

WELCOME

Public Meeting on Environmental Assessment East Side Corridor (SD100) I-90 to South of Madison Street

Northern Segment of Hwy 100
Date: October 21, 2014



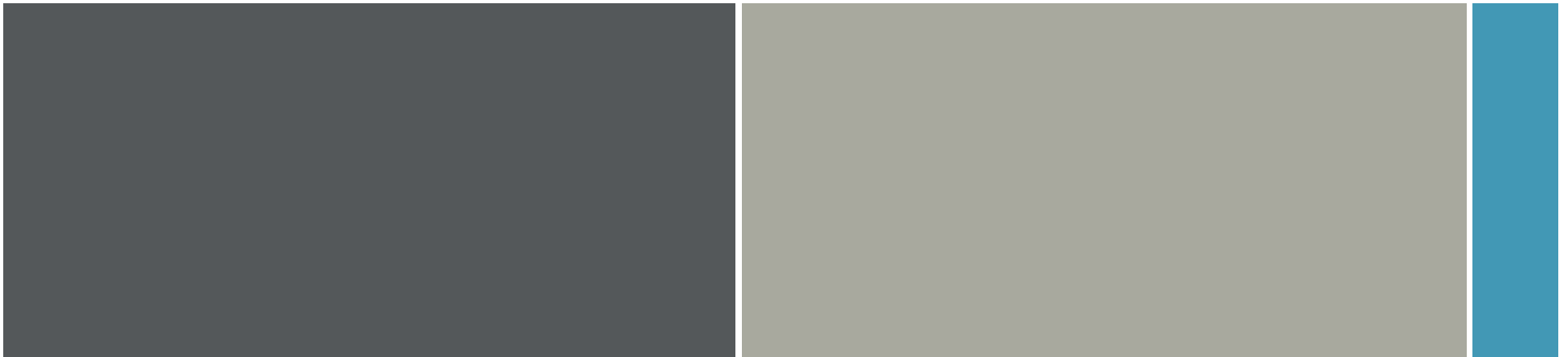
Introductions- Project Team

Lead Agencies

- City of Sioux Falls
- South Dakota Department of Transportation
- Federal Highway Administration

Environmental & Design Consultant

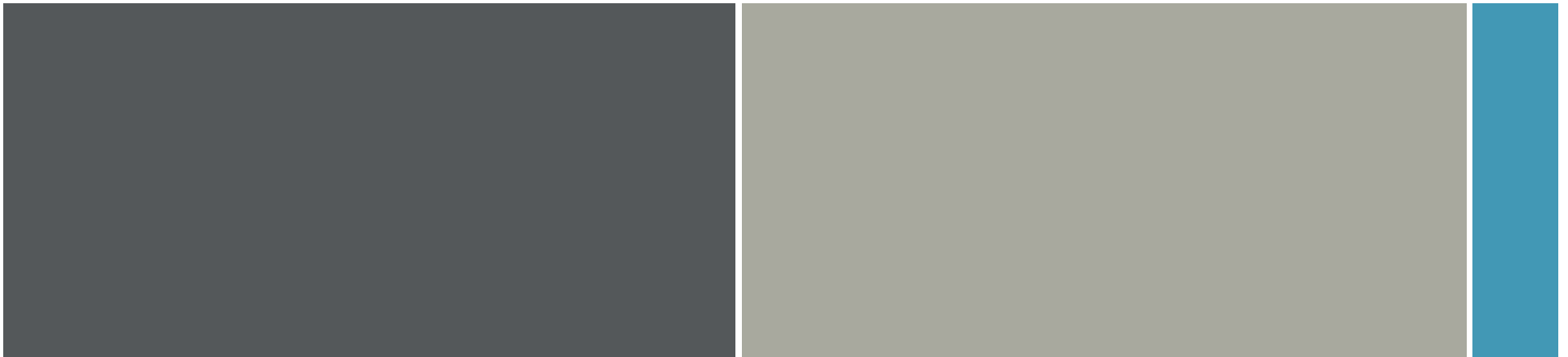
- HDR



EA Public Meeting

Goals

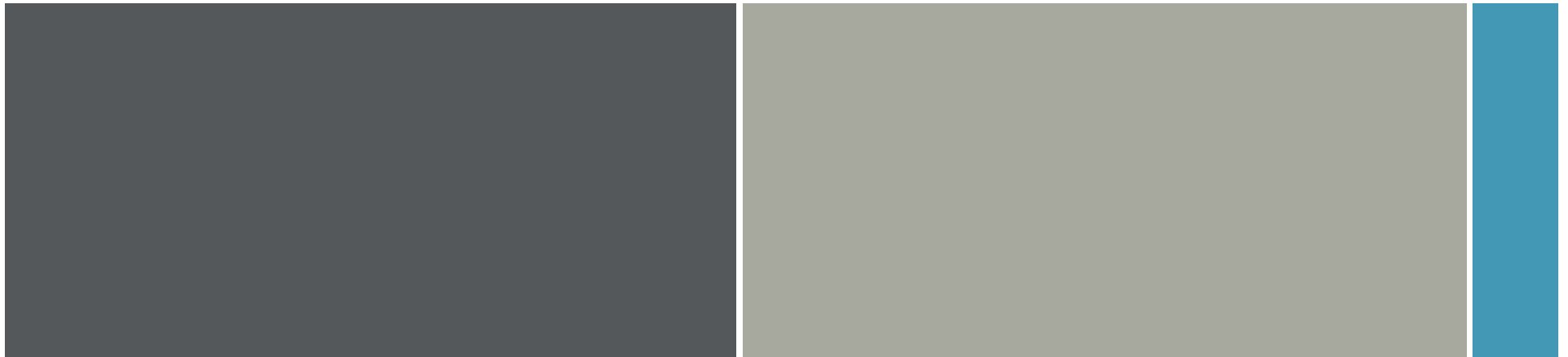
- Review Environmental Assessment
- Share Preferred Alternative
- Receive Public Comments



