



Public Meeting/

Open House

October 21, 2014

Minnehaha County

Environmental Assessment and Section 4(f) *De Minimis* Analysis Northern Segment of Hwy 100 I-90 to South of Madison Street Minnehaha County

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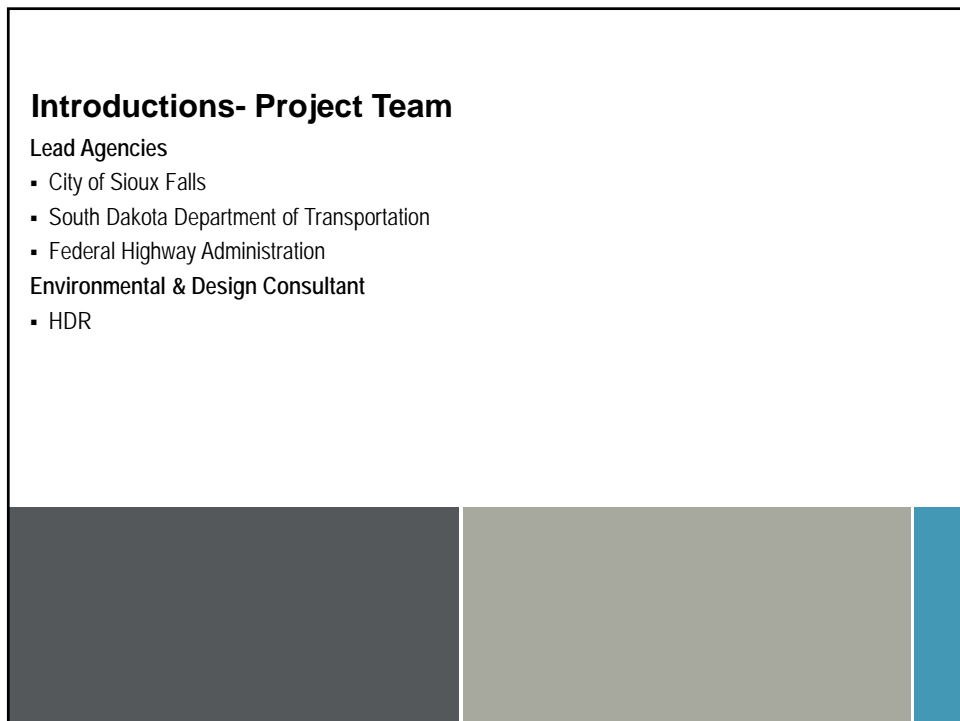
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WELCOME

