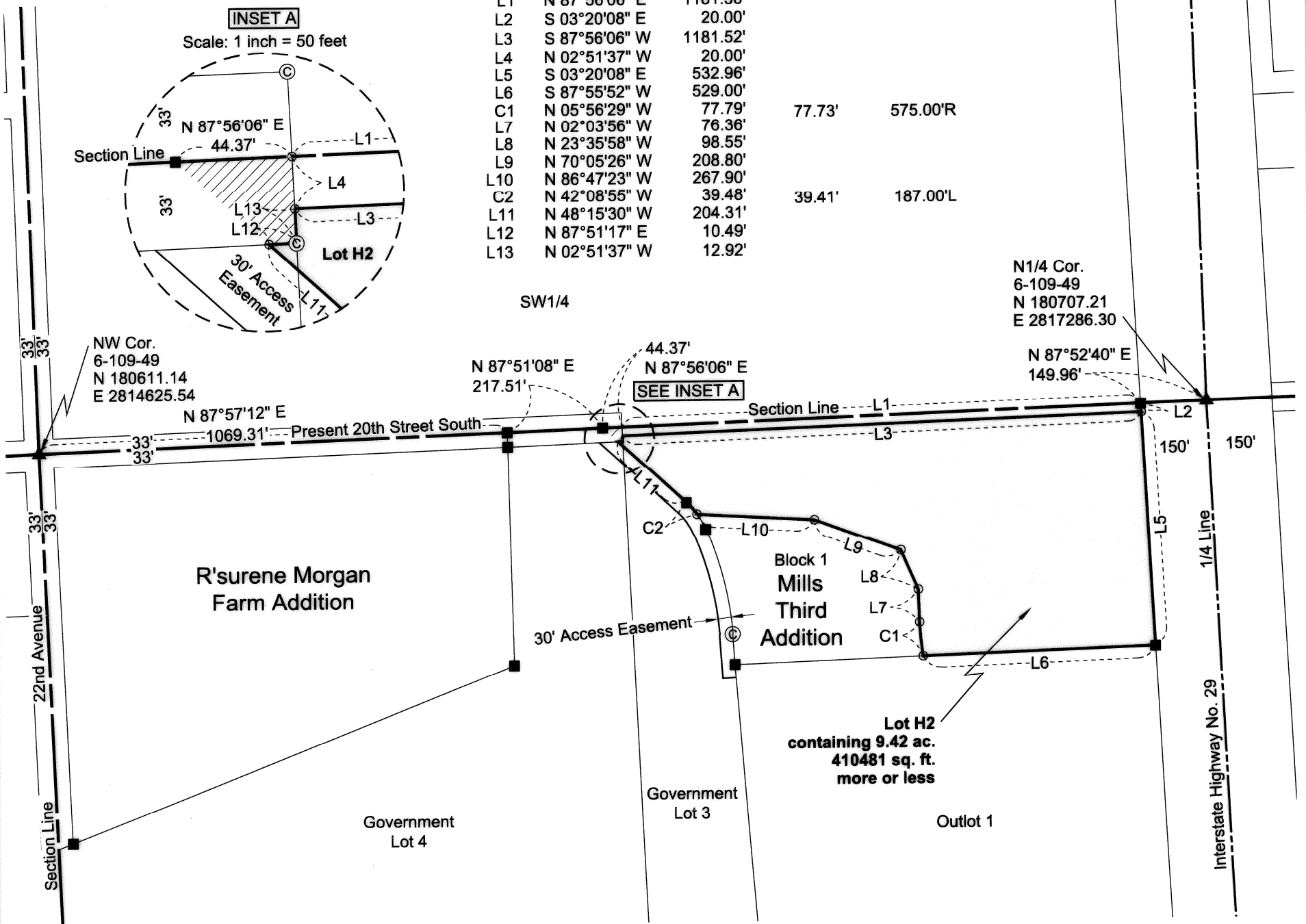
Showing a parcel of land to be acquired for highway purposes for construction Project EM 0295(45)130

Scale: 1 inch = 300 feet

LEGEND

-  = existing right of way
 ● = found R.O.W. corner
 ○ = set R.O.W. corner
 ▲ = found P.L.S.S. corner
 △ = set P.L.S.S. corner
 © = calculated corner
 ■ = found property corner
 □ = set property corner
 (n) = not used for boundary location

Existing R.O.W.
containing 0.02 ac.
903 sq ft,
more or less



Note 1: The coordinates, bearings, distances and areas shown on this plat are based on the South Dakota State Plane Coordinate System Grid North - North Zone NAD 83/2011 epoch 2010.00 Geoid 18 SF 0.9999557940

Note 2: All monumentation will be set upon project completion.

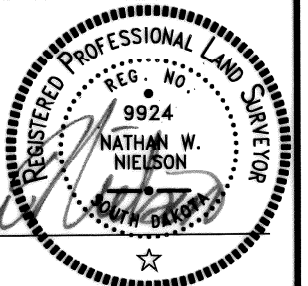
Drawn By: JLU Date: 01/19/2021
Checked By: NWN Date: 05/13/2021

SURVEYOR'S CERTIFICATE

I, NATHAN W. NIELSON, Registered Land Surveyor, in and for the State of South Dakota, do hereby certify that as ordered by the South Dakota Department of Transportation the parcel of land as shown on this plat has been surveyed at my direction and under my control, and such parcel of land shall be hereafter known by the lot number designated herein. The location and dimensions of the parcel are shown on this plat.