EA Public Meeting

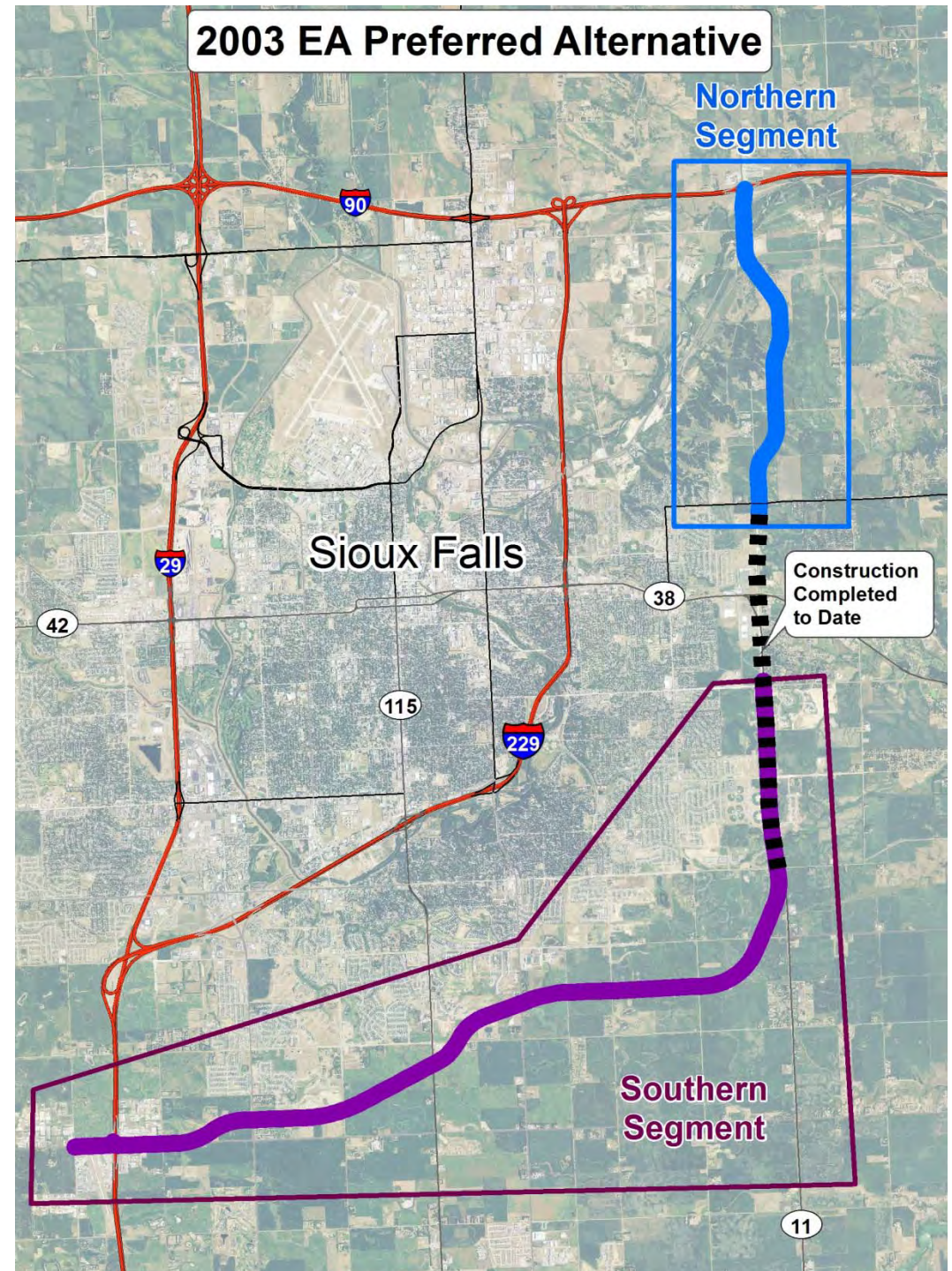
Outline

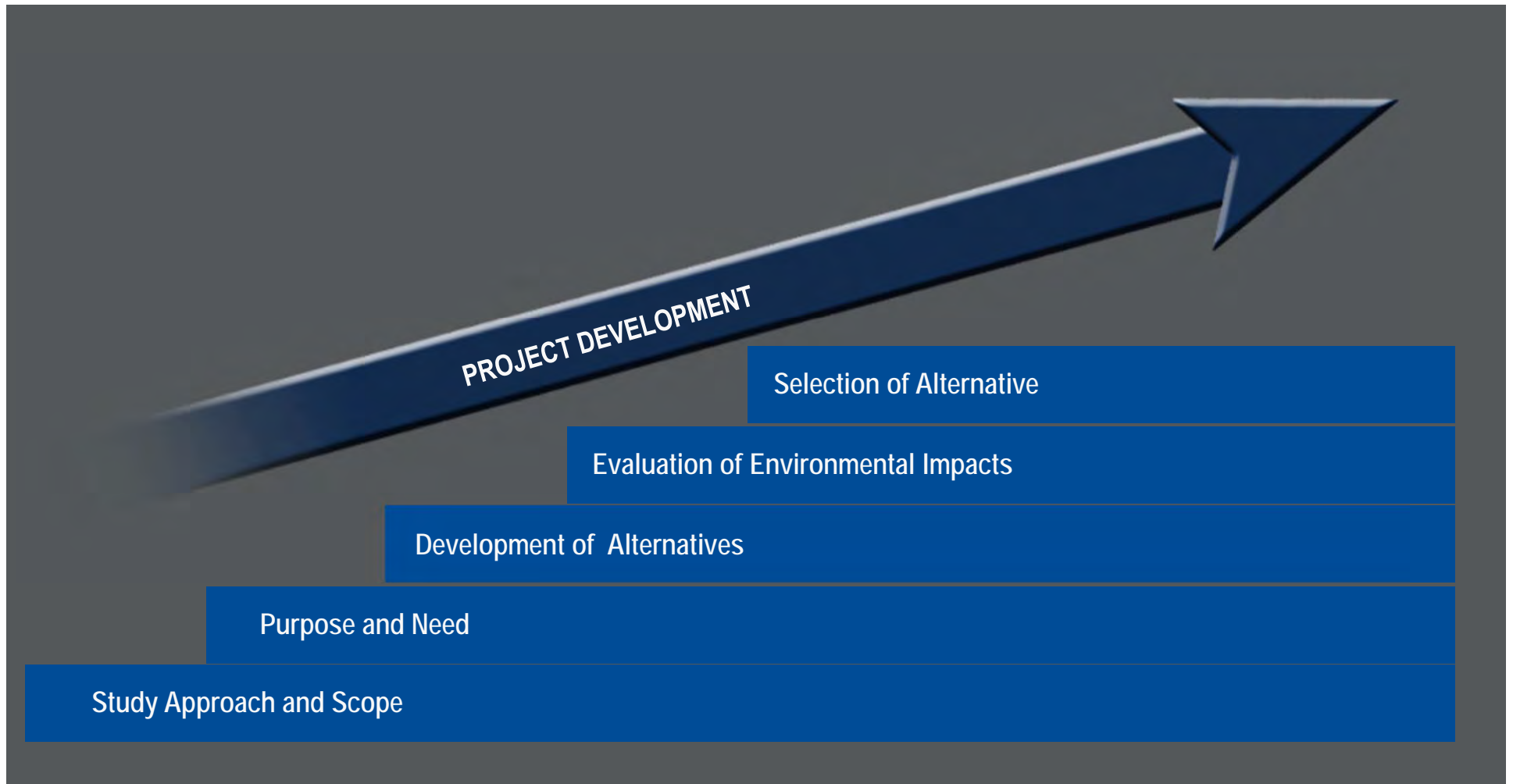
- Background
- Project Purpose and Need
- Alternatives (Revisited and New)
- Environmental Assessment
- Recommended Preferred Alternative
- Next Steps



Background

- 2003- EA and FONSI Issued
 - Eastside Corridor from I-29 to I-90 EA
 - Selected 2003 Preferred Alternative
- 2005- Construction of Madison to 26th Street
- 2012- Supplemental EA and FONSI Issued
 - SD100 Southern Segment from I-29 to South of 26th Street
 - Selected Revised Build Alternative
- 2014- EA Issued
 - Hwy 100 Northern Segment from South of Madison Street to I-90
 - Recommends Alternative 4a as the Preferred Alternative
- Construction Completed to Date- Madison Street to 57th Street

