



Meeting Minutes

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

Subject: Carolyn Avenue Landowners

Date: Tuesday, August 30, 2016

Location: Kuehn Community Center

Attendees:	Matt Campbell – My Place Hotel	Rickesh Patel – Red Rock Inn
	Rick Lessatell – McDonald's	Tom Morris – LaQuinta Inn
	Bob Fischer – Fryn' Pan	Shannon Ausen – City of Sioux Falls
	Dave Stukel – Fryn' Pan	Travis Dressen - SDDOT
	Chuck Gustafson – Pizza Hut	Jason Kjenstad, James Unruh (HDR)
	Jim Walden – Walden Carpet	

1. Introduction and overview items by Jason Kjenstad

- 1.1 PowerPoint slides of I-29/41st Street overall project (see **Attachment 1**)
- 1.2 Animation of Diverging Diamond interchange
- 1.3 Video of 57th Street/Western Avenue traffic with u-turn movements
- 1.4 Review of 41st Street/Carolyn Avenue graphics with traffic volumes and crashes (see **Attachment 2**)

2. Discussion on 41st Street improvements (see **Attachment 3**)

- 2.1 Proposed lane widths on 41st Street will be 11' versus the existing 12' width; most new or reconstructed streets in urban settings are utilizing 11' lane widths to reduce costs and property impacts. SDDOT and the City have not seen any drawbacks to the narrower lane widths. Streets that are narrower than 11' do experience traffic and crash problems; an example of this is Hwy212 in Watertown.
- 2.2 August 28, 2015 rainfall event cause flooding at several properties in this area. Drainage items for any I-29/41st Street improvements will be designed based on SDDOT and City of Sioux Falls drainage design standards.
- 2.3 Left-turning traffic at the 41st Street/Carolyn Avenue intersection is a major safety problem; this movement will be eliminated with a center raised median for any I-29 interchange improvements. In general, the landowners recognized the safety concerns of the existing 41st Street/Carolyn Avenue intersection.
- 2.4 The proposed raised median on 41st Street is acceptable with the 3/4 movement allowance at the W. Empire Place entrance. This will allow left-in and u-turn movements for eastbound 41st Street traffic wanting to get to the BP gas station, Fryn' Pan Restaurant, Red Rock Inn with all of the Carolyn Avenue alternatives.
- 2.5 At W. Empire Place, a traffic signal will only be needed for eastbound 41st Street traffic to allow left-turning traffic into the Empire Mall.
- 2.6 It was recommended that the 41st Street eastbound left turn lane at the W. Empire Place driveway be extended as far as practical to allow for vehicle stacking.
- 2.7 The 41st Street/Shirley Avenue intersection will be expanded which will make it more attractive for drivers to get to and from the Carolyn Avenue business via Shirley Avenue and then 38th Street or 34th Street.

3. Discussion on Carolyn Avenue access alternatives 1 to 5 (see **Attachment 3**)

3.1 *Alternative 1 (Right-in/right-out at 41st and Carolyn)*

- 3.1.1 This alternative was considered by the landowners in attendance as the least disruptive to Carolyn Avenue businesses from an access perspective.
- 3.1.2 The main problem with this alternative is that traffic turning right from Carolyn Avenue will be “trapped” in the turn lane going onto the I-29 northbound ramp. The 35’ separation distance between Carolyn Avenue and the I-29 ramp is not adequate for traffic to shift to a westbound through lane. Therefore the Federal Highway Administration (FHWA) has previously stated that this alternative will not be approved.

3.2 *Alternative 2 (Right-in/right-out at 41st and Carolyn with back access roadway through Red Rock Inn)*

- 3.2.1 Realignment of Carolyn Avenue is necessary to provide FHWA required 100’ separation to the I-29 ramp for traffic turning right from Carolyn Avenue onto 41st Street.
- 3.2.2 Acquisition of the Red Rock Inn property would be necessary with this alternative.
- 3.2.3 Back access roadway was not seen as a benefit to the owners along 41st Street represented at the meeting.

3.3 *Alternative 3 (Right-in only at 41st and Carolyn)*

- 3.3.1 Adequate signing plan would be necessary to direct drivers to 38th Street or 34th Street from Carolyn Avenue.
- 3.3.2 Although the 82’ separation distance from the I-29 northbound on-ramp to Carolyn Avenue does not meet the FHWA-required 100’ separation distance, reconsideration could be requested because there would be no right-turning traffic from Carolyn Avenue to westbound 41st Street.
- 3.3.3 It was noted by owners of the Red Rock Inn and My Place Hotel that more than 50% of their hotel guests utilize reservations and therefore would be able to plan their route to their destination.
- 3.3.4 Most of the landowners in attendance considered this alternative as the most acceptable of the 5 alternatives reviewed because:
 - The Red Rock Inn property is preserved
 - Access to and from businesses along 41st Street and Carolyn Avenue is considered reasonably adequate.