In witness whereof, I have hereunto set my hand and seal this 13th day of MAY, 2021.

Registered Land Surveyor
Registration No. 9924



OFFICE OF REGISTER OF DEEDS

State of South Dakota

County of _____ SS

Filed for record the _____ day of _____, A.D., 20 _____ at _____ M., and recorded in Book of Plats _____ on Page _____ therein.

020V

Section 6(f) Impact Mitigation Memo Attachment D - ROW Plan and Plats

Deputy

023p

PLAT OF LOT H1

in Block One (1), Mills Third Addition in Government Lots 3 and 4 of the Northwest Quarter (NW1/4) of Section Six (6),
Township One Hundred Nine (109) North, Range Forty-nine (49) West of the 5th P.M.,

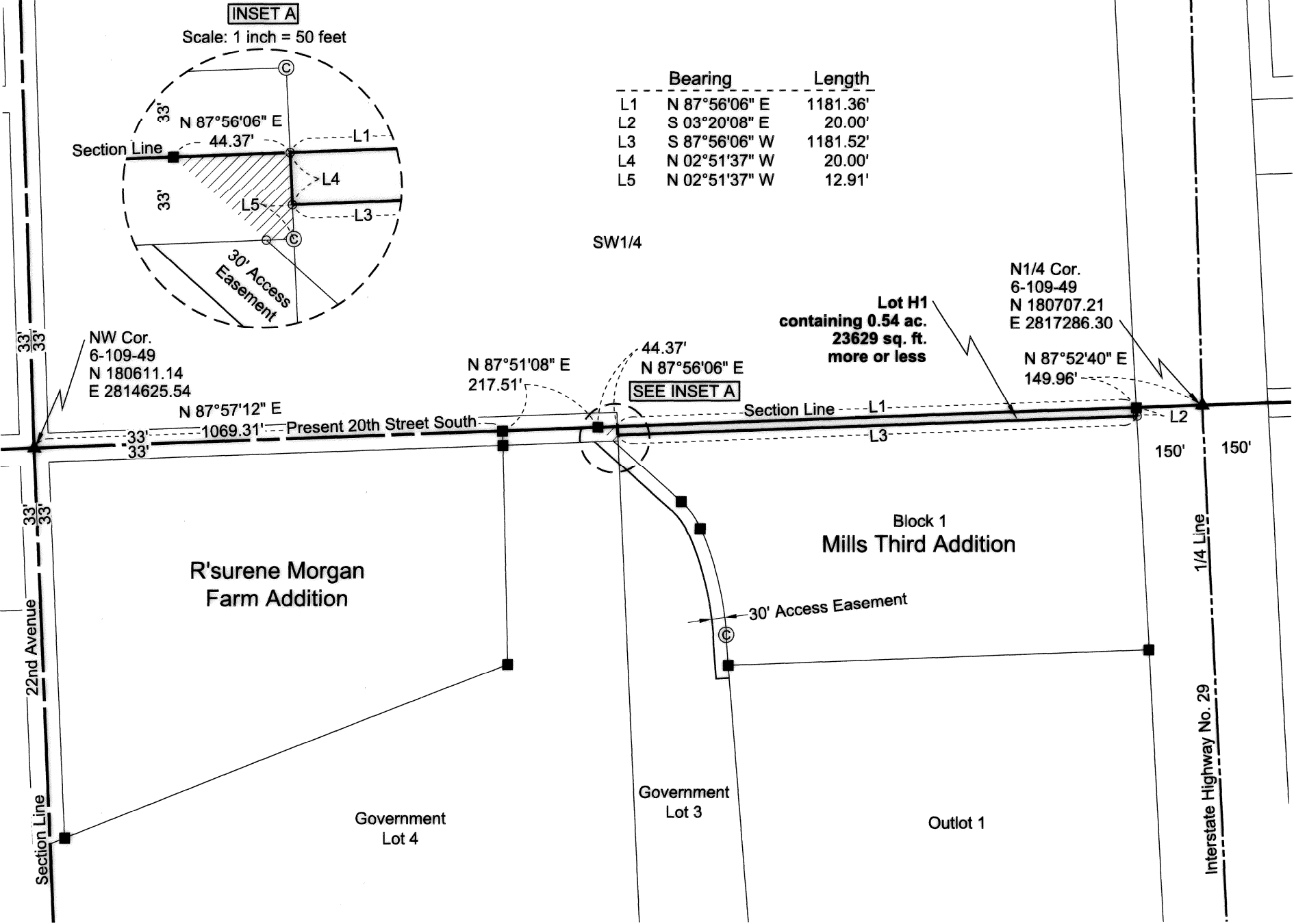
BROOKINGS COUNTY, SOUTH DAKOTA
Showing a parcel of land to be acquired for highway
purposes for construction Project EM 0295(45)130