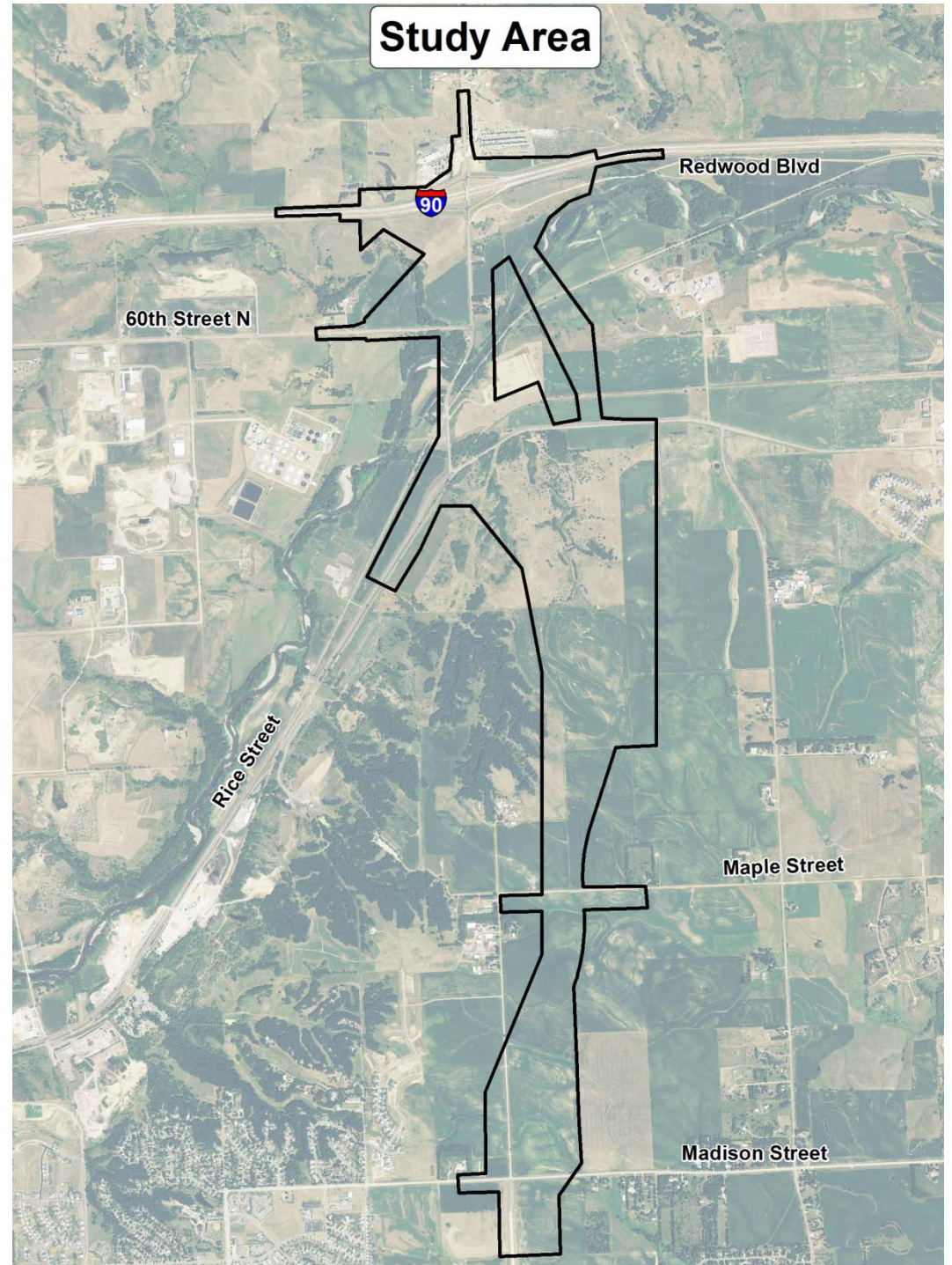




Steps of the Environmental Process

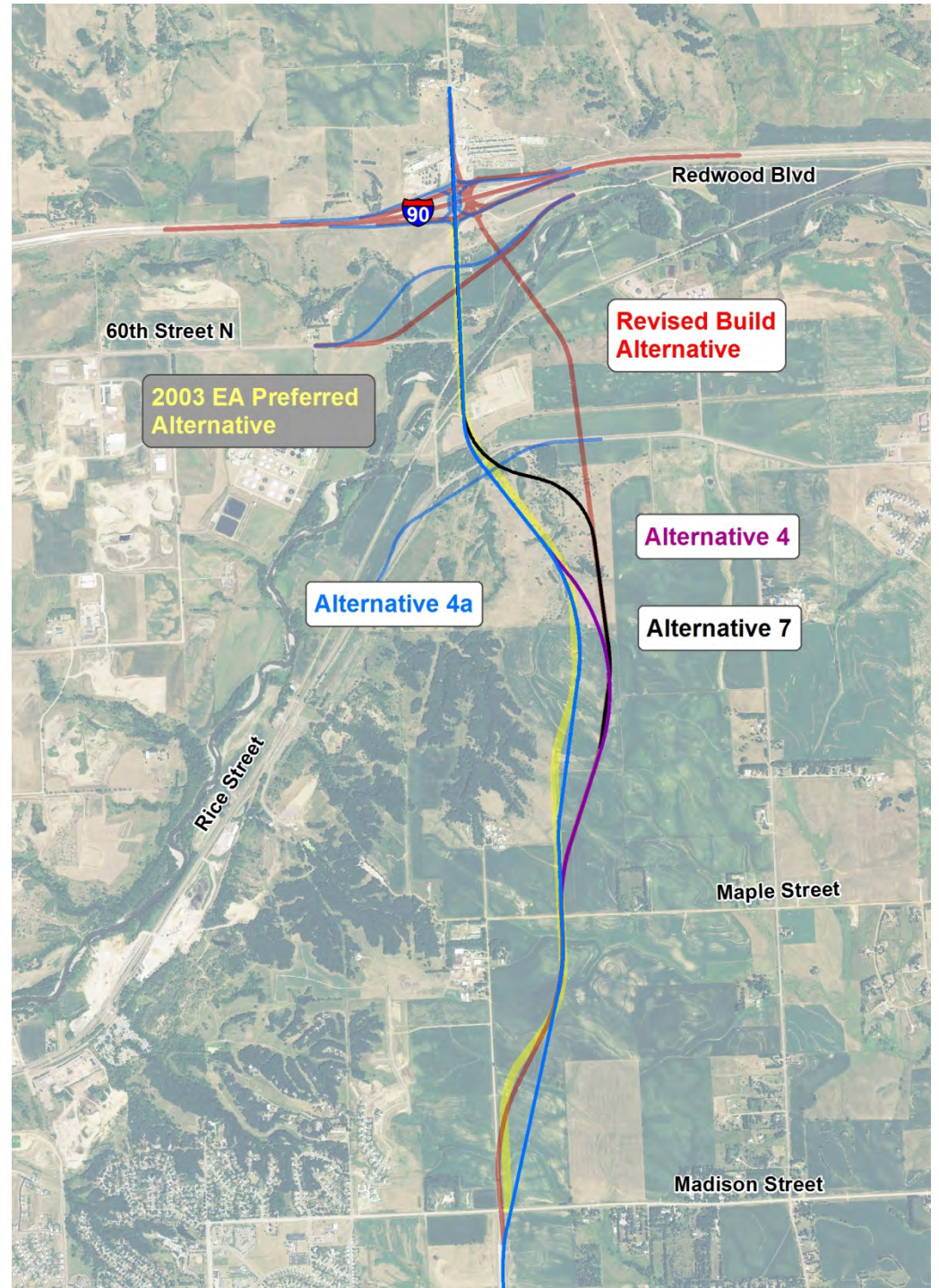
Project Purpose and Need

- Prepare Sioux Falls for public and private infrastructure investments
- Address transportation deficiencies associated with:
 - Highway Capacity
 - Safety
 - Access
- Provide for regional traffic growth



Alternatives

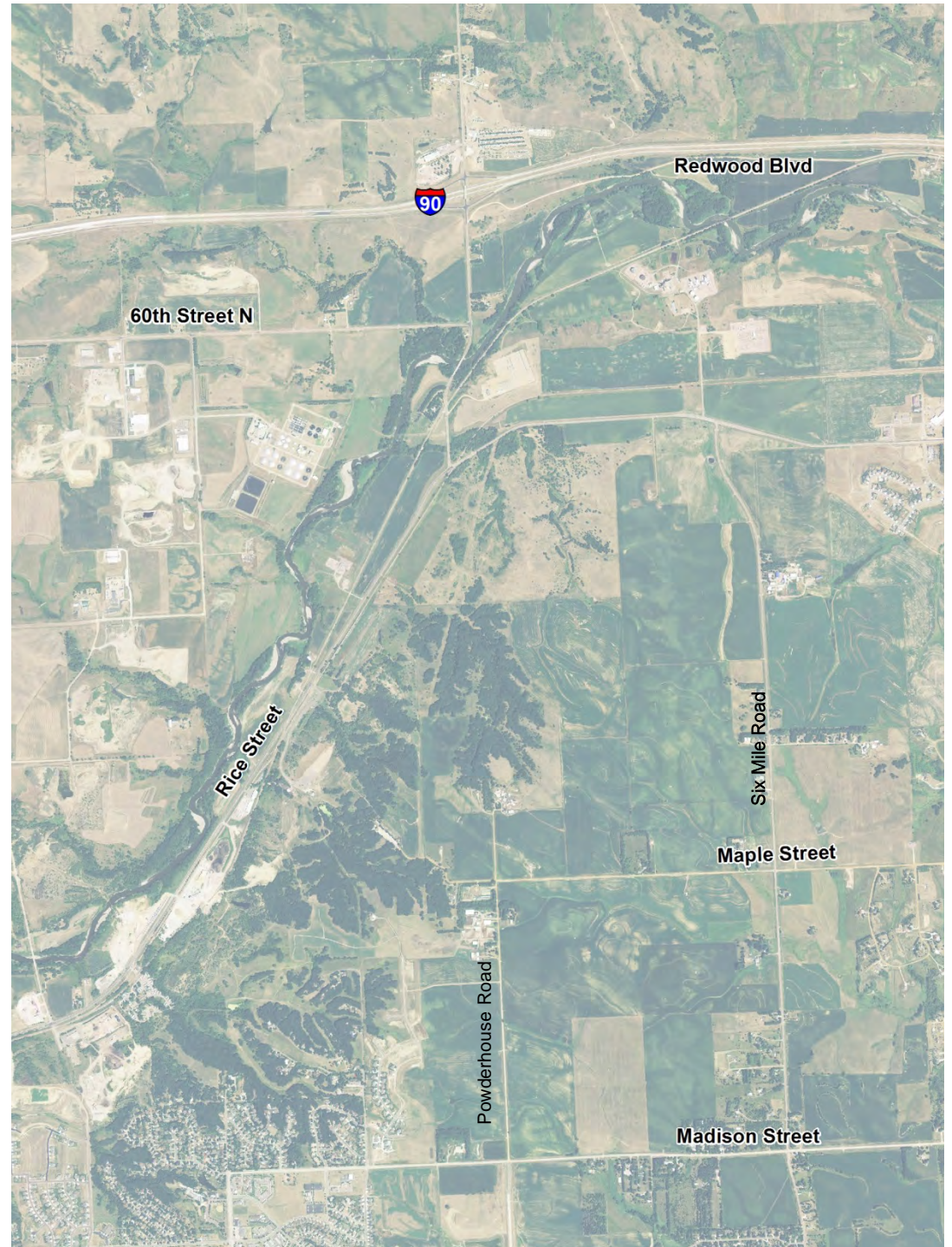
- No Build Alternative
- 2003 EA Preferred Alternative
- SDDOT Supplemental Segment
- Revised Build Alternative
- Alternatives 1 thru 8
- Preferred Alternative 4a



Alternatives

No Build Alternative

- Provides for no action to be taken
- Does not meet the project purpose and need



