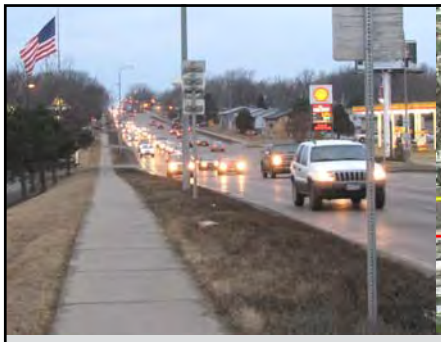
Meeting Minutes

Project:	I-29 Exit 77 (41st Street) Interchange and Environmental Study
Subject:	I-29 to Marion Road Landowners
Date:	Monday, April 24, 2017
Location:	Kuehn Community Center
Attendees:	Andy Wall, M. Isaak, Jim Mash, Mitch Evertse – SF Fire and Rescue Jim Welch – Lewis Drug Tom Walsh – Burger King Terry Nielsen – Nielsen Building Greg Heine – Mount Marty College Vick Patel – Flowerama Shannon Ausen – City of Sioux Falls Travis Dressen - SDDOT Jason Kjenstad, James Unruh (HDR) (see **Attachment 2** for sign-in sheet)

1. **Invitations**
   1.1 37 invitation letters were sent out on April 14 to landowners along 41st Street and Marion Road within the project vicinity.
2. **PowerPoint slides reviewed by Jason Kjenstad (see Attachment 1)**
3. **Display boards of alternatives and comparison matrices**
   3.1 See 5/10/17 Public Meeting display items
4. **Discussion items**
   2.1 Sioux Falls Fire and Rescue – The mountable section of 41st Street raised median for Alternatives A, B1, and B2 meets SFFR access requirements.

   2.2 Mount Marty College (MMC)
   - Greg Heine requested a more detailed analysis of the parking and Godfather's Pizza drive-through lane impacts for Alternative B2 than was provided at the meeting.
   - *Follow-up: HDR will attempt to set up a meeting with MMC, Godfather's Pizza site, and Black Diamond Casino site representatives to more closely review the impacts of the various alternatives.*

   2.3 Perkins Restaurant
   - No representatives were able to attend due to an unexpected conflict.
   - *Follow-up: A separate meeting will be held with Perkins representatives.*



I-29 Exit 77 (41st Street) Interchange & Environmental Study

PL0100(84) 3616 P, PCN 05MH

IM0293(A6)77 3014 N, PCN 03RA

IM0293(A6)77 3011 N, PCN 03RA

IM0293(A6)77 3145 N, PCN 03RA

Landowner Meeting
41st Street
I-29 to Marion Road
April 24th, 2017

U.S. Department of Transportation Federal Highway Administration

MPO

HDR

CITY OF SIOUX FALLS PUBLIC WORKS Providing a Better Quality of Life for You!

South Dakota DOT Connecting South Dakota and the Nation

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Attending Today – April 24th, 2017

Responsible Agencies

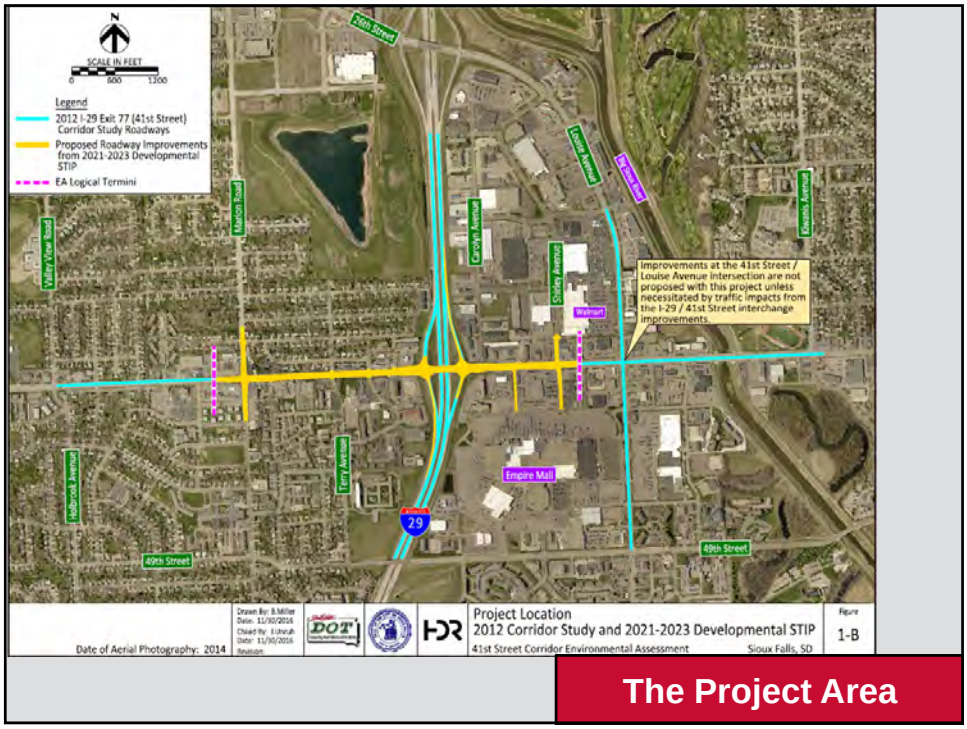
- City of Sioux Falls
- South Dakota Department of Transportation
- Federal Highway Administration
- Metropolitan Planning Organization