Scale: 1 inch = 300 feet

LEGEND

- ▨ = existing right of way
- = found R.O.W. corner
- = set R.O.W. corner
- ▲ = found P.L.S.S. corner
- △ = set P.L.S.S. corner
- ⊙ = calculated corner
- = found property corner
- = set property corner
- ⊖ = not used for boundary location

Existing R.O.W.
containing 0.02 ac.
903 sq ft,
more or less



Note 1: The coordinates, bearings, distances and areas shown on this plat are based on the South Dakota State Plane Coordinate System Grid North - North Zone NAD 83/2011 epoch 2010.00 Geoid 18 SF 0.9999557940

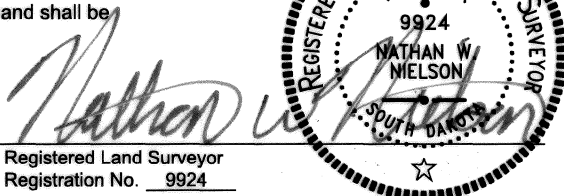
Note 2: All monumentation will be set upon project completion.

Drawn By: JLU Date: 01/19/2021
Checked By: NWN Date: 05/13/2021

SURVEYOR'S CERTIFICATE

I, NATHAN W. NIELSON, Registered Land Surveyor, in and for the State of South Dakota, do hereby certify that as ordered by the South Dakota Department of Transportation the parcel of land as shown on this plat has been surveyed at my direction and under my control, and such parcel of land shall be hereafter known by the lot number designated herein. The location and dimensions of the parcel are shown on this plat.

In witness whereof, I have hereunto set my hand and seal this 13TH day of MAY, 20 21.



OFFICE OF REGISTER OF DEEDS

State of South Dakota
County of _____ SS
Filed for record the _____ day of _____, A.D., 20 _____ at _____ M., and recorded in Book of Plats _____ on Page _____ therein.

Unruh, James

From: SharePoint Online <no-reply@sharepointonline.com>
Sent: Monday, April 14, 2025 9:01 AM
To: Unruh, James
Subject: Kerri.Richards successfully used the link to "Edgebrook Golf Course Appraisal"

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kerri.Richards has opened the link to "Edgebrook Golf Course Appraisal" that you sent to them!

If this is unexpected, you can [manage your folder's sharing permissions](#).



This link only works for the direct recipients of this message.



Edgebrook Golf Course Appraisal

Open

Unsubscribe



[Privacy Statement](#)

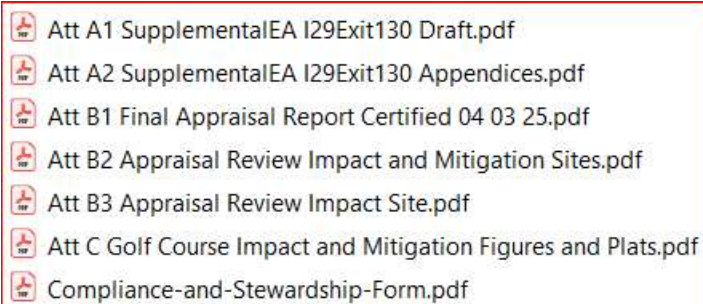
This email is generated through HDR, Inc's use of Microsoft 365 and may contain content that is controlled by HDR, Inc.

Unruh, James

From: Unruh, James
Sent: Monday, April 7, 2025 4:46 PM
To: 'Richards, Kerri'
Cc: Chad.Babcock; Baker, Becky
Subject: Brookings Interchange - Section 6(f) - Edgebrook Golf Course Compliance and Stewardship Form
Attachments: Att A1 SupplementalEA I29Exit130 Draft.pdf; Att C Golf Course Impact and Mitigation Figures and Plats.pdf; Compliance-and-Stewardship-Form.pdf; Att B1 Final Appraisal Report Certified 24.03 ROW 04 03 25.pdf; Att B2 Appraisal Review Impact and Mitigation Sites.pdf; Att B3 Appraisal Review Impact Site.pdf

As follow-up to our 2/26/25 video conference, we are submitting the completed LWCF Compliance and Stewardship (C&S) Form and attachments.

These are the files provided:



All files but Att. A2 are attached to this email.

Due to file size, you will receive a separate email with a link to our OneDrive site where you can download Att. A2.


Please let us know if anything is missing for your submittal to National Parks Service.

James Unruh, P.E.

HDR

101 S. Phillips Avenue, Suite 401

Sioux Falls, SD 57104

 605.977.7766

 james.unruh@hdrinc.com

hdrinc.com/follow-us

LWCF

National Park Service
U.S. Department of the Interior
State and Local Assistance Programs



Compliance and Stewardship (C&S) Form

Grant Name & Project Number(s): LCWF Grants 46-00166, 46-00304, and 46-01035

Park Name(s): Edgebrook Golf Course, Brookings South Dakota

LWCF Sponsor(s): South Dakota Game Fish and Parks and City of Brookings Parks and Recreation

The purpose of the C&S form is to provide information about Land and Water Conservation Fund (LWCF) compliance and stewardship proposals submitted for National Park Service (NPS) review. This form should be completed for any proposal that will impact a park or other recreation area that received LWCF assistance. Consultation with the NPS should occur before the form is completed. All proposals will be reviewed by the NPS in accordance with the LWCF Manual and other applicable federal laws, regulations, and guidance.

