

WELCOME

TUESDAY, OCT. 27, 2026 | 5-6:30 P.M.



OPTIONS



PARK EFFECTS



PROJECT OVERVIEW

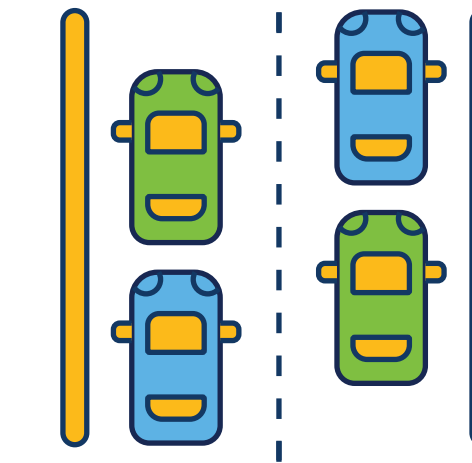


What we heard

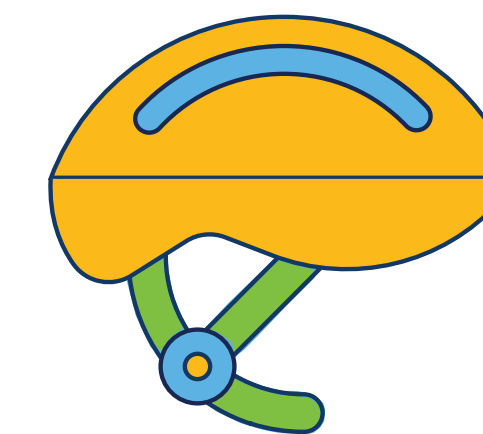
The study team has held two rounds of stakeholder and public engagement so far to gain input on the project. At the first and second series of stakeholder and public meetings in December 2024 and May 2025, we heard about the need to calm traffic on the viaducts, enhance bicycle and pedestrian connectivity and safety, and improve pedestrian comfort when walking on the viaduct sidewalks.

Feedback collected from both sets of meetings has been used to help the study team refine and evaluate alternatives and develop the preliminary options presented at the third public meeting open house. There was also a strong desire to lower 10th and 11th Street through the park areas and enhance aesthetics on the future bridges.

The options being presented at this third public meeting 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.



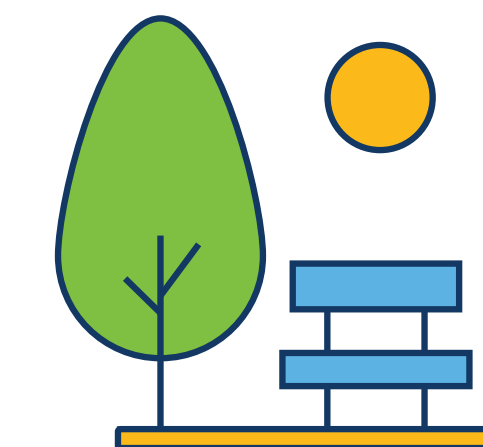
Design for slower vehicle speeds and calm traffic



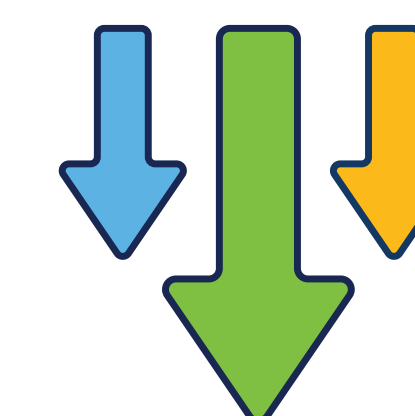
Enhance bicycle and pedestrian connectivity and safety



Improve pedestrian comfort when traveling on viaduct



Preservation of green space and parkland



Lower the 10th and 11th Street roadway

SECTION 4(F) AND 6(F) EFFECTS TO PARKS AND TRAILS

Recreational areas, including parks and trails, within the Project Area have specific regulatory consideration. Each are defined below:



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.

City of Sioux Falls Floodplain Regulations

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

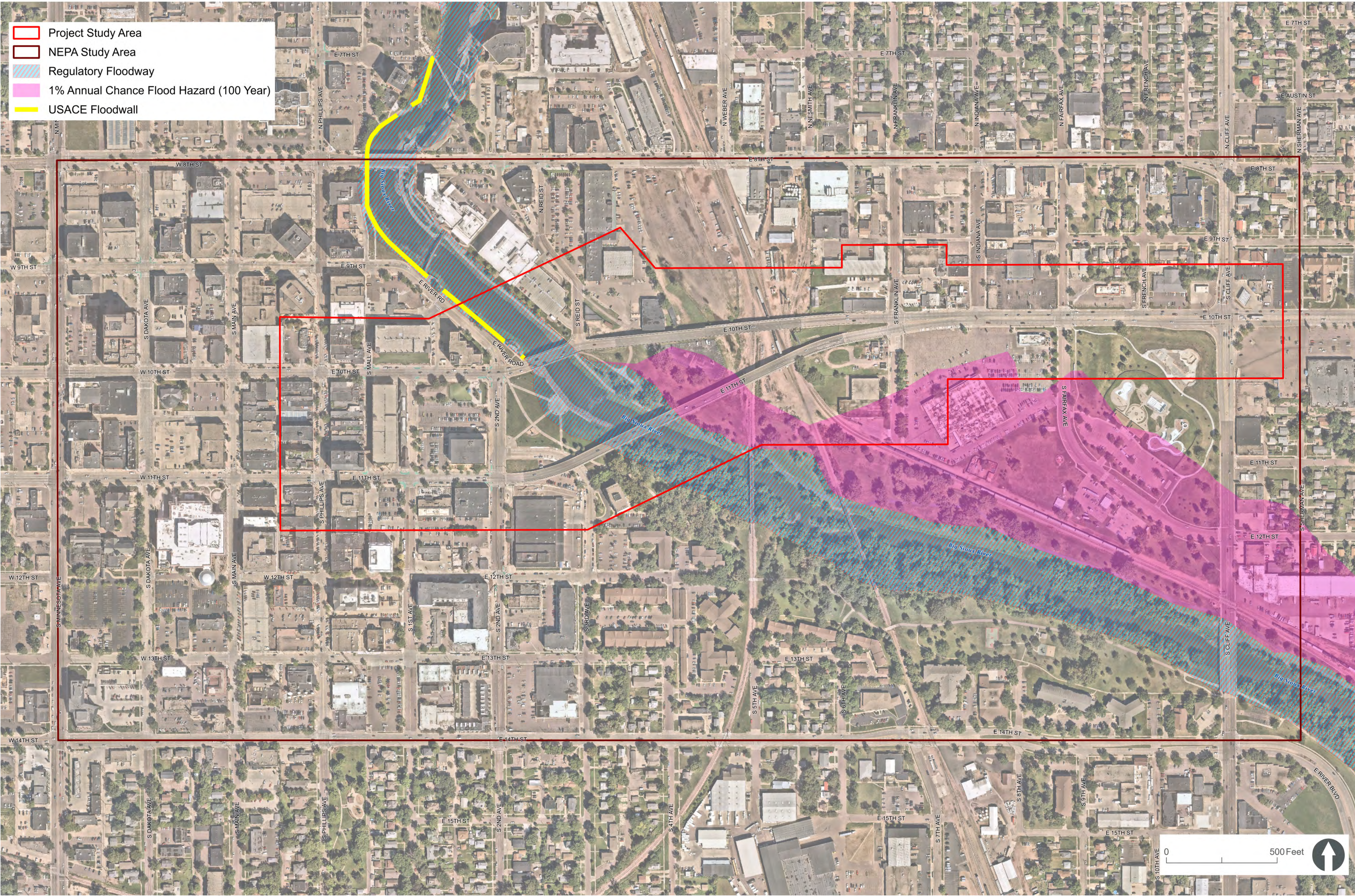
However, existing site constraints and project boundaries limit the ability to provide that replacement floodplain storage. Therefore, fill in the floodplain should be minimized to reduce the need for mitigation in these constrained areas.

