



South Dakota 100 Corridor Preservation

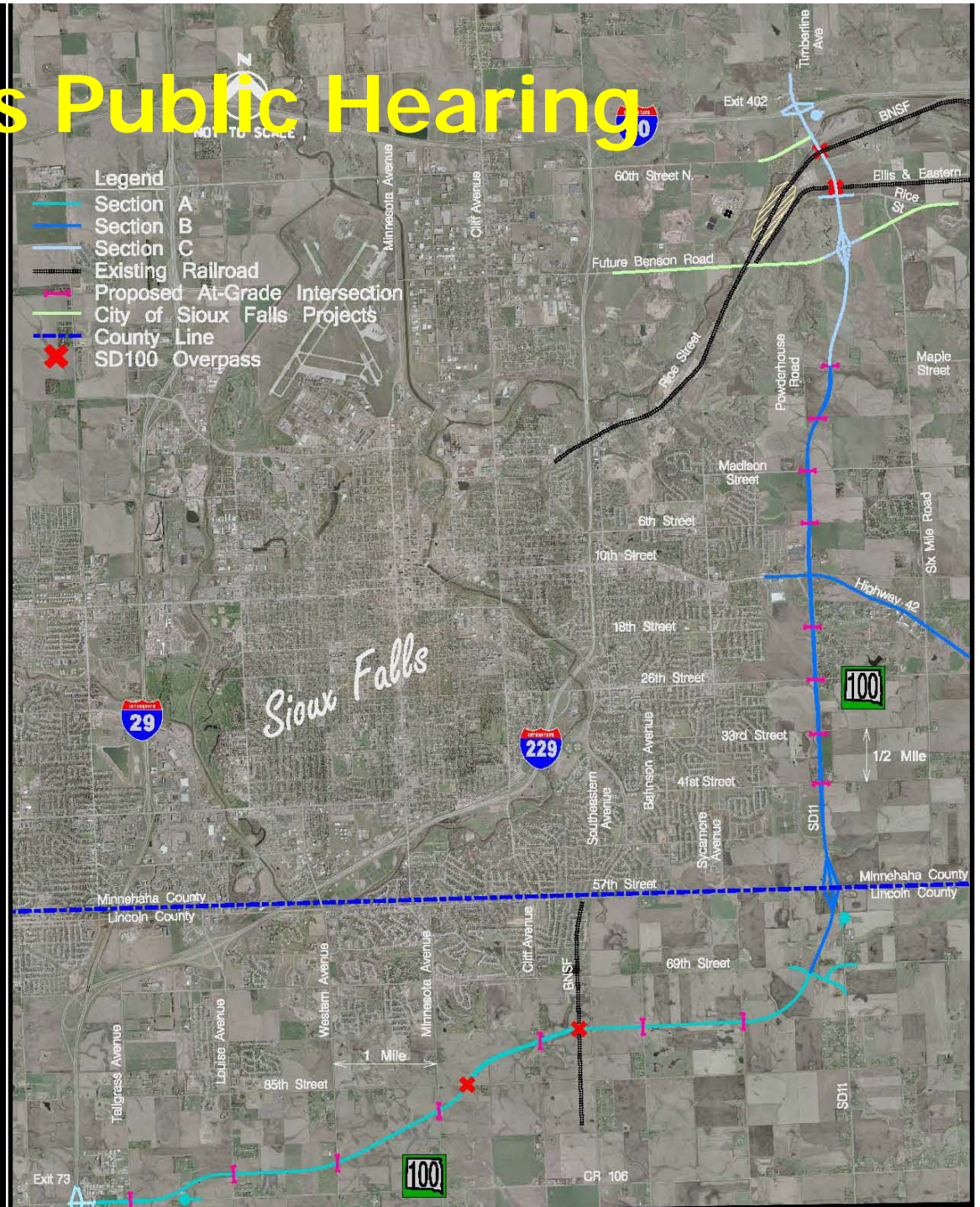
HDR

Railroad Relocation Plan
environmental assessment
City of Sioux Falls



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
- Public Hearing – January 17, 2007



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



Environmental Assessment

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

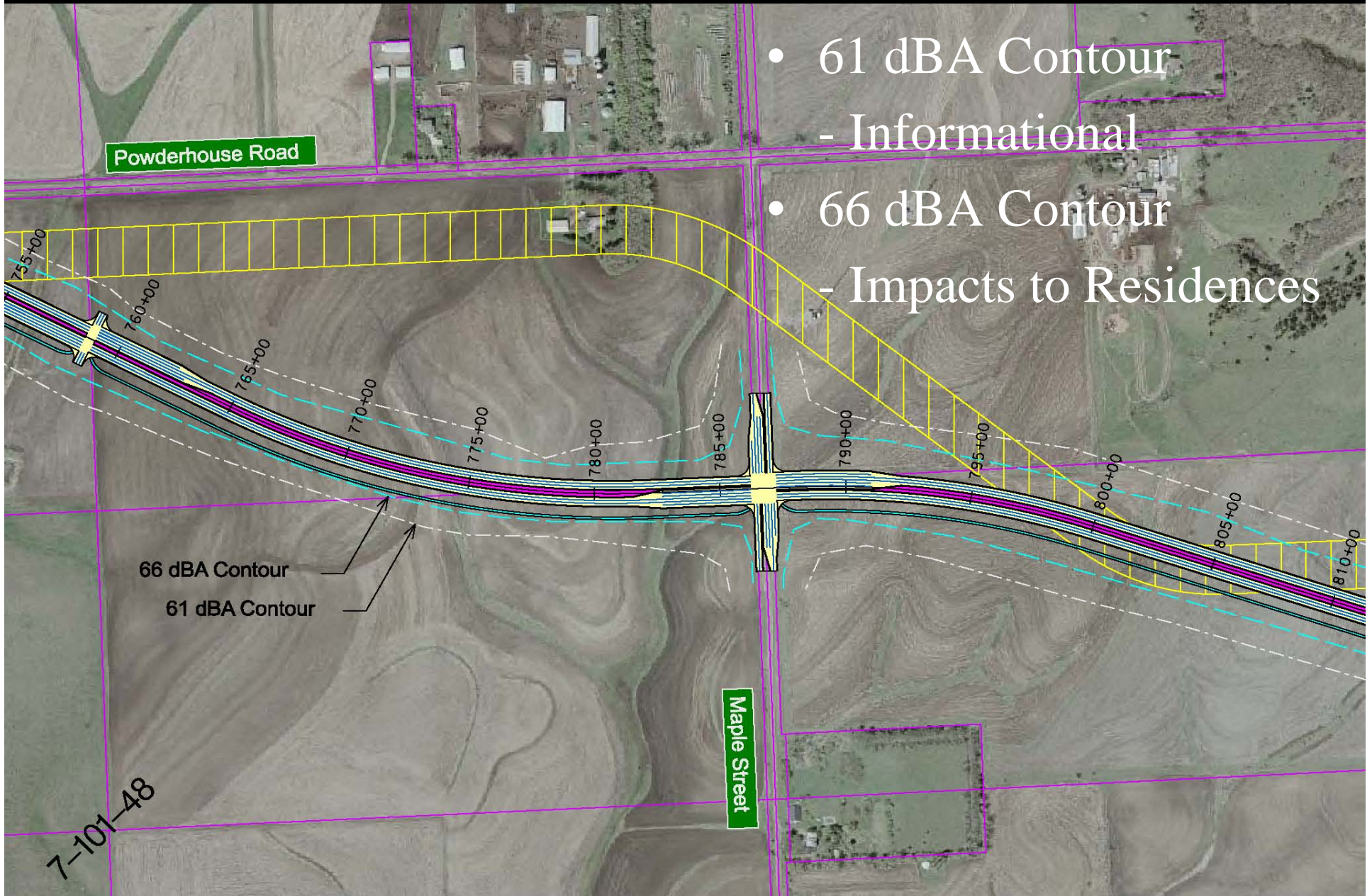


Noise Impacts

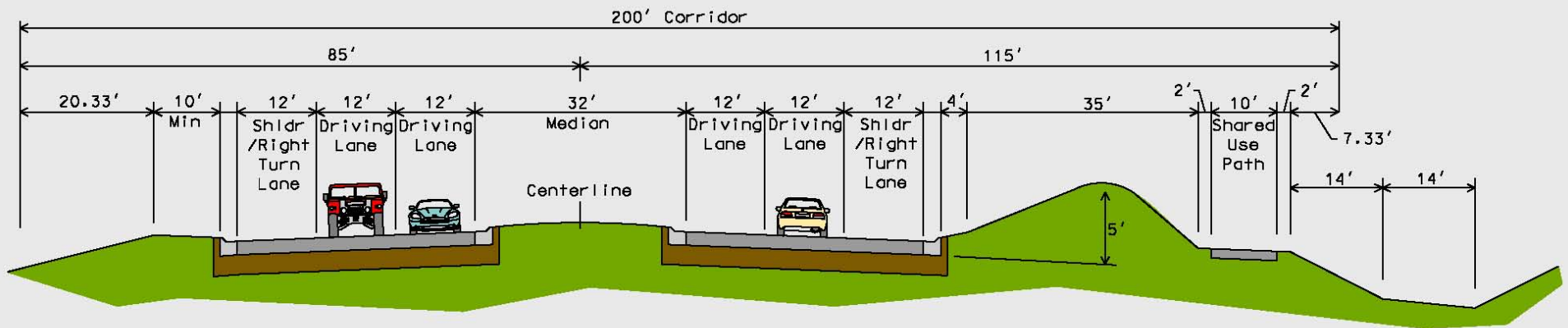
- Completed a Noise Impact Study
- Developed 61 and 66 dBA Contours
 - 60 dBA – Conversation Speech
 - 70 dBA – City Street Corner