Generally, all compliance actions require the completion of all of Section 3.0 – Resource Information. Any exceptions are noted in the instructions for Section 3.0.

☒ Conversion of Use (fill out 1.0 with relevant sub-section(s), 3.0, and 4.0)

☐ All Conversions (1.1)

☒ Small Conversions (1.1 and 1.2)

☐ Other Compliance Actions Requiring NPS Review and Approval (fill out 2.0 with relevant sub-section(s), 3.0, and 4.0)

☐ Sponsor Change (2.1)

☐ Significant Change in Use (2.2)

☐ Temporary Non-Conforming Use (2.3)

☐ Sheltering (2.4)

☐ New Public Facility (2.5)

Brief Description of the Proposal:

[Click here to enter text.](#)

See Attachment A- Preliminary Draft Supplemental Environmental Assessment (SEA), Section 1.0 for a description of the proposal.

SECTION 1.0 CONVERSION OF USE

1.1 Required Information for All Conversions

Part A and B should be completed for all conversions, including full, partial, and small conversions.

A. Attachments checklist

- ☐ Transmittal letter from the SLO/ASLO that indicates the state's support for the proposal
- ☐ LWCF project amendment form
- ☐ Documentation of NPS concurrence with the existing LWCF boundary area and the proposed conversion footprint
- ☐ Documentation of NPS concurrence that the proposed replacement property meets LWCF requirements
- ☒ Valuation documentation for conversion and replacement sites – either (a) appraisals and appraisal reviews OR (b) waiver valuations (as applicable) [See Att B](#)
- ☒ NEPA documentation (as applicable) [See Att A- SEA](#)
- ☒ NHPA documentation (as applicable) [See Att A- Section 3.6 of SEA](#)
- ☒ Evidence of other federal law compliance as needed (i.e. ESA, CWA, etc.) [See Att A- Section 3.0 of SEA](#)
- ☒ Intergovernmental review comments (as applicable) [See Att A- Appendix A of SEA](#)
- ☐ DNF
- ☒ Maps:
 - ☐ Signed and dated proposed LWCF boundary map(s) for the replacement site(s) and, for partial conversions, the original remaining park site
 - ☒ Site development plan for the proposed replacement property [See Att C](#)
 - ☒ Site plan for the remaining parkland (for partial conversions) [See Att C](#)
 - ☒ Location map depicting the locations of the conversion and the replacement properties and their relative location to one another [See Att C](#)

☐ Basicconversioninformation

Reproduce tables as needed for multiple sites.

CONVERSION SUMMARY & APPRAISAL/WAIVER VALUATION CERTIFICATION

Conversion site	Name(s) Expanded 20th St / 22nd Ave intersection corner in SW corner of the golf course.
	Converted acreage 8,396 square feet = 0.1927 acres
	Remaining acreages at site, if any 6,530,858 square feet = 149.93
	Fair market value \$126,780
	Appraisal effective date April 3, 2025
	<input checked="" type="checkbox"/> A State-certified Review Appraiser has reviewed the appraisal and has determined that it was prepared in conformity with the Uniform Appraisal Standards for Federal Land Acquisitions
	OR
	<input type="checkbox"/> The State has prepared a waiver valuation for this property in conformity with 49 C.F.R. 24.102(c)(2)(ii)

Replacement site	Name(s) 20 foot wide x 1,181.44 foot long strip along the south edge of golf course
	Replacement acreage 23,629 square feet = 0.5424 acres
	Fair market value \$279,295
	Appraisal effective date April 3, 2025
	<input checked="" type="checkbox"/> A State-certified Review Appraiser has reviewed the appraisal and has determined that it was prepared in conformity with the Uniform Appraisal Standards for Federal Land Acquisitions OR <input type="checkbox"/> The State has prepared a waiver valuation for this property in conformity with 49 C.F.R. 24.102(c)(2)(ii)

SLO/ASLO Signature	Date
--------------------	------

Name, Title, and Agency

1. A detailed explanation of the sponsor's need to convert the LWCF parkland including all efforts to consider other practical alternatives to this conversion, how they were evaluated, and the reasons they were not pursued.
2. An explanation of how the conversion is in accord with the goals and objectives of the current State Comprehensive Outdoor Recreation Plan (SCORP).

1.2 Additional Details for Small Conversions

The following section should be completed for small conversions only if you have been directed to do so after consultation with the NPS.

1. For the park land proposed for conversion, a detailed description including the following:
 - a. Description of the area proposed for the conversion including the acreage to be converted and any acreage remaining. For determining the size of the conversion, consider not only the physical footprint of the activity precipitating the conversion, but how the precipitating activity will impact the entire LWCF park area. In many cases the size of the converted area is larger than the physical footprint. Include a description of the recreation resources, facilities, and recreation opportunities that will be impacted, displaced or lost due to the proposed conversion. For proposals to partially convert a LWCF park area, the remaining LWCF park land must remain recreationally viable and not be impacted by the activities that are precipitating the conversion. If it is anticipated that the precipitating activities will impact the remaining LWCF area, the proposed area for the conversion should be expanded to encompass all impacted park land.

- b. Description of the community and population(s) served by the park, including users of the park and recreation uses.