Lead Design Consultant

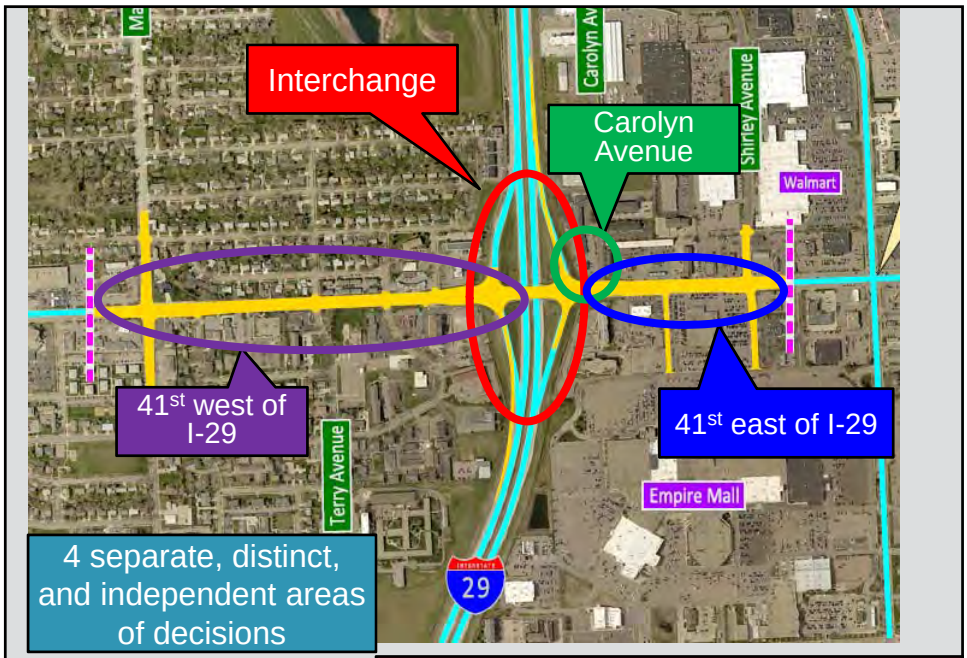
- HDR

James Unruh – HDR
Jason Kjenstad – HDR
Travis Dressen – SDDOT
Shannon Ausen – City