Noise Contours



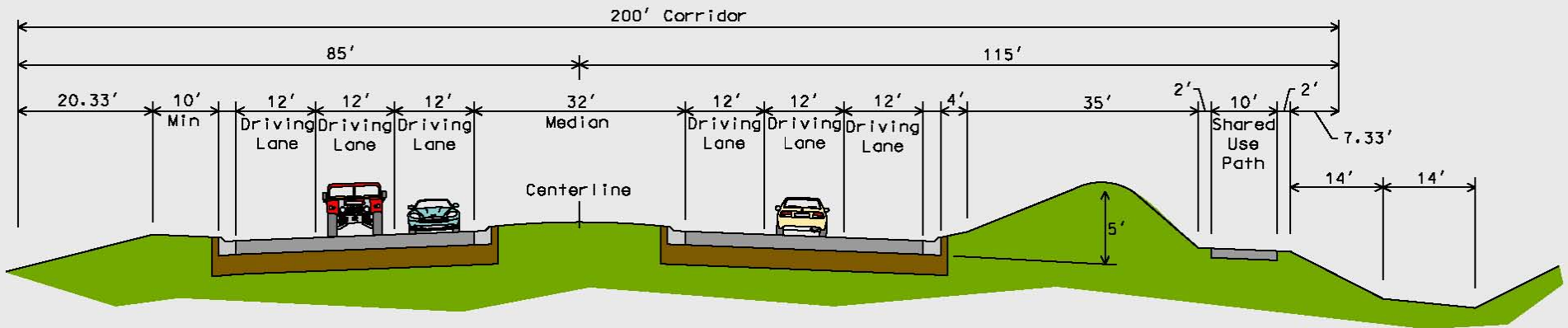
Typical Sections



Typical Section "A"

Interstate 29 to 69th Street

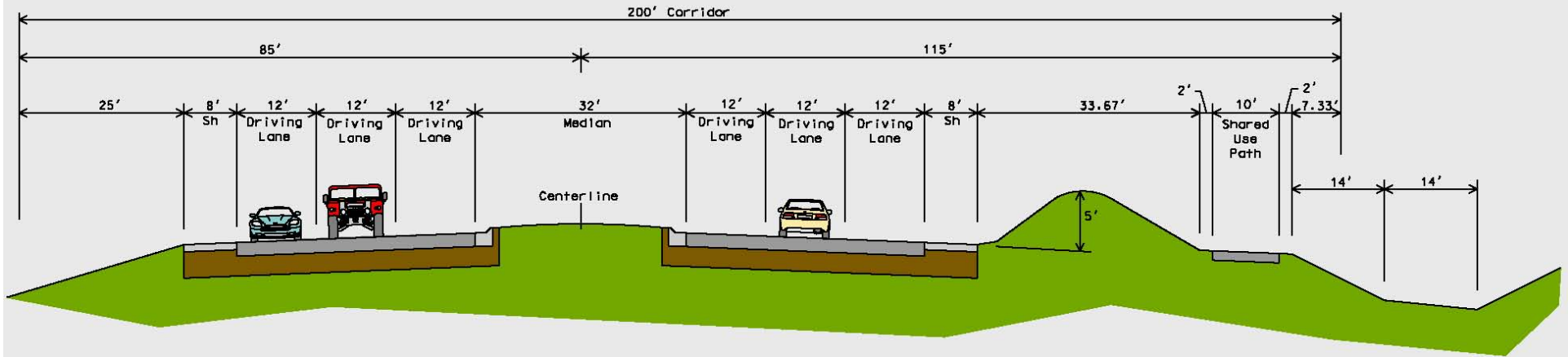
Typical Sections



Typical Section "B"

69th Street to Maple Street

Typical Sections



Typical Section "C"