Federal Emergency Management Agency (FEMA) Floodway Regulations

According to FEMA regulations, any fill placed in the floodway must not cause a change in base flood elevations. If a change occurs, a Conditional Letter of Map Revision (CLOMR) will be required.

Bridge Embankment Fill Guidelines

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.



Purpose

The purpose of the project is to address the deteriorating condition and increasing maintenance costs of the 10th and 11th Street structures while accommodating east-west traffic over the Big Sioux River and BNSF railroad. The project will consider the City of Sioux Falls' and Metropolitan Planning Organization's transportation plans for the area.

Needs to be Addressed

- Deteriorating structure condition
- Increasing maintenance costs
- Transportation system linkage



Key Improvements with all Options:

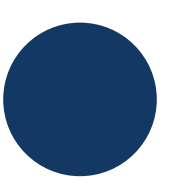
Based on recent planning studies, community surveys, and coordination with other agencies with jurisdiction along the corridor, the following guiding parameters were incorporated into the options:

- **Reid Street:** Addition of right turn lane on 10th Street
- **Franklin Avenue:** Addition of through lane on 11th Street
- **Profiles:** Each alignment lowers the profile of 10th and 11th as far as feasible
- **Walkability:** Improved connectivity to shared use paths on either side of the river
- **3rd Street:** Closure of access from 2nd Avenue for improved safety
- **Replacement of aging infrastructure**
- **Adjustments to Reid Street and Franklin Avenue** improve the safety on the options



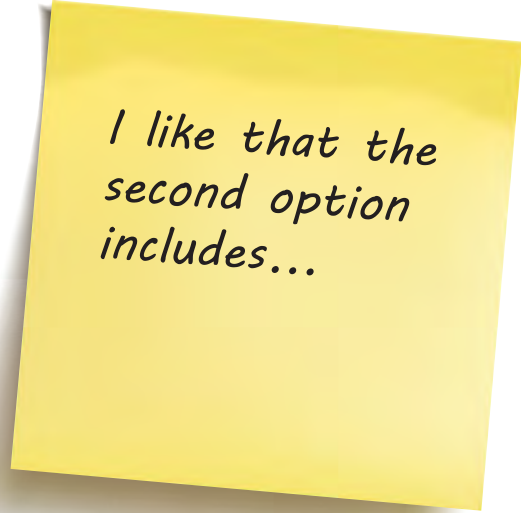
 Not Started

 In progress

 Complete



What do you like about these options for park use? _____



How will this affect park use? _____



Do you use these parks on a regular basis? _____



OPTION 1

OPTION 2A/2B

OPTION 3

Roadway

Tell us what you think about the roadways for each option.

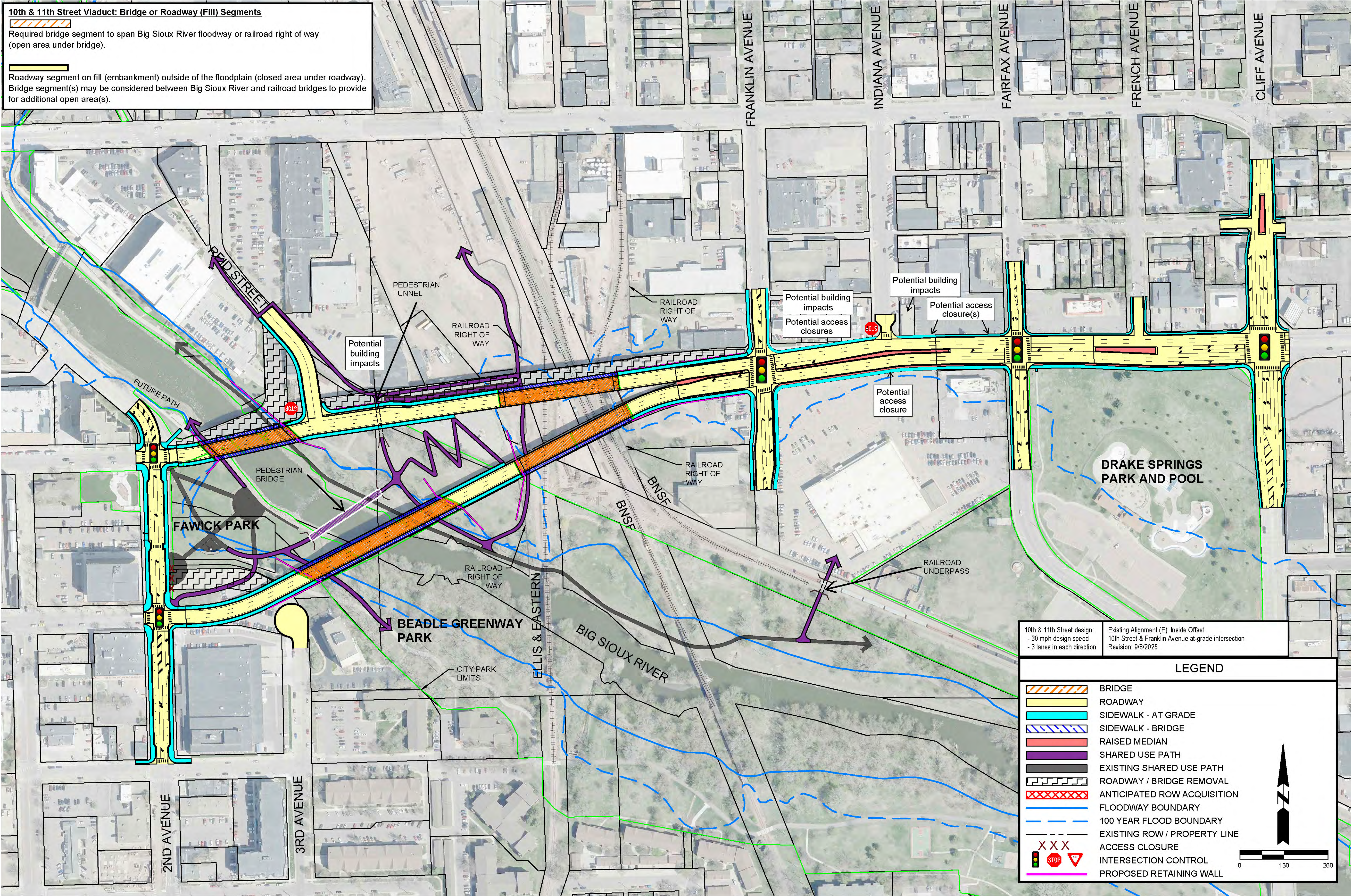
Pedestrian

Tell us what you think about the pedestrian accommodations for each option.

Safety

Tell us what you think about the safety features for each option.