2. For each proposed replacement site:

- a. Description of the site's physical characteristics and resource attributes with number and types of resources and features on the site, for example, 15 acres wetland, 2,000 feet beachfront, 50 acres forest, scenic views, 75 acres riparian, vacant lot, special habitat, any unique or special features, structures, recreation amenities, historic/cultural resources, hazardous materials/contamination history, restrictions, institutional controls, easements, rights-of-way, overhead/underground utilities including overhead wires, towers, etc.
- b. Identification of the owner of the replacement site and its recent history of use/function up to the present.
- c. Detailed explanation of how the proposed replacement site is of reasonably equivalent usefulness and location as the property being converted, including a description of the recreation needs that will be met and/or developed at the new replacement parks, population(s) to be served, and new outdoor recreation resources, facilities, and opportunities to be provided.
- d. Identification of owner and manager of the new replacement park.
- e. Name of the new replacement park. If the replacement park land will be added to an existing public park area, the existing area is expected to be included within the LWCF boundary. What is the name of the existing public park area? Is the existing park already LWCF-protected?
- f. Timeframe for completing development of the new outdoor recreation area(s) to replace the recreation opportunity lost per the terms of conversion approval and the date the replacement park(s) will be open to the public.

SECTION 2.0 OTHER COMPLIANCE ACTIONS FOR NPS REVIEW AND APPROVAL

2.1 Sponsor Change

A change in sponsor is an administrative change so the completion of Section 3.0 – Resource Information is not necessary.

A. Attachments checklist

- ☐ LWCF project amendment form
- ☐ LWCF boundary map with signature/date by the new sponsor and the state

B. Description

1. Why is the change in sponsor necessary?
2. What is the process and timeline for amending the state/local LWCF agreement?
3. What is the legal name of the proposed new sponsor? Are they an eligible sponsor for the LWCF program?

2.2 Significant Change in Use

A. Attachments checklist

- ☐ Transmittal letter or email from the SLO/ASLO that indicates the state's support for the proposal
- ☐ Map – site plan showing the location of the proposed use in relation to the LWCF boundary

B. Description

1. Description of the proposed changes and how they significantly contravene the original plans or intent for use of the site as documented in the LWCF grant agreement(s).
2. Explanation of the need for change in use and how the change is consistent with local plans and the goals and objectives of the current SCORP.

2.3 Temporary Non-Conforming Use

A. Attachments checklist

- ☐ Transmittal letter from the SLO/ASLO that indicates the state's support for the proposal
- ☐ Maps:
 - ☐ Drawings and/or renderings of the proposed use
 - ☐ Site plan showing the location of the proposed use in relation to the LWCF boundary

B. Description

1. Describe in detail the proposed temporary non-conforming use and all associated activities, why it is needed, and alternative locations that were considered and why they were not pursued.
2. Explain length of time needed for the temporary non-conforming use and why.

3. Describe the size of the LWCF area that will be affected by the temporary non-conforming use activities and expected impacts to public outdoor recreation areas, facilities and opportunities. Explain plans or efforts to keep the size of the area impacted to a minimum.
4. Describe any anticipated temporary/permanent impacts to the LWCF area and how the sponsor will mitigate them during and after the non-conforming use ceases.

2.4 Sheltering

An enclosed or sheltered recreation facility is defined as a facility that was originally assisted by LWCF or would be eligible for LWCF assistance if it was to be outdoors. LWCF assistance may be provided to shelter swimming pools and ice skating rinks only, when they are located in areas that meet specific cold climatic criteria. Project sponsors may seek approval to shelter or enclose other types of recreation facilities at their own expense, regardless of prevailing climatic conditions.

A. Attachments checklist

- ☐ Transmittal letter from the SLO/ASLO that indicates the state's support for the proposal
- ☐ Drawings and/or renderings of the proposed facility
- ☐ Site plan showing the location of the facility to be enclosed in relation to the LWCF boundary
- ☐ Provide a copy of the cold climatic data used to make the eligibility determination (if applicable; see manual).

B. Description

1. (If applicable) Explain how it was determined that the site meets the cold climate criteria described in the LWCF manual.
2. Describe the proposed sheltered facility, how it would operate, the recreation uses that could typically occur outdoors, and how the primary purpose of the sheltered facility will be recreation.
3. Explain how the sheltered facility would not substantially diminish the outdoor recreation values of the site including how the sheltered facility will be compatible with and significantly supportive of the outdoor recreation resources present and/or planned.
4. Explain how the sheltered facility will benefit the total park's outdoor recreation use.
5. Describe efforts provided to the public to review the proposal to shelter the facility and has local support.
6. Document that the sheltered facility will be under the control and tenure of the public agency that sponsors and administers the underlying park area.