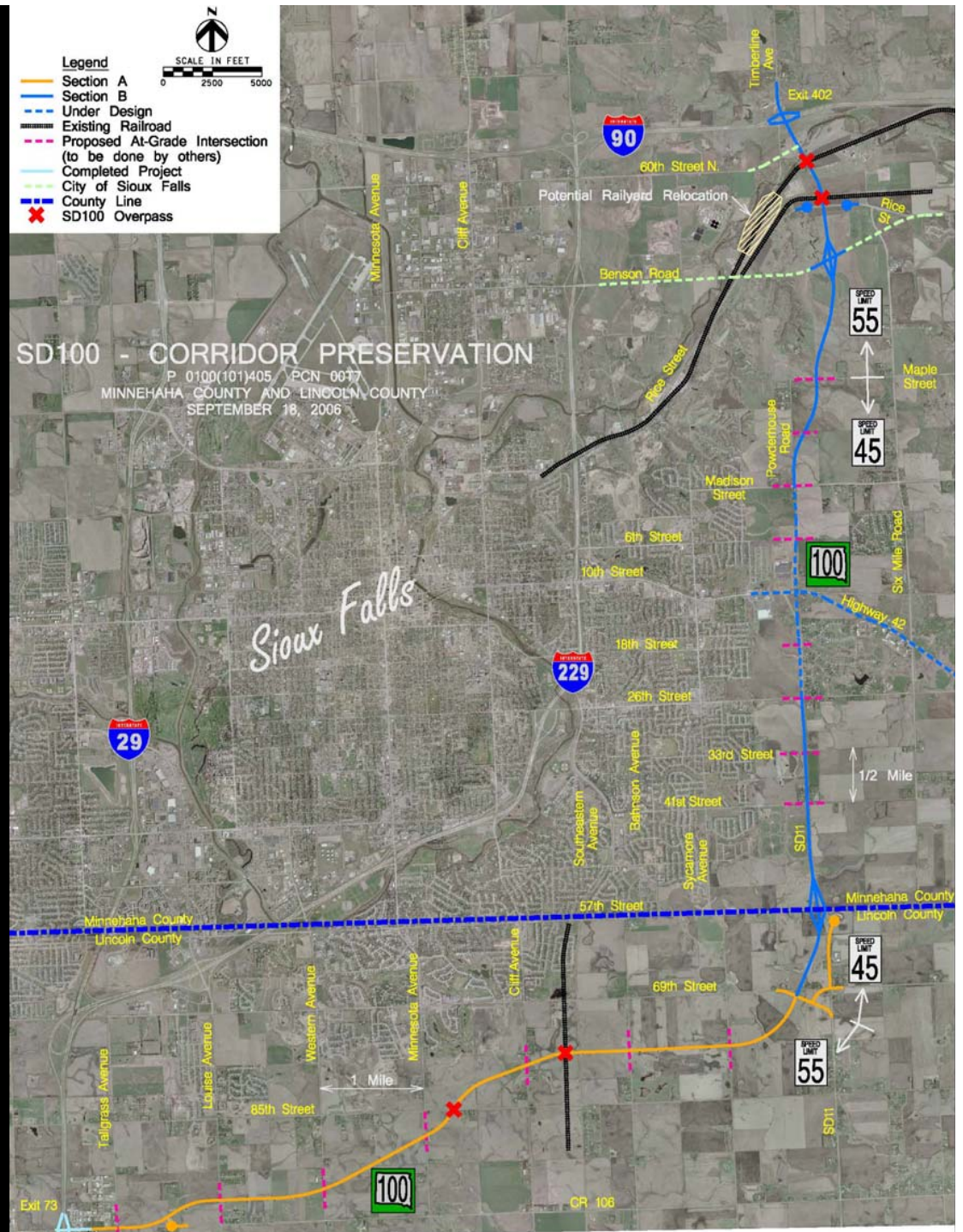
Maple Street to Interstate 90

Corridor Speeds

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

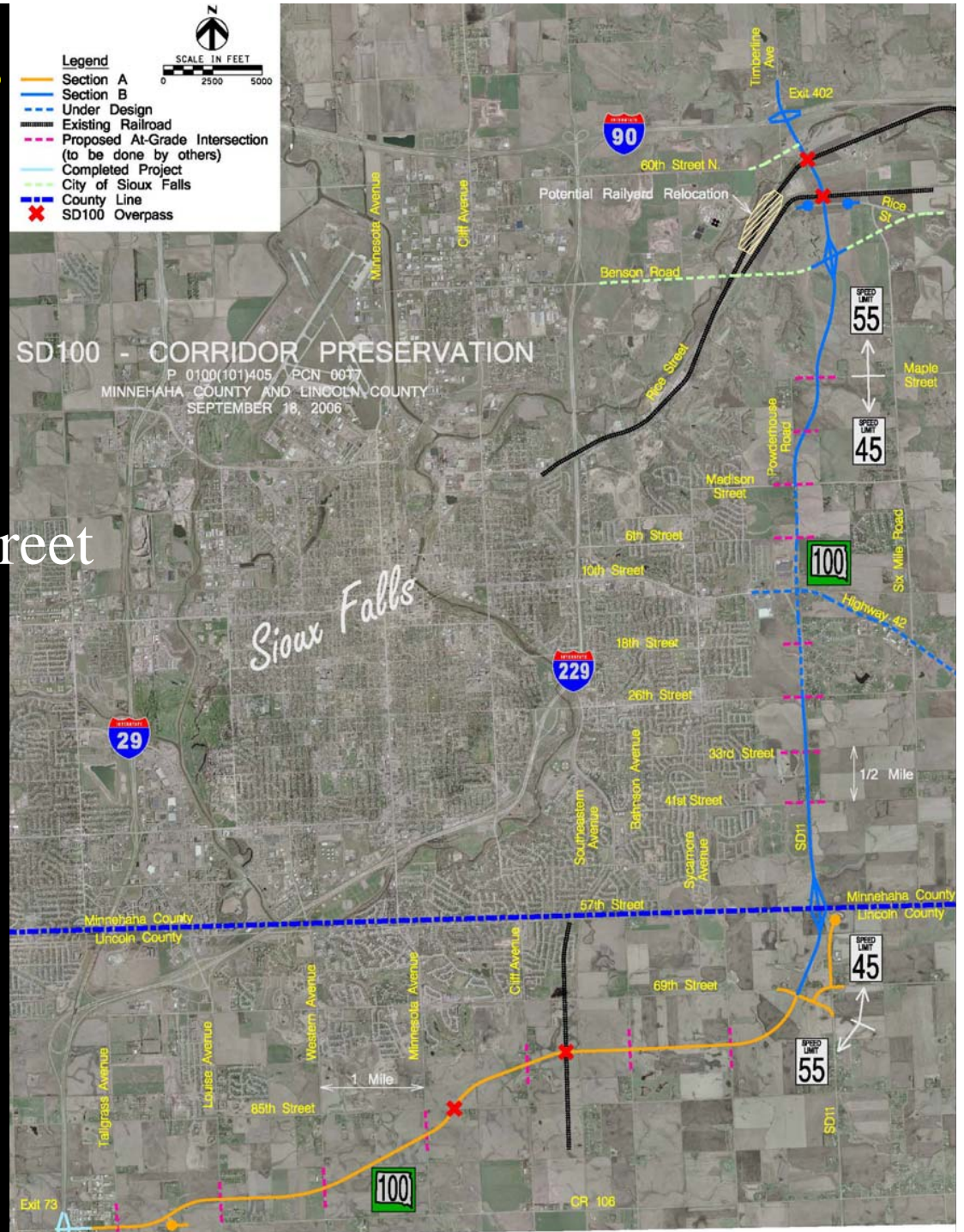
❖ Development

❖ 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



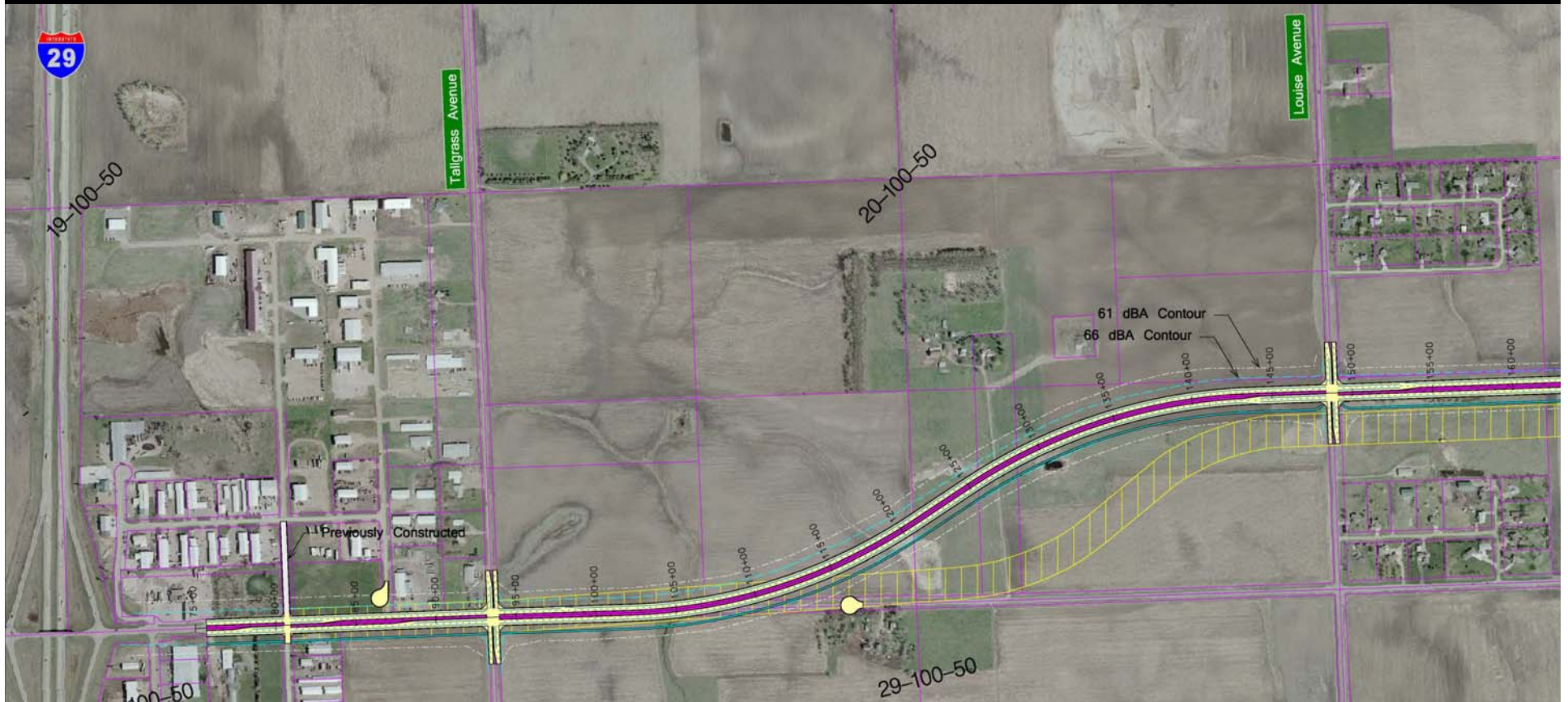
SD100 Corridor

- Reasons for Alignment Shifts
 - Flatten Curves
 - Improve Safety at Intersections
 - Reduce Environmental Impacts
 - Reduce Construction Costs