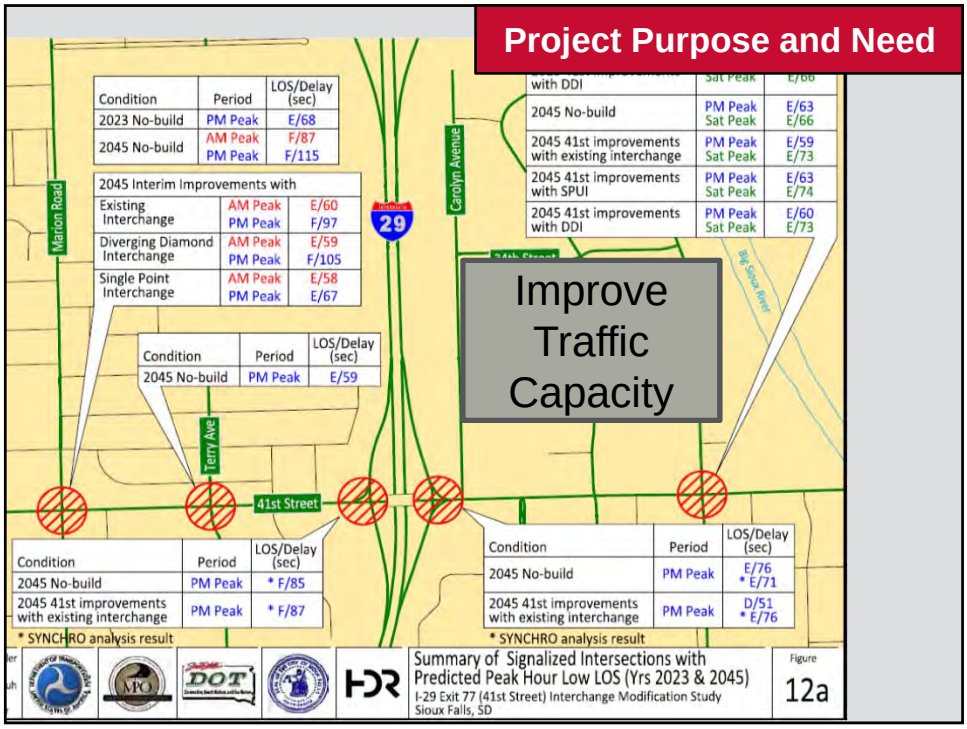
Project Team

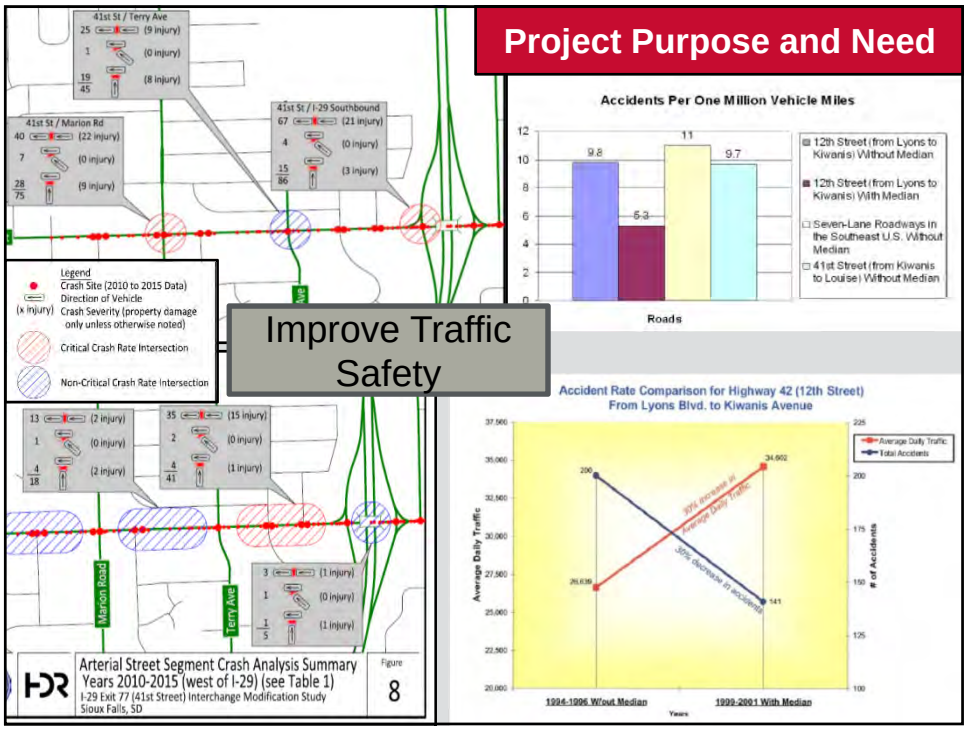


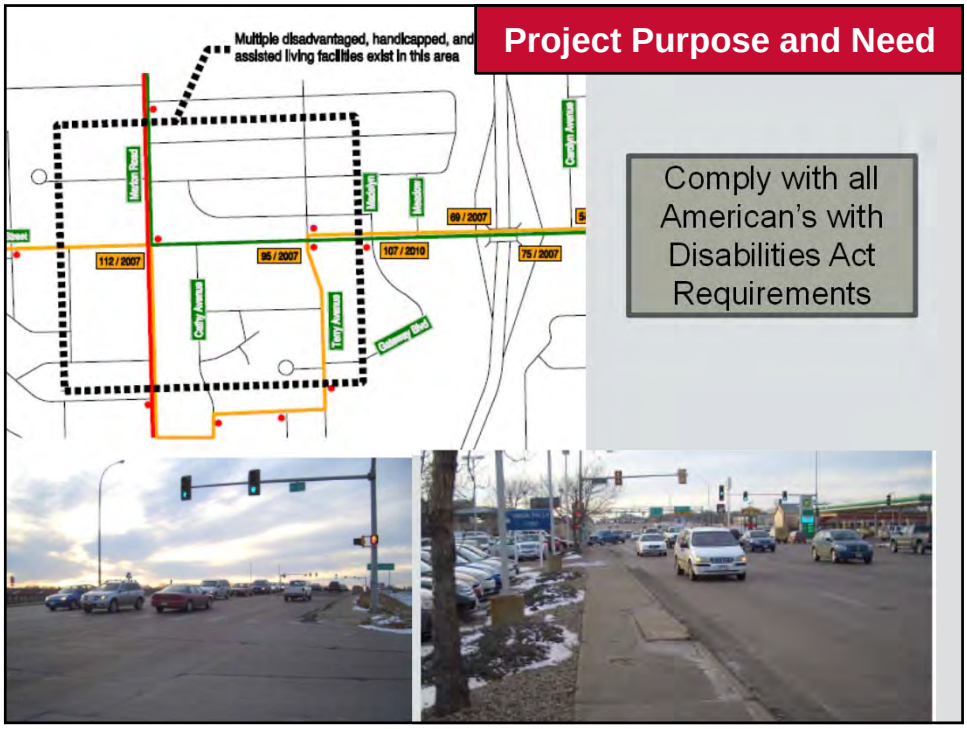
The Project Area

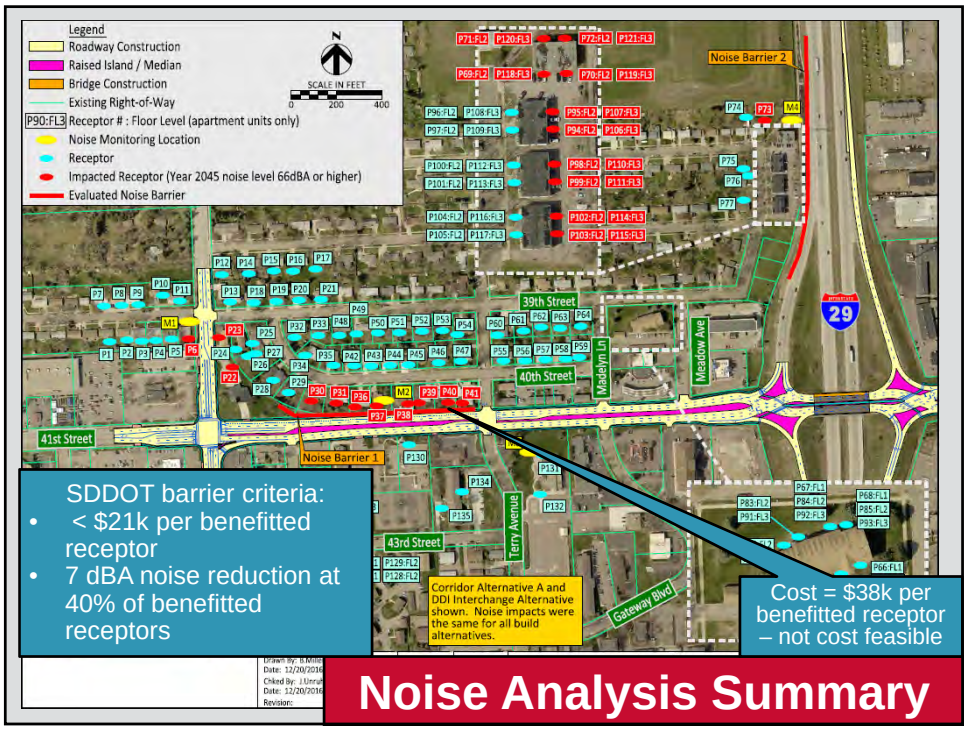


Project Area Discussion

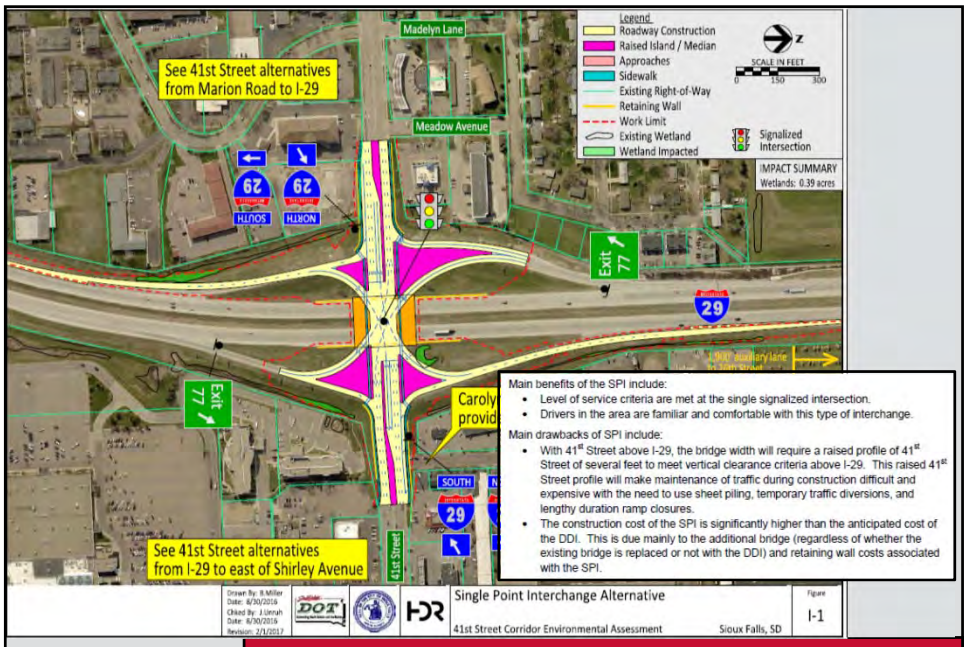

Project Purpose and Need
Improve Traffic Capacity
Marion Road
Terry Ave
41st Street
Carolyn Avenue
29
Big Sioux River
Condition | Period | LOS/Delay (sec)
2023 No-build | PM Peak | E/68
2045 No-build | AM Peak PM Peak | F/87 F/115
2045 Interim Improvements with
Existing Interchange | AM Peak PM Peak | E/60 E/97
Diverging Diamond Interchange | AM Peak PM Peak | E/59 F/105
Single Point Interchange | AM Peak PM Peak | E/58 E/67
with DDI | Sat Peak | E/66
2045 No-build | PM Peak Sat Peak | E/63 E/66
2045 41st improvements with existing interchange | PM Peak Sat Peak | E/59 E/73
2045 41st improvements with SPUI | PM Peak Sat Peak | E/63 E/74
2045 41st improvements with DDI | PM Peak Sat Peak | E/60 E/73
Condition | Period | LOS/Delay (sec)
2045 No-build | PM Peak | E/59
Condition | Period | LOS/Delay (sec)
2045 No-build | PM Peak | * F/85
2045 41st improvements with existing interchange | PM Peak | * F/87
* SYNCHRO analysis result
Condition | Period | LOS/Delay (sec)
2045 No-build | PM Peak | E/76 * E/71
