



Meeting Minutes

Project: I-29 Exit 77 (41st Street) Interchange and Environmental Study

Subject: I-29 to Shirley Avenue Landowners

Date: Tuesday, April 25, 2017

Location: Kuehn Community Center

Attendees: Rick Weisser, Stan Mitzel, Bob Fischer, Kim Blackburn, Dave Stukel – Fryn' Pan
Katie Seitz – My Place Hotel
Chuck Gustafson – Pizza Hut
Sue Wang (and 2 additional representatives) – King's Mart
Shannon Ausen – City of Sioux Falls
Darin Johnson – SDDOT
Jason Kjenstad, James Unruh (HDR)
(see **Attachment 2** for sign-in sheet)

1. Invitations

- 1.1 23 invitation letters were sent out on April 14 to landowners along Carolyn Avenue and along 41st Street from I-29 to Shirley Avenue 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 My Place Hotel – Because of the safety issues at the 41st Street/Carolyn Avenue intersection, they generally encourage their patrons to use 38th Street and Shirley Avenue to get to and from 41st Street.
- 2.2 Pizza Hut
 - Have court cases relating to property access at the I-90/Cliff Avenue interchange affected recommendations for the Carolyn Avenue alternatives?
 - Kjenstad responded that some of the court cases for the I-90/Cliff Avenue interchange are still on-going and it is not known yet if any of those cases would directly or indirectly apply to the Carolyn Avenue alternatives.
- 2.3 Fryn' Pan Restaurant
 - Recommended cul-de-sac Alternatives 4 and 5 would likely result in cut-through traffic from 41st Street to Carolyn Avenue within their property. The only way to eliminate cut-through traffic would be to close off the driveway to Carolyn Avenue. However, that would stop drivers from getting to eastbound 41st Street via Carolyn Avenue/38th Street/Shirley Avenue.
 - Fryn' Pan's west driveway was added several years after they moved to the current site. Removal of that driveway as proposed with recommended Alternatives 4 and 5 is not desirable but may be necessary.
- 2.4 King's Mart and Fryn' Pan Restaurant
 - The proposed 3/4 access raised median configuration on 41st Street reduced many of the access concerns of these landowners. They would still prefer Alternative C (no raised median on 41st Street) but could understand the benefits of 41st Street recommended Alternative A.




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 Shirley Avenue April 25th, 2017






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Attending Today – April 25th, 2017

Responsible Agencies

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

Lead Design Consultant

- HDR

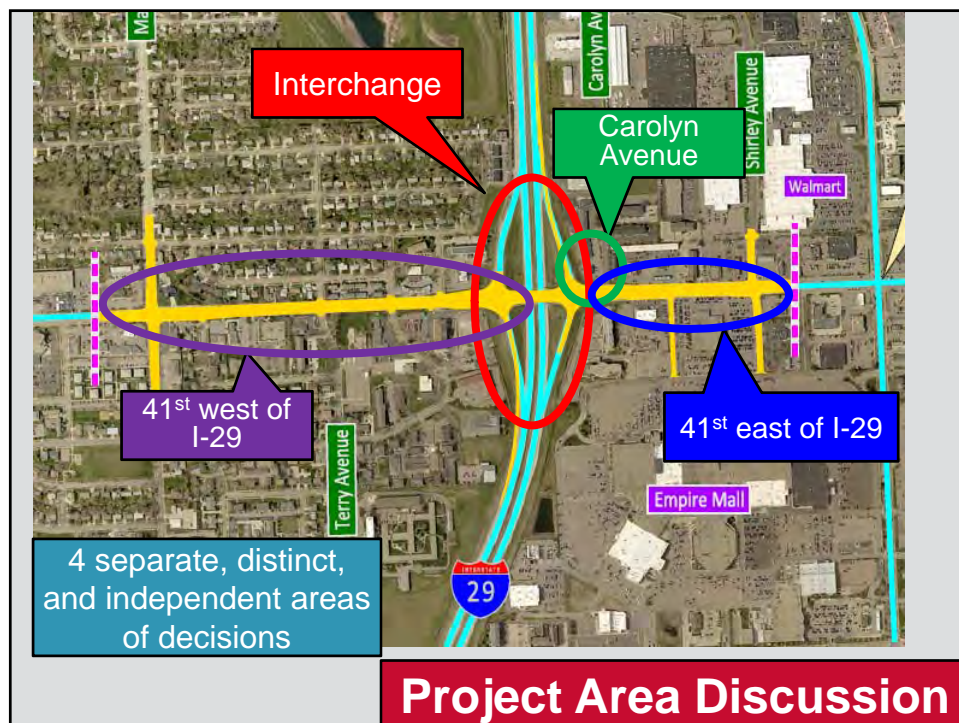
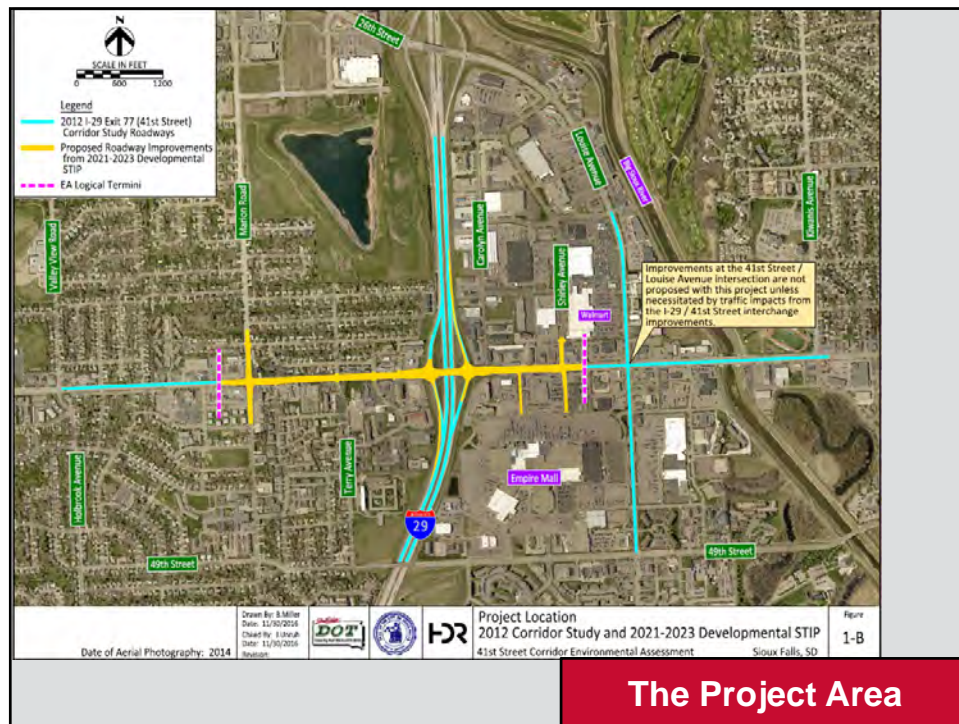
James Unruh – HDR

