

Information Sheet for Public Information Open House

April 12, 2011; revised September 21, 2011 & March 14, 2012

Questions and Answers

Question: *What was the purpose of the study?*

Answer: The I-29 Exit 77 (41st Street) Crossroad Corridor Study will be a guidebook for roadway and access improvements over the next 5 to 20 years for 41st Street, Louise Avenue, and the I-29/41st Street interchange.

Question: *Why change the existing I-29 interchange at 41st Street?*

Answer: In the morning rush hour, eastbound 41st Street traffic often backs up to Marion Road. In the evening rush hour, the I-29 southbound off-ramp traffic often backs up onto I-29. These conditions lead to unacceptable delays and safety concerns for drivers. As traffic levels continue to increase, the traffic concerns at the 41st Street/I-29 ramp intersections will continue to worsen.

Question: *How can you improve the I-29/41st Street interchange?*

Answer: Three types of interchanges were developed and analyzed: Diverging Diamond, Single Point, and Partial Cloverleaf. The Diverging Diamond interchange was found to best handle future traffic volumes without excessive cost or property impacts. All of the interchange options impact Carolyn Avenue access.

Question: *What kinds of improvements can be made on 41st Street and Louise Avenue?*

Answer: West of I-29, 41st Street will need to be expanded to 3 lanes in each direction. Options were developed with and without a center raised median on 41st Street. The intersection at Marion Road will need to be expanded.

From I-29 to Louise Avenue, 5 different options were developed to improve 41st Street traffic flow and safety. One-way roads into and out of the Empire Mall showed the most benefit to 41st Street traffic. Widening and realignment of Shirley Avenue would also improve traffic flow. The study also identified a new concept (called a Center Turn Overpass) that could resolve the traffic problems at the 41st and Louise intersection.

At Kiwanis Avenue, 5 different options were developed to improve the operation and safety of the 41st Street intersection. The most unique was a “flyover ramp” to take traffic from eastbound 41st to northbound Kiwanis.

Other improvement options were developed for the 49th and Louise intersection and for the Walmart and Louise intersection.

Question: *What were the best options?*

Answer: Each of the options had benefits and drawbacks. A preferred option for the various segments of the corridor will be determined from an upcoming environmental evaluation process in accordance with the National Environmental Policy Act.

Question: *After the corridor study is completed, what are the next steps?*

Answer: Before any additional study or analysis is conducted, the overall corridor will be divided into logical projects and funding will need to be secured for those projects via the SDDOT Statewide Transportation Improvement Program or the City of Sioux Falls Capital Improvements Program. None of the improvements identified in this corridor study have been included in either of these 5-year programs. Page 2 of this information sheet illustrates the anticipated projects and the estimated timeframe for construction.

Question: *Will I be able to give my input on any of these projects after this corridor study is completed?*

Answer: Yes, public input is an integral part of the funding and environmental review process.

Completed Steps and Next Steps

April 2011

Public and business/landowner group meetings

May to August 2011

Developed and analyzed improvement options

September 2011

Public and business/landowner group meetings

December 2011

Developed Carolyn Avenue access options

January 2012

Prepared draft corridor study

March 14, 2012

Public meeting #3

March 28, 2012

Deadline for comments

April 2012

Finalize corridor study

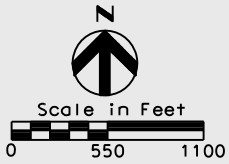
More Questions?

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See also project web site at:

http://www.sddot.com/pe/projdev/planning_ss_l29Exit77.asp



Implementation Timeframe and Funding Responsibility



Options for each project will be reviewed in accordance with the National Environmental Policy Act (NEPA) when funding is allocated for the project via the SDDOT or City of Sioux Falls 5-year Improvement Program.

The NEPA process will identify a "Preferred Option."

The "No-Build" option and all build options will be considered at that time.

Drawn By: B. Miller
Date: 3-9-12
Checked By: J. Unruh
Date: 3-9-12

Rev:



Implementation Timeframe and Funding Responsibility

I-29 Exit 77 (41st Street) Crossroad Corridor Study

Sioux Falls, SD