Segment 0 – I-29 to SD115

- Flatten Curves
- Property Utilization

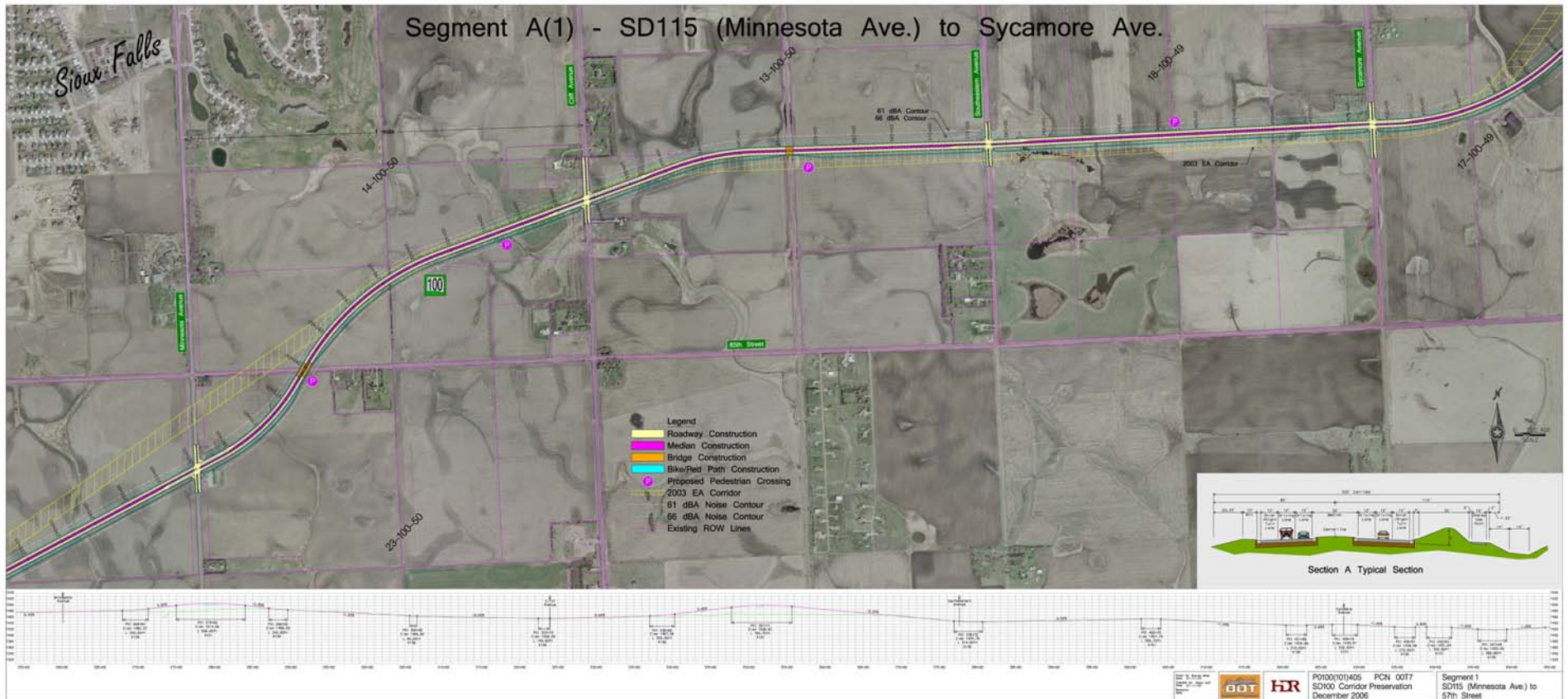


Segment 0 – I-29 to SD115

- Intersection Alignment
- Flatten out curves
- Property Utilization

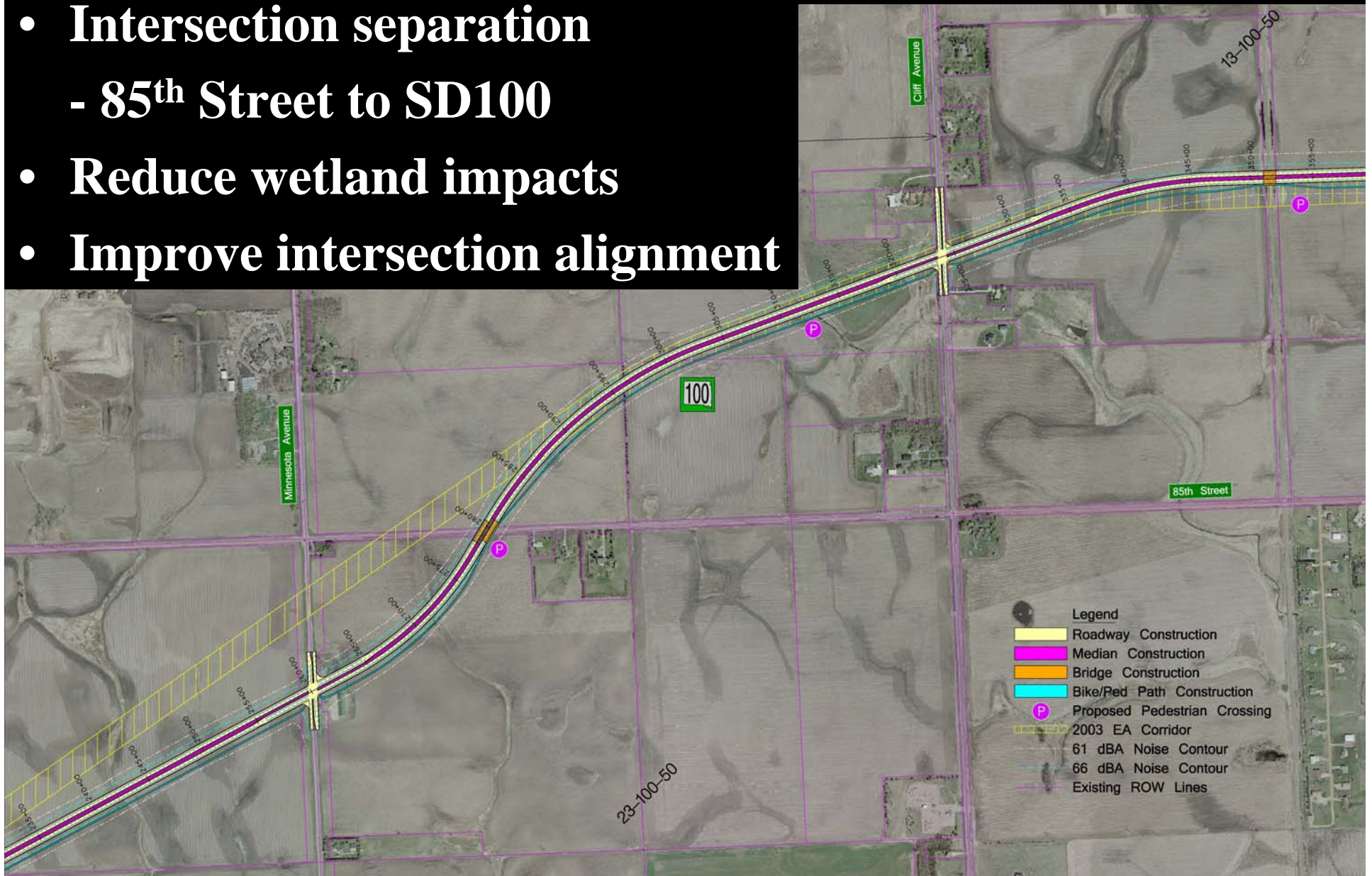


Segment 1 – SD115 to 69th Street



Segment 1 – SD115 to 69th Street

- Intersection separation
 - 85th Street to SD100
- Reduce wetland impacts
- Improve intersection alignment

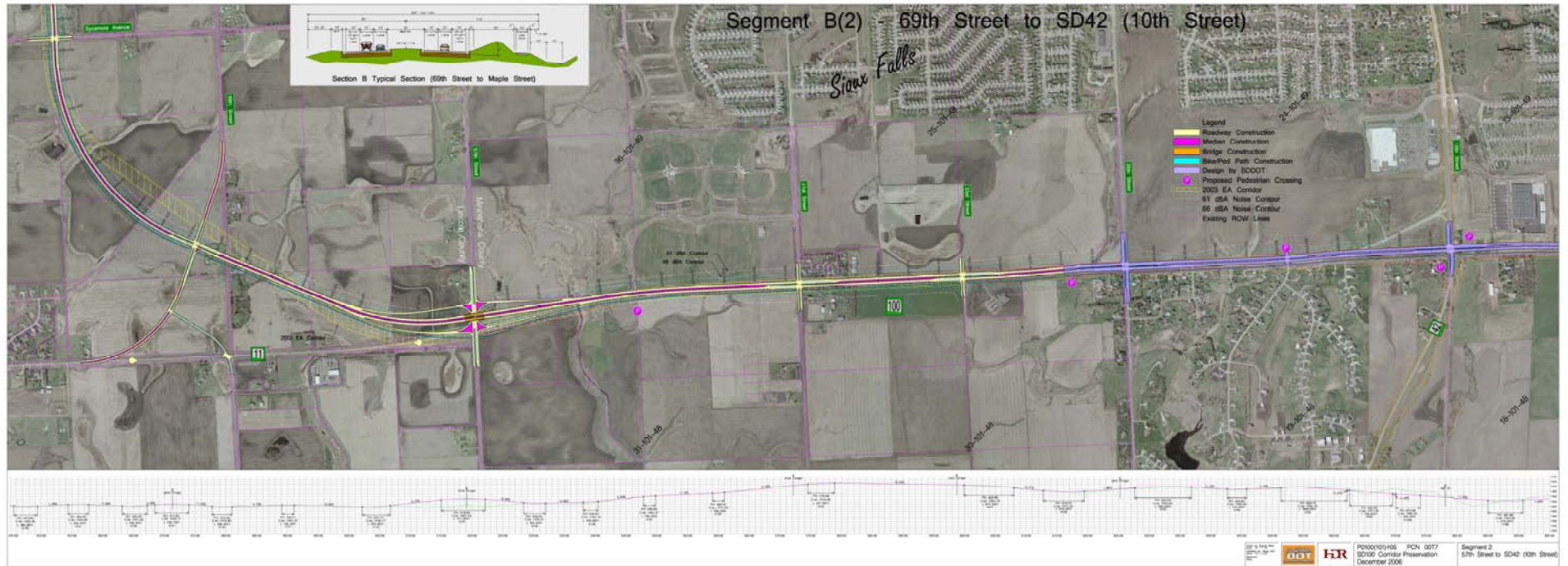


Segment 1 – SD115 to 69th Street

- Reduce wetland impacts
- Follow quarter line
- Flatten out curves



Segment 2 – 69th St to SD42



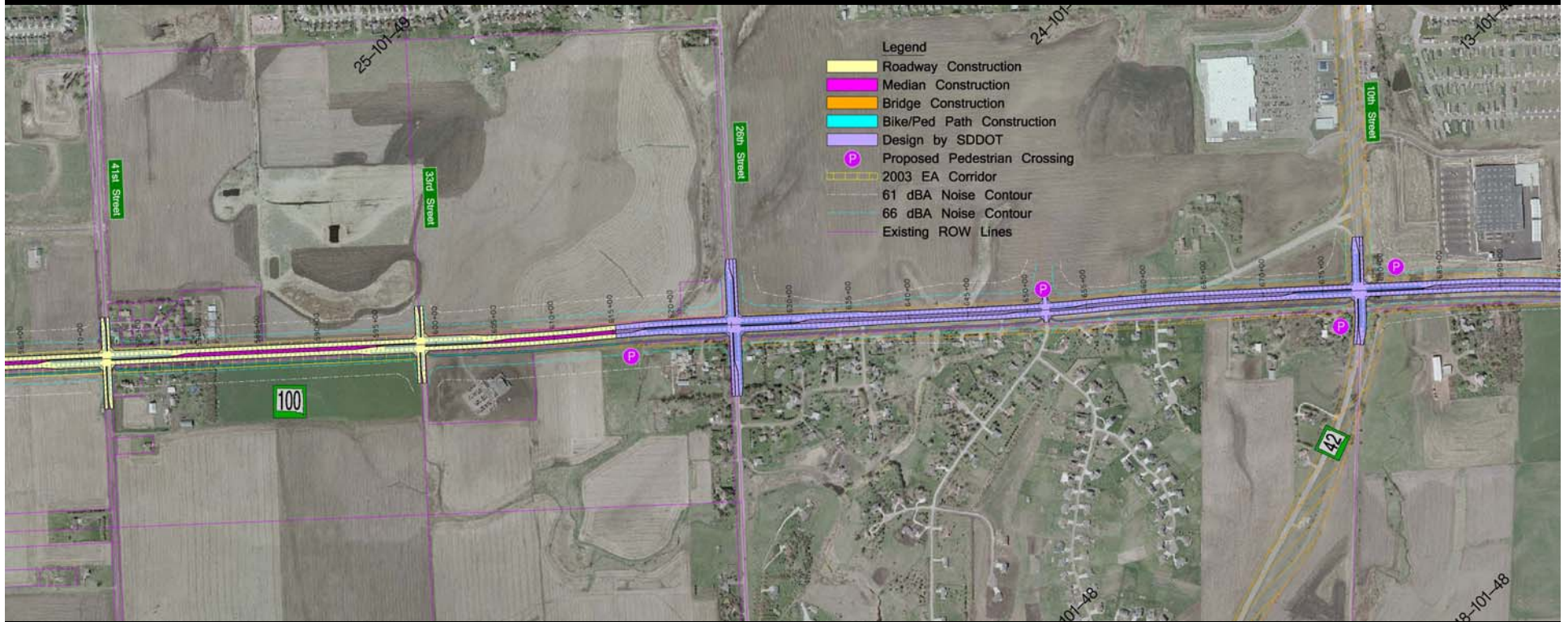
Segment 2 – 69th St to SD42

- Improve alignment at 57th Street
- Interchange at 57th Street
- 69th Street continues east of SD100
- Flatten out curves