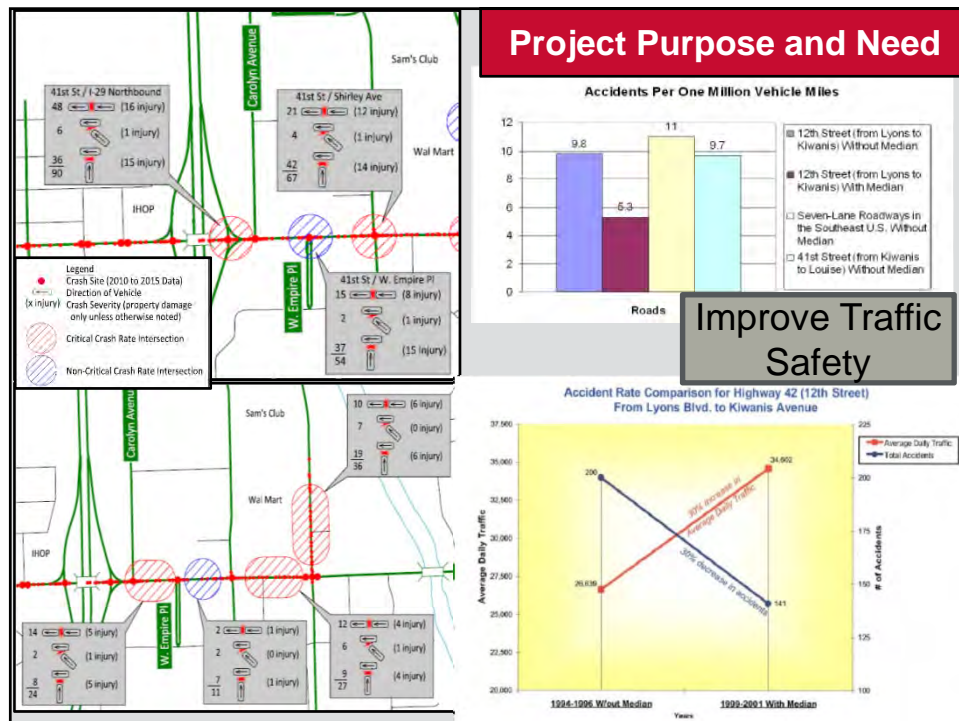
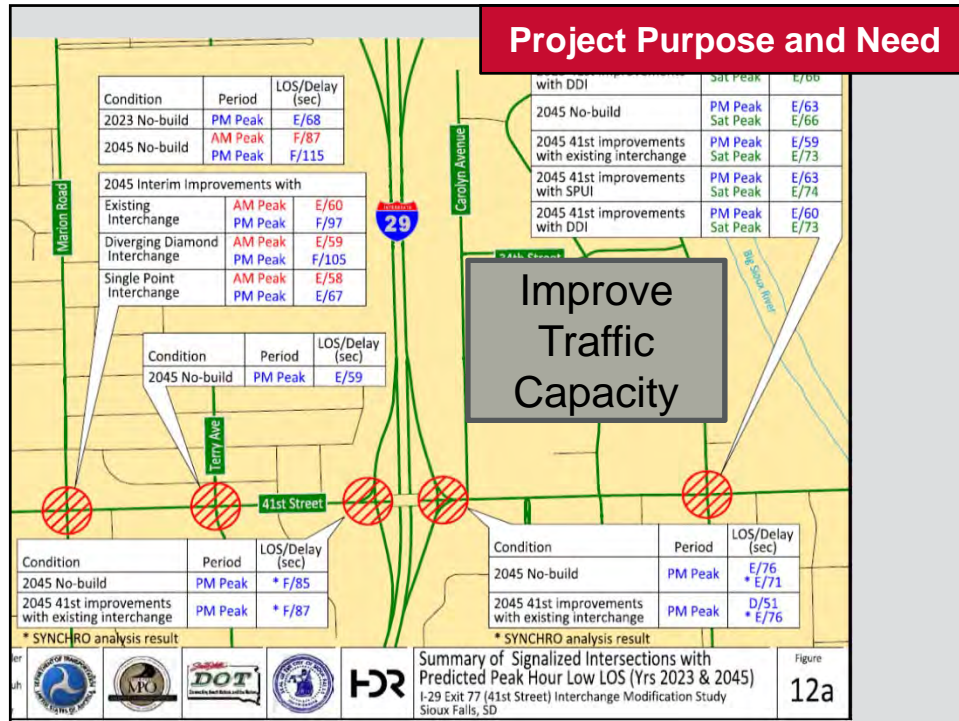
Jason Kjenstad – HDR