**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

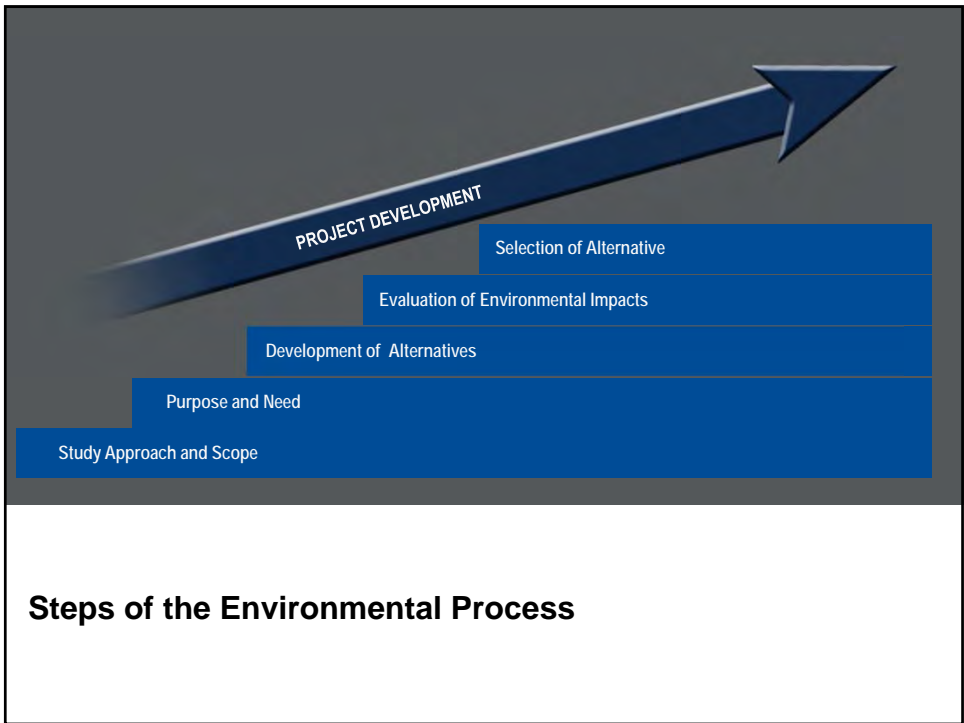
2003 EA Preferred Alternative

Northern Segment

Sioux Falls

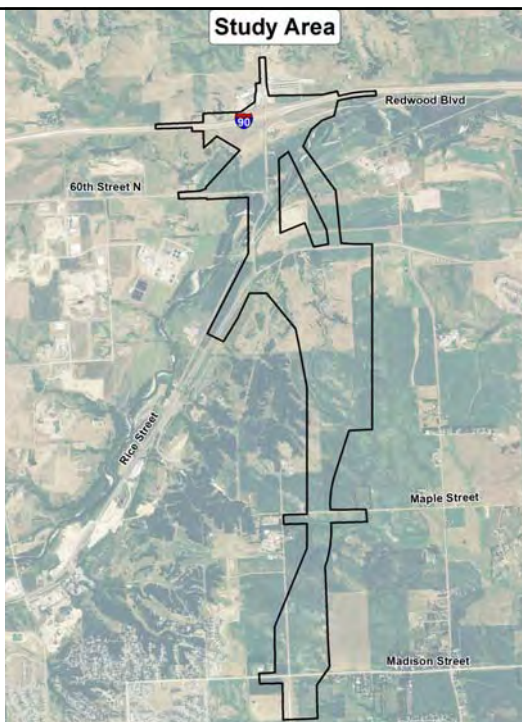
Southern Segment

Construction Completed to Date



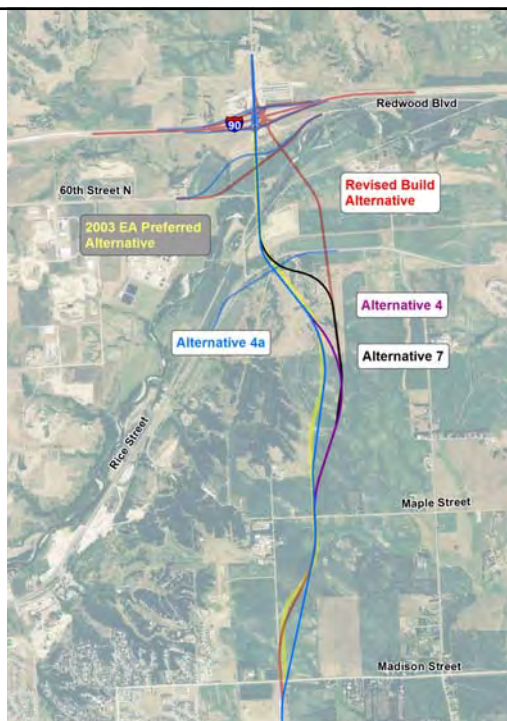
Project Purpose and Need

- 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

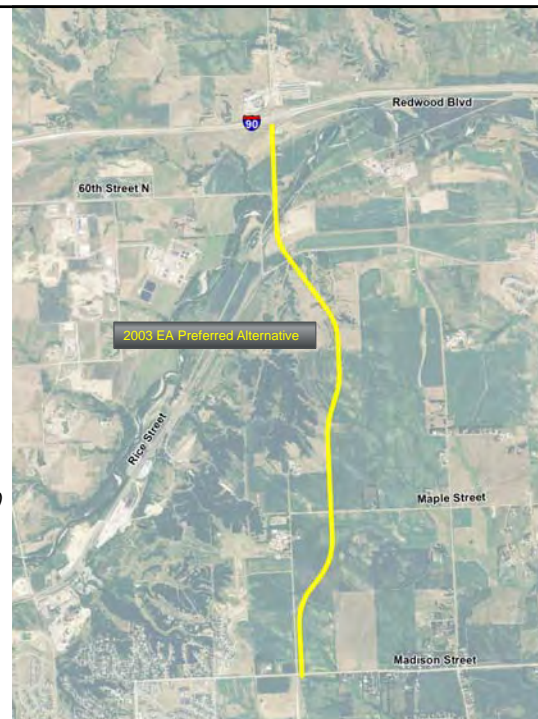
2003 EA Preferred Alternative