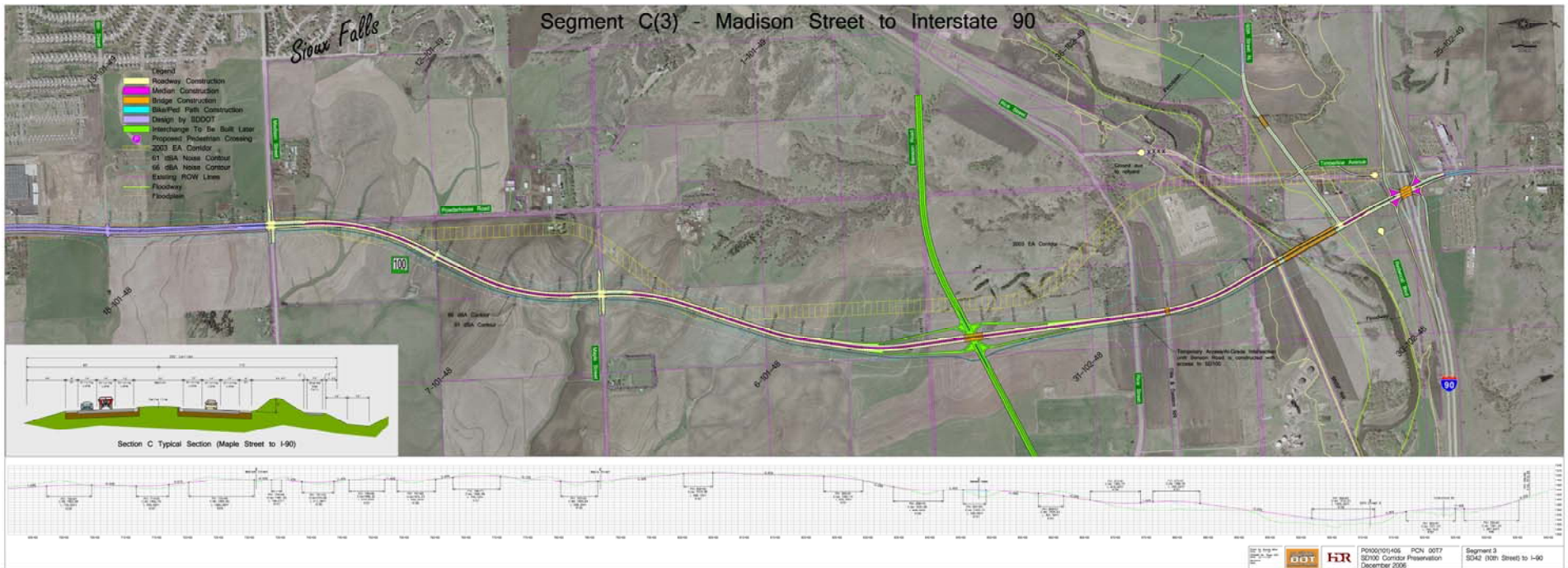


Segment 2 – 69th St to SD42

- 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



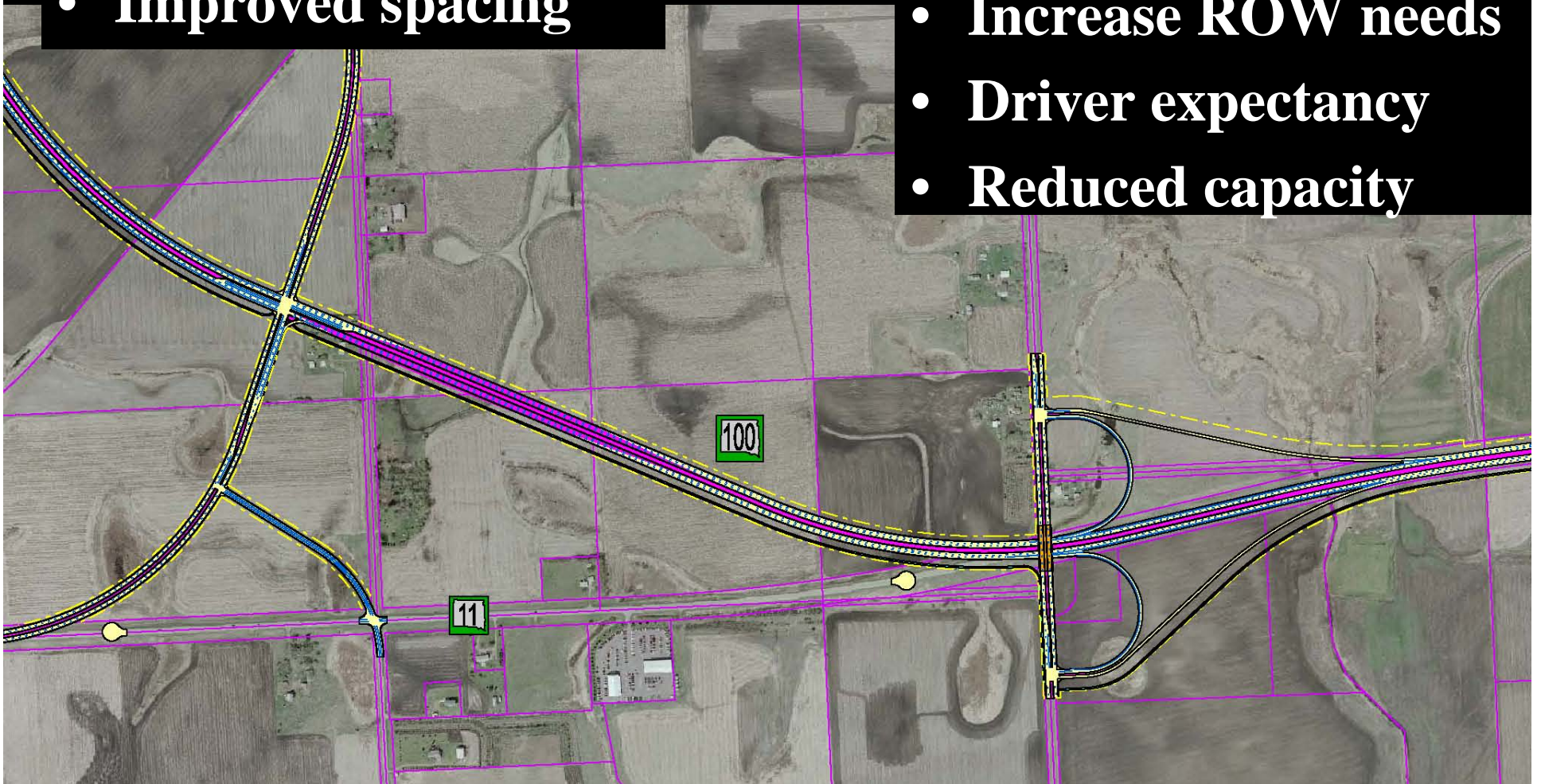
57th Street Interchange Option 1 (Folded Diamond Interchange)

PRO'S

- Improved spacing

CON'S

- Increase ROW needs
- Driver expectancy
- Reduced capacity



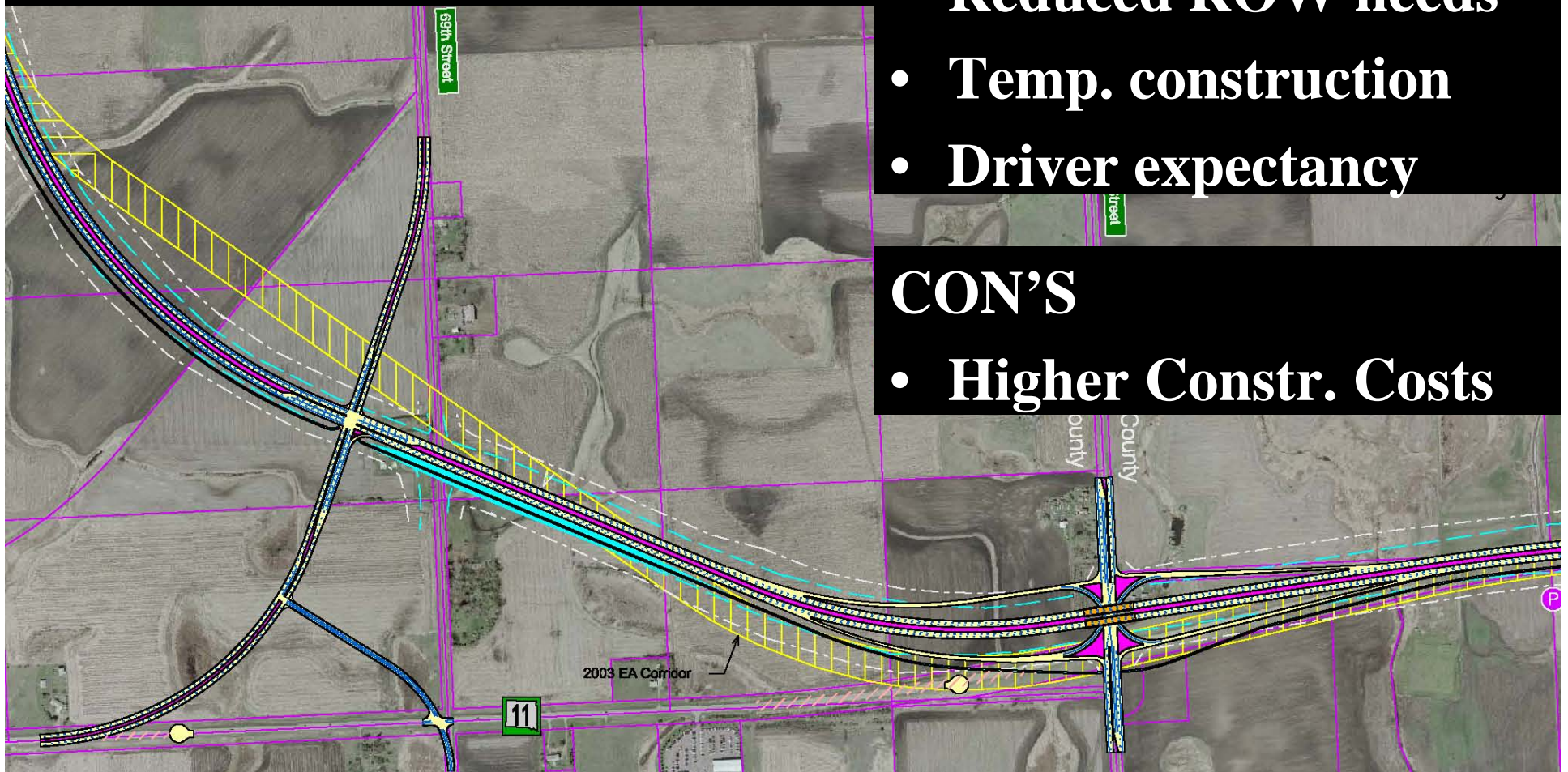
57th Street Interchange Option 2 (Single Point Urban Interchange)

