

Purpose of Today's Meeting

The purpose of this public meeting open house is to gather public input on three options for replacing the viaduct structures. As part of the environmental review process, the study will also evaluate potential impacts to publicly owned park and recreation properties protected under Sections 4(f) and 6(f) of federal law.

Community members are encouraged to review the information presented, including potential effects to these resources, and provide feedback that will help inform the study, environmental review process, and future project decisions. This input will help the study team refine these options during the environmental process.

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 **Tuesday, Nov. 10, 2026**.

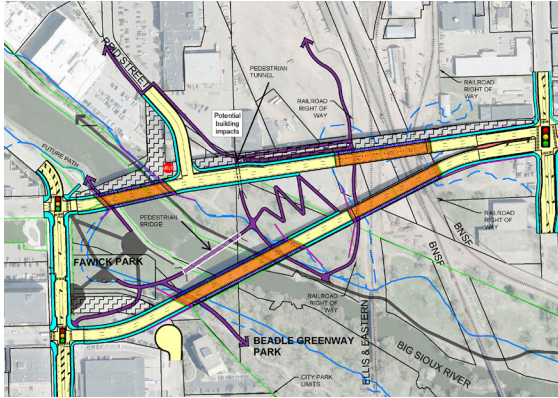
Key Improvements with options:

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 Streets 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**

Key Differences of Options

Option 1



What is Different?

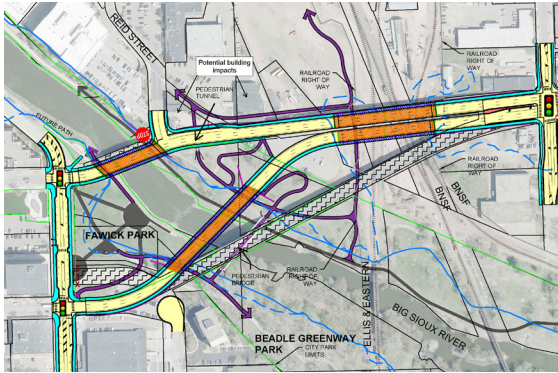
Roadway

- **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



What is Different?

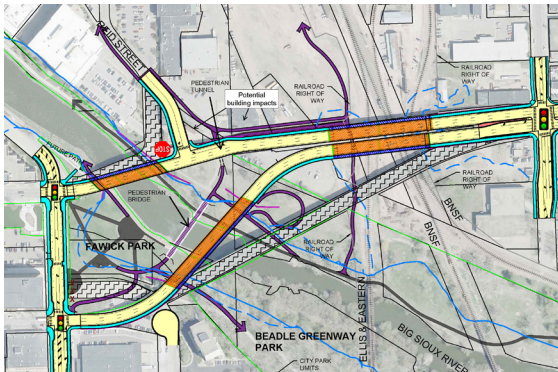
Roadway

- **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.

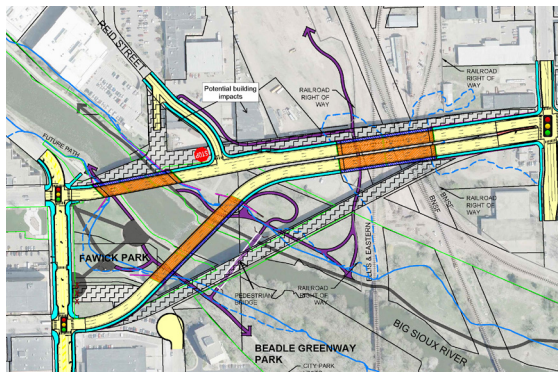
Option 2B



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



What is Different?

Roadway

- **10th Street is adjusted, and 11th Street is 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.