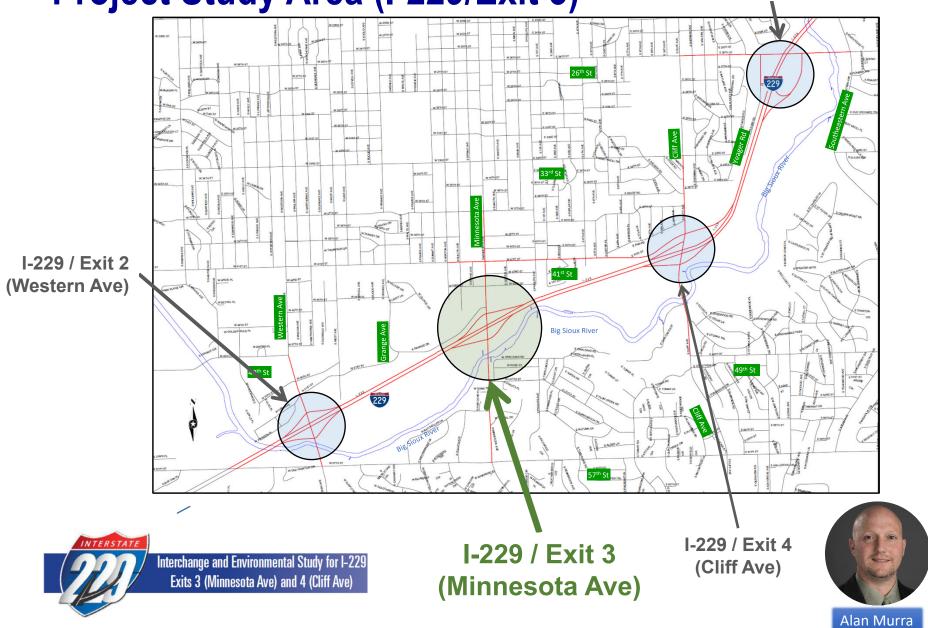


I-229 / Exit 5 (26<sup>th</sup> St)

**Project Study Area (I-229/Exit 3)** 





### **Project Timeline**

#### **Timeline Overview**

i illiellile Ovel view

2017

2018

2019 to 2020 2021 to 2024 2025 to 2026

I-229 Major Investment Study (MIS) completed. Recommended alternatives for improvements to the interchanges along the corridor.

Our study begins with the recommended alternatives developed in the MIS for Exit 3 (Minnesota Ave) and Exit 4 (Cliff Ave).

Traffic analysis and environmental review begin.

Open House 1 in January to receive public feedback.

Develop Interchange Modification Justification Report (IMJR) for each exit.

Preferred alternative shown at Open House 2.

Develop Environmental
Review Document and hold
Public Meeting.

Final Design of the interchange and Right-of-Way acquisition process.

Construction tentatively scheduled to take place in 2025 to 2026.







# What options were looked at for I229 / Exit 3 (Minnesota Ave)?

- No Build Do nothing and leave the interchange as is.
- Alternative 2C Convert to a partial cloverleaf interchange, with a ¾ access at Minnesota Ave & 43<sup>rd</sup> St.
- Alternative 2D Convert to a partial cloverleaf interchange, with no access at Minnesota Ave & 43<sup>rd</sup> St.
- Alternative 9D Convert to a single point urban interchange (SPUI).