2.5 New Public Facility

A. Attachments checklist

- ☐ Transmittal letter from the SLO/ASLO that indicates the state's support for the proposal, why it would result in a net benefit to outdoor recreation at the site, and the life expectancy of the facility.
- ☐ Maps:
 - ☐ Drawings and/or renderings of the proposed facility
 - ☐ Site plan showing the location of the proposed use (and any surrounding impacted area) in relation to the LWCF boundary

B. Description

1. Describe the purpose and all proposed uses of the public facility such as types of programming, recreation activities, and special events including intended users of the new facility and any agency, organization, or other party to occupy the facility. Describe the interior and exterior of the facility, such as office space, meeting rooms, food/beverage area, residential/lodging area, classrooms, gyms, etc.
2. Explain how the facility will be compatible with and not diminish the outdoor recreation area. Explain how the facility and associated uses will significantly support and enhance existing and planned outdoor recreation resources and uses of the site, and how outdoor recreation use will remain the primary function of the site. (The public's outdoor recreation use must continue to be greater than that expected for any indoor use, unless the site is a single facility, such as a swimming pool, which virtually occupies the entire site.)
3. Explain the design and location alternatives considered for the public facility and why they were not pursued.
4. Explain who will own and/or operate and maintain the facility? Attach any 3rd party leases and operation and management agreements. When will the facility be open to the public? Will the facility ever be used for private functions and closed to the public? Explain any user or other fees that will be instituted, including the fee structure.

SECTION 3.0 RESOURCE INFORMATION

Consultation with NPS regarding the NEPA pathway for a proposal should occur prior to completing this section. If has already been determined that the proposal will require an EA or EIS, you may go directly to the questions following Tables 1 and 2. The Environmental Resources Survey should be reproduced and completed for the conversion site(s) and the replacement site(s).

A. Environmental resources survey

The tables below serve as a record of the environmental resources present at the site, whether the proposed action is likely to have a significantly negative impact those resources, and whether further information is needed to determine the potential impact. Review the listed resources and identify any resources that may be significantly impacted by the action. The Environmental Resources Survey should be completed with professional input from resource experts and in consultation with relevant local, state, tribal, and federal governments, as appropriate.

Table 1 – For each resource indicate if positive impacts or negative impacts are anticipated to result from the action or if further information is needed to determine the potential impact.

- + indicates positive impacts are anticipated to result from the action
- indicates negative impacts are anticipated to result from the action
- ? indicates further information is needed to determine the potential impact

No response indicated
negligible impact

Site Name:

	How will the project affect the following resources?	+	-	?
1	Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Circulation and transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Climate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Contamination or hazardous materials even if remediated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Endangered species: (listed or proposed threatened or endangered) including associated habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Environmental justice: minority and low-income populations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Geological resources: soils, bedrock, slopes, streambeds, landforms, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Historic or cultural resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Invasive species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Land use plans or policies from other agencies including tribes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	Lightscares especially night sky	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Migratory birds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	Recreation resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	Socioeconomics: changes to tax base or competition with private sector	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	Sound (noise impacts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	Unique ecosystems, such as biosphere reserves, World Heritage sites, old growth forests, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17	Water quality and/or quantity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18	Water: coastal barrier resources or coastal zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19	Water: marine and/or estuarine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20	Water: stream flow characteristics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21	Water: wetlands and floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22	Other important resources Explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Table 2 – This is a list of mandatory impact criteria that preclude the use of a categorical exclusion. If you answer “yes” or “?” for any of the mandatory criteria, you must develop an EA or EIS regardless of your answers in table 1.

Site Name:

	Will your proposal:	Y	N	?
1	Have significant negative impacts on public health or safety?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Have significant negative impacts on unique natural resource or geographic characteristics such as historic or cultural resources; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands; floodplains; national monuments; migratory birds; and other ecologically significant or critical areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Have significant adverse effects on properties listed or eligible for listing in the National Register of Historic Places as determined by NPS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	Have significant negative impacts to species listed, or proposed to be listed, on the List of Endangered or Threatened Species or have significant impacts on designated critical habitat for these species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Violate a federal law, or a state, local, or tribal law or requirement imposed for the protection of the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Have a disproportionately high and adverse effect on low income or minority populations (EO 12898)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	Contribute to the introduction, continued existence, or spread of noxious weeds or nonnative invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- Have there been any previous NEPA/SEPA documents prepared that are relevant to this proposal or this specific site?
 - ☐ No
 - ☒ Yes – Attach and summarize findings and include page number references below [See Att A SEA- Section 1.0](#)
- Explain any negative or unknown impacts identified in Table 1 of the Environmental Resources Survey or any boxes marked “yes” in Table 2 (mandatory criteria).
- How was the information in the tables derived and what sources of data were used to justify the impact selection?

4. Who contributed to filling out the Environmental Resources Survey (include name, title, agency) and what qualifications do they have that provide the necessary resource expertise to determine impact significance?
5. List all required federal, state, and local permits/approvals needed for the proposal and explain their purpose and status. FHWA/SDDOT Supplemental EA, General Construction NPDES

NEPA Pathway Recommendation

Attach documentation of NPS concurrence with the recommended NEPA Pathway

- ☐ This proposal qualifies for a Categorical Exclusion (CE). List: _____
- ☒ This proposal requires an Environmental Assessment (EA), which is attached and has been produced in accordance with the LWCF Manual [See Att A Preliminary Draft SEA](#)
- ☐ This proposal may require an Environmental Impact Statement (EIS)

B. Cultural and historic resources review

Have there been any previous cultural and/or historic resource surveys completed that included this site within the area of potential effect that was assessed?