2045 41st improvements with existing interchange | PM Peak | D/51 * E/76
* SYNCHRO analysis result
Summary of Signalized Intersections with Predicted Peak Hour Low LOS (Yrs 2023 & 2045)
I-29 Exit 77 (41st Street) Interchange Modification Study
Sioux Falls, SD
Figure
12a


Project Purpose and Need
Improve Traffic Safety
41st St / Terry Ave
41st St / Marion Rd
41st St / I-29 Southbound
Legend
Crash Site (2010 to 2015 Data)
Direction of Vehicle
(x injury) Crash Severity (property damage only unless otherwise noted)
Critical Crash Rate Intersection
Non-Critical Crash Rate Intersection
Marion Road
Terry Ave
Accidents Per One Million Vehicle Miles
9.8
5.3
11
9.7
Roads
12th Street (from Lyons to Kiwanis) Without Median
12th Street (from Lyons to Kiwanis) With Median
Seven-Lane Roadways in the Southeast U.S. Without Median
41st Street (from Kiwanis to Louise) Without Median
Accident Rate Comparison for Highway 42 (12th Street) From Lyons Blvd. to Kiwanis Avenue
Average Daily Traffic
Total Accidents
Average Daily Traffic
# of Accidents
1994-1996 W/out Median
1999-2001 With Median
Years
Arterial Street Segment Crash Analysis Summary
Years 2010-2015 (west of I-29) (see Table 1)
I-29 Exit 77 (41st Street) Interchange Modification Study
Sioux Falls, SD
Figure
8