Darin Johnson – SDDOT

Shannon Ausen – City

Project Team

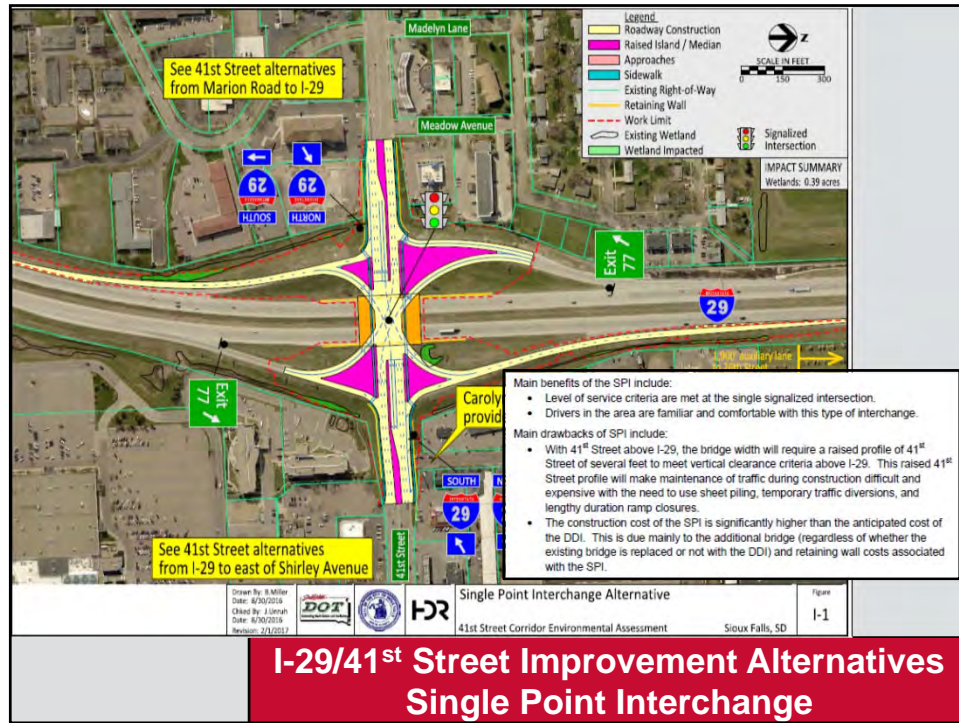




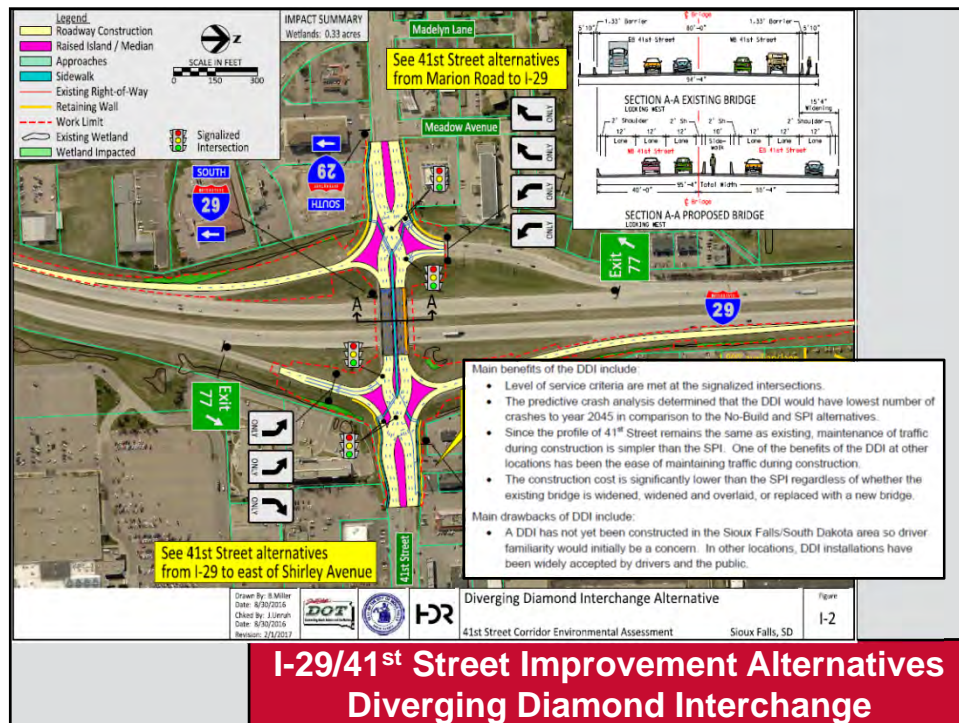
Project Purpose and Need

Comply with all American's with Disabilities Act Requirements

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

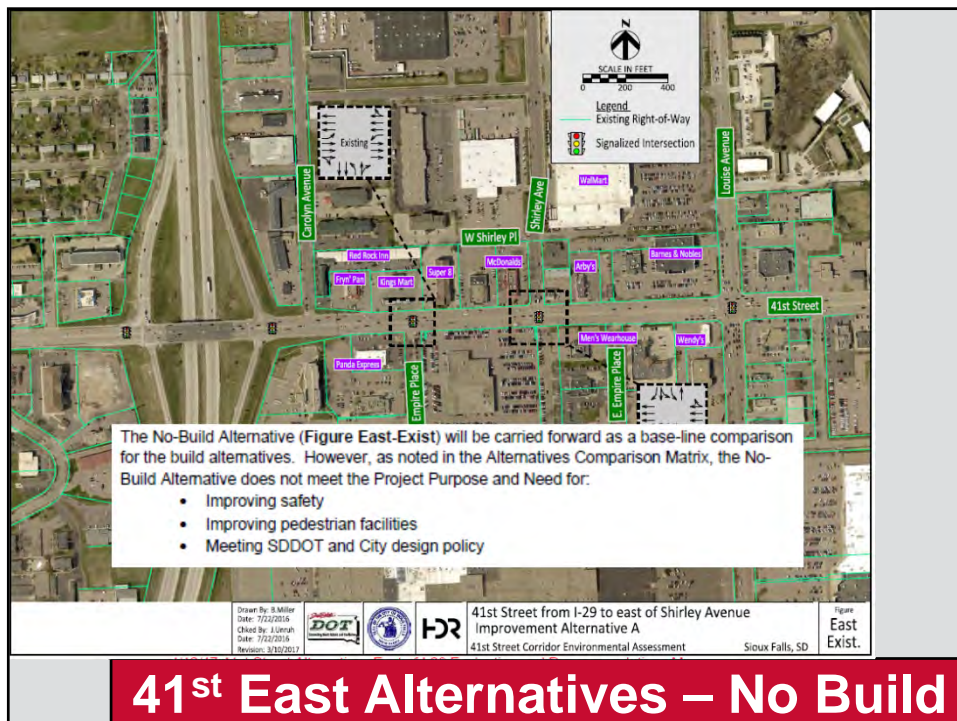
Interchange Alternatives Summary

		Purpose and Need				Year 2045 Traffic Operations						Safety		Driver/ Public Perception	Construction Impacts		Comparative Costs (5)						Applicable Env. Impacts	
						Northbound Ramp Intersection			Southbound Ramp Intersection			Ramps	Mainline Weaving		Predicted Annual Total Crashes Year of opening to 2045	Predicted Annual Fatality and Injury Crashes Year of opening to 2045	Maintenance of Traffic during Construction	Allows for Phased Construction	M \$	M \$	M \$	#	#	acres
		Meets SDDOT and City LOS Criteria	Improves Safety	Improves Pedestrian Facilities	Provides Adequate Separation to Nearest Access (1)	Worst LOS AM/PM	Worst Delay AM/PM	Worst LOS AM/PM	Worst Delay AM/PM	Worst LOS AM/PM	Worst Delay AM/PM													
Alternative		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																1.0			10.7				
	Widen and overlay 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)	1.3	2.0	7.7	11.0	0.33	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	

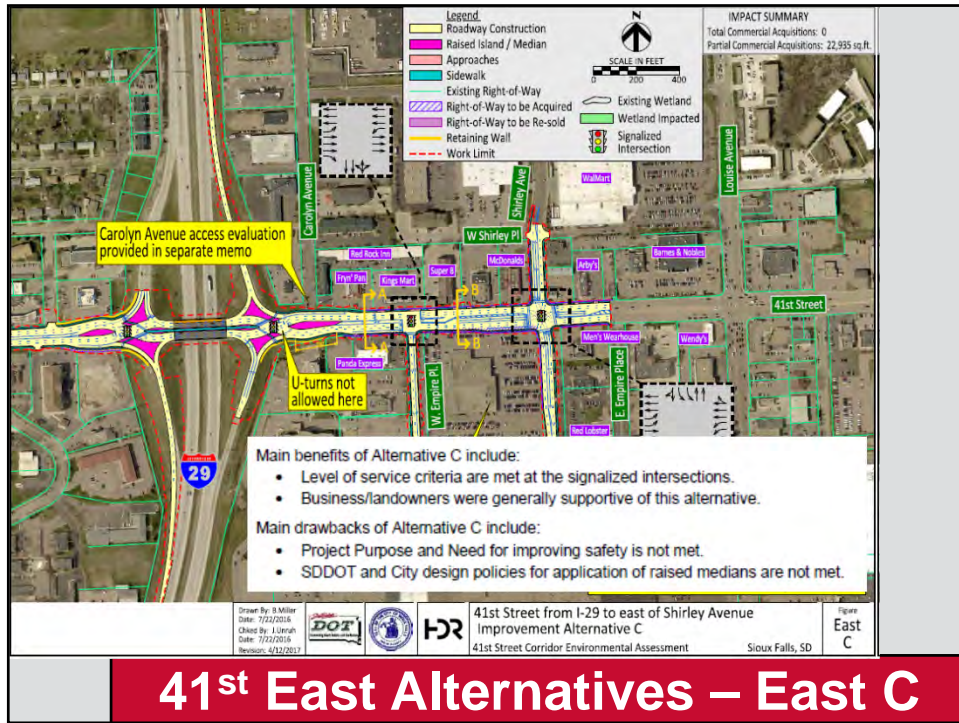
NA: Not Applicable
(1) SDDOT policy requires a minimum 100' separation from an interstate ramp junction/turn lane to the nearest access point.
(2) LOS and Delay applies to the single intersection associated with the SPI.
(3) While the DDI would be a new configuration for this area, drivers have become 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 Alternatives Summary

Purpose and Need		Year 2045 Traffic Operations				Safety	Driver/ Public Perception	Construction Impacts	Comparative Costs (5)		Applicable Env. Impacts						
Alternatives recommended to be carried forward for further consideration:																	
Alternative	Main reason(s) for carrying forward																