- ☐ No – Describe any construction planned as a result of this project that will extend beyond the pre-existing disturbance area (including surface area and depth).
- ☒ Yes – Attach survey and summarize findings and include page number references below. [See Att A Section 3.6 of the Preliminary Draft EA, SHPO Concurrence has been completed.](#)

NOTICES

Paperwork Reduction Act Statement

In accordance with the Paperwork Reduction Act (44 U.S.C. 3501), please note the following. This information collection is authorized by the Land and Water Conservation Fund Act of 1965 (54 U.S.C. 200301 et. seq.). Your response is required to obtain or retain a benefit. We use this information to obtain descriptive and environmental information about the proposal. We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid Office of Management and Budget control number. OMB has assigned control number 1024-0031 to this collection.

Estimated Burden Statement

Completion times vary widely depending on the use of the form. We estimate that the average completion time for this form is 16 hours for most stewardship requests, and 92.5 hours for a conversion of use (although a difficult conversion can take up to 500 hours), including the time necessary to read, gather data, review instructions, and complete the form. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Information Collection Officer, National Park Service, 12201 Sunrise Valley Drive, MS-242 Rm. 2C114, Reston, VA 20192. Please do not send your completed form to this address.

From: [Babcock, Chad](#)
To: [Unruh, James](#); [Richards, Kerri](#); [Baker, Becky](#)
Subject: RE: Brookings Interchange- Section 6(f)
Date: Friday, May 23, 2025 1:34:23 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

HDR completed the original Environmental Assessment and the Supplemental per a work order w/ SDDOT who acts as a lead project proponent for FHWA. The primary programmatic agreements that SDDOT & FHWA have in place that apply to this project are our PAs w/ SHPO/ACHP & USFWS – SD Field Office.

This project will have a *no effect* on Threatened and Endangered species but was coordinated in accordance w/ our 2008 Biological Opinion w/ USFWS – SD Field Office.

A Section 106 *No Historic Properties Affected* determination has been made for this project and was coordinated according to our FHWA/SDDOT/SHPO/ACHP Programmatic Agreement.

Our PAs are available on our website at: <https://dot.sd.gov/doing-business/environmental/agreements/>.



Chad Babcock

Environmental Manager | South Dakota Department of Transportation

Better Lives Through Better Transportation

700 E. Broadway Ave, Pierre SD 57501

O: 605.773.3721 | C: 605.321.1953 | dot.sd.gov

From: Unruh, James <james.unruh@hdrinc.com>
Sent: Friday, May 23, 2025 11:06 AM
To: Richards, Kerri <Kerri.Richards@state.sd.us>; Baker, Becky <rebecca.baker@hdrinc.com>
Cc: Babcock, Chad <Chad.Babcock@state.sd.us>
Subject: RE: [EXT] Brookings Interchange- Section 6(f)

Kerri,

Becky is not in the office today.

See response in *blue italic text*.

In general, it appears that you are not receiving the files that we have recently provided to you.

If that is the case, we will attempt to send them again.

James Unruh, P.E.
D 605.977.7766

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From: Richards, Kerri <Kerri.Richards@state.sd.us>
Sent: Friday, May 23, 2025 9:45 AM
To: Baker, Becky <rebecca.baker@hdrinc.com>
Cc: Unruh, James <james.unruh@hdrinc.com>; Babcock, Chad <Chad.Babcock@state.sd.us>
Subject: RE: Brookings Interchange- Section 6(f)

Yes – I actually discussed that with the LWCF team at NPS earlier this week and hadn't gotten a chance to respond to you yet. She mentioned that this will shorten the timeline.

We also discussed the Yellow Book Appraisal. She mentioned that she was only seeing the property that will be converted as part of the appraisal. Is there information on the replacement property as well?

*Section 2 (pages 68 to 78) of the Yellow Book Appraisal (file name: Att B1 Final Appraisal Report Certified 04 03 25.pdf) covers the replacement property.
Section 3 (pages 79 to 87) covers the acquisition property.
Please verify that NPS is looking at the correct file that was provided via a 4/7/25 email.*

She also had a couple questions for the DOT – would you have a final EA or and CE or FONSI that you wrote or are working on that you could share? And do you have any programmatic agreements that you are using for this conversion?

*A Supplemental Environmental Assessment is being prepared with a target approval date of 5/30/25. We submitted the latest (5/8/25) draft version to you via a link in a 5/16/25 email. Again, please verify that you have the file that has been provided (file name: 20250508_SupplementalEA_I-29Exit130_reduced.pdf).
The target FONSI date is 7/15/25.
From our understanding, we are not utilizing a Programmatic Agreement for this conversion.*

Let me know! Thanks!

Kerri Richards | South Dakota Game, Fish and Parks

From: Baker, Becky <Rebecca.Baker@hdrinc.com>
Sent: Wednesday, May 21, 2025 8:17 PM
To: Richards, Kerri <Kerri.Richards@state.sd.us>

Cc: Unruh, James <james.unruh@hdrinc.com>; Babcock, Chad <Chad.Babcock@state.sd.us>
Subject: RE: [EXT] Brookings Interchange- Section 6(f)

Hi Kerri,

The project team met today, and the team had a clarification that might help with the NPS NEPA. NPS noted that tribal coordination was needed for the replacement property. Tribal coordination was completed for this area within the 2020 EA, please see the attached file. One response was received from Lower Brule, and they noted no comment.