OPTION 1



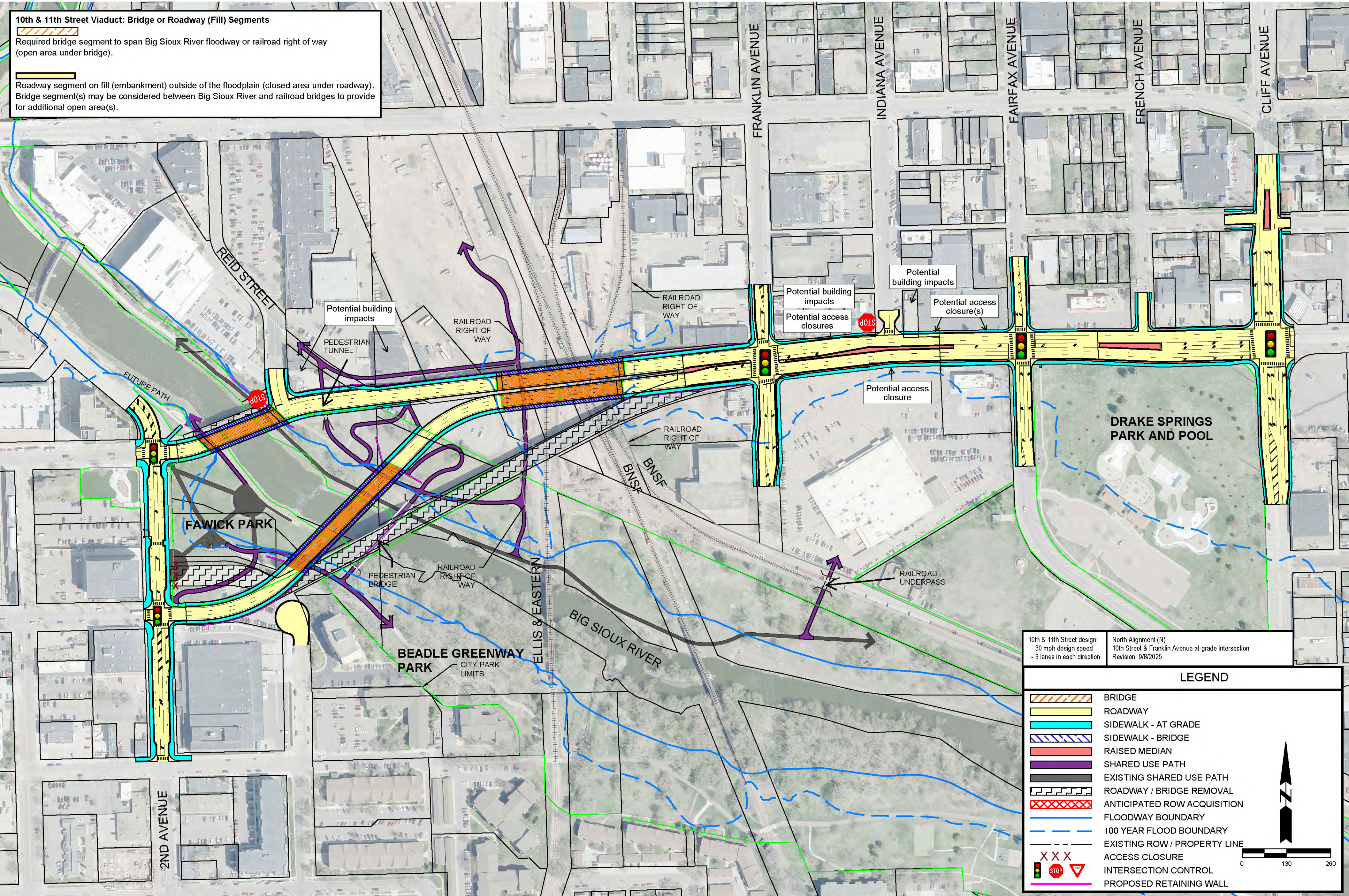
Roadway

- **10th Street is adjusted, and 11th Street remains the same:** 10th Street is shifted south, and 11th Street remains on existing alignment.
- Straightens out alignments as much as practical.
- Reid Street is shifted east to help with sight distance. There is the potential for the intersection to be located on the proposed structure.

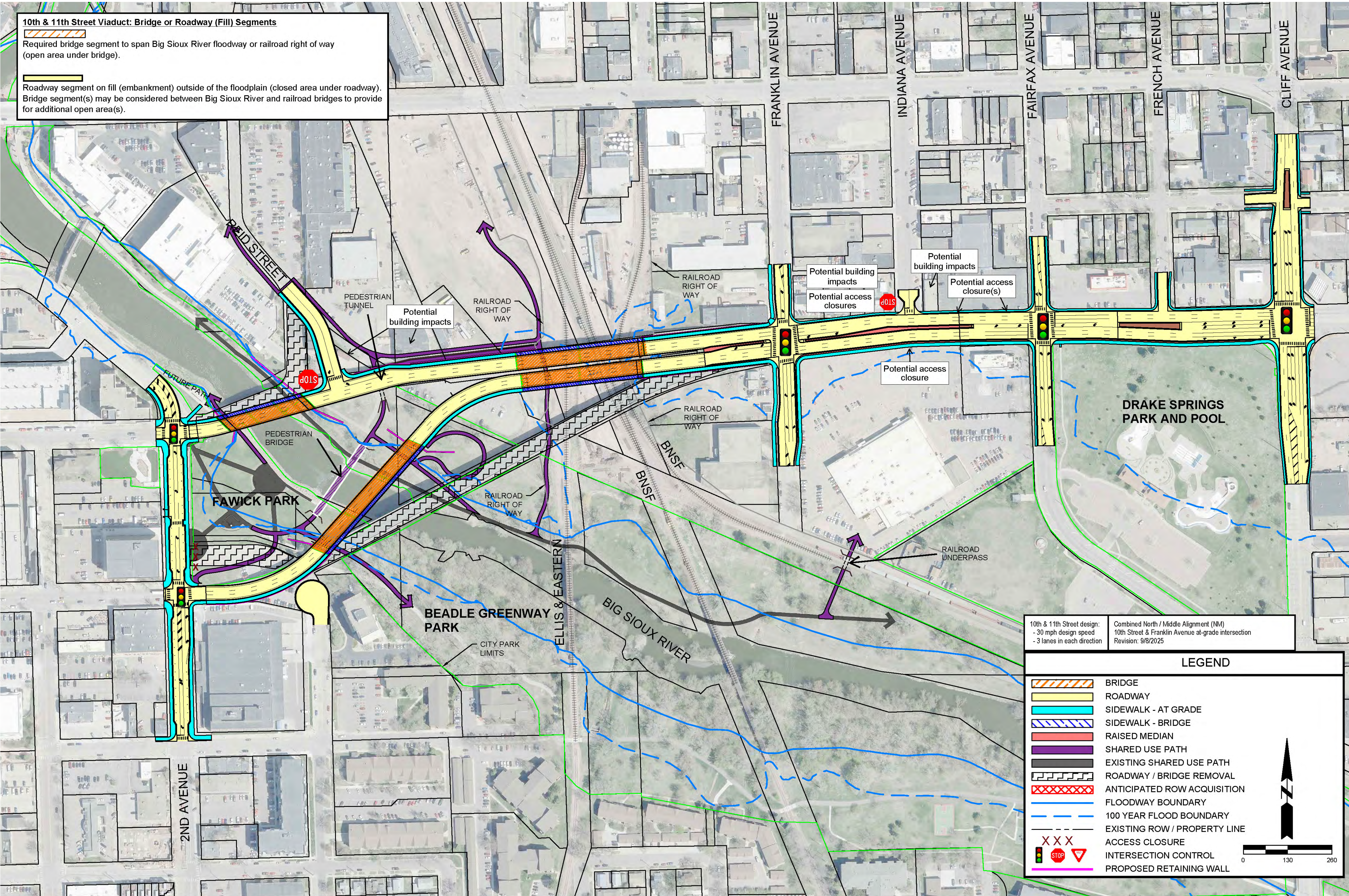
Pedestrian

- Sidewalk on both sides of 10th and 11th Streets.
- **10th Street:** Connection to river trail system from both sides of roadway.
- **11th Street:** Connection to the river trail system from north side of street. No connection on south side.
- Pedestrian bridge located between 10th and 11th Street.
- Includes underpass east of Reid Street.

Option 2A



Option 2B



Roadway

- **10th Street remains the same, and 11th Street is adjusted:** 10th Street remains on the existing alignment, and 11th Street is shifted north, adjacent to 10th Street.
- Brings alignments together after crossing the Big Sioux River.
- Creates multiple 30 mph curves on 11th Street to help control speed.
- 2A vs 2B – Shows different proposed alignments of Reid Street that would be possible. 2A matches existing while 2B shifts Reid Street alignment to the east.