### Exit 3 (Minnesota Ave) – No Build / Leave As Is

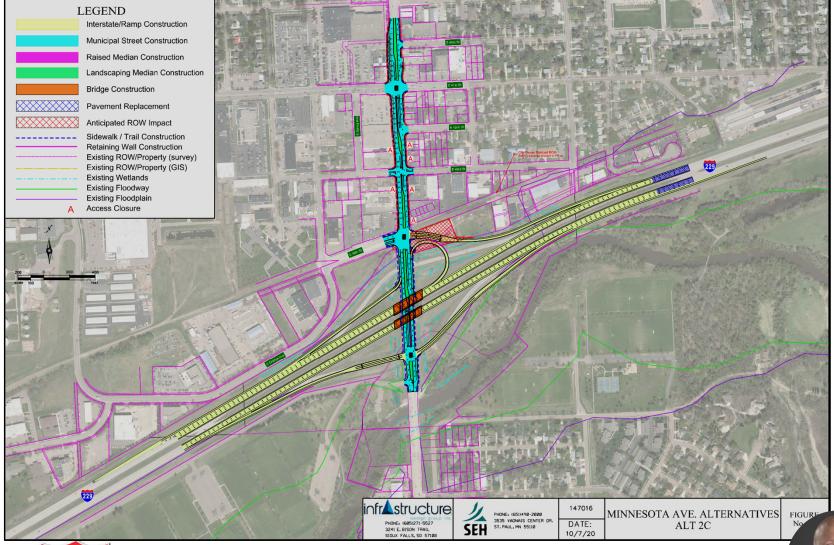






### Exit 3 (Minnesota Ave) – Alternative 2C



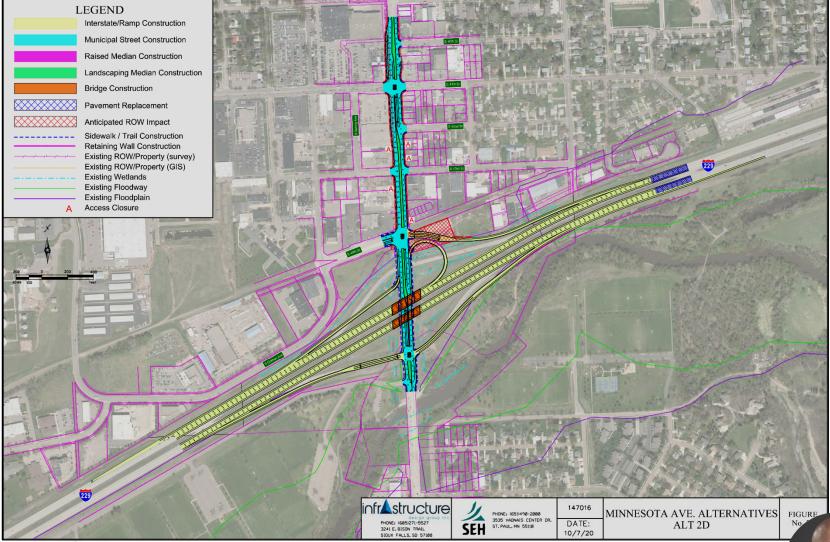


Interchange and Environmental Study for I-229
Exits 3 (Minnesota Ave) and 4 (Cliff Ave)

Partial Cloverleaf Interchange (with ¾ access at Minnesota Ave & 43<sup>rd</sup> St.)

### Exit 3 (Minnesota Ave) – Alternative 2D



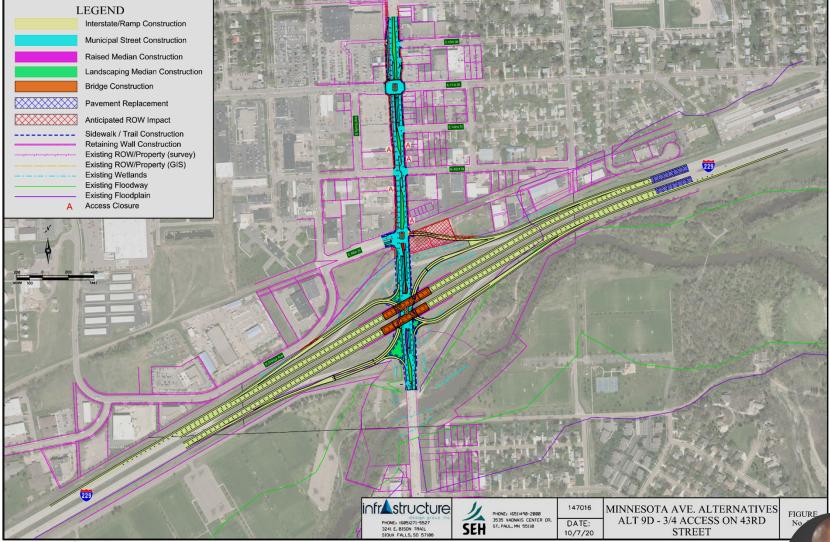




Partial Cloverleaf Interchange (with ¾ access at Minnesota Ave & 43<sup>rd</sup> St.)