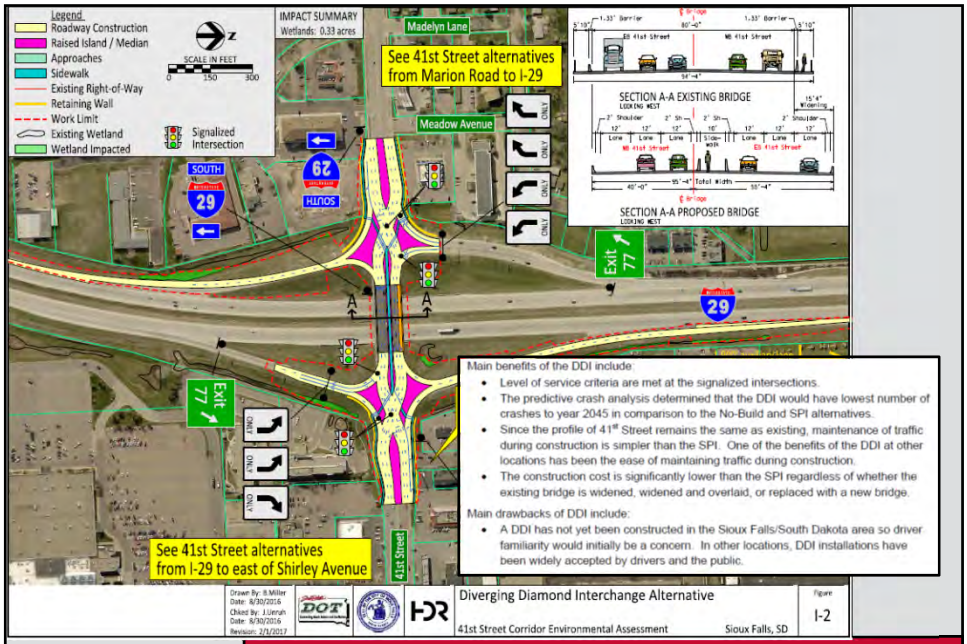

Project Purpose and Need
Multiple disadvantaged, handicapped, and assisted living facilities exist in this area
Comply with all American's with Disabilities Act Requirements
112 / 2007
95 / 2007
107 / 2010
69 / 2007
75 / 2007


Legend
Roadway Construction
Raised Island / Median
Bridge Construction
Existing Right-of-Way
P90:FL3 Receptor # : Floor Level (apartment units only)
Noise Monitoring Location
Receptor
Impacted Receptor (Year 2045 noise level 66dBA or higher)
Evaluated Noise Barrier
SCALE IN FEET
Noise Barrier 2
Noise Barrier 1
39th Street
40th Street
41st Street
43rd Street
Madelyn Ln
Meadow Ave
Terry Avenue
Gateway Blvd
SDDOT barrier criteria:
• < $21k per benefitted receptor
• 7 dBA noise reduction at 40% of benefitted receptors
Cost = $38k per benefitted receptor – not cost feasible
Corridor Alternative A and DDI Interchange Alternative shown. Noise impacts were the same for all build alternatives.
Noise Analysis Summary

41st Street Improvement Alternatives
I-29 Interchange



I-29/41st Street Improvement Alternatives
Single Point Interchange



I-29/41st Street Improvement Alternatives Diverging Diamond Interchange

Interchange Alteratives Summary

Alternative		Purpose and Need: Meets SDDOT and City LOS Criteria	Improves Safety	Improves Pedestrian Facilities	Provides Adequate Separation to Nearest Access (1)	Year 2045 Traffic Operations: Northbound Ramp Intersection: Worst LOS AM/PM	Northbound Ramp Intersection: Worst Delay AM/PM	Southbound Ramp Intersection: Worst LOS AM/PM	Southbound Ramp Intersection: Worst Delay AM/PM	Ramps: Worst LOS AM/PM	Mainline Weaving: Worst LOS AM/PM	Safety: Predicted Annual Total Crashes Year of opening to 2045 #	Predicted Annual Fatality and Injury Crashes Year of opening to 2045 #	Driver/ Public Perception: Driver Familiarity	Construction Impacts: Maintenance of Traffic during Construction	Allows for Phased Construction	Comparative Costs (5): ROW Acquisition M $	Bridge (6) M $	Retaining Wall M $	Roadway #	Total #	Applicable Env. Impacts: Wetlands acres	Floodplain acres
Single Point Interchange (SPI)		yes	yes	yes	yes	B/C (2)	20/24 (2)	(2)	(2)	C/C	C/B	41.2	16.4	good	poor	yes	(4)	7.8	4.1	9.3	21.2	0.39	0
Diverging Diamond Interchange (DDI)	Widen existing bridge	yes	yes	yes	yes	C/C	26/23	C/C	26/25	C/C	C/B	32.9	11.5	(3)	good	yes	(4)	1.0	2.0	7.7	10.7	0.33	0
	Widen and overlay existing bridge																	1.3			11.0		
	New bridge																	5.5			15.2		
No-Build		no	no	no	no	C/E	28/76	C/F	34/85	C/C	C/B	57.0	23.1	good	0	NA	0	0	0	0	0	0	0

NA: Not Applicable
(1) SDDOT policy requires a minimum 100' separation from an interstate ramp junction/turn lane to the nearest access point.
(2) LOS and Delay applies to the single intersection associated with the SPI.
(3) While the DDI would be a new configuration for this area, drivers have become well-adapted to DDI interchanges where they have been implemented in other locations.
(4) Interchange alternatives are designed to fit within the existing I-29 ROW.
(5) 41st Street construction cost limits are based on estimated final Control of Access limits (per direction from SDDOT).
(6) Determination of bridge treatment with DDI alternative will be made during the final design process
Options recommended for elimination from further evaluation

Interchange Alteratives Summary

Alternatives recommended to be carried forward for further consideration:

Alternative	Main reason(s) for carrying forward
Diverging Diamond Interchange	• Significantly lower construction cost than SPI (regardless of treatment of the existing bridge) • Allows for better maintenance of traffic during construction than SPI • Lower predictive crash rate than SPI

Alternatives recommended to be eliminated from further consideration:

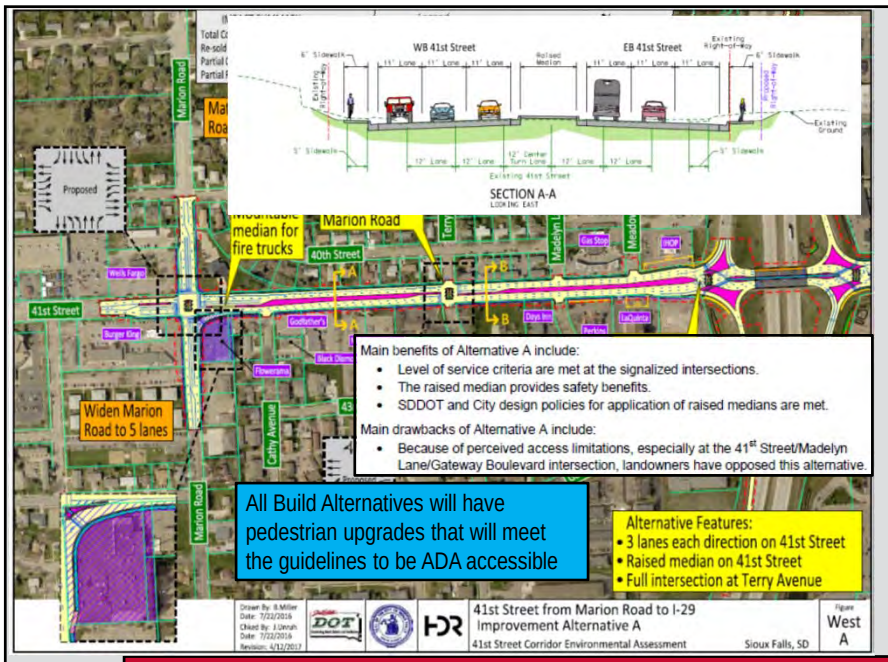
Alternative	Main reason(s) for elimination
Single Point Interchange	• Significantly higher construction cost than DDI • Difficulty in maintaining traffic during construction • Higher predictive crash rate than DDI

Alternati	Purpose and Need	Year 2045 Traffic Operations	Safety	Driver/ Public Perception	Construction Impacts	Comparative Costs (5)	Applicable Env. Impacts	
							Wetlands	Floodplain
							acres	acres
Single Point Interc						2	0.39	0
Diverging Diamond Interchange (DDI)	Wi					7	0.33	0
	V ove					0		
	N					2		
No-Build							0	0

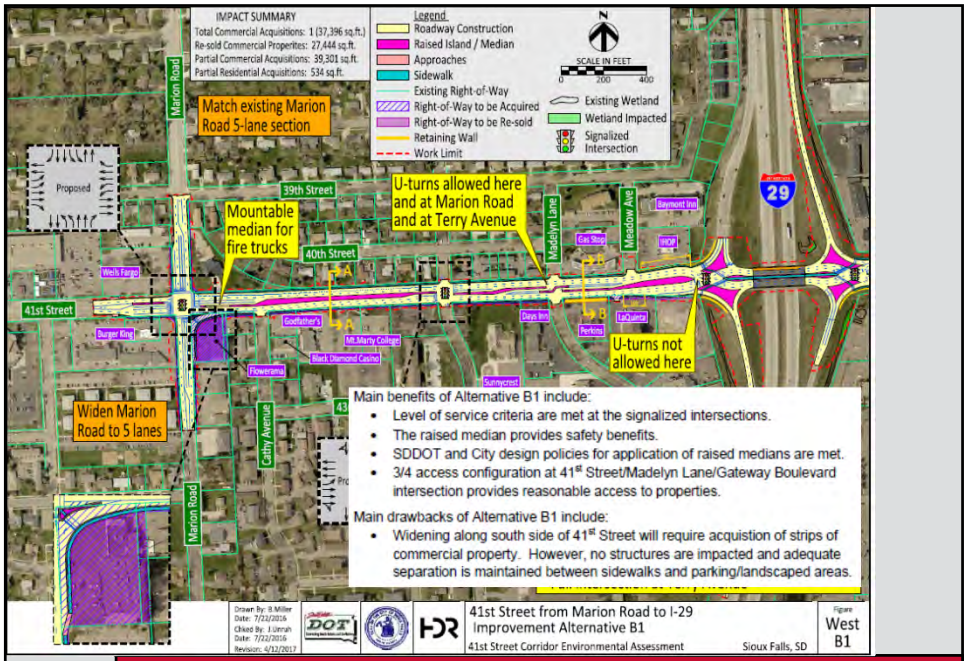
NA: Not Applicable
(1) SDDOT policy requires a minimum 100' separation from an interstate ramp junction/turn lane to the nearest access point.
(2) LOS and Delay applies to the single intersection associated with the SPI.
(3) While the DDI would be a new configuration for this area, drivers have become well-adapted to DDI interchanges where they have been implemented in other locations.
(4) Interchange alternatives are designed to fit within the existing I-29 ROW.
(5) 41st Street construction cost limits are based on estimated final Control of Access limits (per direction from SDDOT).
(6) Determination of bridge treatment with DDI alternative will be made during the final design process
Options recommended for elimination from further evaluation

