

I229 / Exit 3 (Minnesota Ave) ESR & NEPA

Environmental Scan Report (ESR)

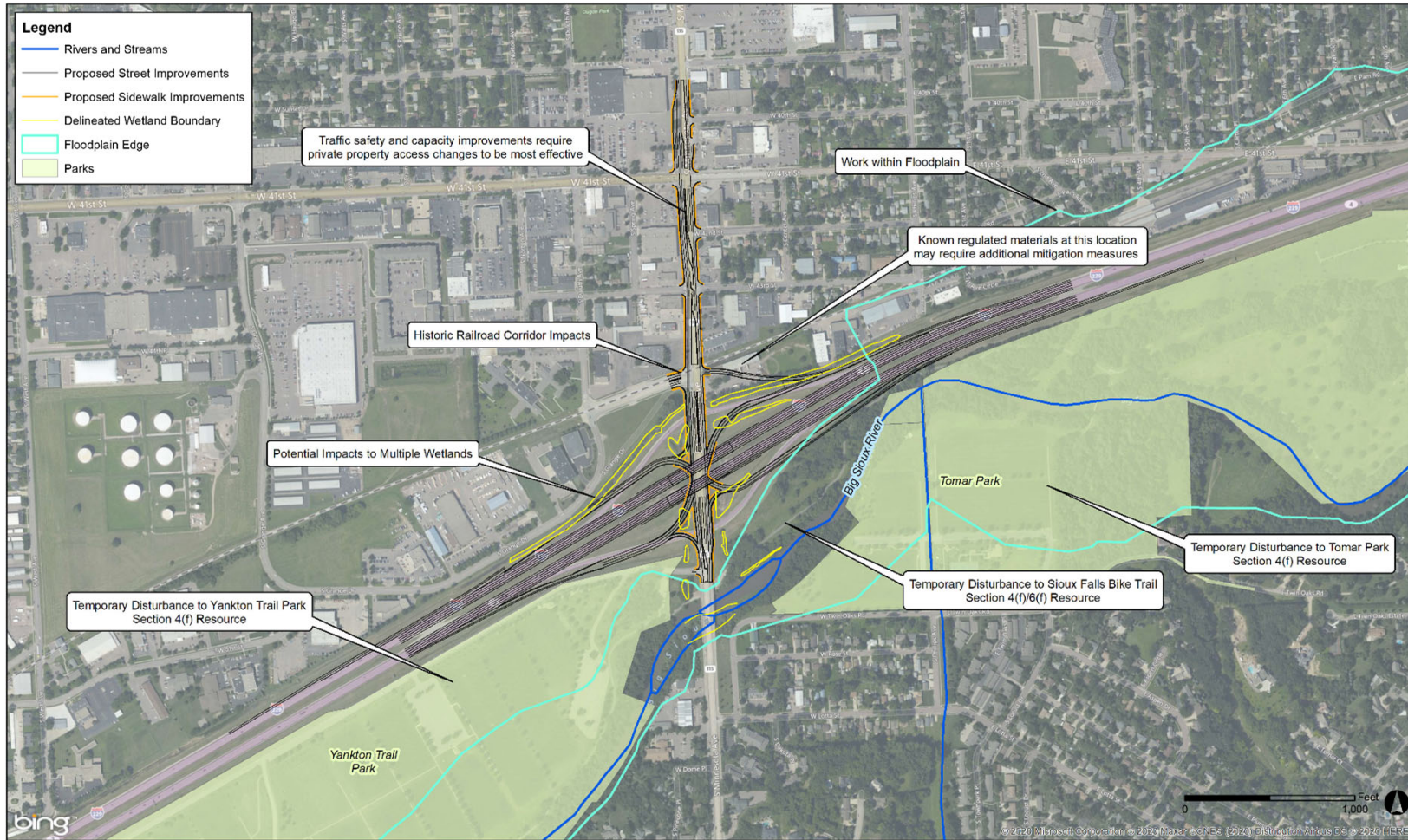
- Document developed to identify potential environmental impacts associated with the interchange alternatives evaluated in the IMJR.
- Purpose is to help identify key social, economic, and environmental issues, opportunities, and risk elements early in the process.
 - Informs and streamlines the formal NEPA documentation process, and
 - Alerts regulatory agencies, design engineers, and others that may need to plan ahead to avoid or minimize impacts, or mitigate these concerns going forward.