3.4 *Alternative 4 (Cul-de-sac at south end of Carolyn Avenue)*

- 3.4.1 Acquisition of the Pizza Hut property would be necessary with this alternative.
- 3.4.2 The cul-de-sac is necessary to allow for turnaround of emergency vehicles.
- 3.4.3 A concern with this alternative to the landowners was that the Red Rock Inn and BP lots would become “cut-through” routes for Carolyn Avenue traffic attempting to get to 41st Street.

3.5 *Alternative 5 (Close Carolyn Avenue at 41st Street with back access roadway through Red Rock Inn)*

- 3.5.1 Most business owners did not favor this alternative because of the necessary acquisition of the Red Rock Inn.
- 3.5.2 Benefits of the back access roadway are considered minimal.

3.6 Next steps:

- 3.6.1 HDR and City to meet separately with the BP gas station owner to review the Carolyn Avenue access alternatives.
- 3.6.2 HDR, City, and SDDOT will request FHWA reconsideration and approval of Alternative 3.




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

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








Carolyn Avenue Access Discussion August 30th, 2016

© 2014 HDR, all rights reserved.

41st Street Project

Attending Today – Aug 30th, 2016

Responsible Agencies

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

Lead Design Consultant

- HDR

Same team as
2011/2012 Corridor Study

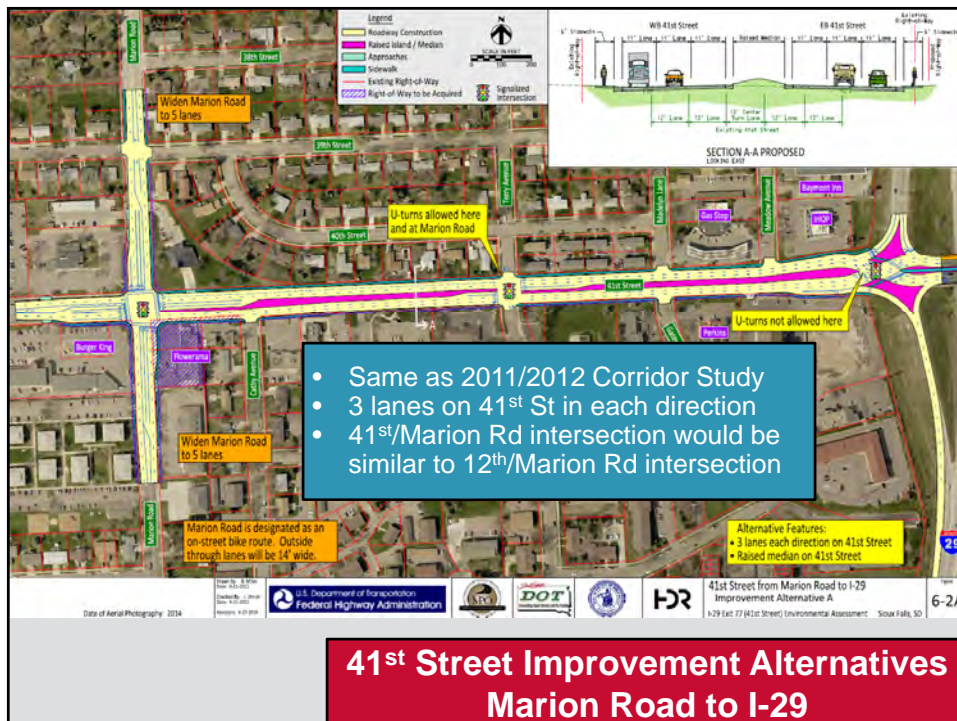
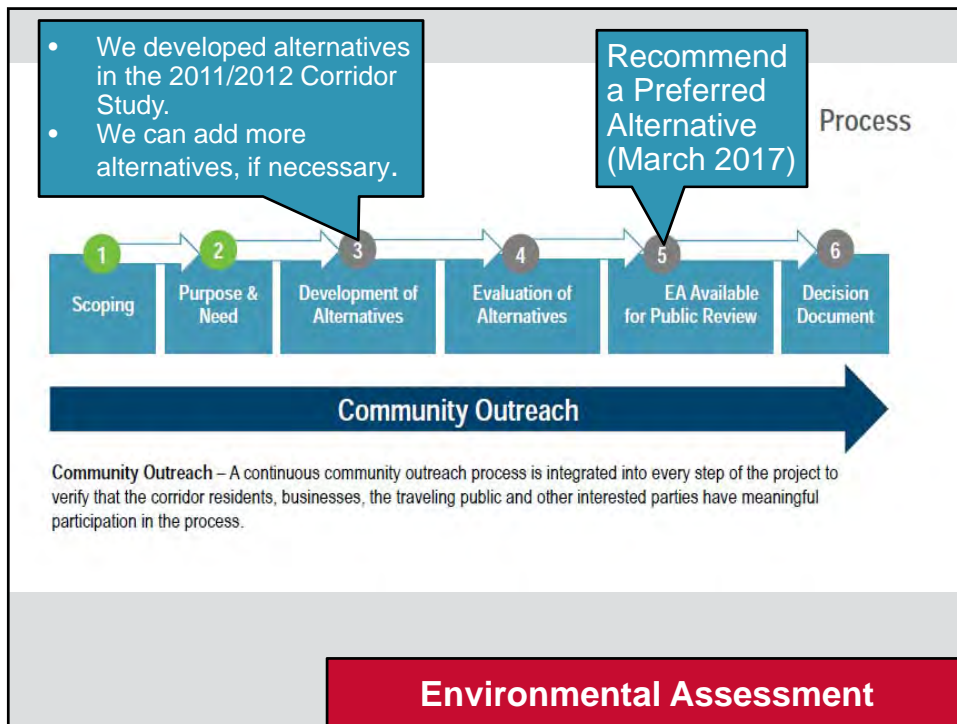
James Unruh – HDR