Alternatives

2003 EA Preferred Alternative

- Alternative was selected in the FONSI
- From I-29 to I-90

2006 open house public comments expressed

- Corridor Speed
- Intersection Safety
- Traffic Capacity

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



Alternatives

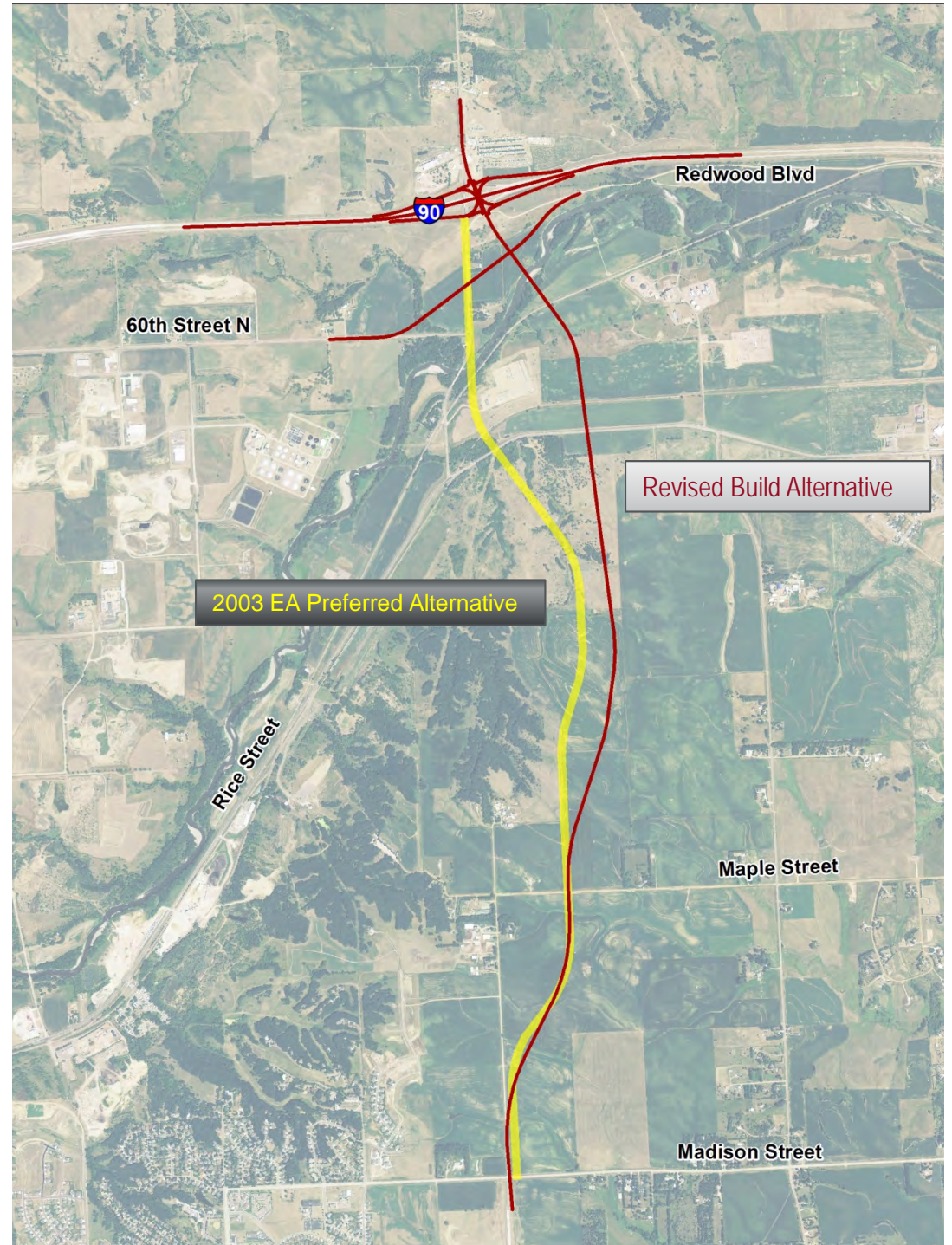
Revised Build Alternative

To address public concerns:

- Minimize train and vehicle conflicts
- Increase design speed
- Increase to 6 lane facility (3 each direction)
- Realigned 60th St North and Redwood Blvd
- Allows dual turn lanes at full intersections

Other Considerations

- Minimize utility impacts
- Reduce bridge length and cost



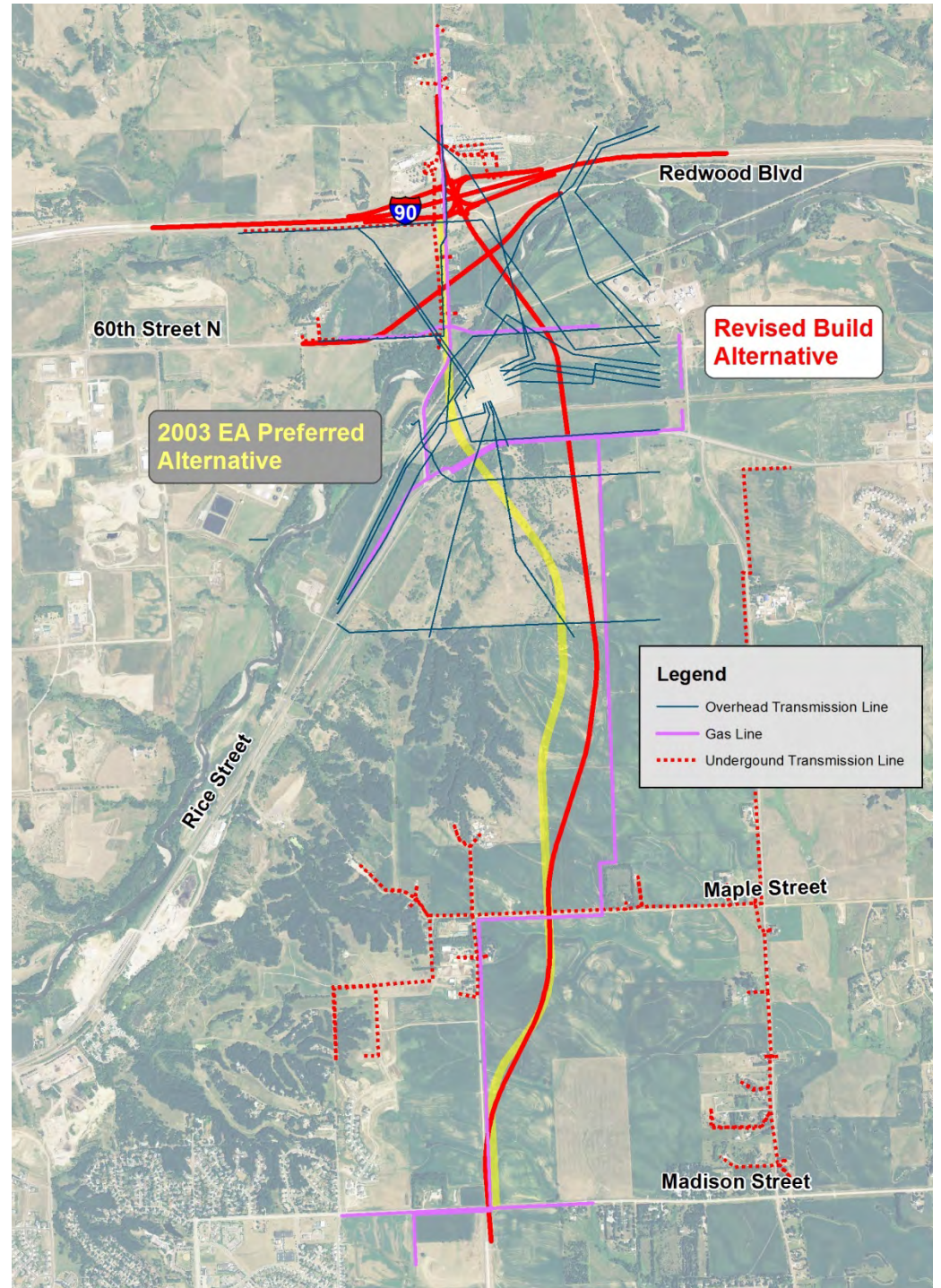
Alternatives

Revised Build Alternative (Northern Segment)

Utility regulations and requirements changed

- National utility regulations changed
- Increased electrical loads
- Not feasible to reroute electrical loads
- Construction schedule unpredictable

Reassessment determined this alternative was no longer practical or feasible.