	Diverging Diamond Interchange	<ul style="list-style-type: none">Significantly lower construction cost than SPI (regardless of treatment of the existing bridge)Allows for better maintenance of traffic during construction than SPILower predictive crash rate than SPI															
Alternati														Wetlands	Floodplain		
Single Point Inter														acres	acres		
Diverging Diamond Interchange (DDI)	WI														2	0.39	0
	ove														7		
	N														0	0.33	0
	No-Build														2		
														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 East Alternatives – East C

Alternative	Description	Purpose and Need		Traffic Operations (2)								Property Impacts				Costs			Applicable Environmental Impacts											
				Year 2023				Year 2045											Environmental Impacts											
		Meets City LOS Criteria	Safety Improvement	Pedestrian Facilities Improvement	Meets SDDOT and City Design Policy	41st St/W Empire Pl Intersection		41st St/Shirley Ave Intersection		41st St/Louise Ave Intersection (3)		41st St/W Empire Pl Intersection		41st St/Shirley Ave Intersection		41st St/W Louise Intersection (3)		#	sq ft	Empire Mall Access Circulation	Affected Business / Landowner Acceptance for Access and Impacts	M/S	M/S	M/S	#	#	#	#	#	#
						LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat	LOS AM/ PM/Sat															
A	Raised median with 3/4 access at W Empire Place and 2 thru lanes on Shirley Ave and mail entrance	yes (1)	yes	yes	yes	A/A/A	B/D/D	C/D/E	A/A/A	C/D/D	C/E/E	0	24,720	good	moderate	0.8	6.2	7.0	0	0	0	(5)								
B	Raised median with 3/4 access at W Empire Place and one-way outbound at Shirley Ave mail entrance.	yes (1)	yes	yes	yes	A/A/B	B/D/D	C/D/E	A/A/B	B/D/D	C/D/E	0	18,895	poor (4)	poor (4)	0.6	5.7	6.3	0	0	0	(5)								
C	Center two-way left turn lane with signalized intersections at W Empire Place and Shirley Ave	yes (1)	no	yes	no	A/A/B	A/D/D	C/D/E	A/A/B	B/D/D	C/D/E	0	22,935	good	good	0.7	6.1	6.8	0	0	0	(5)								
NB	No-Build	yes	no	no	no	A/B/C	A/B/B	C/D/E	A/B/C	A/B/B	D/E/E	0	0	good	good	NA	NA	NA	0	0	0	0								

NA: Not Applicable

(1) LOS criteria at an un-improved 41st/Louise intersection are not met for any scenario; however, 41st St improvements do not result in worse LOS at the 41st/Louise intersection.