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

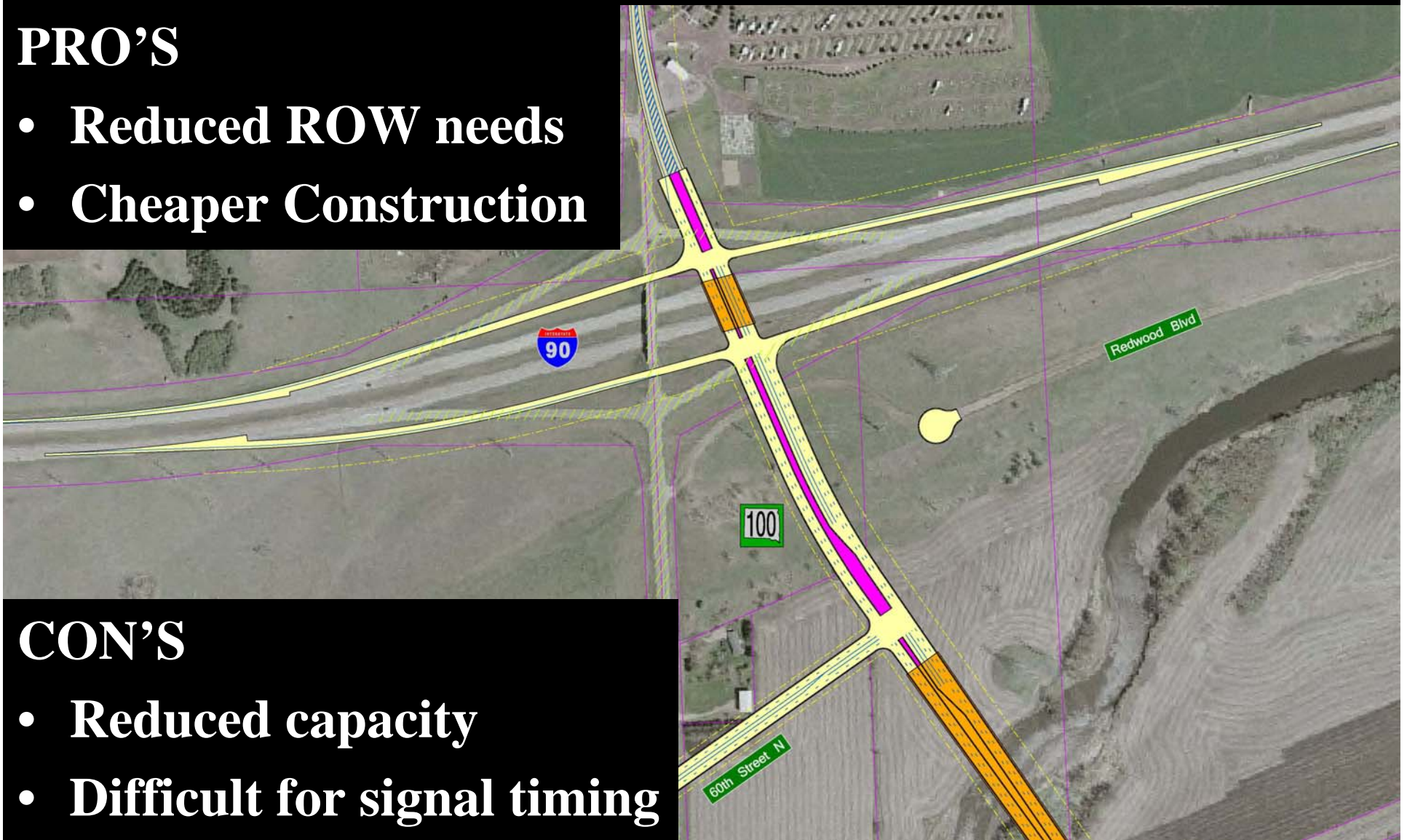
Exit 402 Interchange Option 2 (Tight Diamond Interchange)

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





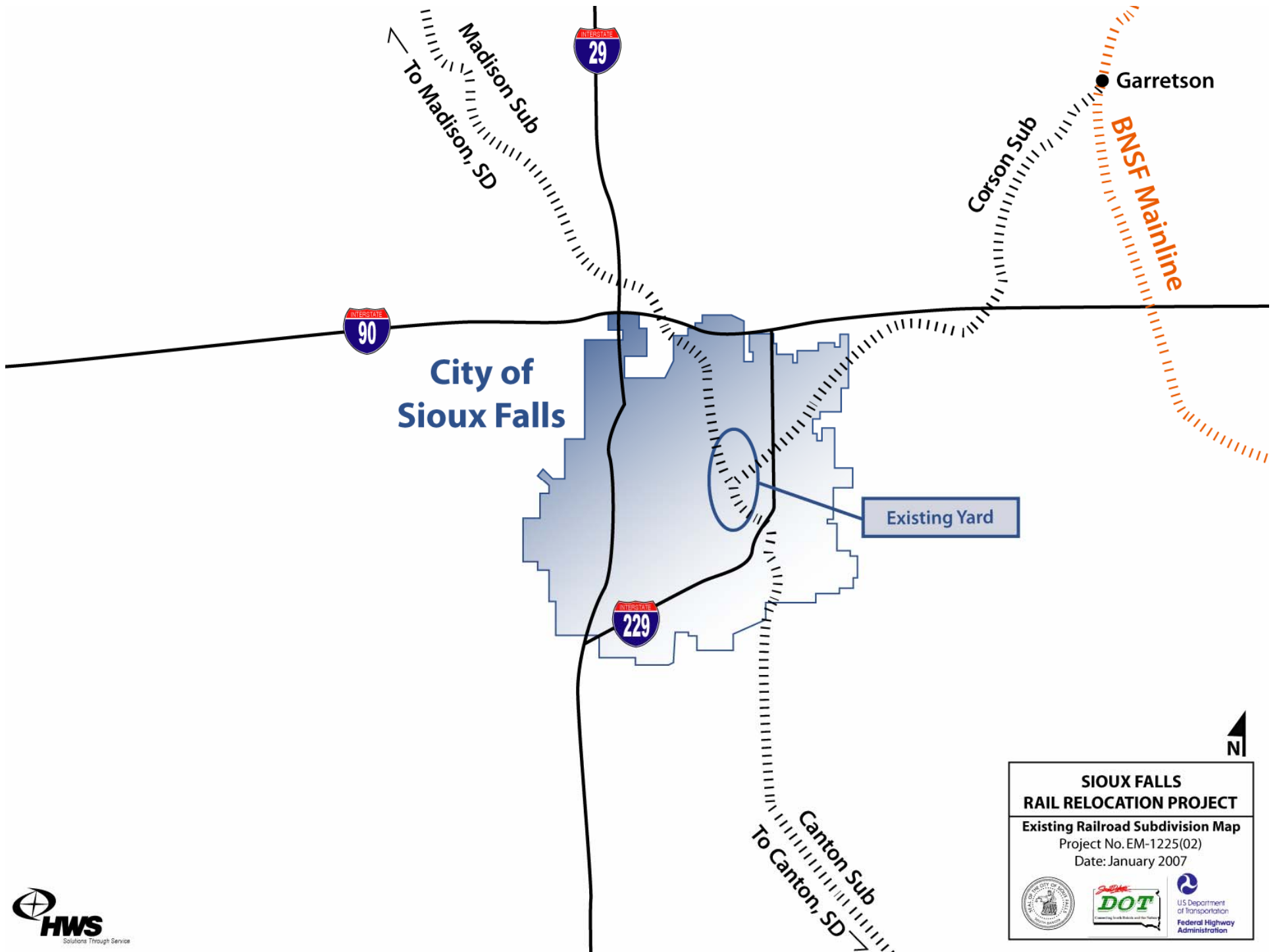
Railroad Relocation Plan
environmental assessment
City of Sioux Falls



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





**City of
Sioux Falls**

Existing Yard

<p>SIoux FALLS RAIL RELOCATION PROJECT</p> <p>Existing Railroad Subdivision Map</p> <p>Project No. EM-1225(02)</p> <p>Date: January 2007</p>		
		

