



**10TH & 11TH**  
*STREET VIADUCT*  
**MAJOR INVESTMENT STUDY**

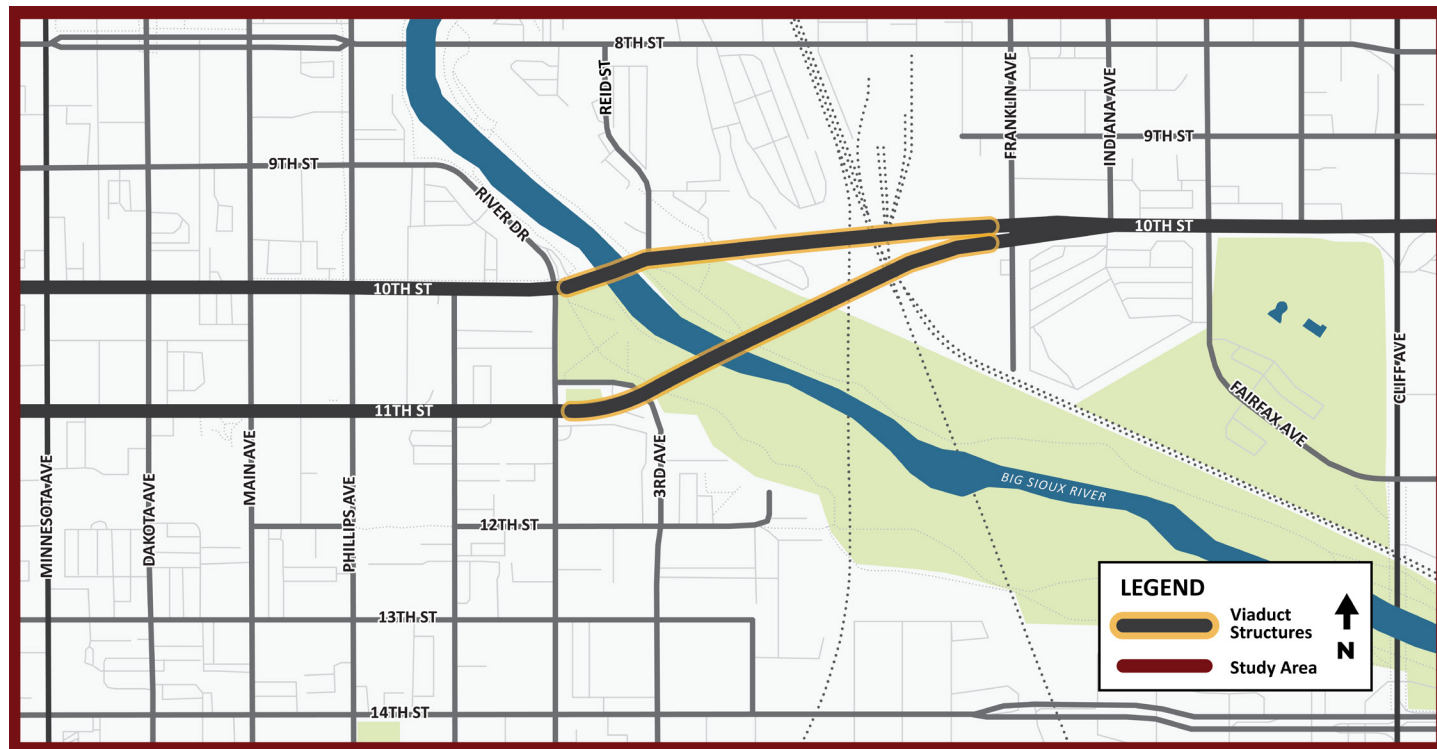


# About the Study

The South Dakota Department of Transportation (SDDOT), in conjunction with the City of Sioux Falls, South Eastern Council of Governments (SECOG)/Sioux Falls Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA), have initiated a study of the 10th and 11th Street Viaducts in Sioux Falls, S.D. to identify existing issues, evaluate alternatives, and develop a plan for replacement of the viaduct structures.

Ownership of the existing viaduct structures was transferred from the SDDOT to the City of Sioux Falls in 2006. However, the SDDOT is still responsible for the cost of replacing these structures. The SDDOT estimates that the 10th Street structure is nearing the end of its structural life and has been tentatively programmed for replacement beginning in 2032. The 11th Street structure is recommended for replacement starting in 2036. Upon replacement, the new bridges will be the responsibility of the City of Sioux Falls. Multimodal and active transportation travel on or under the viaduct structures will be key elements of the study. Ultimately, this major investment study will identify and evaluate feasible replacement scenarios for the two structures and determine a recommendation.