Alternatives

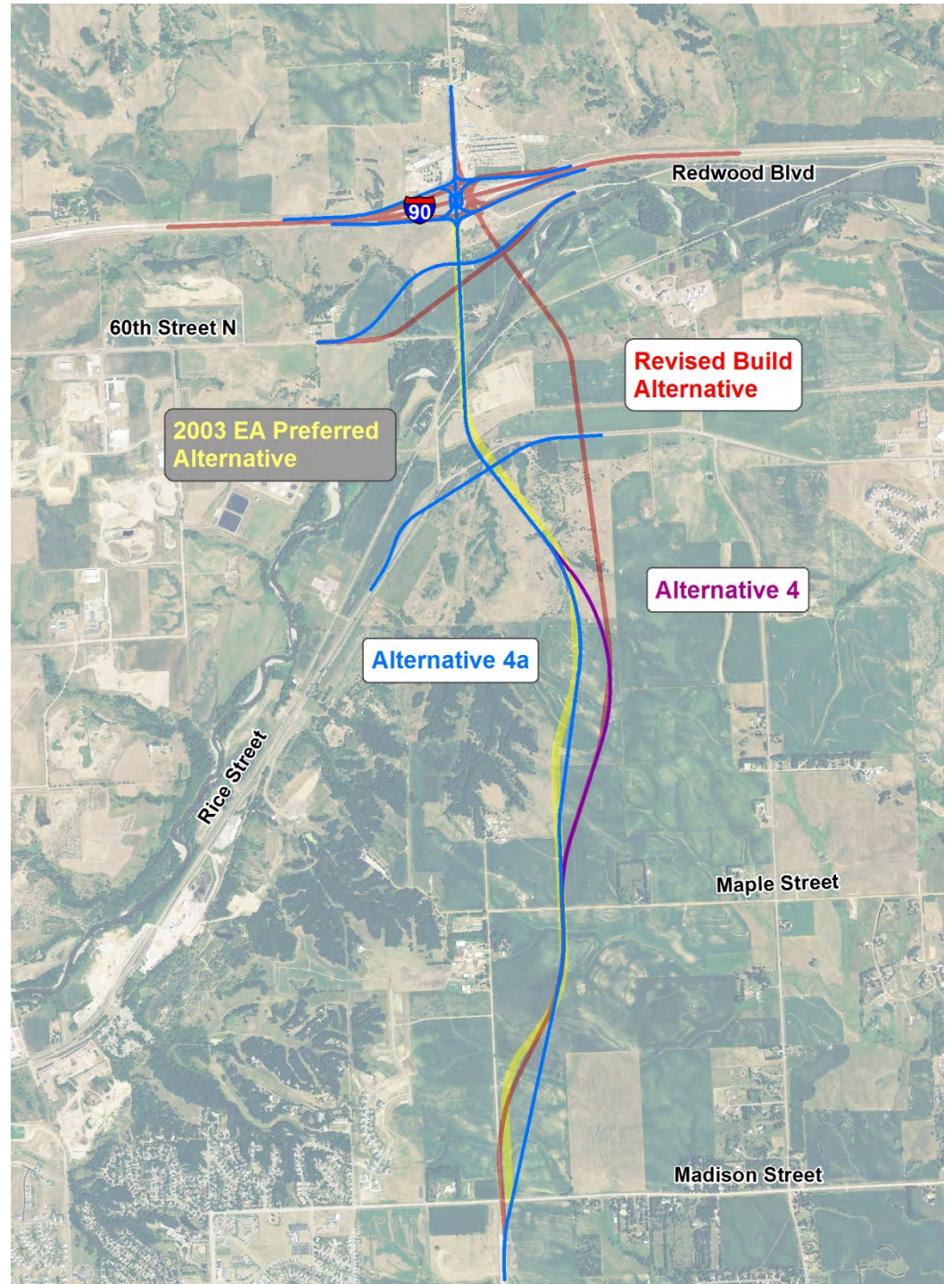
New Build Alternatives

- Alternatives 1 thru 8 were developed to address utility and constructability issues
- Alternatives 4, 4a, and 7
 - Determined to meet the project purpose and need
 - Carried forward for further environmental analysis

New Build Alternatives

Alternatives 4 and 4a

- Main elements:
 - Alignment modifications at Rice Street, 60th Street, and Redwood Boulevard
 - Reconstruction of I-90 and N Timberline Avenue Interchange
 - Bridge crossing for Slip-Up Creek and Big Sioux River
 - Diagonal alignment through Cactus Hills
 - Construction of 2 railroad overpasses and one at-grade crossing

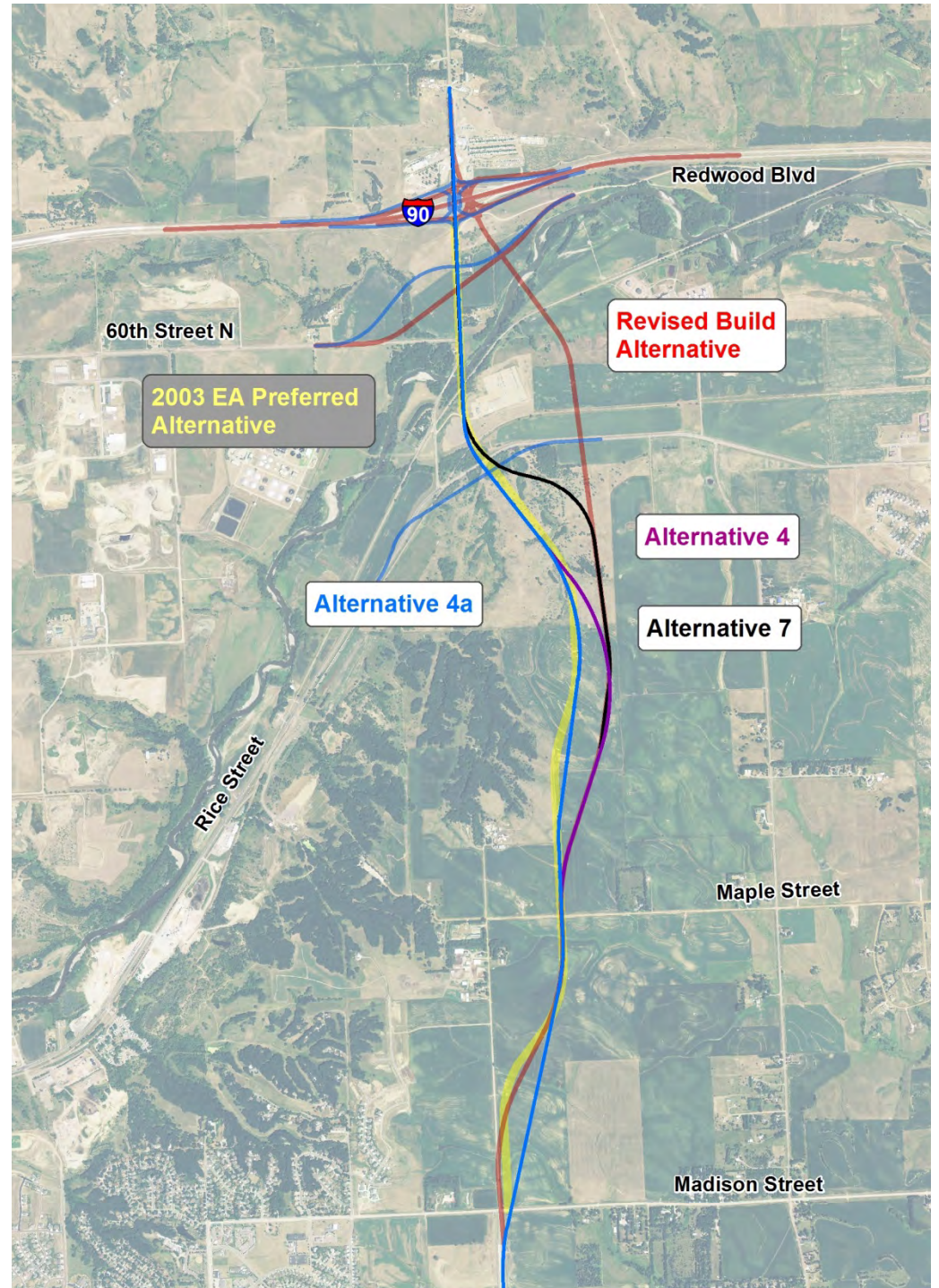


New Build Alternatives

Alternative 7

Main elements:

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



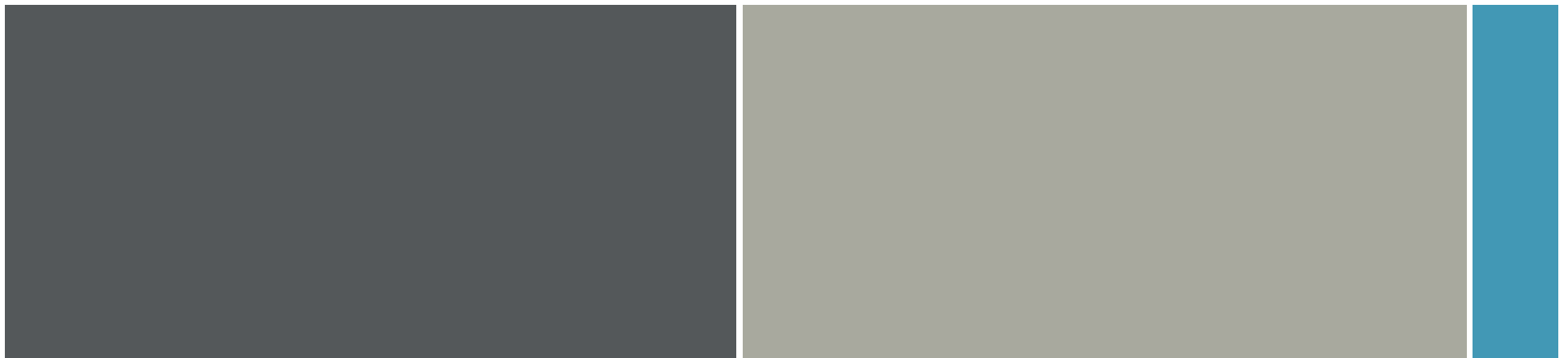
Environmental Assessment of:

ROW Acquisitions

- 5400 N Timberline Avenue- Residence and pole barn
- 4901 N Timberline Avenue- Residence

Historic Resources

- Residence at 5100 North Timberline Avenue
- E&E and BNSF Railroads
- Determination of No Adverse Effect

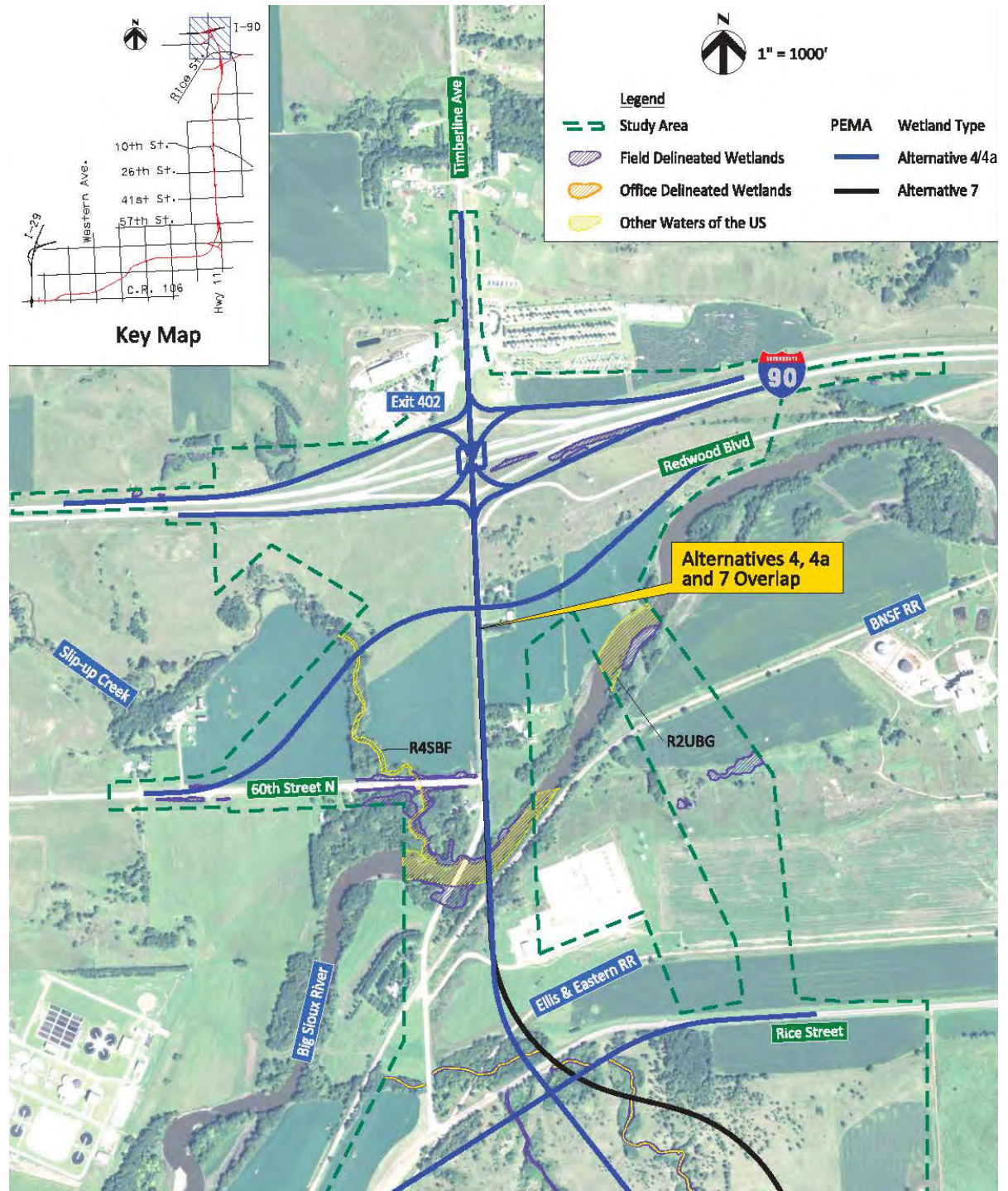


Environmental Assessment

Aquatic Resources

- Intermittent streams, perennial streams, ponds, and groundwater
 - Big Sioux River
 - Slip-Up Creek
 - Unnamed intermittent stream
- Alternative 4 and 4a had less impacts than Alternative 7

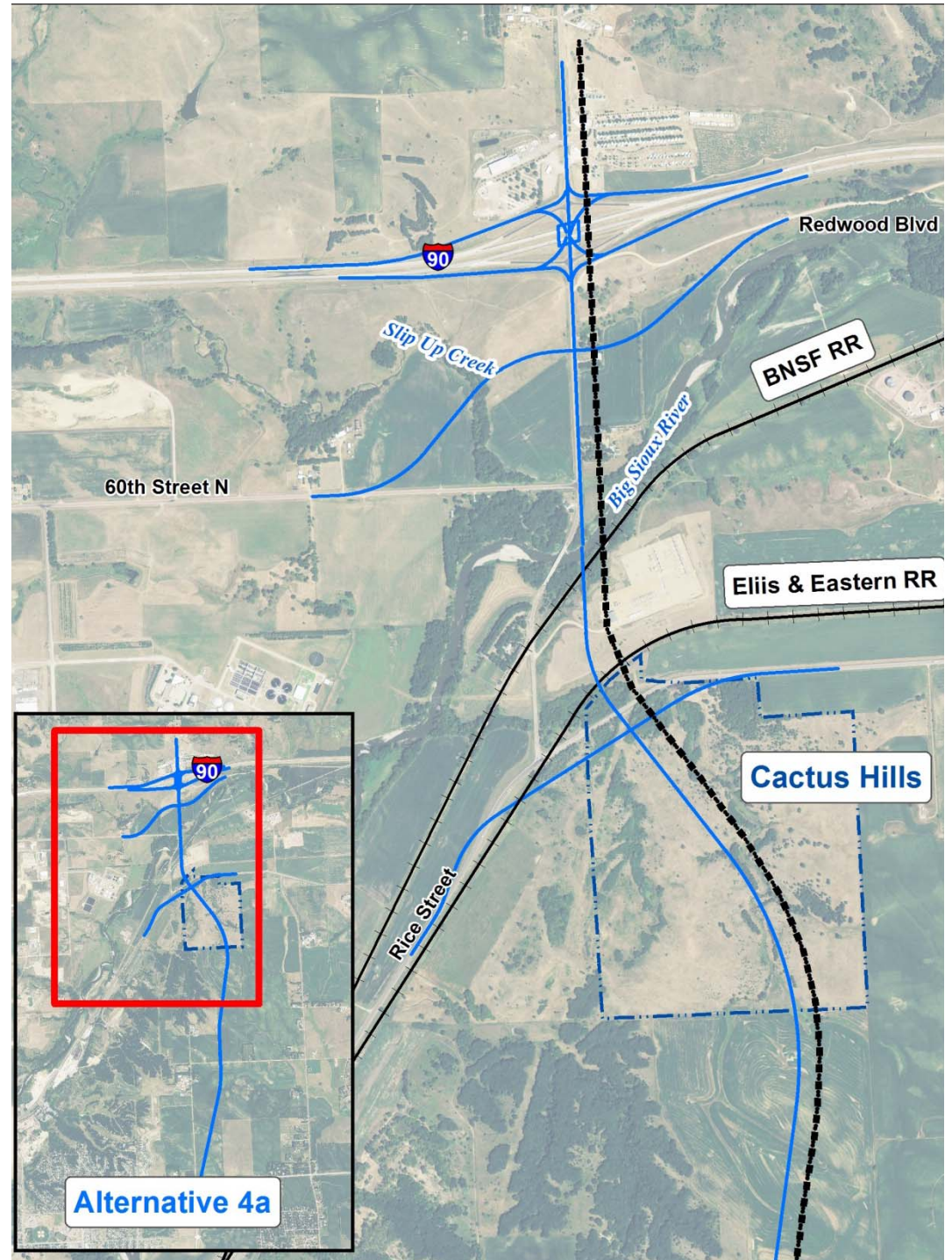
Alternative 7 eliminated from further consideration due to regulations associated with limiting impacts to Aquatic Resources.