Does this meet the Tribal Coordination that NPS was going to do? Please let me know if I can help in any other way.

Thanks!

Becky Baker

D 605.782.8189 M 605.690.2190

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From: Baker, Becky <rebecca.baker@hdrinc.com>
Sent: Monday, May 19, 2025 1:39 PM
To: Richards, Kerri <Kerri.Richards@state.sd.us>
Cc: Unruh, James <james.unruh@hdrinc.com>; Babcock, Chad <Chad.Babcock@state.sd.us>
Subject: RE: Brookings Interchange- Section 6(f)

Thank you, Kerri!

Do you know if they are also doing NEPA on the replacement property?

Response to your question: Yes, the replacement property is included within the SEA that FHWA would approve. The latest version provided to you discusses the coordination and NEPA completed for the replacement property within Section **3.7.1.2 Revised Build Alternative**. I have tried to attach it- can you please let me know if you receive this email since it is a larger file.

Thanks!

Becky Baker

D 605.782.8189 M 605.690.2190

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From: Richards, Kerri <Kerri.Richards@state.sd.us>
Sent: Monday, May 19, 2025 11:23 AM
To: Baker, Becky <rebecca.baker@hdrinc.com>

Cc: Unruh, James <james.unruh@hdrinc.com>; Babcock, Chad <Chad.Babcock@state.sd.us>

Subject: RE: Brookings Interchange- Section 6(f)

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Becky and all –

Below are the answers from NPS on your questions.

1. **What is the timeline of NPS review and approval?** I appreciate any feedback you can provide. The project is moving forward with the goal to be in construction in July of this year, so we are working to go through the final review steps of the SEA and go into public availability.

As far as NPS is concerned, it is acceptable if the construction happens before we are finished with our conversion paperwork. NPS will need to submit a Tribal Consultation package for the replacement land only, and this has not started yet, so a rough estimate would be at least another 60-90 days before we can sign the new LWCF amendment, making the conversion official.

2. **Is SDGFP and NPS aware that the Section 6(f) approval is a commitment with the SEA, that we will not wait for approval to proceed with public availability?** We wanted to note that we would like to proceed with the SEA into public availability concurrently with NPS review of Section 6(f) unless they are able to approve by May 28th.

We will not be able to approve by May 28th, but I do not see any issues with the proposed LWCF conversion. We just need more time to complete our review and to coordinate more with SDGFP.

3. **How will NPS meet their NEPA requirement?** We are assuming that NPS is adopting the NEPA and regulatory coordination completed for the project, through the FHWA NEPA action. Please let us know if this assumption is correct, and if you need anything else. We have updated the SEA and the most recent version is here: ☐

[BrookingsInterchange Transfer](#)

NPS will adopt the NEPA completed by FHWA for the converted property. Do you know if they are also doing NEPA on the replacement property?

Kerri Richards | South Dakota Game, Fish and Parks

From: Baker, Becky <Rebecca.Baker@hdrinc.com>

Sent: Friday, May 16, 2025 12:46 PM


To: Richards, Kerri <Kerri.Richards@state.sd.us>

Cc: Unruh, James <james.unruh@hdrinc.com>; Babcock, Chad <Chad.Babcock@state.sd.us>

Subject: RE: [EXT] Brookings Interchange- Section 6(f)

Kerri,

We met with FHWA yesterday to discuss the status of the Supplemental Environmental Assessment (SEA) and I have a few follow up questions that I hoped you can help me with.

1. [What is the timeline of NPS review and approval?](#) I appreciate any feedback you can provide. The project is moving forward with the goal to be in construction in July of this year, so we are working to go through the final review steps of the SEA and go into public availability.
2. [Is SDGFP and NPS aware that the Section 6\(f\) approval is a commitment with the SEA, that we will not wait for approval to proceed with public availability?](#) We wanted to note that we would like to proceed with the SEA into public availability concurrently with NPS review of Section 6(f) unless they are able to approve by May 28th.
3. [How will NPS meet their NEPA requirement?](#) We are assuming that NPS is adopting the NEPA and regulatory coordination completed for the project, through the FHWA NEPA action. Please let us know if this assumption is correct, and if you need anything else. We have updated the SEA and the most recent version is here: 
[BrookingsInterchange Transfer](#)

Appreciate any information you can provide and if a discussion works better, please feel free to give me a call at 605.690.2190.

Thanks!

Becky Baker

D 605.782.8189 **M** 605.690.2190

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From: Baker, Becky

Sent: Friday, May 9, 2025 9:26 AM

To: Richards, Kerri <Kerri.Richards@state.sd.us>

Cc: Unruh, James <james.unruh@hdrinc.com>; Babcock, Chad <Chad.Babcock@state.sd.us>

Subject: Brookings Interchange- Section 6(f)

Good morning,

I wanted to check back in on the status of NPS review and approval of the Conversion of Use for this project. Thanks for the recent discussion and update- you mentioned checking with the NPS person on how their review was going. Did you get any further information or update?

Please let us know if you or NPS needs anything further- appreciate it!

Thanks!

Becky Baker

Senior Environmental Project Manager

HDR

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