- 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:

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

Other Considerations

- Minimize utility impacts
- Reduce bridge length and cost



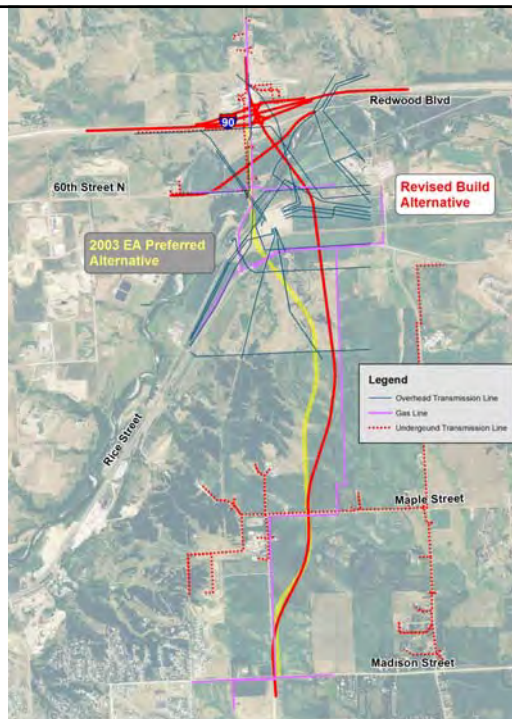
Alternatives

Revised Build Alternative (Northern Segment)

Utility regulations and requirements changed

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

Reassessment determined this alternative was no longer practical or feasible.



