

Purpose of Today's Meeting

The goal of this public meeting open house is to gather input on preliminary viaduct replacement concepts and potential bridge elements. This input will help the study team refine and evaluate alternatives and develop preliminary recommendations that will be presented at a future public meeting open house.

10TH & 11TH
STREET VIADUCT



**MAJOR INVESTMENT
STUDY**



Please **review the boards, visit with the project team, and let us know your thoughts and suggestions** for refinement.



Comments will be **accepted in person** and on the **study website** until **Friday, May 30, 2025**. We also encourage you to **complete a survey** either **at the meeting** or **online**.

Guiding Parameters for 10th Street & 11th Street Roadway Design

Based on recent planning studies, community surveys, and coordination with other agencies with jurisdiction along the corridor, the following guiding parameters were incorporated into the concepts:

- Maintain one-way pair
- Maintain three lanes in each direction
- Maintain grade-separated overpass of railroad tracks
- Design to City of Sioux Falls Engineering Design Standards for arterial streets
- Accommodate large trucks traveling through downtown and serving downtown businesses
- Be cognizant of environmental requirements when exploring feasible alignment and profile options
- Provide for bicycle and pedestrian mobility within the area, including across the Big Sioux River and railroad tracks, connectivity with adjacent parkland and development, and 10th and 11th Street crossings (underpass and at-grade)

Community Feedback Highlights

What We Heard

At the first series of stakeholder and public meetings in December 2024 we heard about the need to calm traffic on the viaducts, enhance bicycle and pedestrian connectivity, and improve pedestrian comfort when walking on the viaduct sidewalks. There was also a strong desire to lower 10th and 11th Streets through the park areas and enhance aesthetics on the future bridges.



Lower the 10th and 11th Street roadway



Calm traffic



Enhance bicycle and pedestrian connectivity



Improve pedestrian comfort when traveling on viaduct



Enhance bridge aesthetics

The concepts being presented at this second open house incorporate many of these elements, at varying degrees. However, some elements such as bridge aesthetics and pedestrian/bicycle connectivity will be further developed in the study's next steps.

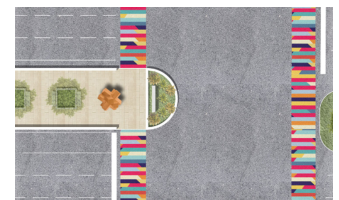
Bike and Pedestrian Opportunities

- Seamless connectivity between the park areas, viaduct sidewalks, and both sides of the Big Sioux River
- Park-level connections
- Wider, more comfortable pedestrian walkways on the viaducts
- Multimodal connectivity into adjacent development
- Ground-level river crossing



Traffic Calming Opportunities

- Vertical elements to help narrow the corridor and focus the driver's attention to the roadway
- Gateway monuments
- Street trees and corridor greenway
- Use of horizontal curvature to slow vehicular traffic speeds
- Intersection bump-outs, narrowed lanes, and enhanced multimodal elements
- 11 feet (narrowed) lanes on bridge (12 feet existing)

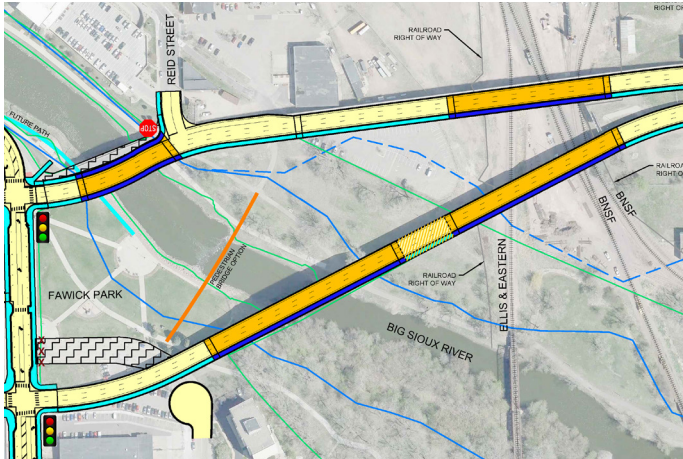


10th & 11th Street Viaduct Replacement Concepts

Concepts being presented at this second open house reflect four alignment options:

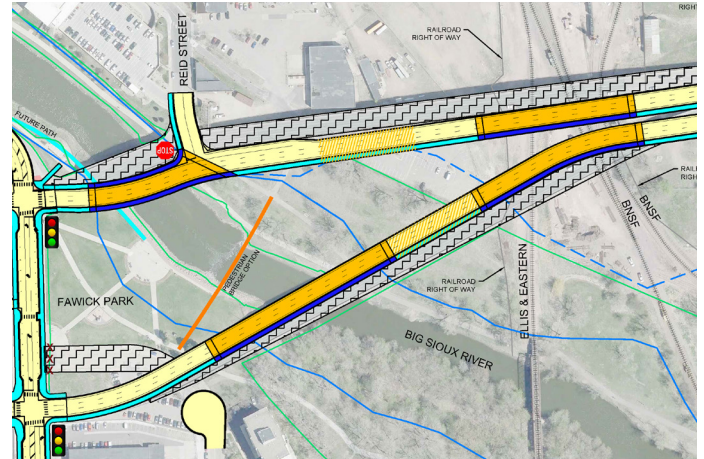
■ Existing Alignment

Replaces the existing viaduct in same location



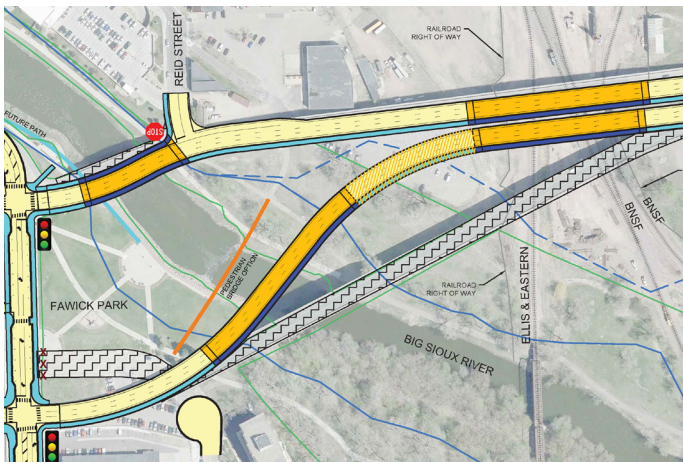
■ Inside Offset

10th and 11th Streets offset to the inside of existing bridges



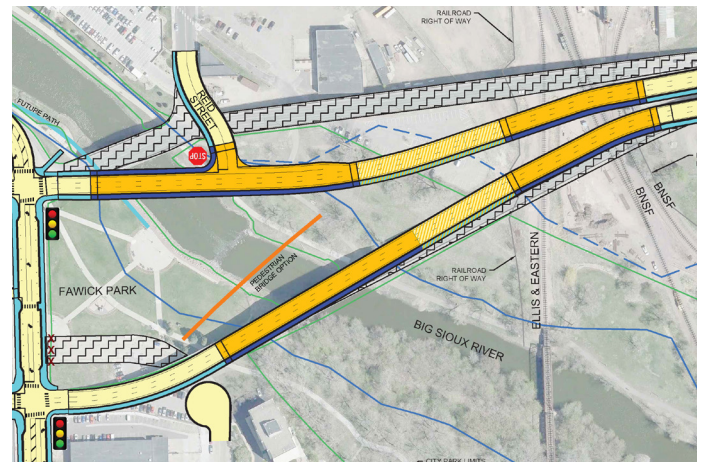
■ North Alignment

10th and 11th Streets brought together and shifted north until splitting near the Big Sioux River



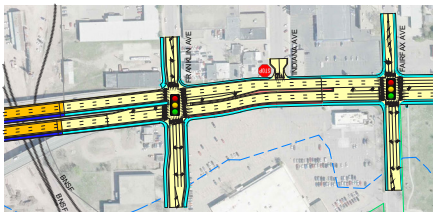
■ Middle Alignment

10th and 11th Streets brought together and routed between the existing bridges

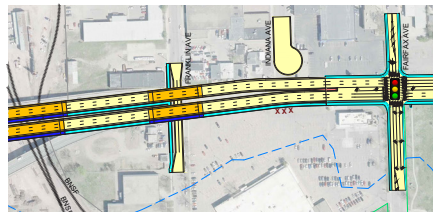


For each alignment option, there are three 10th Street & Franklin Avenue intersection sub-options:

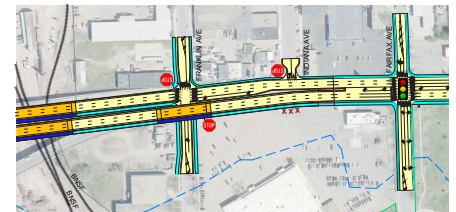
■ At-grade 10th Street & Franklin Avenue intersection: Similar to today's intersection