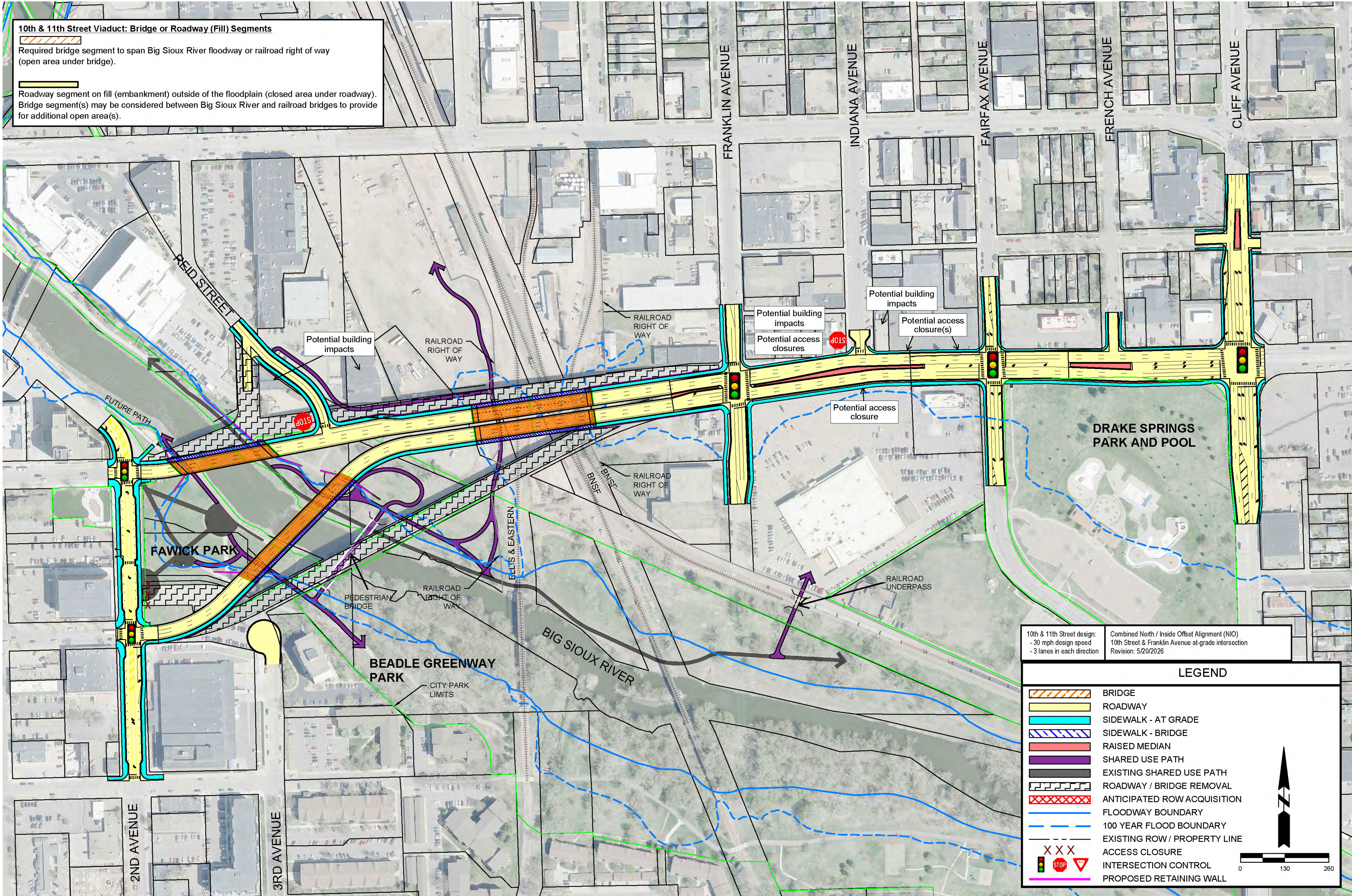
Pedestrian Option 2A

- Sidewalk across river along both sides of 10th and 11th Streets.
- **10th Street:** Connection to river trail system from south side of street only.
- **11th Street:** Connection to the river trail system from both sides of street.
- Pedestrian bridge located south of 11th Street.
- Includes underpass east of Reid Street.

Pedestrian Option 2B

- **10th Street:** Sidewalk on north side of street only. Connection to river trail system.
- **11th Street:** Sidewalk on south side of street only. Connection to river trail system.
- Pedestrian bridge located between 10th and 11th Street.
- Includes underpass east of Reid Street.

OPTION 3



Roadway

- **10th Street adjusted/11th Street adjusted:** 10th Street is shifted south, and 11th Street is shifted north, adjacent to 10th Street.
- Brings alignments together as quickly as possible after crossing the Big Sioux River
- Creates multiple 30 mph curves on 11th Street to help control speed.
- Reid Street shifted as far east as feasible to help with sight distance and make sure the intersection is not located on a structure.

Pedestrian

- Removes connection to 11th from Fawick Park.
- Removes underpass near Reid Street.
- **10th Street:** Sidewalk on north side only. Connection to river trail system.
- **11th Street:** Sidewalk on south side only. Connection to river trail system.
- Pedestrian bridge located south of 11th Street.

Effects to Parks and Trails

Each alternative could have a potential effect on the following Section 4(f) resources:

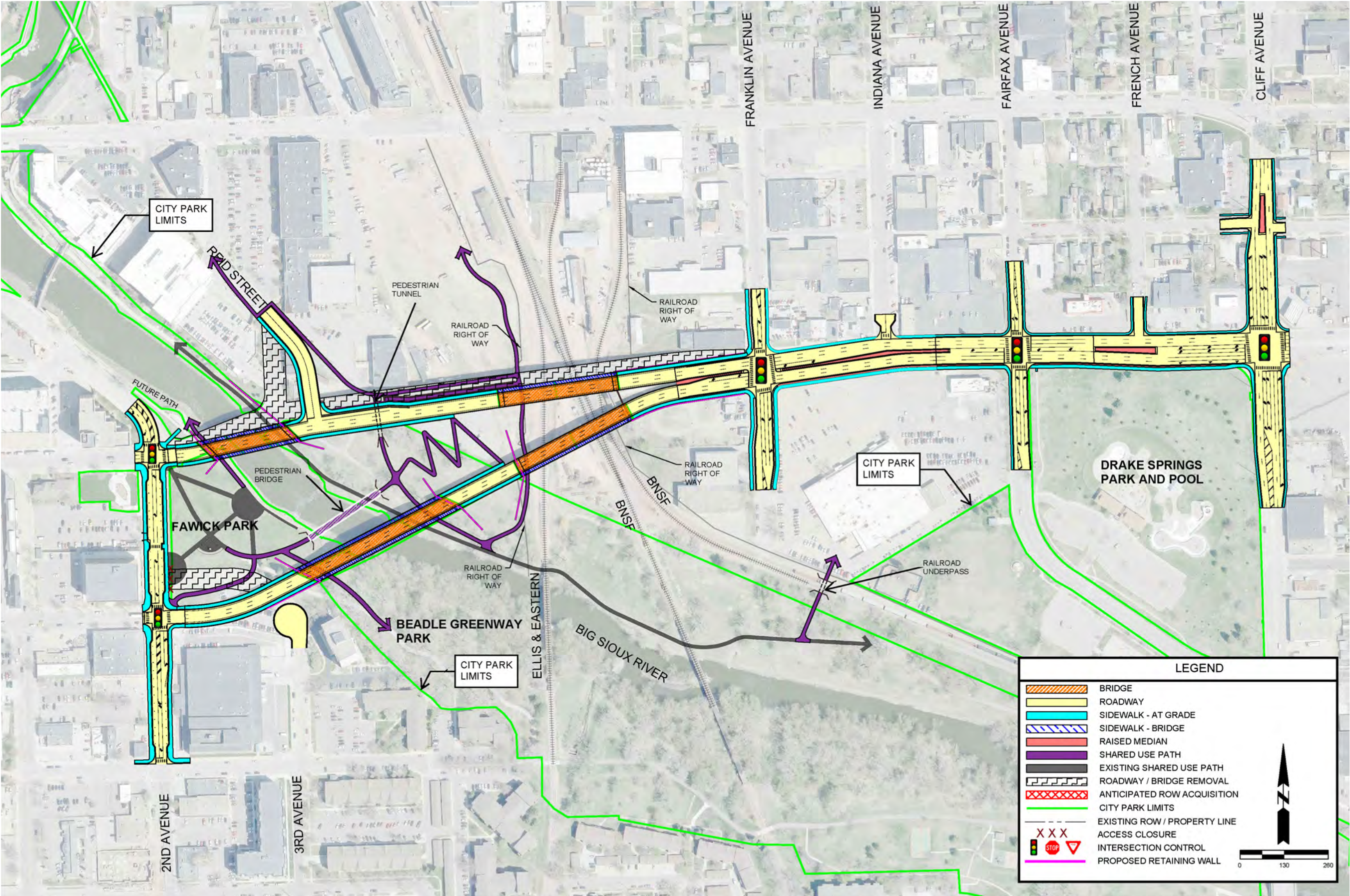
Fawick Plaza, Big Sioux Bike Trial Loop, Beadle Greenway Park, and Drake Springs Park and Pool.