41st West Alternatives

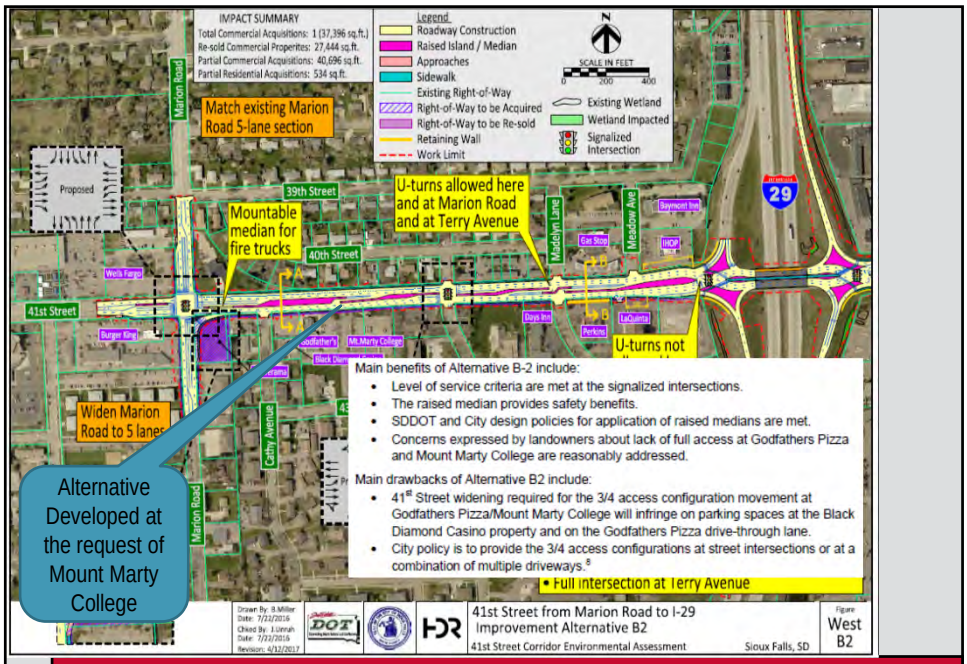
41st West Alternatives – No Build



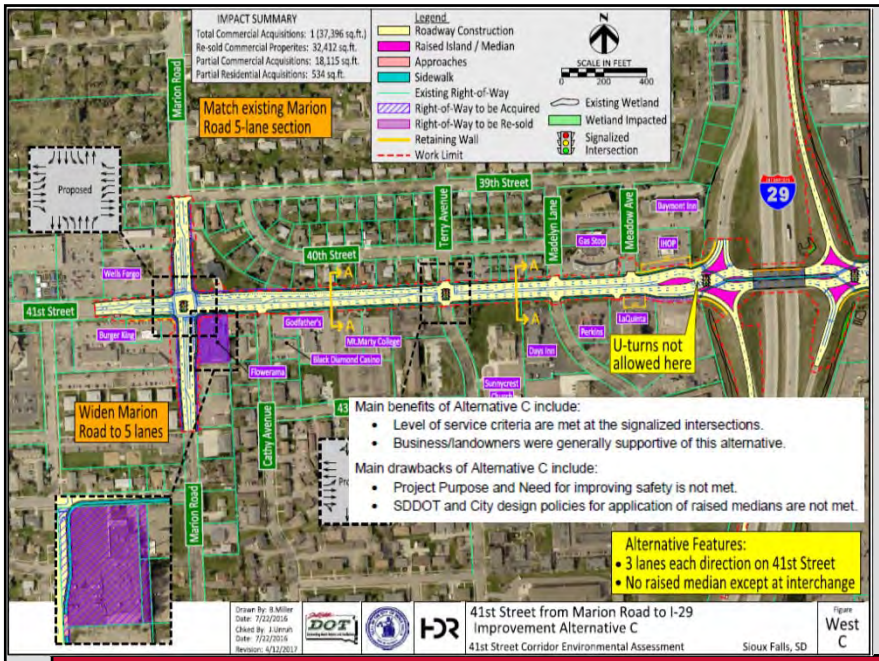
41st West Alternatives – West A



41st West Alternatives – West B1



41st West Alternatives – West B2



41st West Alternatives – West C

Alternative	Description	Purpose and Need: Meets City LOS Criteria	Purpose and Need: Safety Improvement	Purpose and Need: Pedestrian Facilities Improvement	Purpose and Need: Meets SDDOT and City Design Policy	Traffic Operations (2) Year 2023: 41st St/Marion Rd Intersection	Traffic Operations (2) Year 2023: 41st St/Terry Ave Intersection	Traffic Operations (2) Year 2045: 41st St/Marion Rd Intersection	Traffic Operations (2) Year 2045: 41st St/Terry Ave Intersection	Property Impacts: Total commercial acquisitions	Property Impacts: Total Commercial Acquisitions	Property Impacts: Partial commercial acquisitions	Property Impacts: Re-sale commercial properties	Property Impacts: Net Commercial Acquisition	Property Impacts: Partial Residential Acquisitions (4)	Property Impacts: Affected Business / Landowner Acceptance for Access and Impacts	Costs: Initial ROW Acquisition	Costs: Net ROW Acquisition	Costs: Construction	Costs: Initial Total	Costs: Final Total (after property re-sale)	Applicable Environmental Impacts: Historic Structures	Applicable Environmental Impacts: Section 4(f) Properties	Applicable Environmental Impacts: Environmental Justice	Applicable Environmental Impacts: Contaminated Materials	Applicable Environmental Impacts: Noise
						LOS AM/PM	LOS AM/PM	LOS AM/PM	LOS AM/PM	#	sq ft	sq ft	sq ft	sq ft	sq ft		M $	M $	M $	M $	M $	#	#	#	#	#
A	Raised median with full access signalized intersections at 41st/Marion, 41st/Terry, and 41st/I-29	yes (1)	yes	yes	yes	D/C	B/B	E/E (1)	B/B	1	37,396	32,621	27,444	42,573	534	poor	2.2	1.6	9.9	12.1	11.5	0	0	0	(6)	11 (7)
B-1	Raised median with same intersections as Alt A and 3/4 access at 41st/Madelyn/Gateway	yes (1)	yes	yes	yes	D/C	B/B	E/E (1)	B/B	1	37,396	39,301	27,444	49,253	534	moderate	2.4	1.8	10.1	12.5	11.9	0	0	0	(6)	11 (7)
B-2	Raised median with same intersections as Alt A and 3/4 accesses at 41st/Madelyn/Gateway and Godfathers/Mount Marty College entrance	yes (1)	yes	yes	no	D/C	B/B	E/E (1)	B/B	1	37,396	40,694 (3)	27,444	49,872	534	unknown (5)	2.4	1.8	10.2	12.6	12.0	0	0	0	(6)	(8)
C	Center two-way left turn lane with same signalized intersections as Alt A	yes (1)	no	yes	no	D/C	B/B	E/E (1)	B/B	1	37,396	18,115	52,412	23,099	534	good	1.7	1.0	9.2	10.9	10.2	0	0	0	(6)	11 (7)
NB	No-Build	no	no	no	no	C/E	B/B	F/F	B/E	0	0	0	0	0	0	good	NA	NA	NA	NA	NA	0	0	0	0	(9)