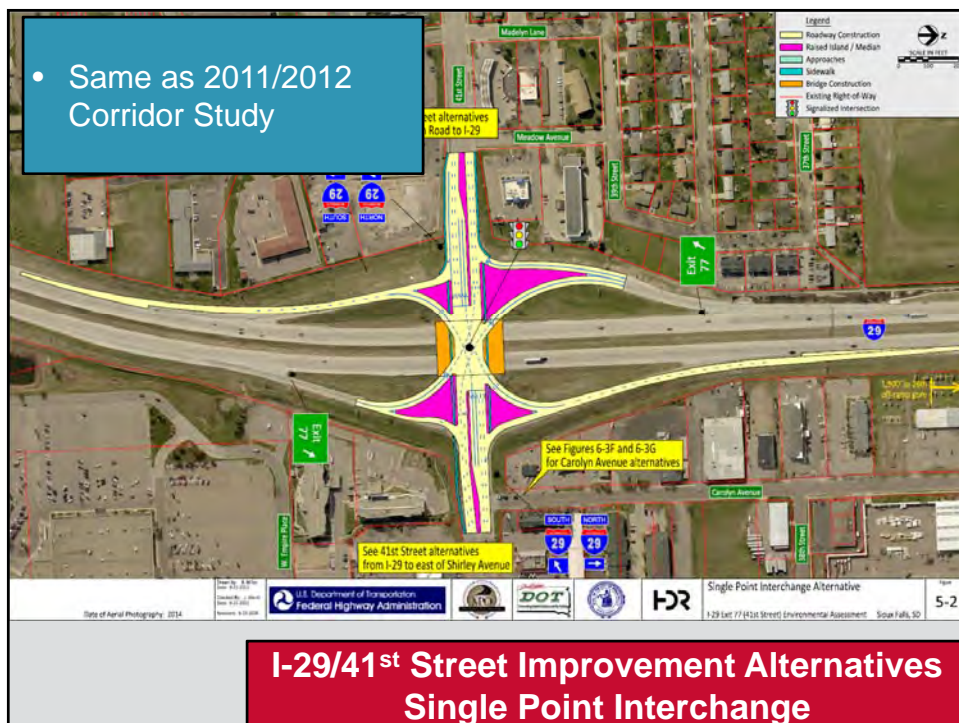
Jason Kjenstad – HDR

Travis Dressen – SDDOT

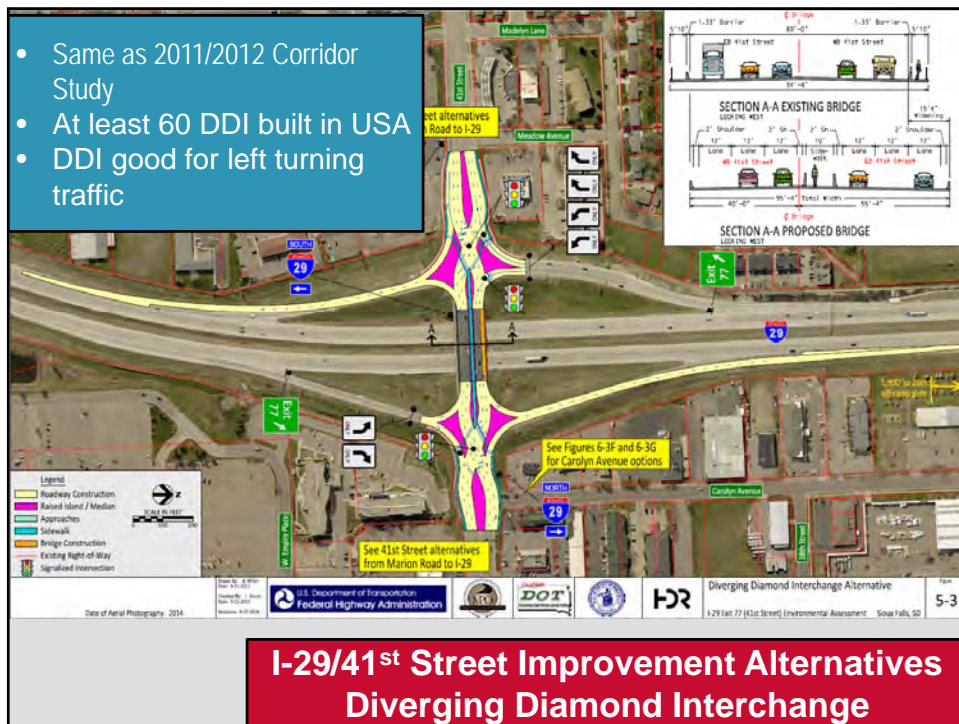
Shannon Ausen – City

Project Team

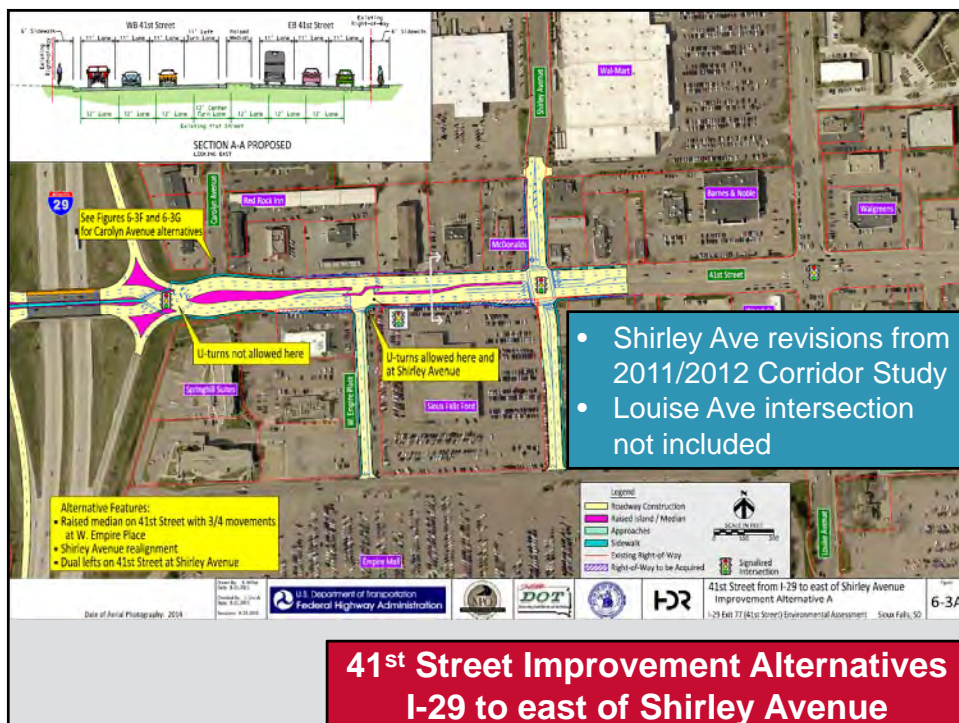




- Same as 2011/2012 Corridor Study
- At least 60 DDI built in USA
- DDI good for left turning traffic