(2) LOS for Build Alternatives is with the Diverging Diamond Interchange at I-29; LOS with Single Point Interchange at I-29 is similar.

(3) Improvements at 41st/Louise intersection are not proposed with this project.

(4) One-way outbound mail access at Shirley Avenue is not desired by the property owner (Empire Mall); the City of Sioux Falls concurs with the property owner.

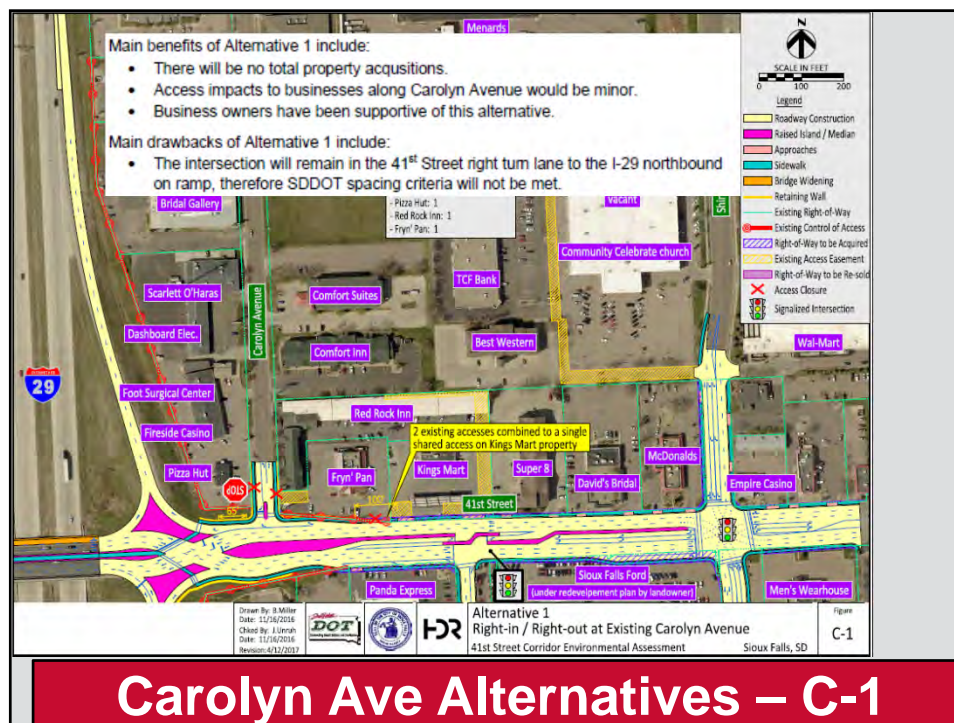
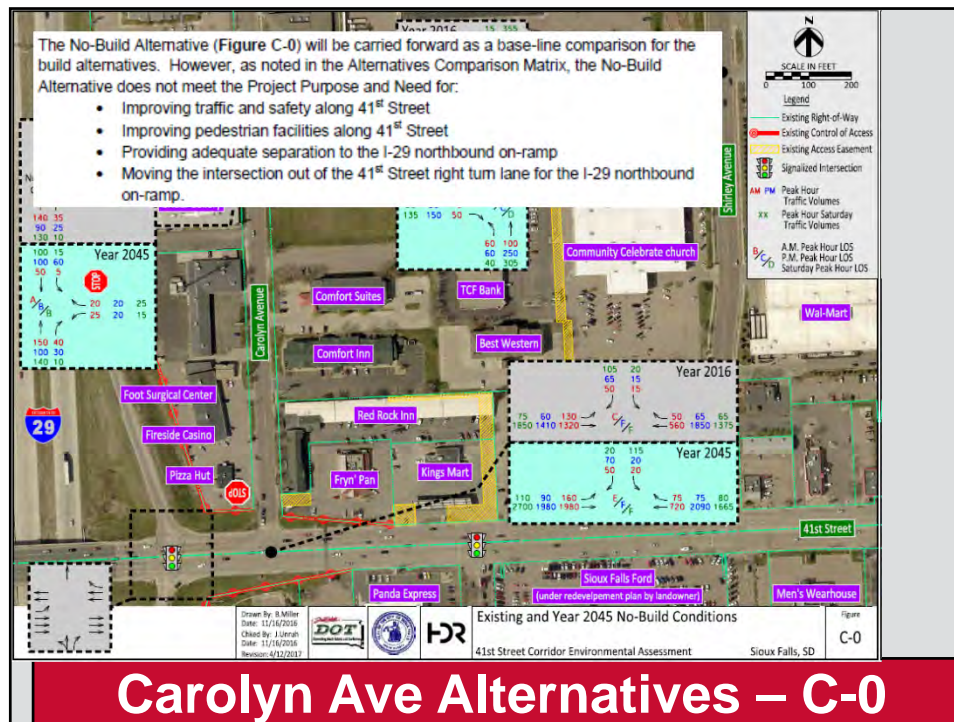
(5) Panda Express strip mall has been evaluated for Phase I Environmental Site Assessment due to past use as gas station. Underground storage tanks have been removed and previous contaminated materials cases have been closed.