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





Study Area 1

Study Area 2

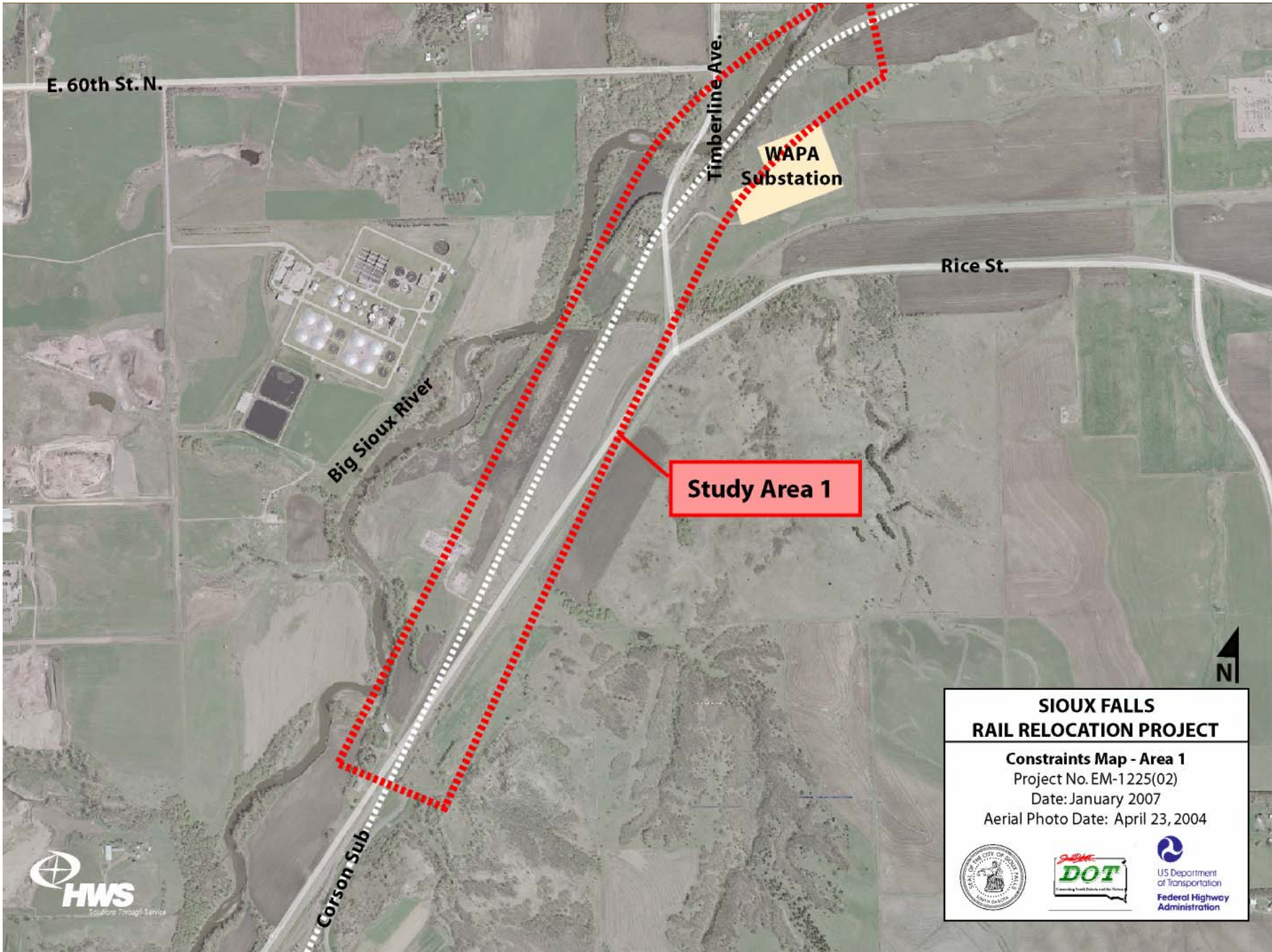
Proposed Benson Road Extension

Proposed SD 100

**SIoux FALLS
RAIL RELOCATION PROJECT**

Project Location Map
 Project No. EM-1225(02)
 Date: January 2007
 Aerial Photo Date: April 23, 2004

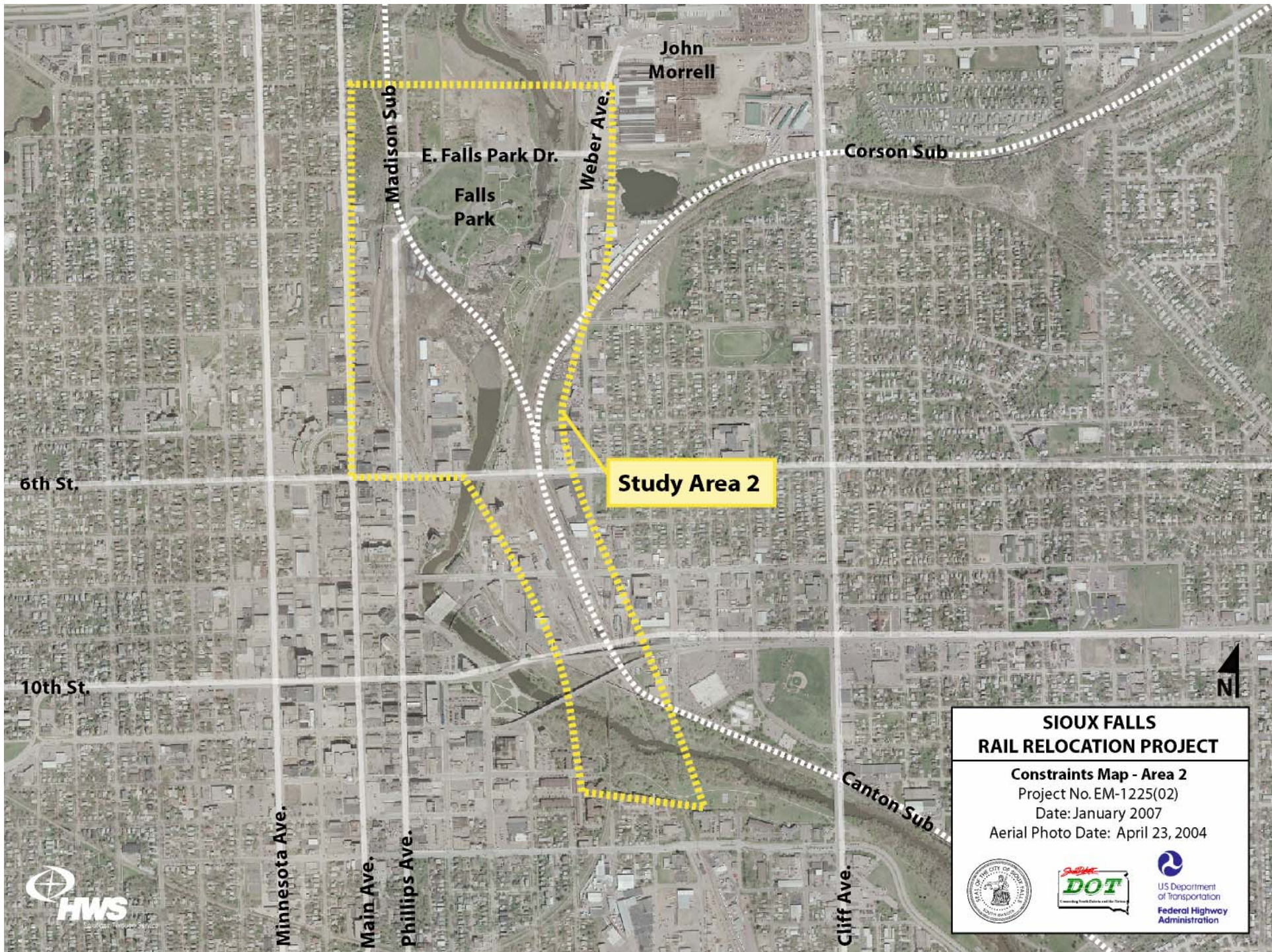




**SIoux FALLS
RAIL RELOCATION PROJECT**


Constraints Map - Area 1
Project No. EM-1225(02)
Date: January 2007
Aerial Photo Date: April 23, 2004






ST. LOUIS
SIoux FALLS
RAIL RELOCATION PROJECT

Constraints Map - Area 2
 Project No. EM-1225(02)
 Date: January 2007
 Aerial Photo Date: April 23, 2004

