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
- Reconstructs intersections of Madison Street and Maple Street
- Constructs multi-use path on west side of Hwy 100 to approximately ¼ mile north of Madison Street then switches to east side
Preferred Alternative

Alternative 4a

Segment- Maple Street to Rice Street

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

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<th>Event</th>
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<td>EA/ Section 4(f) Available for Public Comment</td>
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<tr>
<td>Public Information Meeting</td>
<td>October 21, 2014</td>
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<tr>
<td>Final Decision Document</td>
<td>November 2014</td>
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<tr>
<td>Construction of Madison Street to Maple Street</td>
<td>2015 (Tentative)</td>
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<td>Construction of Maple Street to Rice Street</td>
<td>2017 (Tentative)</td>
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<td>Construction of Rice Street to I-90</td>
<td>2018-2019 (Tentative)</td>
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Projects in STIP

2015 (Tentative):
$11.5 Million

2018 – 2019 (Tentative):
$42.0 Million

2017 (Tentative):
$12.3 Million

2015 (Tentative):
$11.5 Million
Comments?

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

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