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

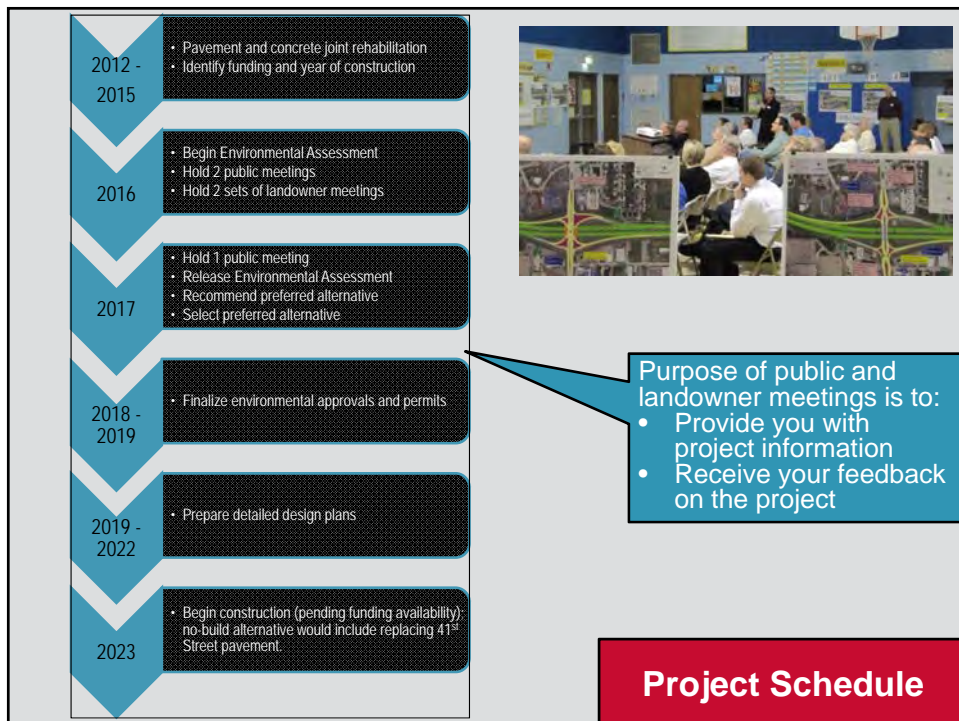


41st Street Improvement Alternatives I-29 to east of Shirley Avenue



- Same 5 alternatives as 2011/2012 Corridor Study
- May add another alternative
- We will Discuss Today!!!