NA: Not Applicable
(1) To meet year 2045 LOS criteria, 41st Street will need to be widened to 3 through lanes west of Marion Road between year 2023 and year 2045 as shown in the 2012 Corridor Study.
(2) LOS shown is with the Diverging Diamond interchange at I-29; LOS with Single Point interchange at I-29 is similar.
(3) Impacts to Black Diamond Casino parking spaces and Godfathers Pizza drivethrough lane would be considered significant impacts to these properties.
(4) Residential acquisitions are for narrow strips (3' to 10' width) along Marion Road.
(5) The alternative was developed specifically to address a request by the Mount Marty College representative.
(6) Total acquisition parcel is at southeast quadrant of 41st & Marion (former 7-Eleven Store); underground gasoline storage tanks were removed in 1998 and contaminated soils were removed.
(7) Year 2045 predicted noise levels are above Noise Abatment Critera but noise mitigation measures do not meet SDDOT policy for cost effectiveness
(8) Noise impacts would be the same as for alternative B-1
(9) SDDOT policy does not require evaluation of noise impacts for future no-build conditions.
Options recommended for elimination from further evaluation

41st West Alternatives – Summary

Alternatives recommended to be carried forward:

Alternative	Description	Main reason(s) for carrying forward
B1	Raise center median with 3/4 access at 41st St /Madelyn Lane/Gateway Blvd	• Provides safety benefits of raised median • Meets SDDOT and City design policies • Provides reasonable access to properties

Alternatives recommended to be eliminated from further consideration:

Alternative	Description	Main reason(s) for elimination
A	Raise center median with full access only at signalized intersections	• Landowner opposition to perceived access restrictions • Alternative B1 addresses access concerns
B2	Raise center median with 3/4 access at 41st St /Madelyn Lane/Gateway Blvd and 3/4 access at Godfathers/Mount Marty College entrance	• Impacts to Black Diamond Casino parking lot and Godfathers Pizza drive-though lane • City policy is to provide the 3/4 access configurations at street intersections or at a combination of multiple driveways.
C	Center two-way left turn lane	• Does not provide safety improvements. • SDDOT and City design policies for application of raised medians are not met.

41st West Alternatives – Summary

STUDY INFORMATION

PUBLIC MEETING

May 10th, 2017

Sioux Falls Convention Center

5:30 pm to 7:00 pm

NEXT STEPS

- **I-29 to Shirley Avenue Meeting 04/25/17**
- **Fill out Comment Card**
- **Compile, Revise, and Address Comments**
- **Finalize Environmental Study with selected Alternative**
- **Begin Next Phase of Project**
  - Preliminary Design
  - ROW Acquisitions
- **Construction Scheduled to begin 2023**

STUDY INFORMATION

41ST STREET PROJECT

SDDOT Project Manager
Steve Gramm, PE
Project Development, Data Analysis Engineer
Steve.gramm@state.sd.us
Phone: 605-773-6641

City of Sioux Falls Project Manager
Shannon Ausen, PE
Traffic Engineering Division
sausen@siouxfalls.org
Phone: 605-367-8607

CONSULTANT Team Project Manager
James Unruh, PE
HDR Engineering, Sioux Falls
James.Unruh@hdrinc.com
Phone: 605-977-7740

Study Website
www.41ststudy.com

I-29 Exit 77 (41st Street) Environmental Study

I-29 to Marion Road Landowner Meeting

April 24th, 2017

Kuehn Community Center

Sign-in Sheet (Please Print)

#	Name	Property/Business Name and Location	Mailing Address	Phone #
1	Jason Kjenstad	HDR	6300 S. Old Village Pl. SF, SD	605-977-7740
2	James Unruh	HDR	6300 S. Old Village Pl S.F. SD.	605-977-7740
3	Shannon Ausen	CSF	224 W. 9th St SF SD	605-367-8607
4	Terry Nielsen	Nielsen Office Building	4809 W. 41st St. SF	605-361-8831
5	Greg Kleine	Mount Marty College	1105 west 8th st Yankton SD 57078	605 668-1502
6	Tom Cahill	JT Prep	3900 W. 53rd St 57106	3601711
7	Jim Haas	SFFR		362-2815
8	Mitch Evertse	SFFR		362-2815
9	Travis Dressen	SDDOT		
10	Vick Bma	Flowerama		376-3183

I-29 Exit 77 (41st Street) Environmental Study

I-29 to Marion Road Landowner Meeting

April 24th, 2017

Kuehn Community Center

Sign-in Sheet (Please Print)

#	Name	Property/Business Name and Location	Mailing Address	Phone #
1	Jim Welch	Lewis Drug	2701 S. Min. Ave	605-367-2800
2				
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10				

I-29 Exit 77 (41st Street) Environmental Study

I-29 to Marion Road Landowner Meeting

April 24th, 2017

Kuehn Community Center

Sign-in Sheet (Please Print)

#	Name	Property/Business Name and Location	Mailing Address	Phone #
1	Andy Wall	SFFR		362-3636
2	M. Isaak	SFFR		362-3636
3				
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