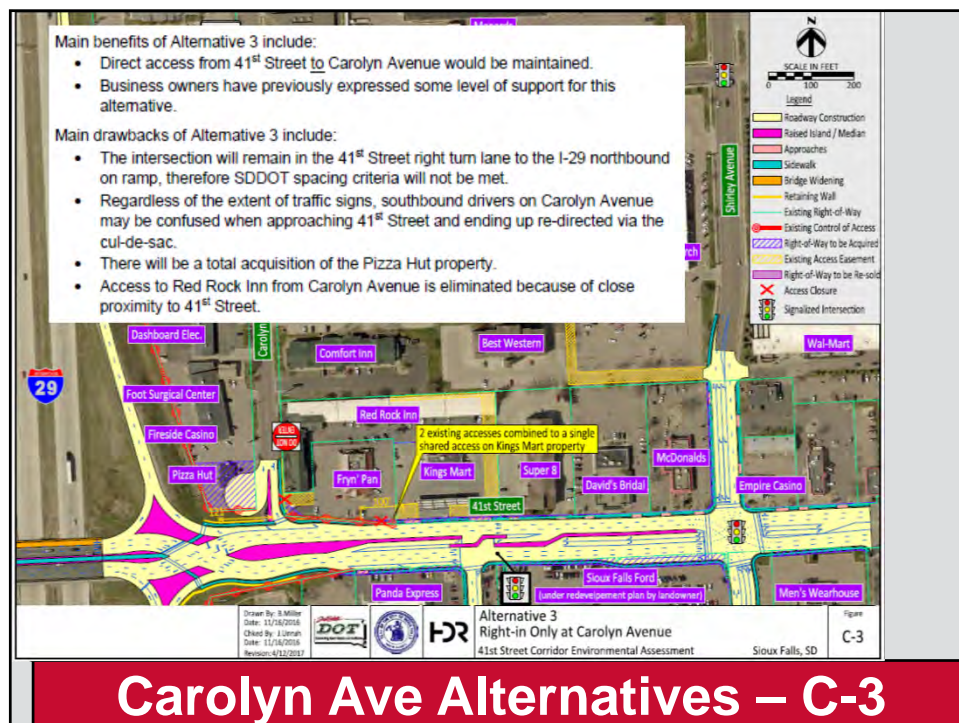
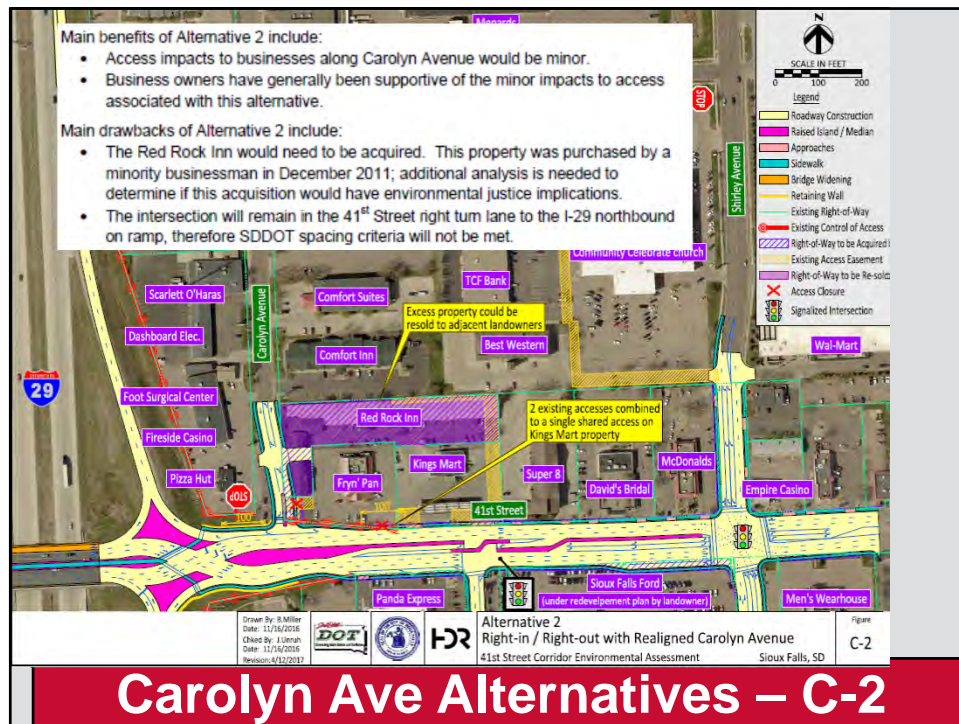
Options recommended for elimination from further evaluation