The current options may change as the project progresses through environmental review. Each of these parks are considered Section 4(f) resources due to providing a recreational opportunity to the open public. Fawick Plaza, Beadle Greenway Park, and Drake Springs Park and Pool are considered Section 6(f), due to previously receiving Land and Water Conservation Funds. During the environmental review, coordination will occur with the Sioux Falls Parks and Recreation Department to discuss the effects to the areas and potential mitigation.

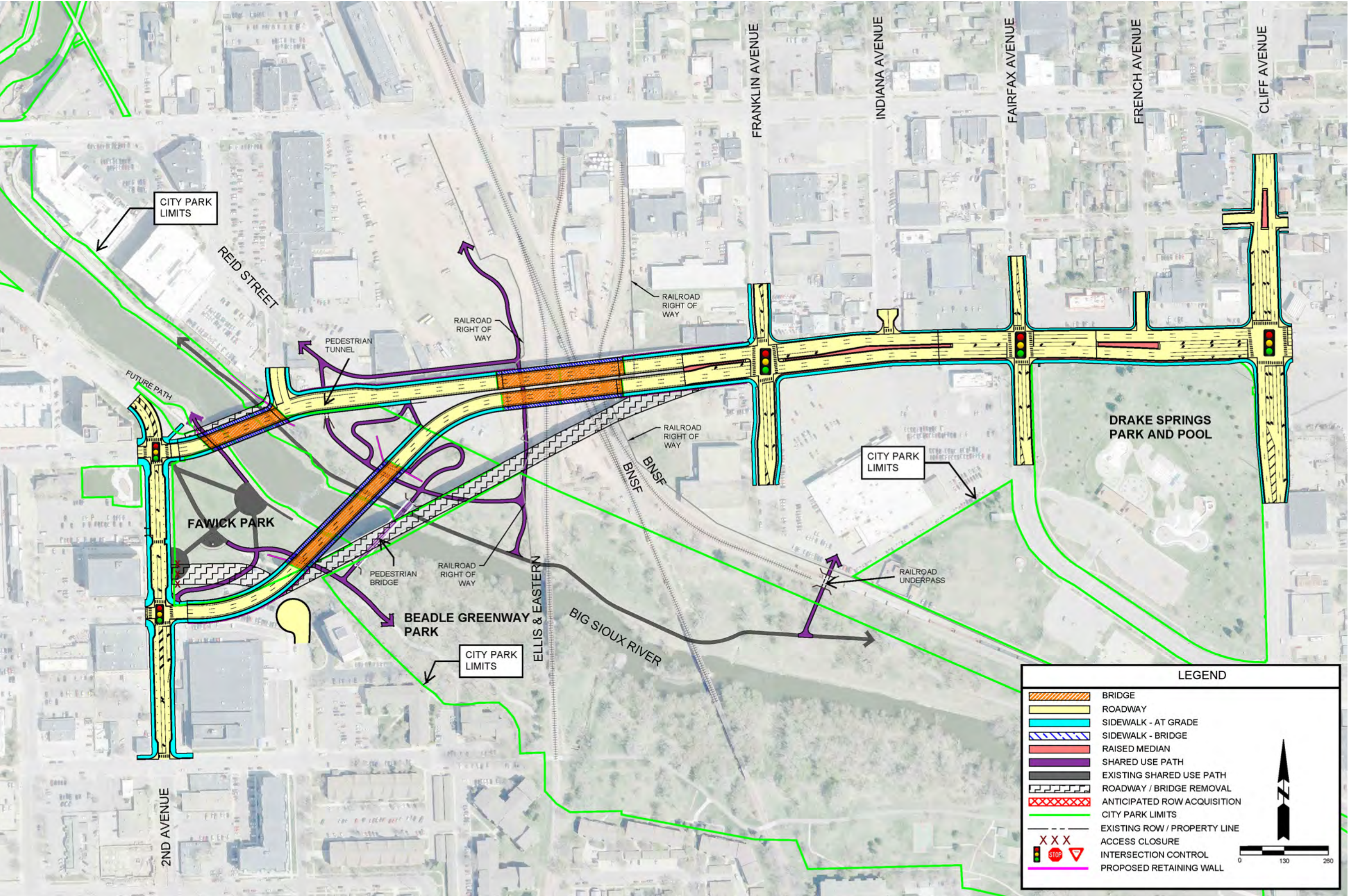


ALL CONCEPTS PARK EFFECTS