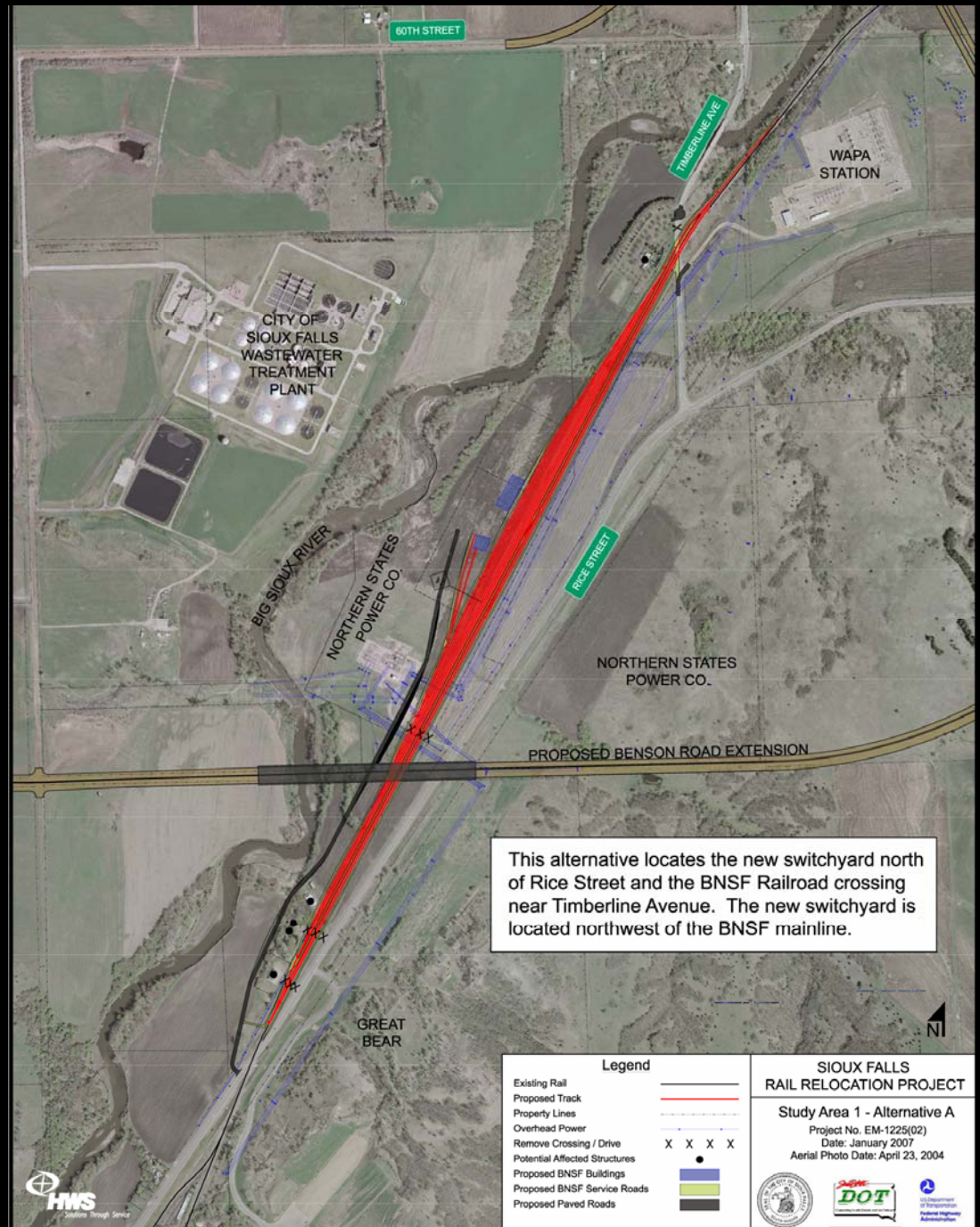






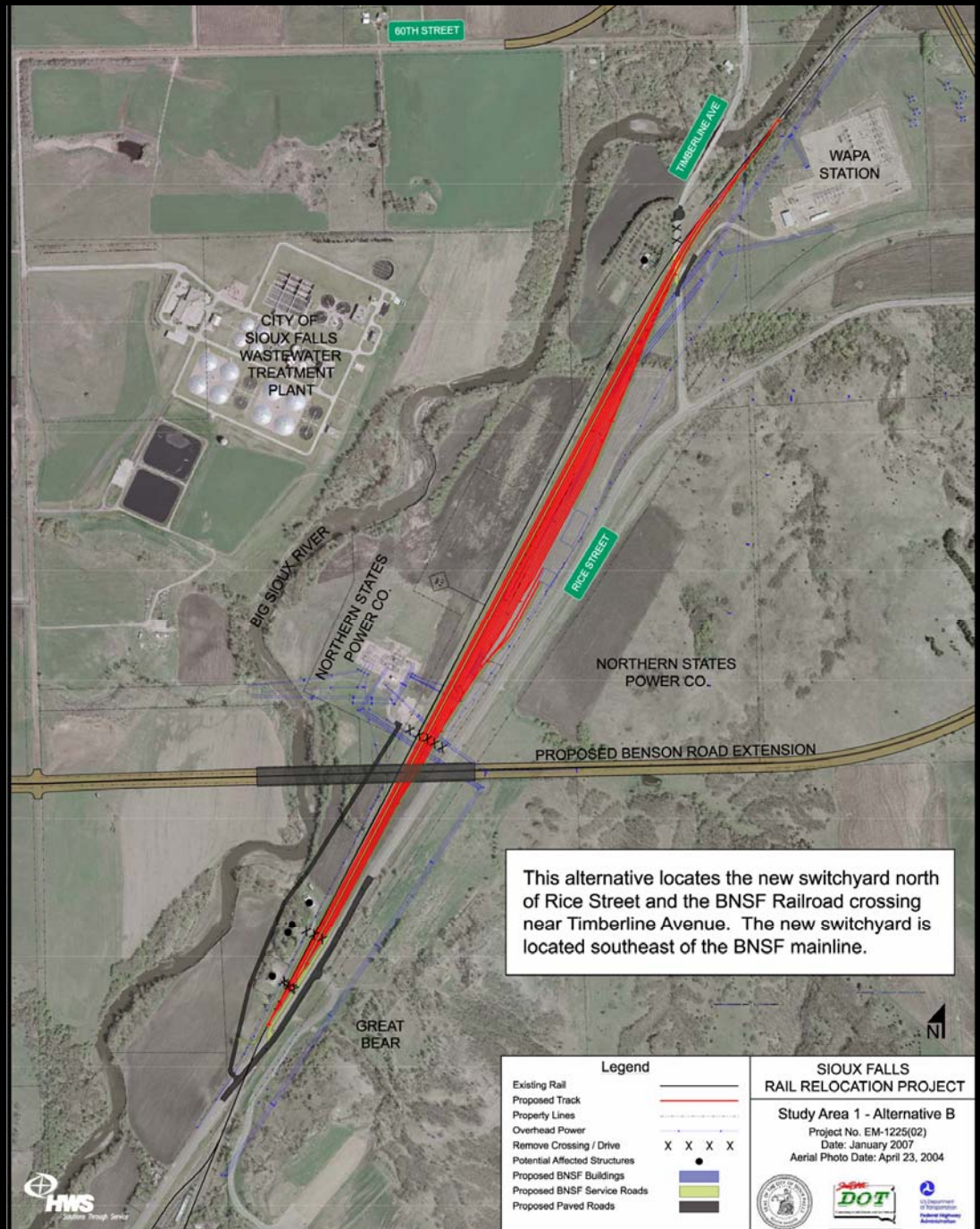
Alternative Development

- Study Area 1
 - Alternative 1A



Alternative Development

- Study Area 1
 - Alternative 1B



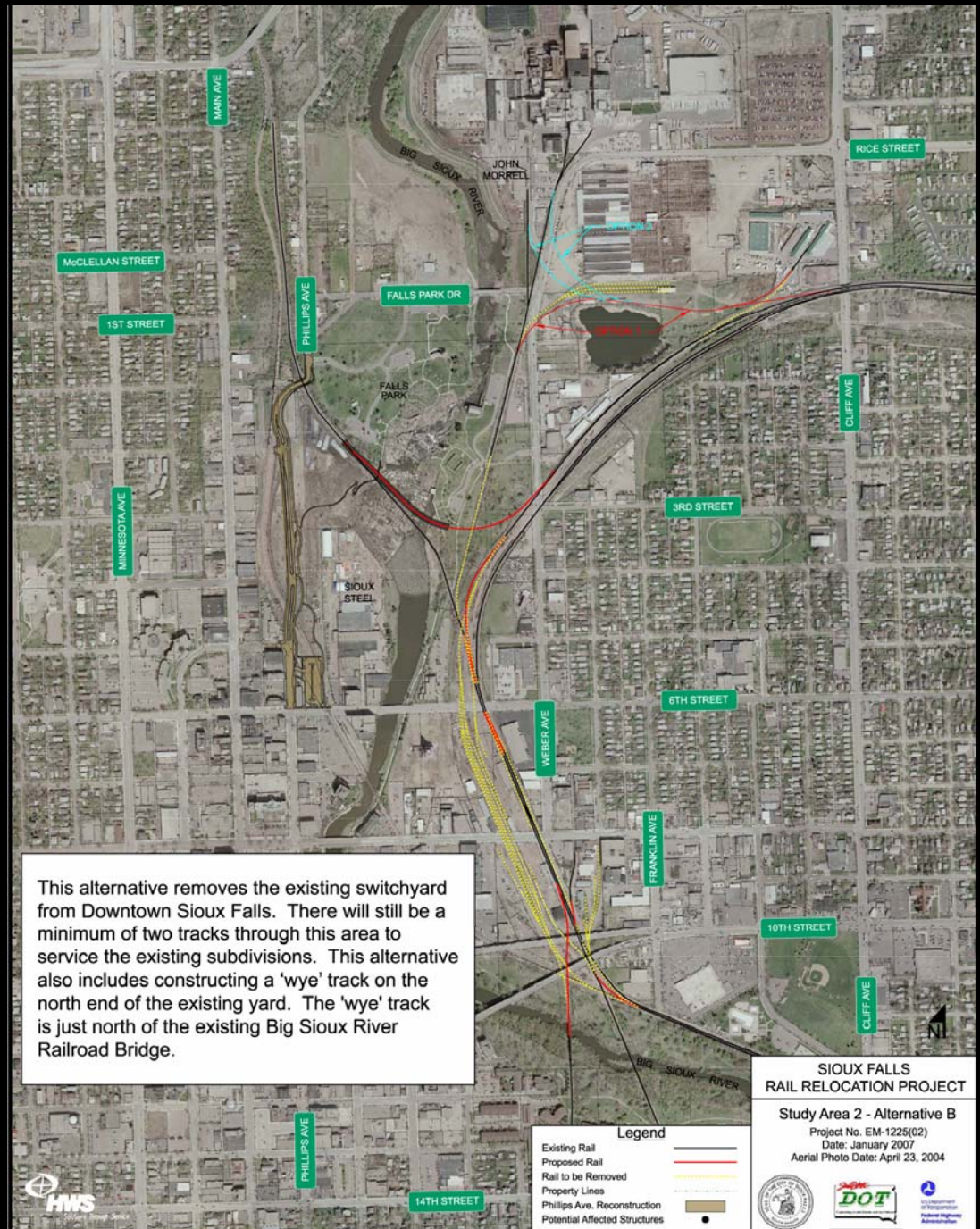
Alternative Development

- Study Area 2
 - Alternative 2A



Alternative Development

- Study Area 2
 - Alternative 2B



Alternative Development

- Study Area 2
 - Alternative 2C



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



WHERE TO GO WHEN LOOKING FOR INFORMATION ABOUT...

(ROOM LAYOUT NOT TO SCALE)