41st Street Improvement Alternatives At Carolyn Avenue



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

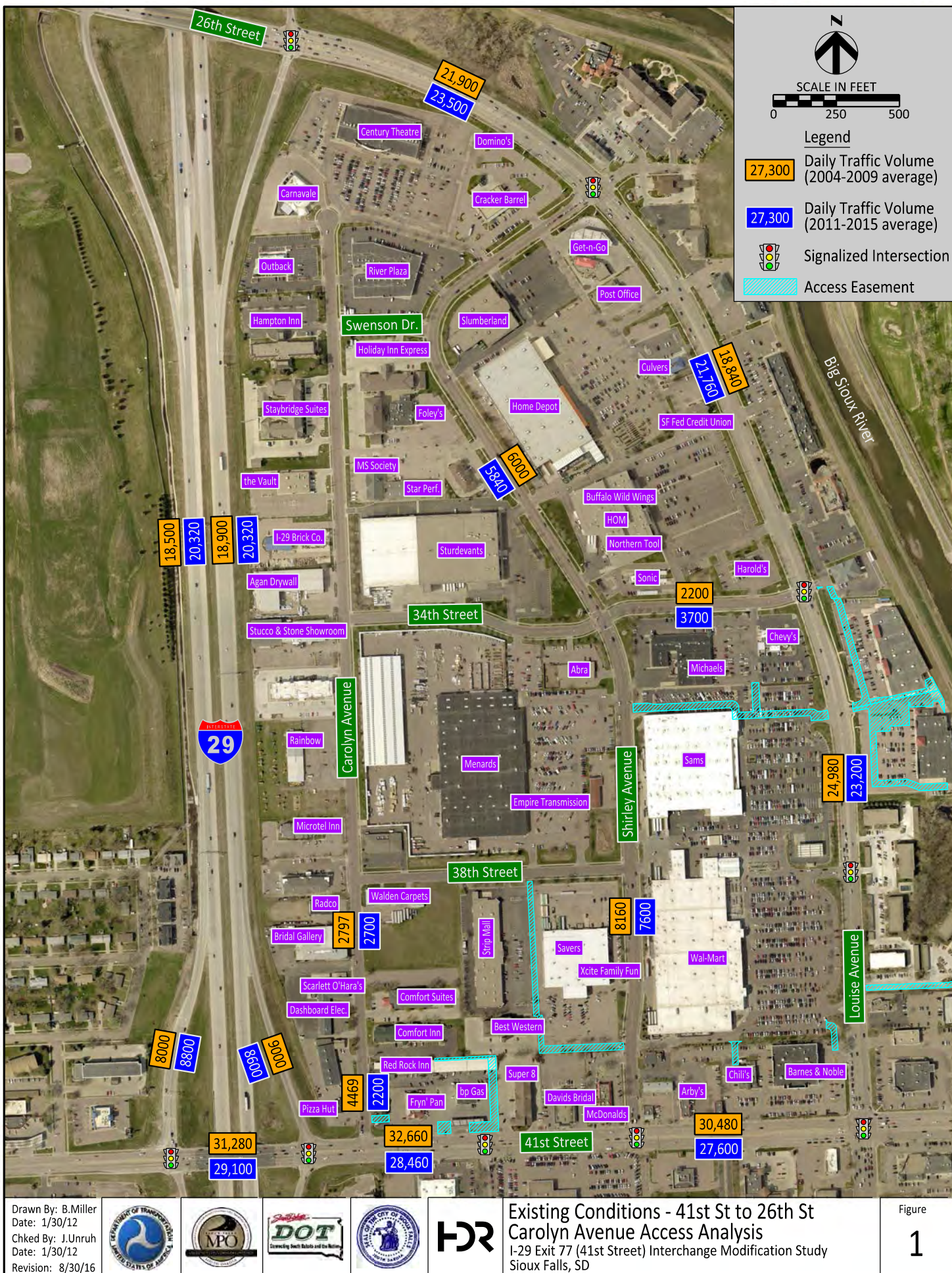
James Unruh, PE

HDR Engineering, Sioux Falls

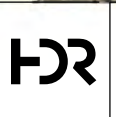
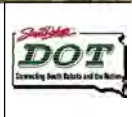
James.Unruh@hdrinc.com