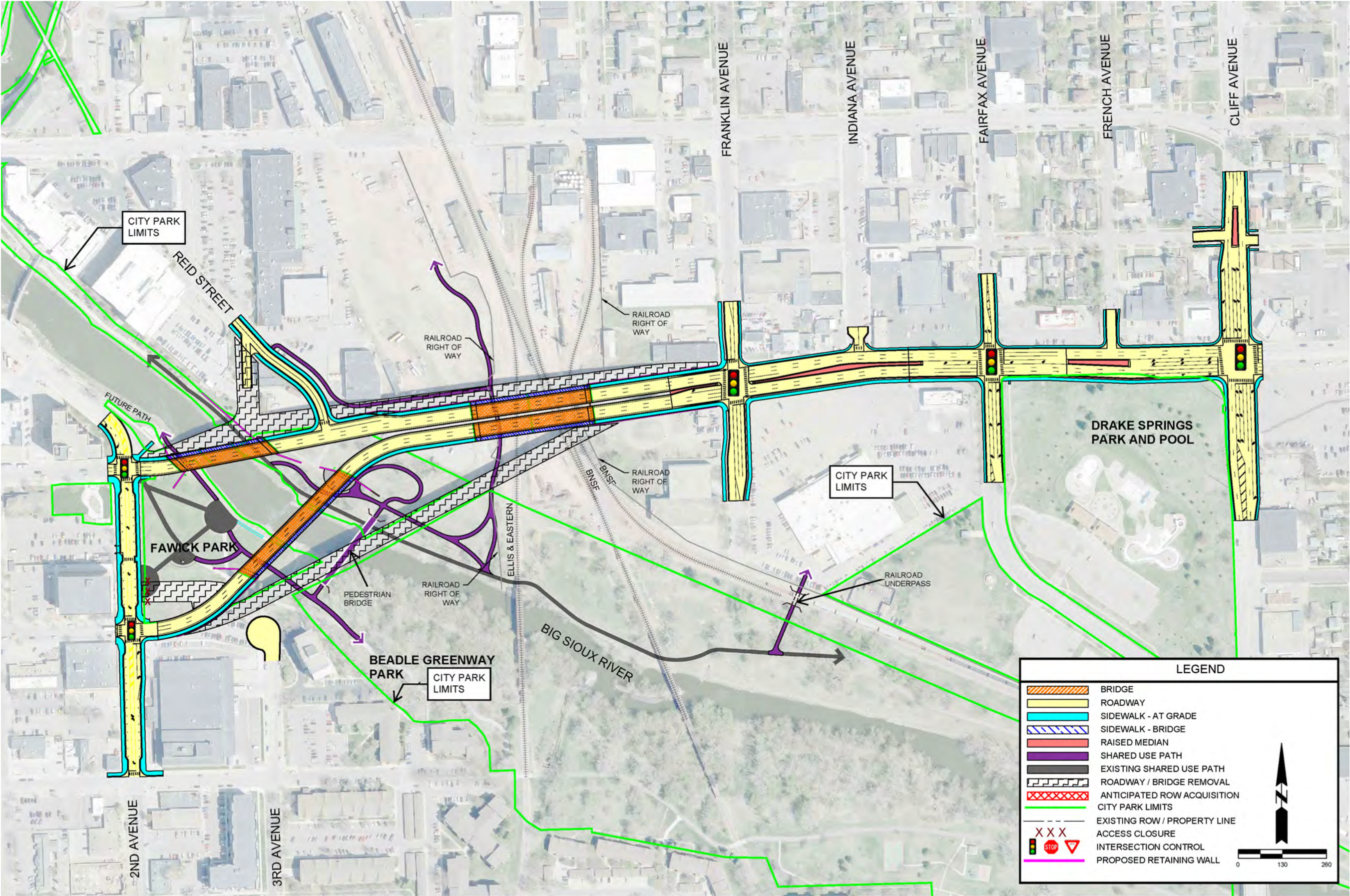
Option 1



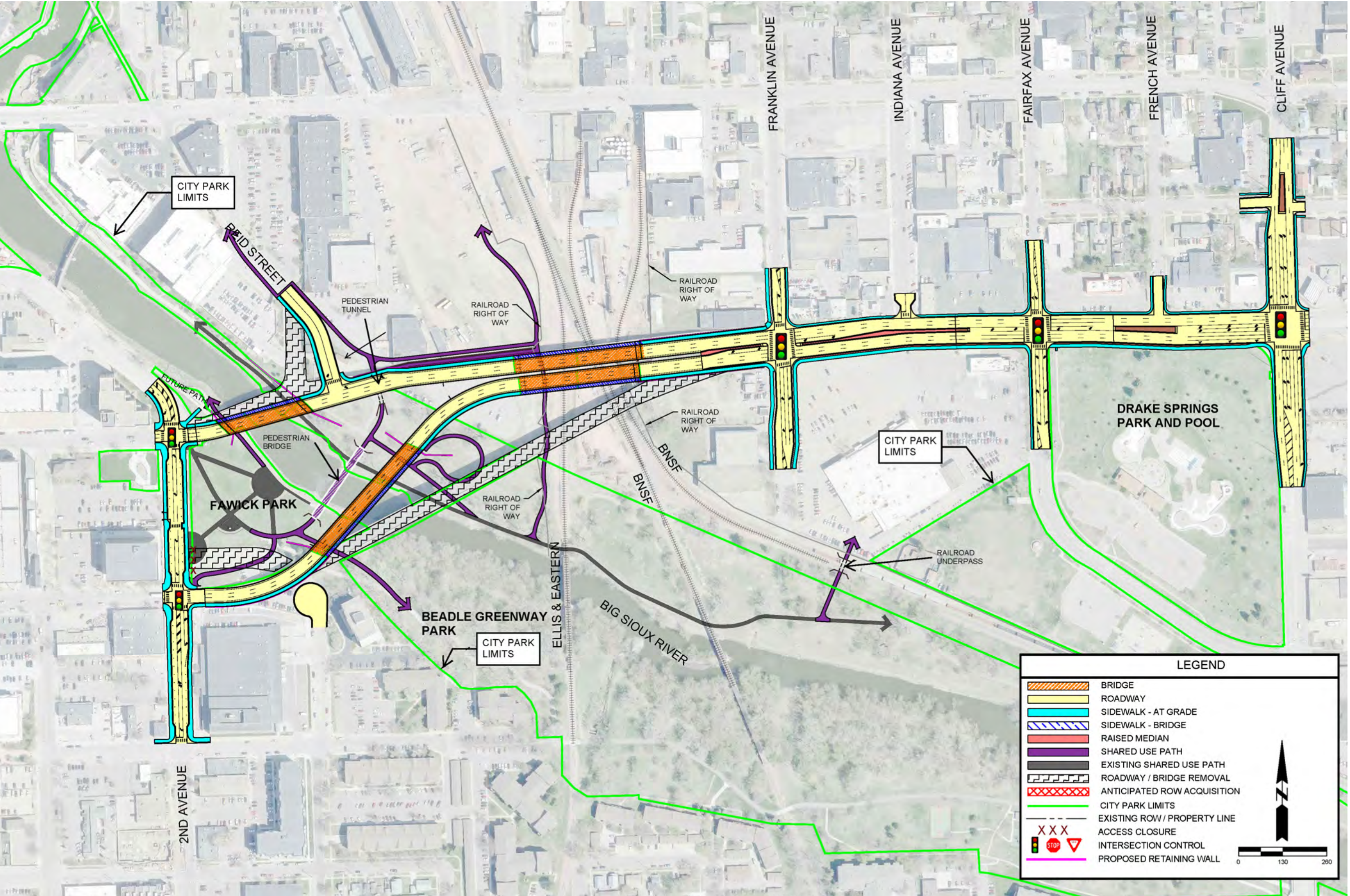
Option 2A



Option 3



Option 2B

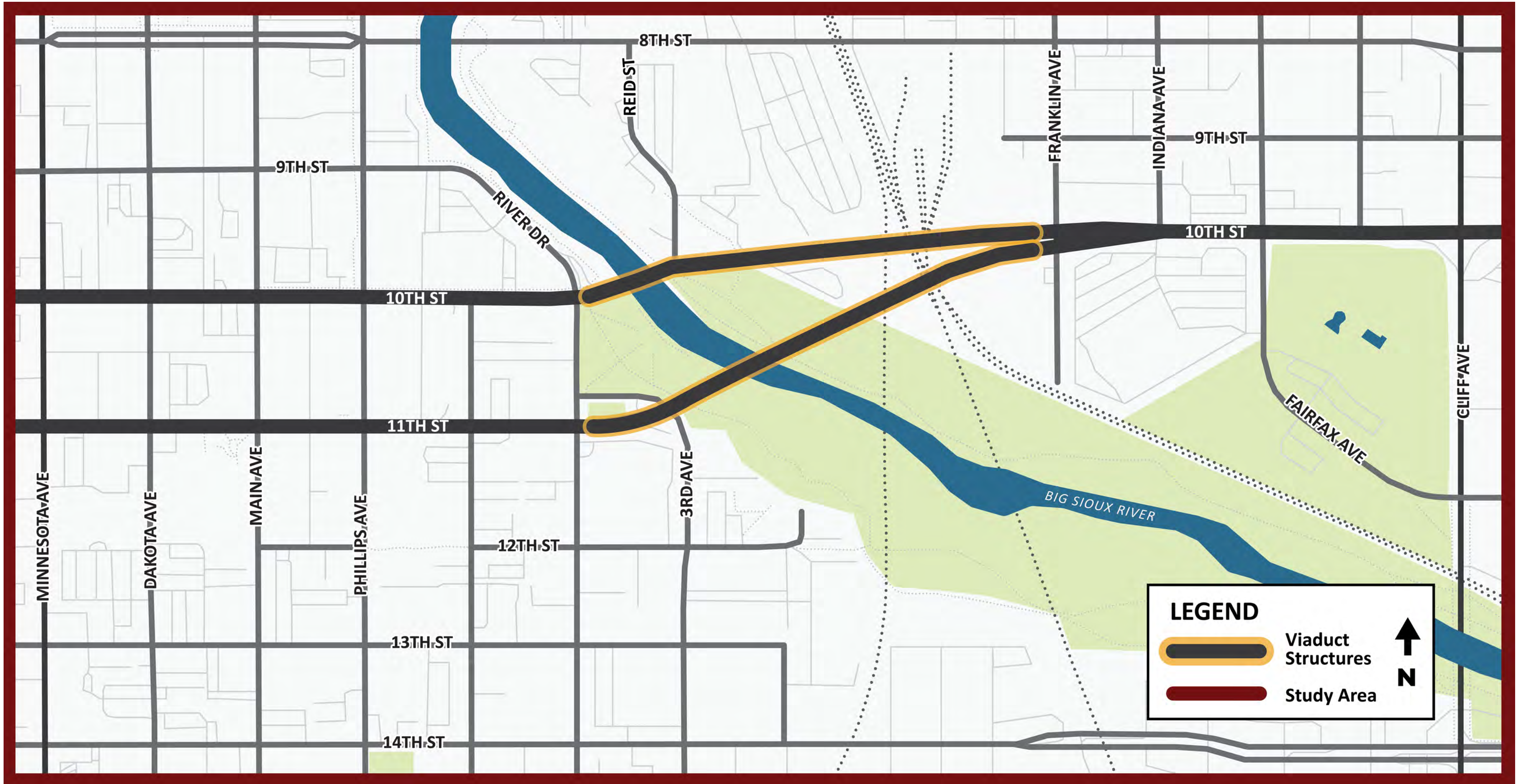


About the Study

The South Dakota Department of Transportation (SDDOT), in conjunction with the City of Sioux Falls, South Eastern Council of Governments (SECOG)/Sioux Falls Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA), have initiated a study of the 10th and 11th Street Viaducts in Sioux Falls, S.D. to identify existing issues, evaluate alternatives, and develop a plan for replacement of the viaduct structures.

