Purpose of this Public Hearing

- Inform
- Receive Input
SD100 Project Progress

- East Side Corridor – 1993
- East Side Corridor EA – March 20, 2003
- SD100 Corridor Preservation – October, 2005
- SD100 Open House – February 7, 2006
SD100 Project - What’s Next

- Supplement to EA – Spring, 2007
- SDDOT ROW Process – Begin Summer/Fall, 2007
Public Hearing – January 17, 2007

- Environmental Assessment Process
- SD100 Overview
- Update to Corridor Alignment Changes
- Interchange Options at 57th
- Interchange Options at I-90
- Rail Yard Relocation Project Update
What is an Environmental Assessment?

An EA is a study to determine the potential impacts a project may have on the environment.
Defining the Environmental Process

- Define Goals and Objectives
- Identify alternative methods of achieving those goals
- Evaluate the costs and benefits
- Selecting the best overall alternative
Noise Impacts

• Completed a Noise Impact Study
• Developed 61 and 66 dBA Contours
  - 60 dBA – Conversation Speech
  - 70 dBA – City Street Corner
Noise Contours

- 61 dBA Contour
  - Informational
- 66 dBA Contour
  - Impacts to Residences
Typical Sections

Typical Section “A”
Interstate 29 to 69th Street
Typical Sections

Typical Section “B”
69th Street to Maple Street
Corridor Speeds

- 55 mph
  - I-29 to 69th Street
  - Maple Street to I-90
- 45 mph
  - 69th St. to Maple St.

- Development
- Based on 85th percentile
Access Locations

- 1-Mile Spacing
  - Tallgrass to 41st Street

- Half-Mile Spacing
  - 41st Street to Maple Street

- 1-Mile (+/-) Spacing
  - Maple Street to I-90
SD100 Corridor

• Reasons for Alignment Shifts
  - Flatten Curves
  - Improve Safety at Intersections
  - Reduce Environmental Impacts
  - Reduce Construction Costs
Segment 0 - I-29 to SD115
Segment 0 - I-29 to SD115

- Flatten Curves
- Property Utilization
Segment 0 - I-29 to SD115

- Intersection Alignment
- Flatten out curves
- Property Utilization
Segment 1 - SD115 to 69th Street
Segment 1 - SD115 to 69th Street

- Intersection separation
  - 85th Street to SD100
- Reduce wetland impacts
- Improve intersection alignment
Segment 1 - SD115 to 69th Street

- Reduce wetland impacts
- Follow quarter line
- Flatten out curves
Segment 2 - 69th St to SD42
Segment 2 - 69th St to SD42

- Improve alignment at 57th Street
- Interchange at 57th Street
- 69th Street continues east of SD100
- Flatten out curves
Segment 2 - 69th St to SD42

- Follows original EA Alignment
Segment 3 - SD42 to Interstate 90
Segment 3 - SD42 to Interstate 90

- Flatten horizontal curves
- Avoid Lined Snake habitat
Segment 3 - SD42 to Interstate 90

- Improved terrain for construction
- Allow for shorter bridge over Big Sioux River
- Avoid Rail Yard
- Avoid Lined Snake habitat
- Flatten horizontal curves
57th Street Interchange Option 1
(Folded Diamond Interchange)

PRO’S
• Improved spacing

CON’S
• Increase ROW needs
• Driver expectancy
• Reduced capacity
57th Street Interchange Option 2
(Single Point Urban Interchange)

PRO’S
• Reduced ROW needs
• Temp. construction
• Driver expectancy

CON’S
• Higher Constr. Costs
Exit 402 Interchange Option 1
(Diamond Interchange)

PRO’S
- Typical Interchange
- Cheapest

CON’S
- Increased ROW
- Spacing to 60th Street
Exit 402 Interchange Option 2
(Tight Diamond Interchange)
PRO’S
• Reduced ROW needs
• Cheaper Construction
CON’S
• Reduced capacity
• Difficult for signal timing
Exit 402 Interchange Option 3  
(Single Point Urban Interchange)

**PRO’S**
- Increased Capacity
- Driver expectancy

**CON’S**
- Additional ROW needs
- Costs
Project Participation

- Visit with Project Team
- Comment Form
- Web Site
  - www.sddot.com/projects.asp
Railroad Relocation Plan
environmental assessment
City of Sioux Falls
Project Overview

- **Project Purpose**
  - Reduce Train Crossings on 6th and 8th Streets
  - Subsequently Improves Safety

- **Our Study Will...**
  - Conduct Environmental Assessments
  - Review Potential Impacts
  - Enable use of Federal Funds
Project Background

- History of the Project
  - Sioux Falls Rail Plan Benefits Study, 2002
  - Rail Relocation Feasibility Study, 2002
  - Falls Park West & North Phillips Avenue Master Plan, 2003
  - Brownfields Study, 2004

- Other Related Projects
  - Benson Road Extension
  - SD100
Alternative Development

- Study Area 1
  - Alternative 1A

This alternative locates the new switchyard north of Rice Street and the BNSF Railroad crossing near Timberline Avenue. The new switchyard is located northwest of the BNSF mainline.
Alternative Development

- Study Area 1
  - Alternative 1B

This alternative locates the new switchyard north of Rice Street and the BNSF Railroad crossing near Timberline Avenue. The new switchyard is located southeast of the BNSF mainline.
Alternative Development

- Study Area 2
  - Alternative 2A

This alternative removes the existing switchyard from Downtown Sioux Falls. There will still be a minimum of two tracks through this area to service the existing subdivisions. This alternative also includes constructing a ‘wye’ track on the north end of the existing yard. The ‘wye’ track goes through the south end of Falls Park and through Sioux Steels property.
Alternative Development

• Study Area 2
  – Alternative 2B

This alternative removes the existing switchyard from Downtown Sioux Falls. There will still be a minimum of two tracks through this area to service the existing subdivisions. This alternative also includes constructing a 'wye' track on the north end of the existing yard. The 'wye' track is just north of the existing Big Sioux River Railroad Bridge.
Alternative Development

- Study Area 2
  - Alternative 2C

This alternative removes the existing switchyard from Downtown Sioux Falls. There will still be a minimum of two tracks through this area to service the existing subdivisions. This alternative also includes constructing a 'wye' track on the north end of the existing yard. The 'wye' track is just south of the existing Big Sioux River Railroad Bridge.
Next Steps

• Evaluate Potential Impacts
• Identify Preferred Alternative
• Draft Environmental Assessment
• Public Hearing
• Final Environmental Assessment
• FHWA will Determine Next Step
How Do I Participate?

• Attend Public Meetings
• Comment Forms
• Visit with Study Team
• Visit the Website