Phone: 605-977-7740



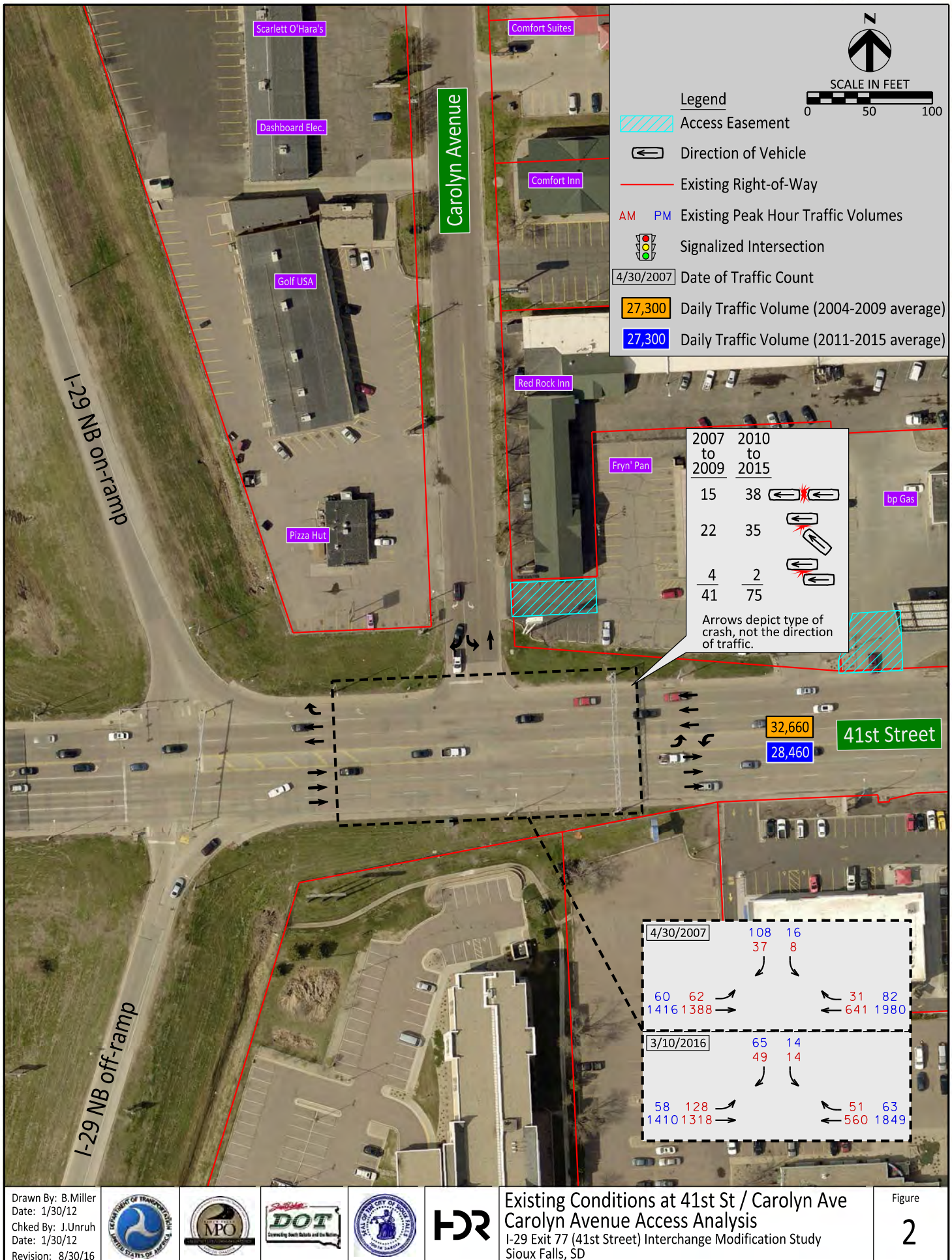


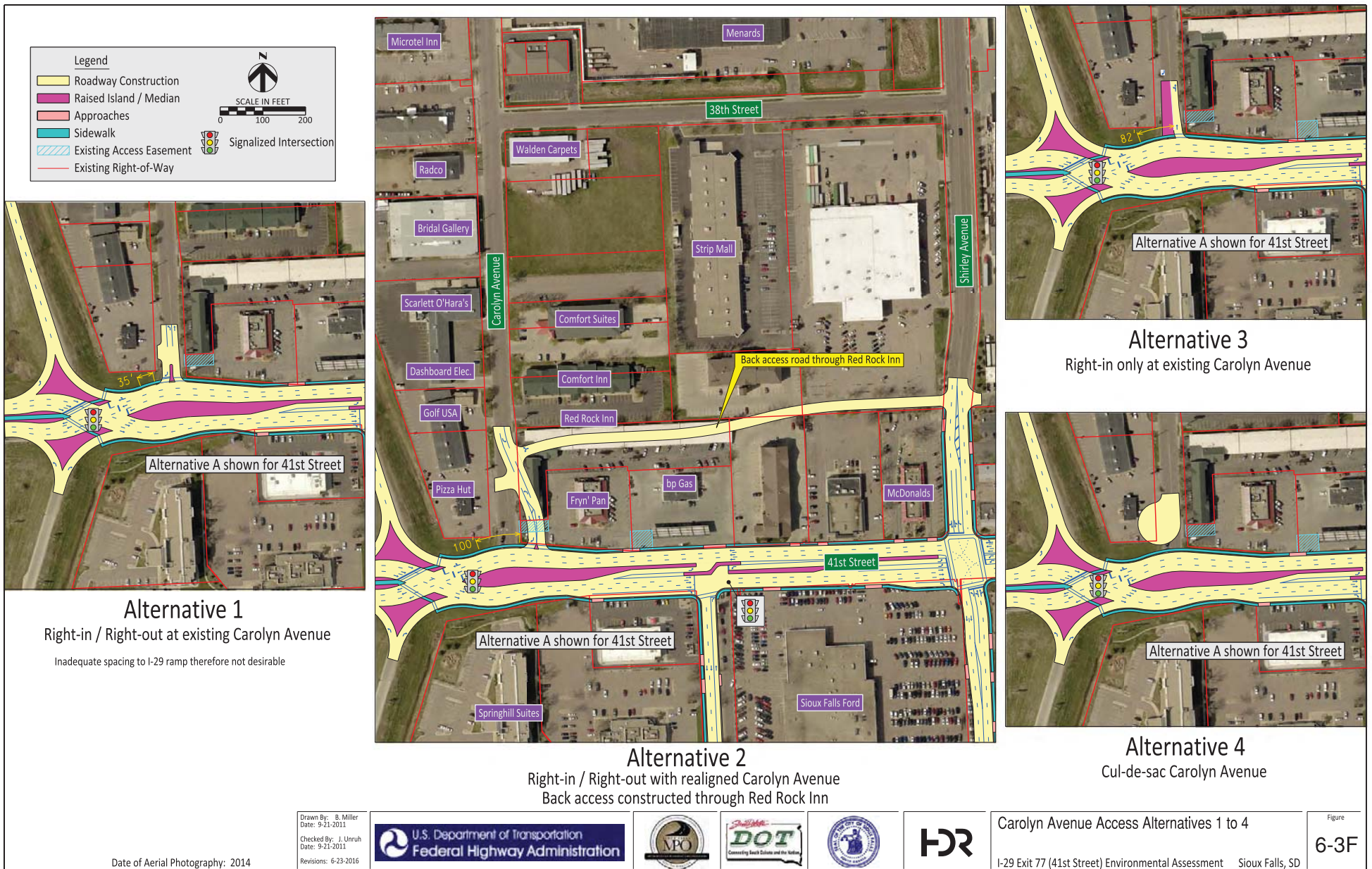
Drawn By: B. Miller
 Date: 1/30/12
 Chkd By: J. Unruh
 Date: 1/30/12
 Revision: 8/30/16