Alternatives

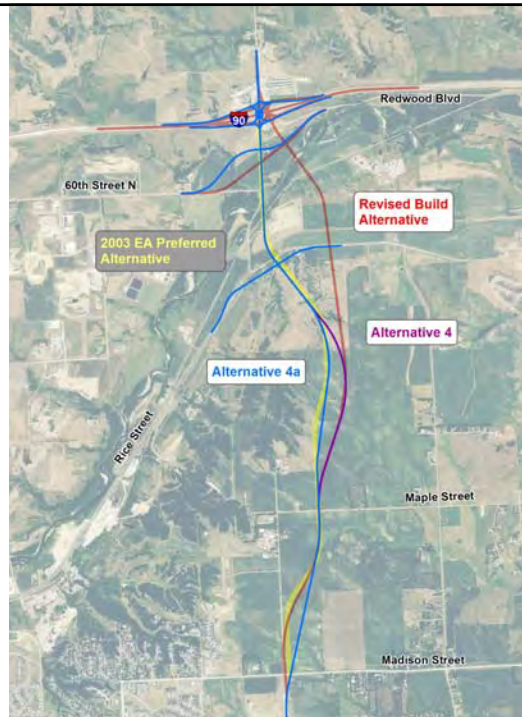
New Build Alternatives

- 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

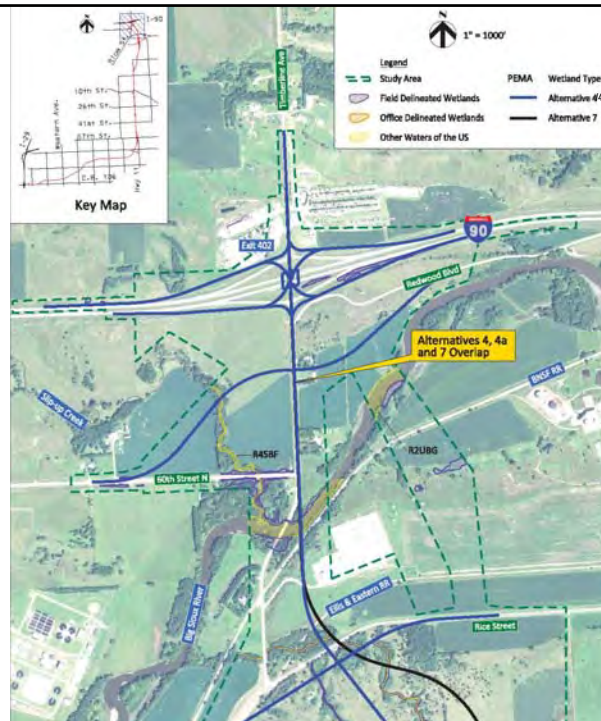
- Residence at 5100 North Timberline Avenue