Environmental Assessment

Threatened and Endangered Species

- Topeka Shiner
 - Slip-Up Creek and Big Sioux River crossings
 - Minimization of construction footprint to protect species
- Western Prairie Fringed Orchid
 - Surveys within identified marginal habitat areas before construction: coordinate with FWS and FHWA
- Lined Snake
 - Survey within potential habitat areas
 - Mitigation Measures

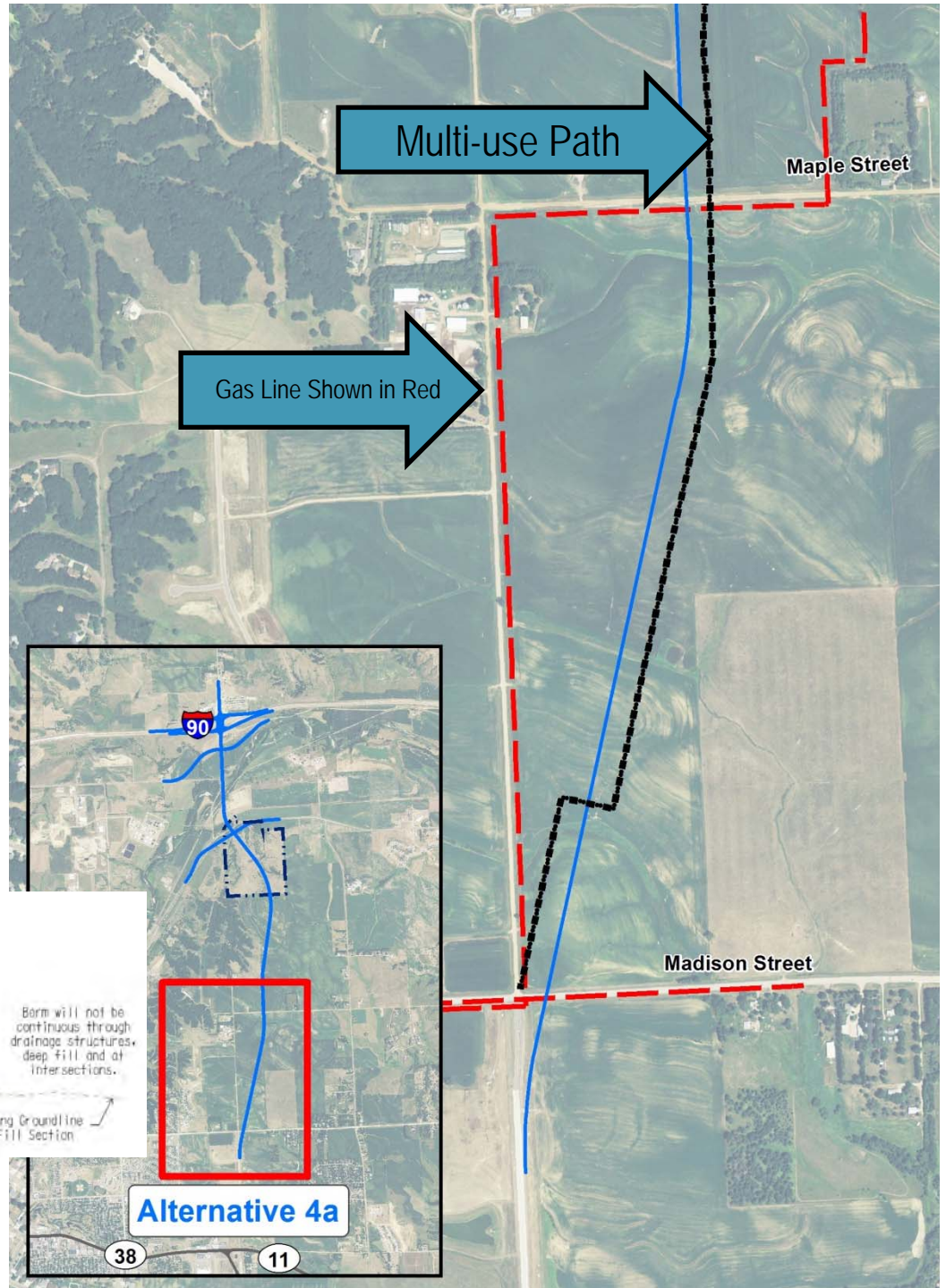
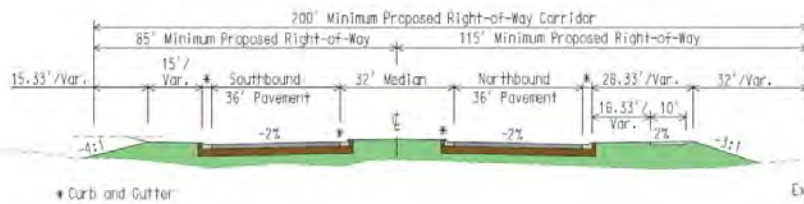


Preferred Alternative

Alternative 4a

Segment- Madison Street to Maple Street

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



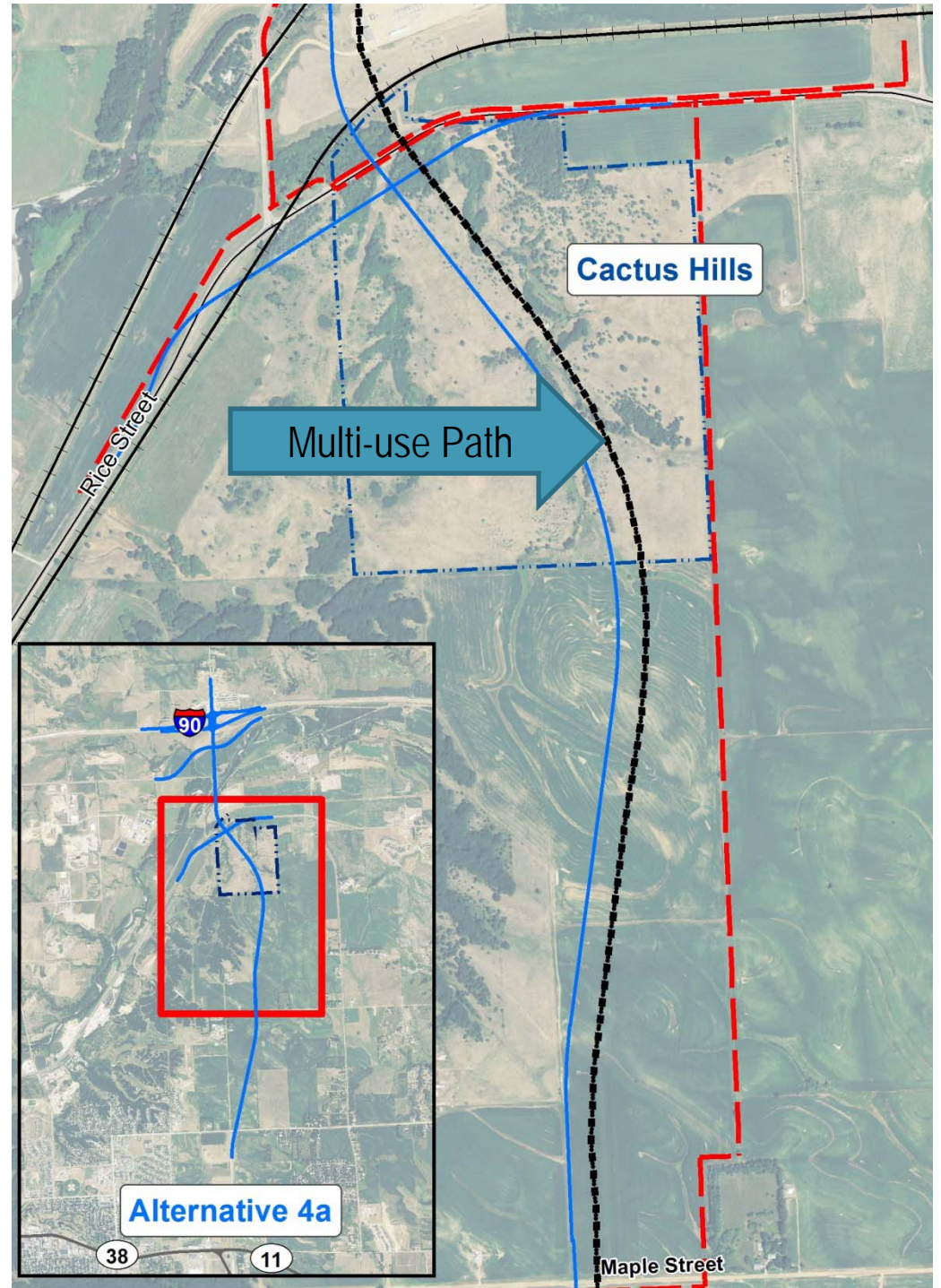
Preferred Alternative

Alternative 4a

Segment- Maple Street to Rice Street

Includes:

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



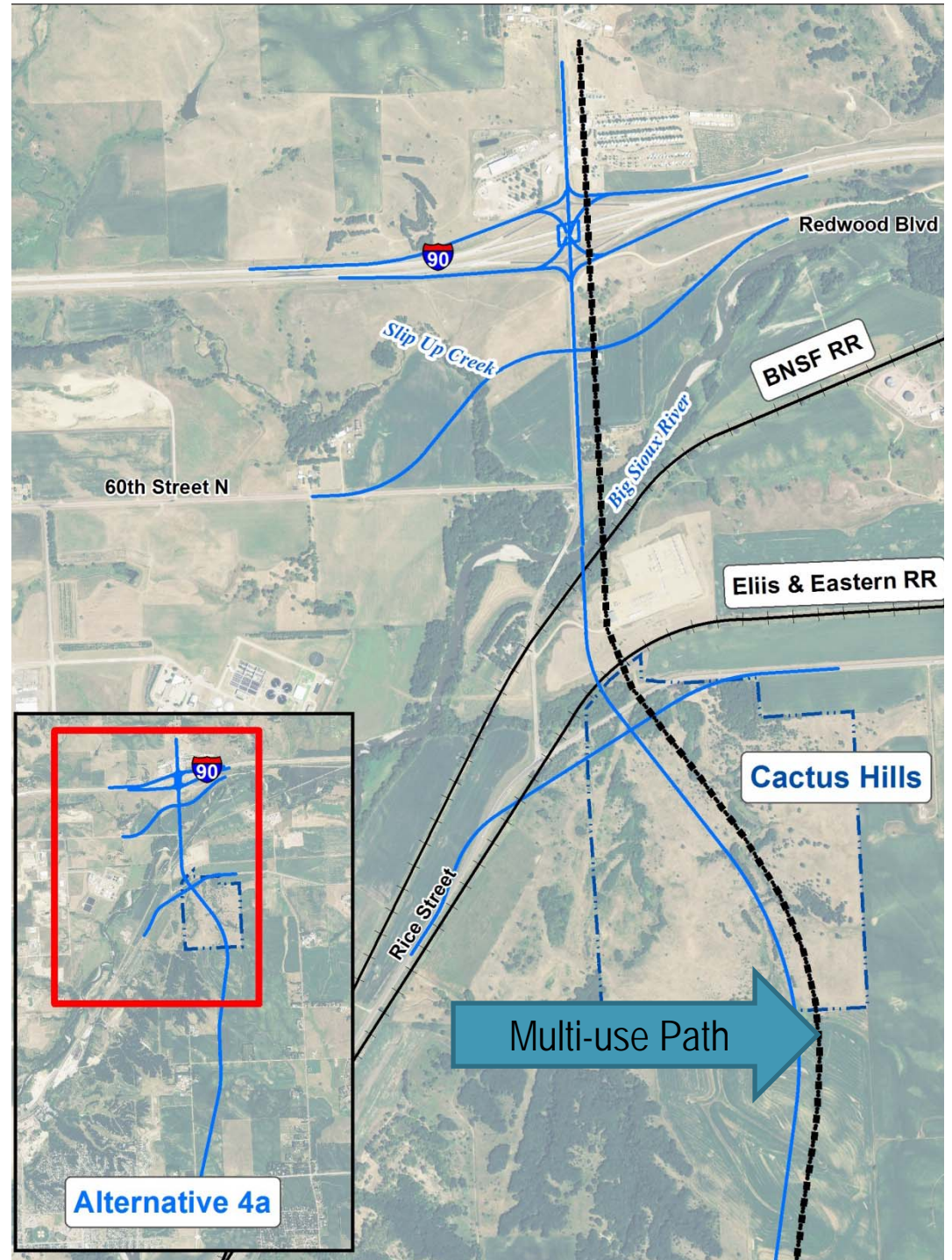
Preferred Alternative

Alternative 4a

Segment- Rice Street to I-90

Includes:

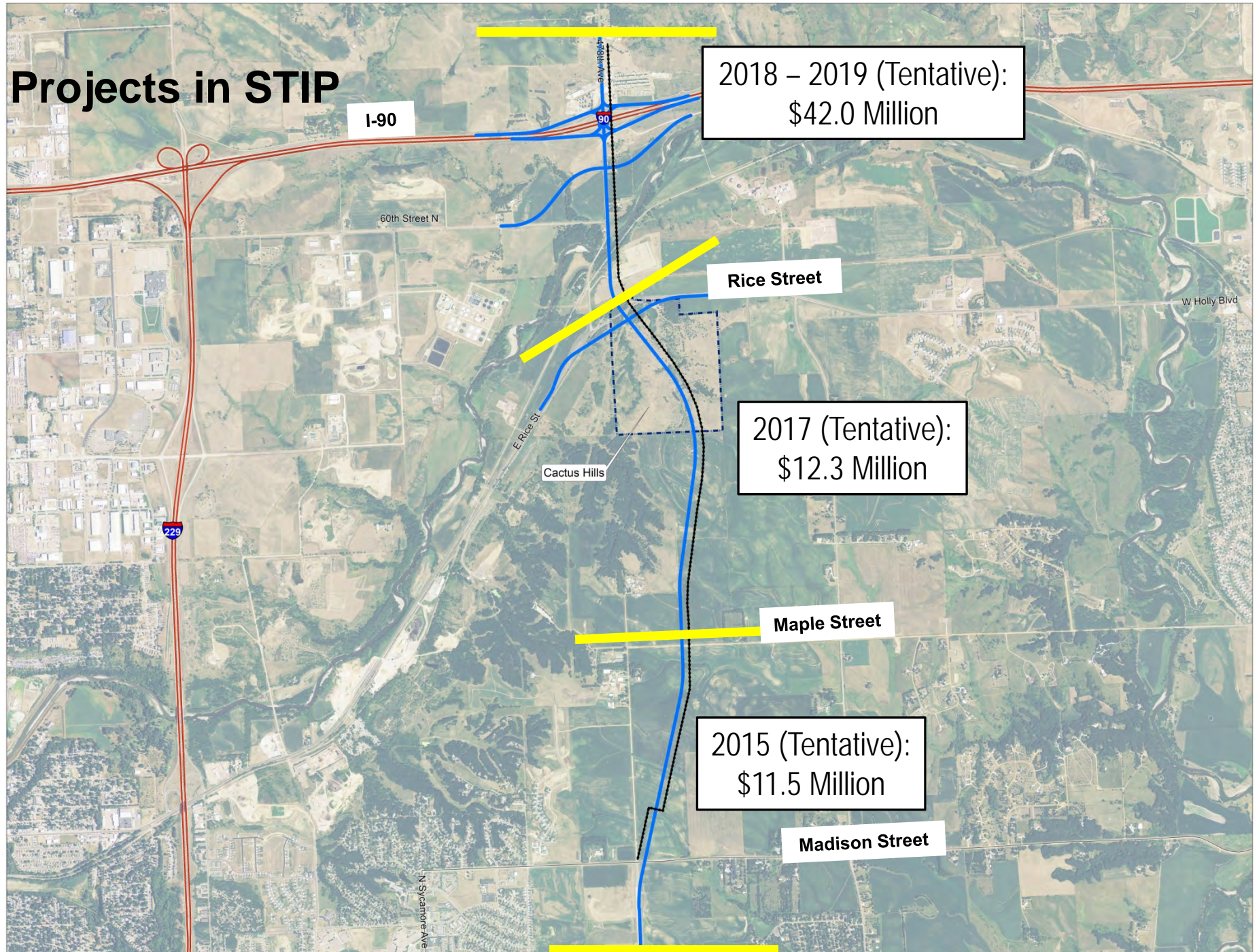
- Requires two acquisitions
- Avoids acquisition of businesses
- Realigns 60th Street to avoid floodway impacts and meet design standards
- Constructs two railroad overpasses
- Potential need for 1.5 million cubic yards of fill material



Next Steps

EA/ Section 4(f) Available for Public Comment	October 6, 2014
Public Information Meeting	October 21, 2014
Final Decision Document	November 2014
Construction of Madison Street to Maple Street	2015 (Tentative)
Construction of Maple Street to Rice Street	2017 (Tentative)
Construction of Rice Street to I-90	2018-2019 (Tentative)

Projects in STIP



Comments?

- Specific questions will be taken at individual exhibits.
- Comment forms are available.
- Please submit all comments by November 6, 2014

Contact

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