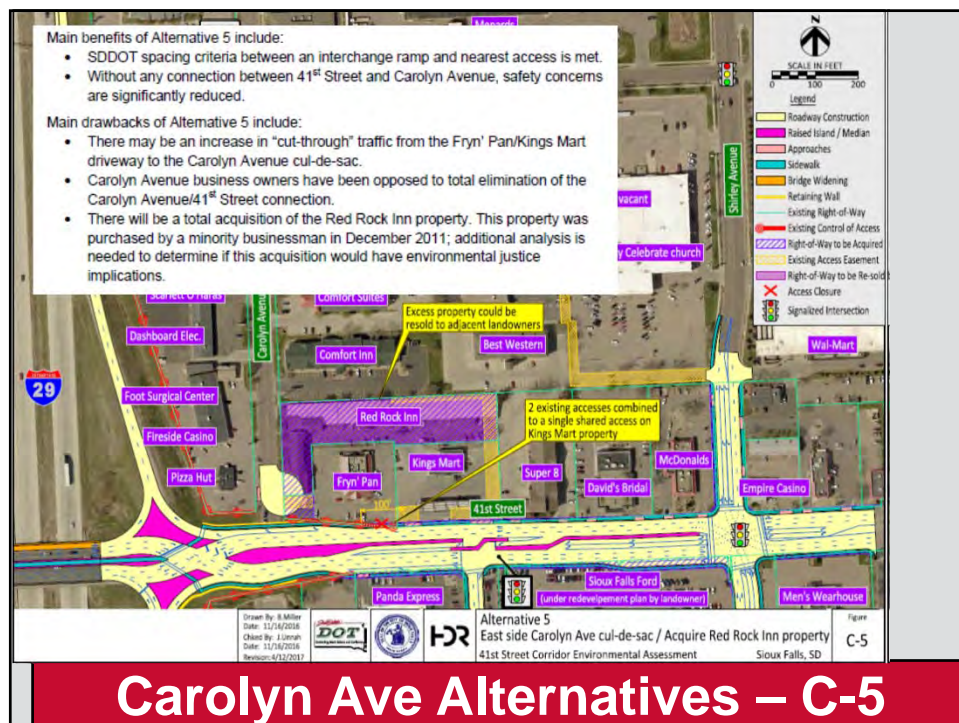
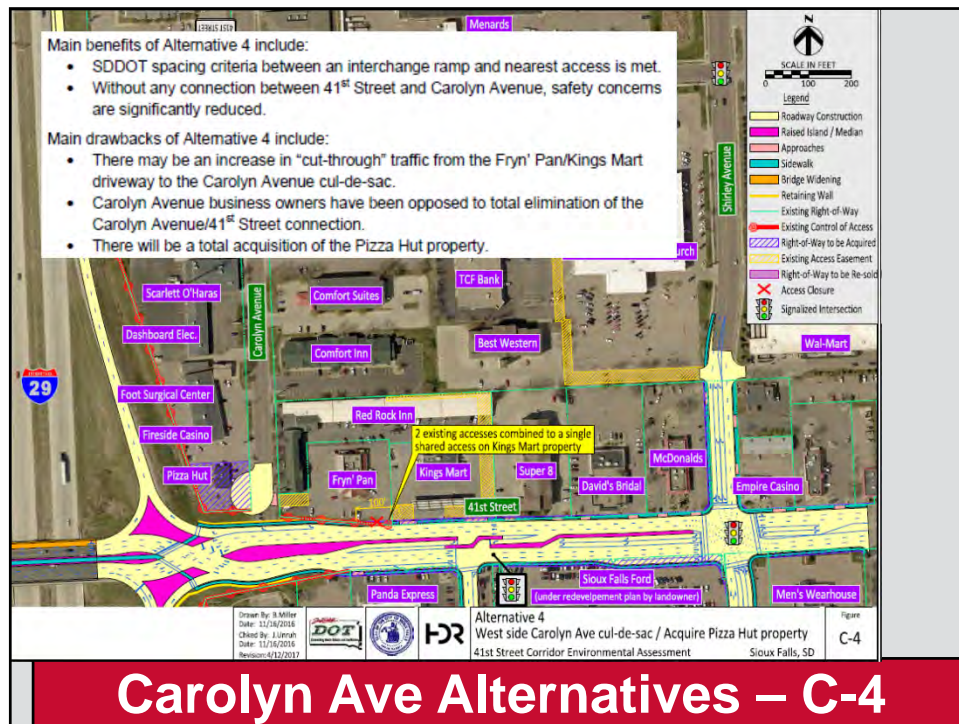
41st East Alternatives – Summary