- E&E and BNSF Railroads
- Determination of No Adverse Effect

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.

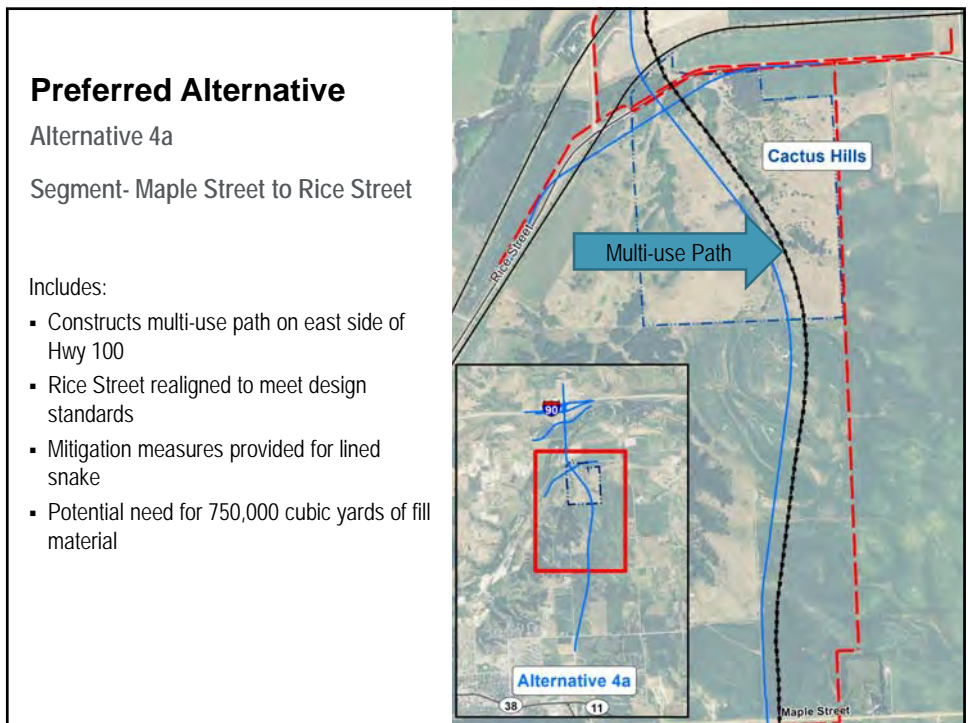
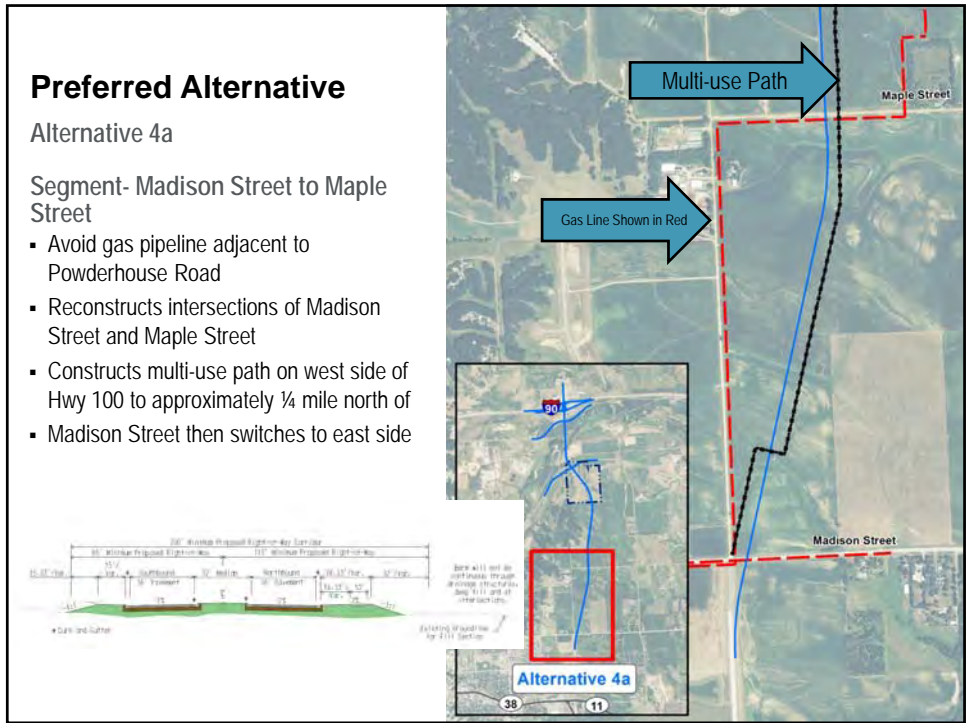