Ownership of the existing viaduct structures was transferred from SDDOT to the City of Sioux Falls in 2006. However, SDDOT is still responsible for the replacement of these structures. SDDOT has tentatively programmed the replacement of the 10th Street structure beginning in 2032. The 11th Street structure is tentatively scheduled for replacement beginning in 2036. Upon replacement, the new bridges will be the responsibility of the City of Sioux Falls. Multimodal and active transportation travel on or under the viaduct structures will be key elements of the study. Ultimately, this major investment study will identify and evaluate feasible replacement scenarios for the structures and determine a recommendation.

Viaduct Study Area



Study Objectives



IDENTIFY AND EVALUATE CONCEPTS TO REPLACE THE 10TH & 11TH STREET VIADUCT BRIDGES AND DETERMINE A RECOMMENDATION

- 

Identify transportation issues and needs for the 10th Street and 11th Street corridors
- 

Develop feasible solutions to address the identified issues and needs
- 

Engage the public and stakeholders
- 

Create final products for SDDOT and City of Sioux Falls, which will guide implementation of recommended improvements

QUICK FACTS

COMPLETED IN
 EARLY 2024

3 STUDY PHASES:

- 1

East-West Corridor Study
- 2

Downtown Traffic Analysis
- 3

10th & 11th Street Viaduct Study

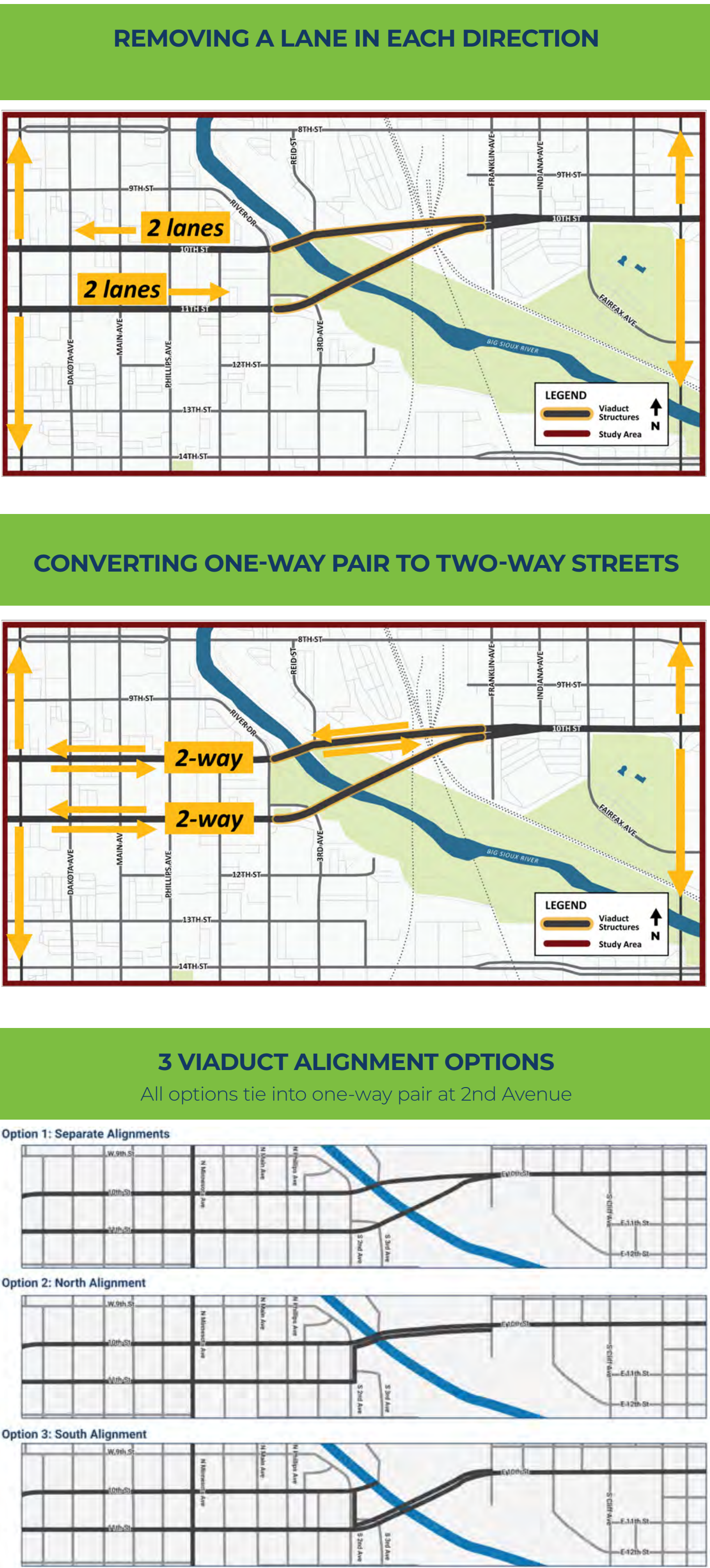
Analyzed 13 scenarios using Sioux Falls Travel Demand Model, with various combinations of:

- Russell Street extension to Rice Street
- Benson Road extension to Rice Street
- 10th & 11th Street lane reduction
3 lanes to 2 lanes
- 10th & 11th Street one-way to two-way conversion
- 2nd Avenue road diet
4-lane to 3-lane conversion

In January 2024, the City of Sioux Falls completed a Downtown Traffic Impact Study (TIS) to provide traffic-related guidance to long-range planning efforts and future projects throughout the downtown area.

Key Findings

- There is strong traffic demand to travel to, from and through the downtown area.
- New east-west arterial street connections only provide nominal traffic reductions on 10th & 11th Street through downtown
- Reducing capacity on 10th & 11th Street due to removing lanes or converting the one-way pair to two-way streets:
 - Diverts traffic to other east-west corridors.
 - Adversely impacts 10th & 11th Street operations and other east/west streets not geared for higher volumes.
- Three alignment options were analyzed, with each tying into the one-way pair at 2nd Avenue.
 - The Separate and North alignments are most feasible.
 - The South alignment was determined infeasible due to operational and geometric challenges at the 2nd Avenue