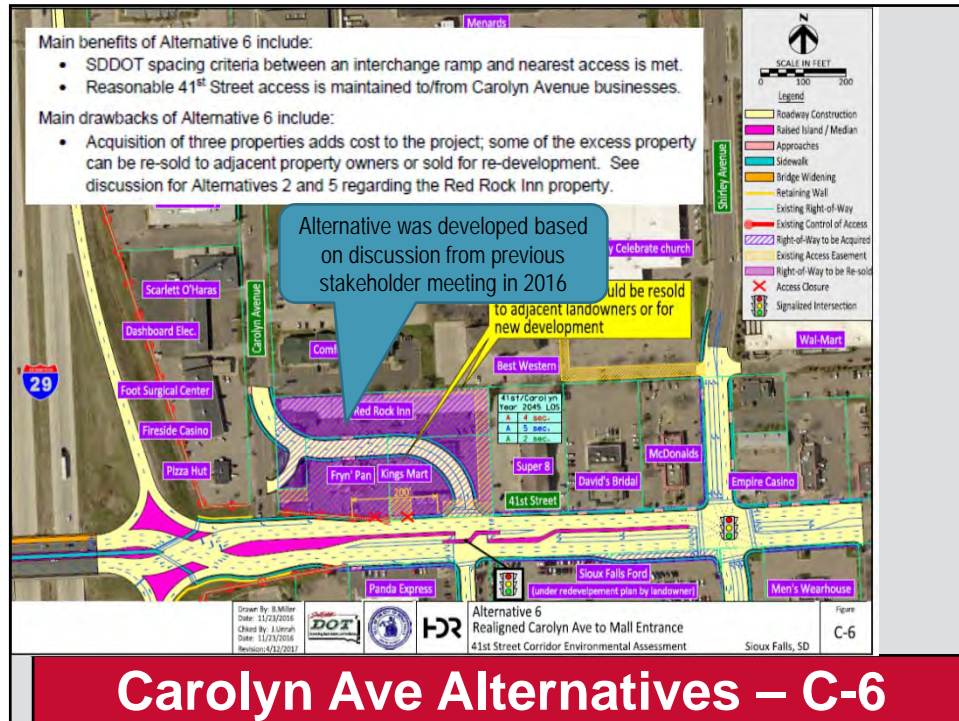
41st East Alternatives – Summary











Alternatives	Description	Purpose and Need				Traffic Operations				Property Impacts				Costs				Applicable Environmental Impacts							
		41 st St Capacity Improvement	Safety Improvement	Pedestrian Facilities Improvement	Adequate Separation from I-29 ramp	Increase Traffic to Other Intersections	Year 2045 LOS AM/PM	Net 2045 LOS Carolyn Ave Intersection	Total commercial acquisitions	Total Commercial Acquisitions	Partial commercial acquisitions	Re-sold commercial properties	Net Commercial Acquisition	Access Impacts	Affected Business / Landowner Acceptance	Initial ROW Acquisition	Net ROW Acquisition	Construction	Final Total	Final Total (after property re-sold)	Historic Structures	Section 4(f) Properties	Environmental Justice	Contaminated Materials	Wetlands
1	Right-in / Right-out at Existing Carolyn Avenue	moderate	moderate	moderate	no	minimal	F/F	0	0	5,482	0	5,482	minor	good	0.2	0.2	0.6	0.8	0.9	0	0	0	0	0	0
2	Right-in / Right-out with Realigned Carolyn Avenue	moderate	moderate	moderate	no	minimal	F/F	1	60,252	5,755	57,353	8,654	minor	good	2.1	0.9	0.7	2.8	1.6	0	(5)	0	0	0	0
3	Right-in Only at Carolyn Avenue	moderate	moderate	moderate	no	minimal	NA	1	14,224	4,182	0	18,306	moderate	moderate	0.7	0.7	0.8	1.5	1.5	0	0	0	0	0	0
4	West side Carolyn Avenue Cul-de-sac	good	good	good	yes	moderate (2)	NA	1	14,224	3,436	0	17,660	moderate (3)	poor	0.7	0.7	0.9	1.8	1.6	0	0	0	0	0	0
5	East side Carolyn Avenue Cul-de-sac	good	good	good	yes	moderate (2)	NA	1	60,252	7,308	57,814	9,844	moderate (3)	poor	2.2	1.0	0.9	3.1	1.9	0	(5)	0	0	0	0
6	Realigned Carolyn Avenue to Mall Entrance	good	good	good	yes	minimal	A/A	3	145,744	0	103,171	42,573	minor	unknown (4)	4.4	2.3	1.1	5.5	3.4	0	(5)	(6)	0	0	0
NB	No-Build	poor	poor	poor	no	none	F/F	0	0	0	0	0	none	good	NA	NA	NA	NA	NA	0	0	0	0	0	0

NA: Not Applicable

(1) SDDOT design criteria requires a minimum 100' separation from an interstate ramp junction/turn lane to the nearest access point.

(2) Requires future signalization of 38th Street/Shirley Ave intersection. Cost estimates include this signal.

(3) Properties maintain access to Carolyn Avenue with these alternatives.

(4) This alternative has not been presented to a sizable group of affected business/landowners.

(5) Environmental justice impact not evaluated; see discussion for Alternatives 2, 5, and 6 evaluation.

(6) Kings Mart convenience store has been evaluated for Phase I Environmental Site Assessment due to part use as gas station; see discussion for Alternative 6 evaluation.

Options recommended for elimination from further evaluation.

Carolyn Ave Alternatives – Summary

Alternative	Description	Alternatives recommended to be carried forward for further consideration:			Applicable environmental impacts				
		Alternative	Description	Main reason(s) for carrying forward	Section 4(f) Properties	Environmental Justice	Contaminated Materials	Wetlands	Recreation
		4	West Side Carolyn Avenue Cul-de-sac	• Meets traffic, safety, and design criteria					
		5	East Side Carolyn Avenue Cul-de-sac	• Meets traffic, safety, and design criteria					
1	Right-in / Right-out at Existing Carolyn Avenue	Alternatives recommended to be eliminated from further consideration:							
2	Right-in / Right-out with F Carolyn Avenue	Alternative	Description	Main reason(s) for elimination					
3	Right-in Only at Carolyn Avenue	1	Right-in / Right-out at Existing Carolyn Avenue Alignment	• Intersection will remain within the 41 st Street right turn lane therefore SDDOT spacing criteria is not met.		(5)	0	0	0
4	West side Carolyn Avenue	2	Right-in / Right-out at Realigned Carolyn Avenue	• Intersection will remain within the 41 st Street right turn lane therefore SDDOT spacing criteria is not met.		0	0	0	0
5	East side Carolyn Avenue	3	Right-in Only at Existing Carolyn Avenue Alignment	• Intersection will remain within the 41 st Street right turn lane therefore SDDOT spacing criteria is not met.		0	(5)	0	0
6	Realigned Carolyn Avenue Entrance	6	Realigned Carolyn Avenue to Empire Mall Entrance	• Requires purchase of three commercial properties		0	(5)	(6)	0
NB	No-Build					0	0	0	0

NA: Not Applicable
 (1) SDDOT design criteria require
 (2) Requires future signalization
 (3) Properties maintain access to
 (4) This alternative has not been presented to a sizable group of affected business/landowners.
 (5) Environmental justice impact not evaluated, see discussion for Alternatives 2, 5, and 6 evaluation.
 (6) King Mart convenience store has been evaluated for Phase I Environmental Site Assessment due to past use as gas station, see discussion for Alternative 6 evaluation.
 Options recommended for elimination from further evaluation

Carolyn Ave Alternatives – Summary

STUDY INFORMATION

PUBLIC MEETING

May 10th, 2017

Sioux Falls Convention
Center

5:30 pm to 7:00 pm

NEXT STEPS

- **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

Study Website

www.41ststudy.com

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



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

Carolyn Avenue Landowner Meeting

April 25th, 2017

Kuehn Community Center

Sign-in Sheet (Please Print)

#	Name	Property/Business Name and Location	Mailing Address	Phone #
1	Shannon Auser	CSF SD Public Works Eng	224 W. 9th St SF SD 57104	367-8607
2	Darin Johnson	SDDOT - SF Road Design	5316 W. 60th St. N Sioux Falls, SD 57107	367-5680
3	She WANG (3 representatives)	Kings Mart	4500 E 41st S.F. SD 57106	362-6668
4	Bob Fischer	Fryn Pan	3219 S Carolyn Ave	366-4720
5	James Unruh	HDR	6300 S. Old Village Pl. S.F. SD 57108	977-7740
6	Dean Krenst	HDR	"	"
7	Kim Blackburn	Fryn Pan		
8	Dave Stukel	Fryn Pan	3215 S Carolyn Ave. SF, SD 57106	605 660-2509
9	FRANK			
10	CHARLES GUSTAFSON	Pizza Hut	705 E RIDGE RD 57105	332-1000

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

Carolyn Avenue Landowner Meeting

April 25th, 2017
Kuehn Community Center

Sign-in Sheet (Please Print)

#	Name	Property/Business Name and Location	Mailing Address	Phone #
1	Katie Seitz	My Place Hotel	3005 S. Carolyn Ave	605-271-9988 507-215-4594 Cell
2	Jason Kjenstad	HDR		605-977-7755
3	Rock Weisser	Fryn Pan		
4	STAN MITZEL	Fryn Pan		605-201-5141
5				
6				
7				
8				
9				
10				