Environmental Assessment

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

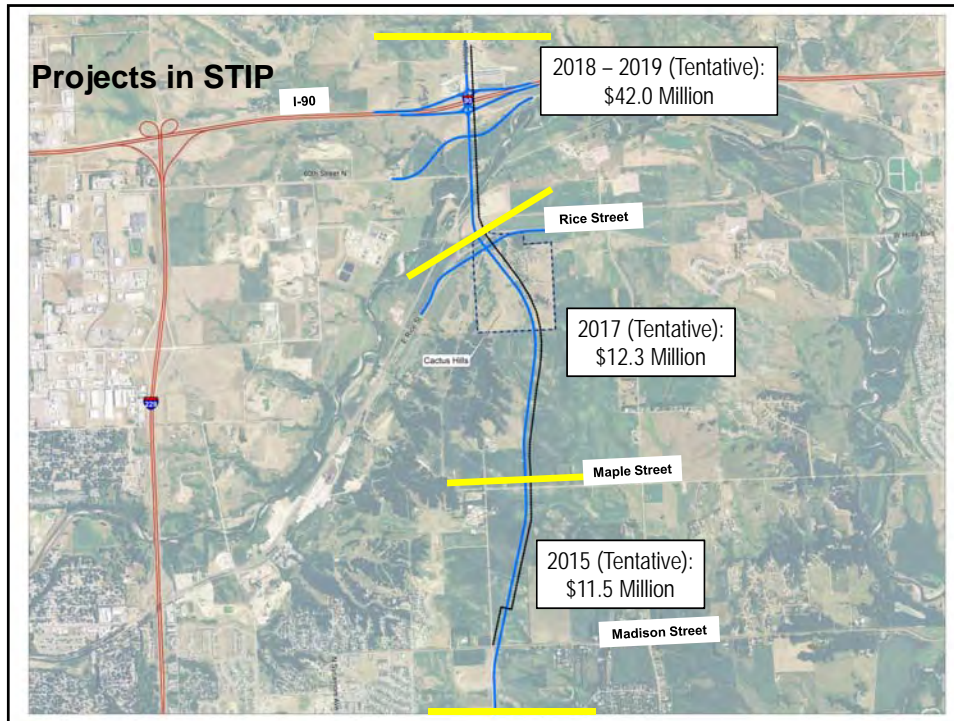
Segment- Rice Street to I-90

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)



Comments?

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

Contact

Steve Hoff
 HDR Engineering, Inc.
 6300 S. Old Village Place, Suite 100
 Sioux Falls, SD 57108
 (605) 977-7740
 Email: Steve.Hoff@hdrinc.com

Website:
<http://www.sddot.com/transportation/highway/planning/specialstudies/sd100/default.aspx>



Access Management

South Dakota's Commitment to Safety and
Smart Investment Decisions In Transportation

What is Access Management?

Access Management is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual accident rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual accident rate by 7 percent. Overall, driveway-access accidents alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on a street the more places where people are slowing, changing lanes and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

Controlled access facilities are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

For more information on Access Management, contact:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60th St. Sioux Falls, SD 57107
Phone: 605-367-4970 Ext. 2114; E-Mail: Brooke.White@state.sd.us



Right of Way Information

Individual Landowner Meetings: During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

Property Acquisition Offer: After the project construction plans have been prepared and the right of way limits have been established, you will be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

Relocation Assistance Program: This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted Andrew J. 'Andy' Jackson of the SDDOT Right of Way Program in Rapid City. His phone number is 605-394-1626. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

Right of Way Information Brochures: Two brochures "Better Roads Brochure" and "Relocation Assistance Brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website:

<http://www.sddot.com/resources/Brochures/>



Encroachments in ROW

Federal Regulations (CFR 23.1) require that the State Highway Department (SD DOT) shall be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping Items
- Fence
- Signs
- Buildings
- Etc.

SD DOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SD DOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

➤ For additional information please contact:

Travis Dressen, Area Engineer
SDDOT Sioux Falls Area Office
5316 W 60th Street N
Sioux Falls, SD 57107
Phone: 605-367-5680; E-Mail: Travis.Dressen@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations
- No splitting of neighborhoods will occur as a result of this project
- Project will be coordinated with the following state and federal agencies:
 - SD Dept. of Environment & Natural Resources
 - SD Dept. of Game, Fish & Parks
 - US Fish & Wildlife Service
 - State Historic Preservation Office
- For additional information, please contact :

Terry Keller, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre SD 57501
Phone: 605-773-3721; E-Mail: Terry.Keller@state.sd.us

Advanced Utility Coordination

- Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.
- For additional information please contact:

Dave Hausmann, Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: Dave.Hausmann@state.sd.us



Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Wetland mitigations may be from 1) wetland creation – typically, at a borrow pit; 2) wetland restoration – plugging an existing, drained wetland; or, 3) by small dam construction.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating or restoring wetlands on your property, please complete the attached form and mail to: Terry Keller, Engineering Supervisor SDDOT, and 700 E. Broadway Ave., Pierre, SD 57501. Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you with additional information.

Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.

Name: _____

Address: _____

Phone #: _____

Legal Description of property: _____ 1/4 of Section _____
Township _____, **Range** _____, **County** _____

Please note: Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of intent only.



Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

1. Permanent purchase and/or temporary use of your property.
2. Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet.

The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.

3. Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence.

Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads Brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.

4. Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
5. Are you aware of any waterlines, drainfields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
6. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
7. Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
8. Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.