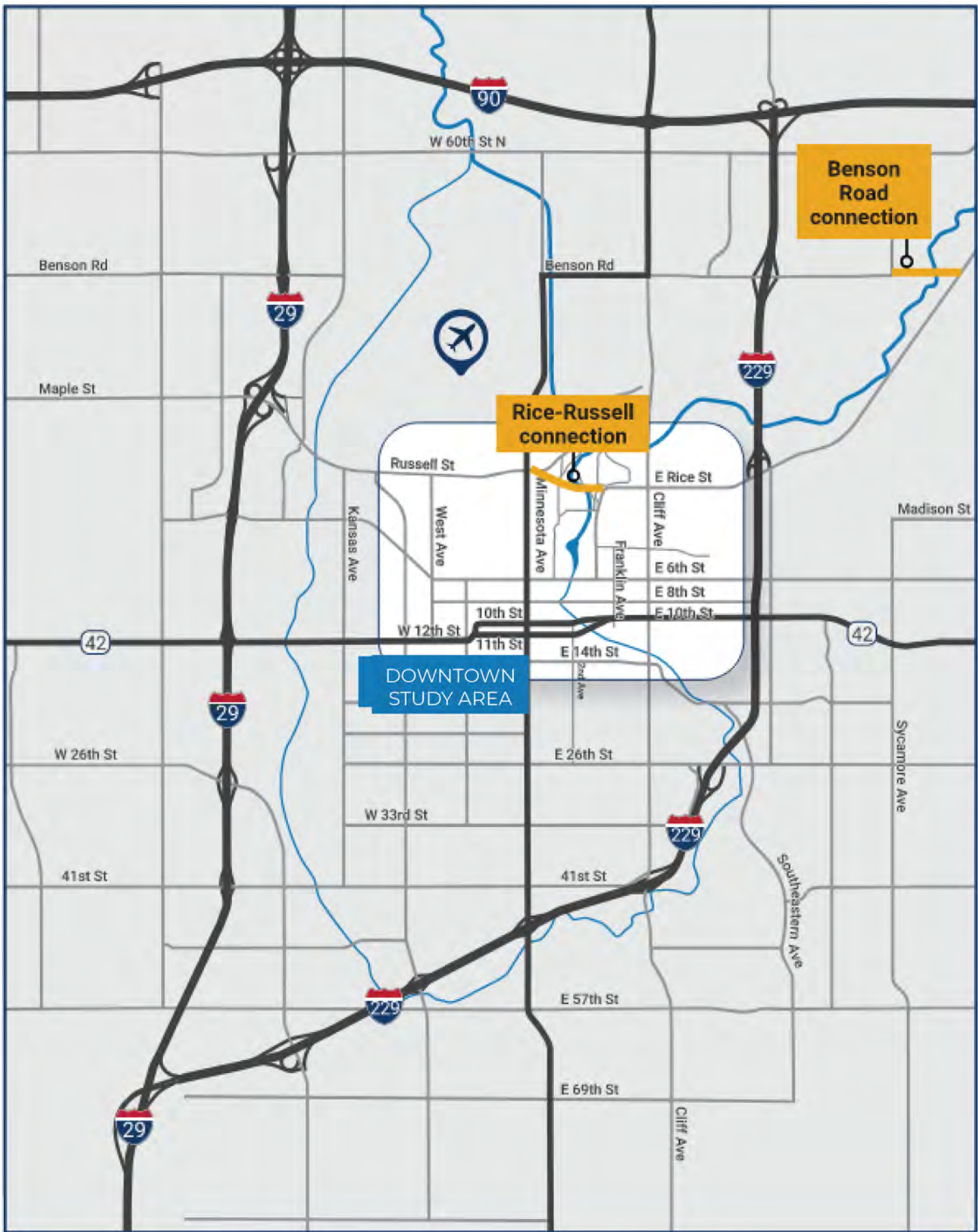


10th & 11th Street Corridor Recommendations

Maintain the following 10th & 11th Street corridor elements through downtown:

- Existing corridor capacity
- 3 lanes in each direction
- One-way pair

Study Area



Existing Volumes 2024

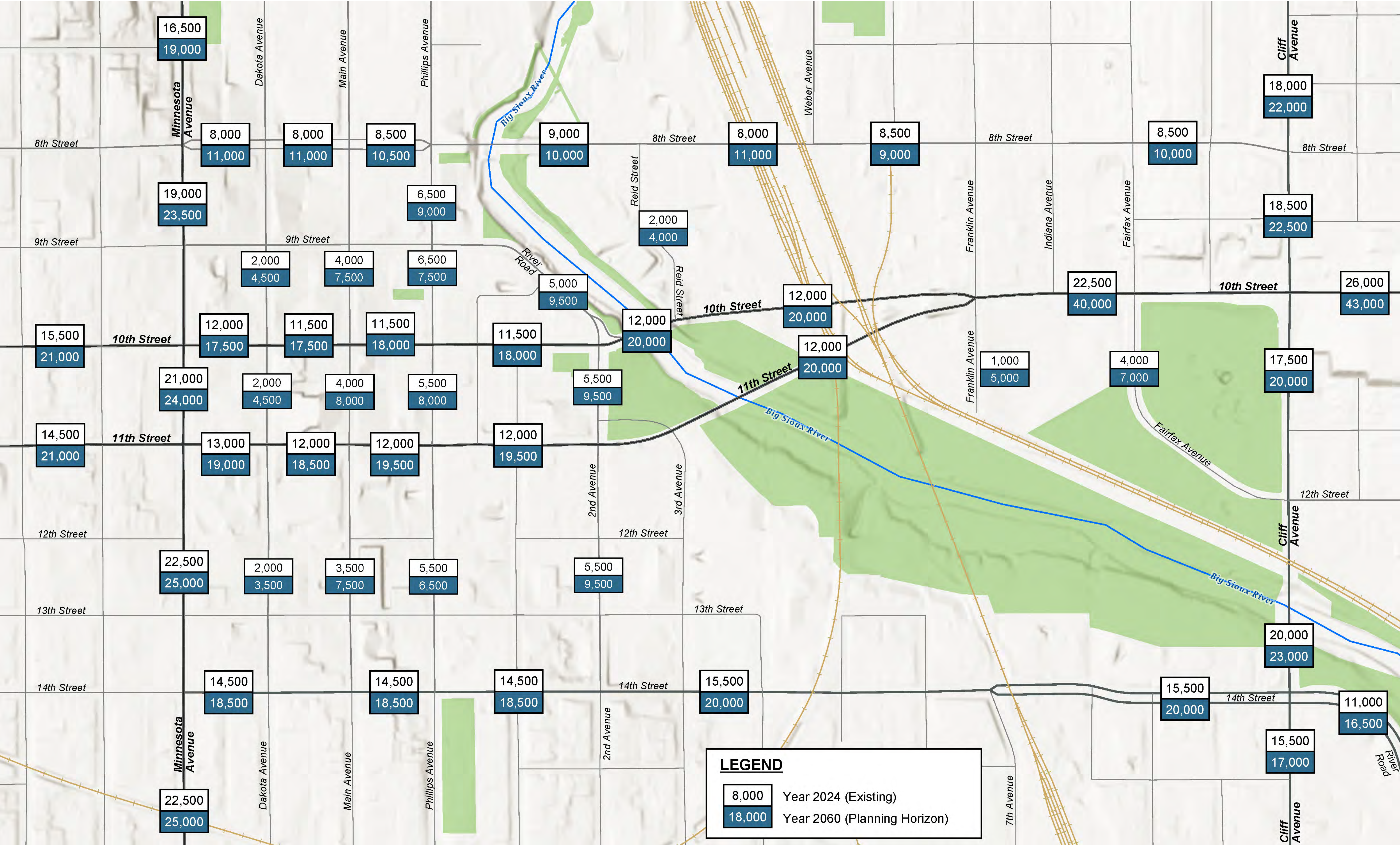
- Volumes reflect typical weekday during the summer
- Based on 2022, 2023 and 2024 traffic counts collected by City of Sioux Falls

2060 Planning Horizon Volume Forecasts

- Reflects development and traffic growth throughout the Sioux Falls metropolitan area
- Based on Sioux Falls MPO Travel Demand Model growth rates
- Account for recent and anticipated development/redevelopment throughout downtown
- Account for recommended projects in Go Sioux Falls MPO 2045 Long-Range Transportation Plan fiscally constrained street network



EXISTING AND 2060 PLANNING HORIZON DAILY TRAFFIC VOLUMES



Scan this QR code to access the project website to learn more details about the study, and submit comments:

<https://www.1011viaductstudy.com>



Comments will be accepted in person at the public meeting and on the study website until **Tuesday, Nov. 10, 2026.**



Section 106 of the National Historic Preservation Act requires federal agencies to evaluate potential effects of a project on historic and cultural resources. Because a historic district is located within the project area, consultation is being conducted with the State Historic Preservation Office (SHPO) and other stakeholders to identify potential impacts and develop measures to avoid, minimize, or mitigate effects on historic properties.

- A historic district is located within the project area and will be considered further during the Environmental Assessment process.
- Railroads are considered archeological sites within South Dakota and will be considered further during the Environmental Assessment process.
- Section 106 consultation will be completed during the Environmental Assessment process with the State Historic Preservation Office and other stakeholders.