## Exit 3 (Minnesota Ave) – Alternative 9D\*



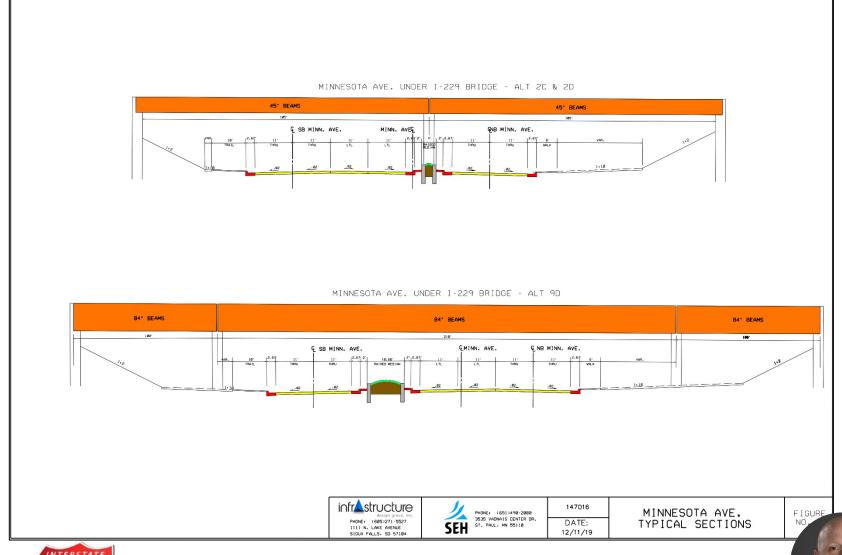






### Exit 3 (Minnesota Ave) – Typical Road Section







Alan Murra



# What alternative performed best? How were they evaluated?

Alternative 9D - Convert to a single point urban interchange (SPUI).







### **Exit 3 (Minnesota Ave) – Evaluation Matrix**

Evaluation Criteria	<b>No-Build</b> No improvements	Alternate #2C Partial Cloverleaf (Loop Ramp) (3/4 access at 43rd St)	Alternate #2D Partial Cloverleaf (Loop Ramp) (no access at 43rd St)	Alternate #9D SPUI* (3/4 access at 43rd St)
Meets Design Criteria	0	•	•	•
Meets Spacing Criteria	0	•	•	•
ROW Impacts	•	•	•	•
Environmental Impacts	0	•	÷	•
Safety Improvements	0	Û	•	•
Operational Performance	0	•	Û	•
Non-motorized Facilities	•	•	•	·
Cost Effectiveness	0	•	•	•
Planning Level Cost (in million dollars)	\$0.0	\$25.3	\$36.1	\$36.3
Overall	0	•	•	•

<sup>\*</sup>SPUI - Single Point Urban Interchange



### Comparison of key performance indicators:

- Conformance with plans and design standards
- Right-of-way impacts (displacements and acres required)
- Environmental Impacts (natural and social environment concerns)
- Traffic Safety and Operations
- Construction (traffic staging and costs)

#### **Recommended: Alternative 9D**

- Selected by the SAT as most able to achieve the project's Purpose and Need, especially safety improvements (expected crash reductions).
- Best value alternative for anticipated improvements.





## Exit 3 (Minnesota Ave) – Alternative 9D











## Exit 3 (Minnesota Ave) – Alternative 9D





**229 & Minnesota Avenue** 



infrastructure SEH confluence



## Exit 3 (Minnesota Ave) – Alternative 9D













### We want to hear from you!

 Provide your feedback, comments, and questions by visiting the project website: www.i229exits3and4.com

You can also email or call Project Contacts:

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Thank you!