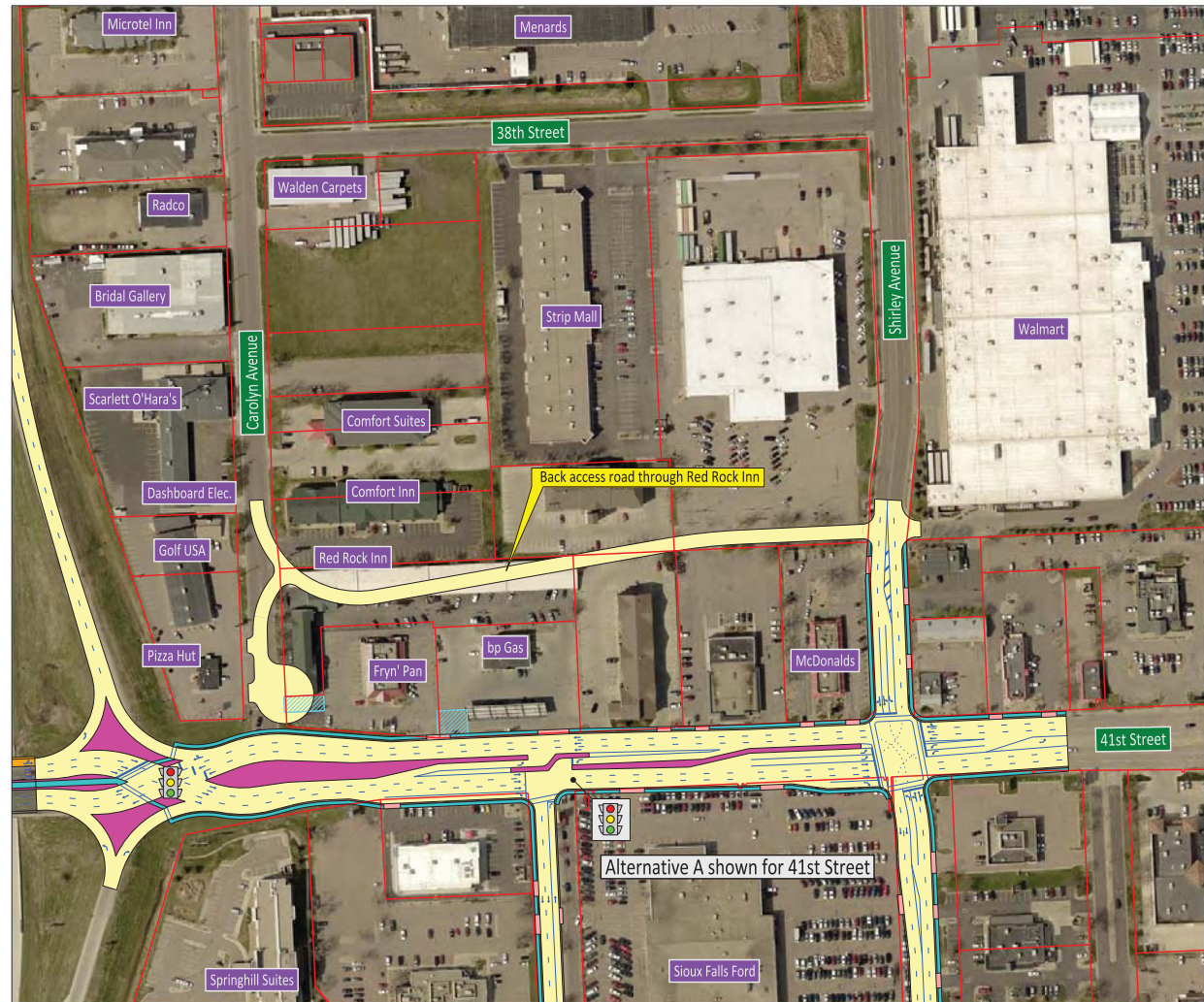
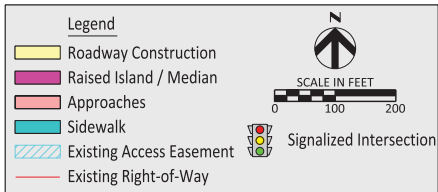


**Existing Conditions - 41st St to 26th St
 Carolyn Avenue Access Analysis**
 I-29 Exit 77 (41st Street) Interchange Modification Study
 Sioux Falls, SD

Figure
1







Alternative 5
Close Carolyn Avenue at 41st Street
Back access constructed through Red Rock Inn

Date of Aerial Photography: 2014

Drawn By: B. Miller
Date: 9-21-2011
Checked By: J. Unruh
Date: 9-21-2011
Revisions: 6-23-2016



Carolyn Avenue Access Alternative 5

I-29 Exit 77 (41st Street) Environmental Assessment Sioux Falls, SD

Figure

6-3G