National Environmental Policy Act (NEPA)

- The required environmental documentation that reviews the potential impacts for the recommended interchange alternative.



Issues & Opportunities Map



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



Environmental Considerations – Ongoing Work

Field Investigations Completed or Underway

- Wetlands
- Archaeological / Historical
- Habitat analysis –
Threatened and
Endangered Species
- Regulated Materials
(hazardous substances)
- Noise Study



Environmental Considerations – Ongoing Work



Agency and Tribal Coordination

Preliminary Environmental Reports

- Early Comments and Coordination
- Environmental Scan Report
- Environmental Study - Development of Purpose and Need Statement



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



Purpose and Need Statement

Why is it important?

- Explains why taxpayer funding is needed to make necessary and worthwhile expenditures.
- Justifies why environmental impacts are acceptable based on a project's importance.
- Drives the process for alternatives consideration, evaluation, and final selection.
- Is “the test” for meeting requirements of federal laws and executive orders that protect natural and human environments (wetlands, parklands, etc.).



Purpose Statement

“The purpose of this project is to improve travel mobility and safety at the I-229 Exit 3 interchange and along the Minnesota Avenue corridor, while addressing geometric deficiencies, deteriorating pavement condition, and lack of connectivity for non-motorized transportation users.”



Needs

Improved Traveler Mobility

Current Interchange design:

- Useful design life expectancy is approaching.
- Existing and future traffic volumes exceed design capacity.
- Existing bicyclist and pedestrian facilities do not meet current standards.
- Integrate the existing and planned street network with existing and future development.



Needs

Improved Traveler Safety

- Reduce Crash Severity Rate.
- Decrease frequency and severity of crashes for all modes traveling through the study area.



Needs

Geometric Deficiencies

- Update geometrics to meet current design standards.
- Improve traffic movements by optimizing control of access through the corridor.



Needs

Aging Infrastructure

- Average corridor pavement condition ranges from marginal to fair.
- Two bridges over I-229 – built in 1959, with “fair condition” rating, now exceeded their 50-year design life.



Needs

Improved Intermodal Connectivity

- Improve pedestrian and bicyclist connections through better linkages between land uses north and south of I-229.
- Improvement of travel accessibility for users of all ages and abilities (ADA).



Exit 3 (Minnesota Ave) – Evaluation Matrix

Evaluation Criteria	No-Build 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	○	●	●	●
Meets Spacing Criteria	○	●	●	●
ROW Impacts	●	◐	◐	◐
Environmental Impacts	○	◐	◐	●
Safety Improvements	○	◐	◐	●
Operational Performance	○	◐	◐	●
Non-motorized Facilities	◐	●	●	◐
Cost Effectiveness	○	●	◐	◐
Planning Level Cost (in million dollars)	\$0.0	\$25.3	\$36.1	\$36.3
Overall	○	◐	◐	●

*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.

Legend	
●	Good
◐	Fair
◑	Satisfactory
◒	Unsatisfactory
○	Poor



Thanks for Watching!!!

- Reminder to Provide Feedback/Comments (online at the project website)
- Project Website: www.i229exits3and4.com
- Project Contacts:

Steve Gramm – SDDOT Project Development
605.773.6641 or steve.gramm@state.sd.us

Shannon Ausen – City of Sioux Falls
605.367.8607 or sausen@siouxfalls.org

Alan Murra – Short Elliott Hendrickson Inc.
605.330.7015 or amurra@sehinc.com