■ Grade-separated 10th Street & Franklin Avenue intersection: 10th Street goes over Franklin Avenue, no turning movements between 10th Street and Franklin Avenue



■ Split 10th Street & Franklin Avenue intersection: Eastbound 10th Street goes over Franklin Avenue as an overpass and westbound 10th Street creates an at-grade intersection with Franklin Avenue



Based on strong feedback to lower 10th and 11th Streets through the park areas, two profile options have been developed to explore how far the roadways can be lowered west of the railroad overpass:

■ Lowered Profile, Maintain Existing Bike Trail Crossings: lowers the profile as much as possible while still maintaining the existing bike trail underpass locations

■ Lowered Profile, Relocated Bike Trail Crossings: lowers the profile an additional 5 feet in conjunction with relocating the existing bike trail underpass location

Bridge Elements

This open house introduces several bridge types, substructures, and enhancement elements being considered as part of this study. Conceptual bridge design is still in the preliminary stages and will be a focal point of the study's next phase. The study team welcomes any input you may have on the preliminary bridge information being presented.

Study Constraints and Considerations

Section 4(f) and Section 106

Section 4(f) of the U.S. DOT Act of 1966 requires Federal Highway Administration (FHWA) to consider impacts to recreational properties and National Register of Historic Places (NRHP) eligible properties. FHWA cannot approve the use of land from publicly owned recreational areas or NRHP-eligible properties if a feasible or prudent alternative avoids or minimizes impacts to those properties.

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to determine the effects to NRHP-eligible properties. For Section 106 process, mitigation would be necessary for any adverse effects to NRHP-eligible historic structures, in consultation with the South Dakota State Historic Preservation Office.

USACE Flood Walls

United States Army Corps of Engineers (USACE)-managed flood walls exist adjacent to the 10th Street Bridge. Work within 500-feet of this floodwall will require consultation with the USACE District Office to determine if a Section 408 Permit is required.

Big Sioux River Floodway and Floodplain

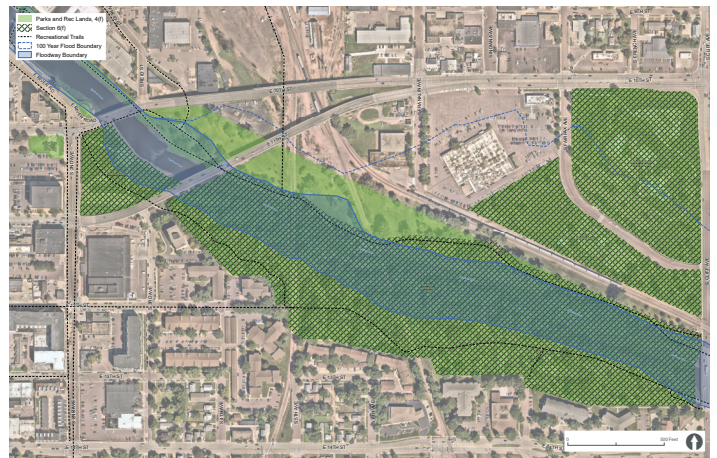
Federal Emergency Management Agency (FEMA) Floodway Regulations

According to FEMA regulations,

- Any fill placed in the floodway must not cause an increase in base flood elevations
- Bridge embankment fill should be avoided in the floodway
- Bridge designs should span the entire regulated floodway area to minimize impacts between 2nd Avenue and Franklin Avenue

Section 6(f)

Parks that have received Land and Water Conservation Funds (LWCF) must follow Section 6(f) of the LWCF Act. The Act requires that a conversion of the property that received the funds needs to be coordinated with the National Park Service. If a conversion of the property to non-park use occurs, replacement of that property is required. The conversion process requires that all practical alternatives have been evaluated and that an environmental review occur on the replacement property.



City of Sioux Falls Floodplain Regulations

The City of Sioux Falls regulates fill within the floodplain and requires compensatory storage for any added fill. According to the City's regulations, compensatory storage must be located within the project area and maintain a direct connection to the floodplain.

However, existing site constraints and project boundaries limit the ability to provide that compensatory storage. Therefore, fill in the floodplain should be minimized to reduce the need for mitigation in these constrained areas.