## VIADUCT STUDY AREA



## STUDY OBJECTIVES

### IDENTIFY AND EVALUATE CONCEPTS TO REPLACE THE 10TH & 11TH STREET VIADUCT BRIDGES AND DETERMINE A RECOMMENDATION



Identify transportation issues and needs for the 10th Street and 11th Street corridors



Develop feasible solutions to address the identified issues and needs

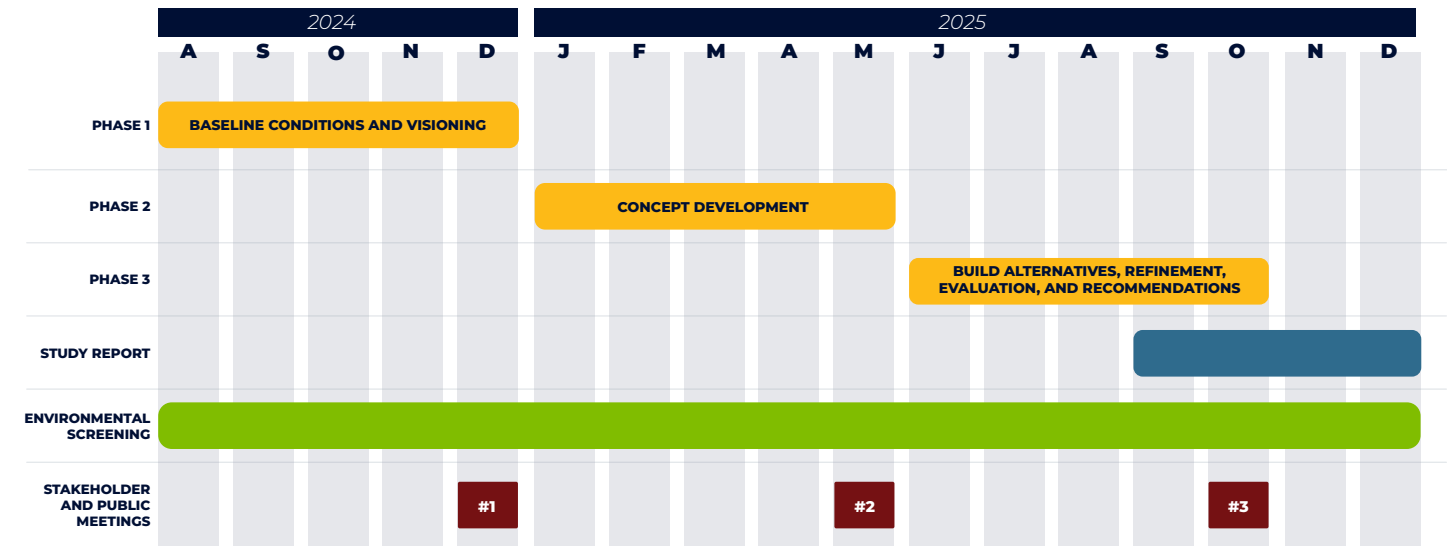


Engage the public and stakeholders



Create final products for the SDDOT and City of Sioux Falls, which will guide implementation of recommended improvements

## STUDY SCHEDULE



## Background Information

### SIoux FALLS MPO LONG RANGE PLANNING

Every five years, the Sioux Falls MPO develops a long-range transportation plan to guide transportation-related improvements throughout the metropolitan area. As part of each plan update, the MPO conducts a comprehensive, statistically-significant market research study to gather input from MPO communities about transportation planning issues. Historically, east-west connectivity has been a top three 'need' indicated by the community. This exemplifies the importance of maintaining sufficient levels of capacity, mobility, and safety for the 10th / 11th / 12th Street corridor (old SD Highway 42).

In the 2023 market survey, improving east-west traffic flow was, again, a top concern among the resident and employer survey responses:

- **Top priority for transportation improvements:** Improving east-west roads in Sioux Falls
- **Top transportation improvement respondents were most willing to fund:** Improving east-west roads in Sioux Falls
- **Top roadway priority for residents:** East 10th Street / S.D. Highway 42

Additional information can be found on the Sioux Falls MPO website:

<https://www.siouxfallsmpo.org/resources/>

### CITY OF SIOUX FALLS DOWNTOWN TRAFFIC IMPACT STUDY

In early 2024, the City of Sioux Falls completed a Downtown Traffic Impact Study (TIS) to provide traffic-related guidance to long-range planning efforts and future projects throughout the downtown area. For the 10th & 11th Street corridor, the three-phase study demonstrated the need to maintain:

- Three lanes in each direction for vehicular travel
- One-way pair between Minnesota Avenue and 2nd Avenue

The Sioux Falls MPO travel demand model shows considerable demand for travel to/from and through the downtown area, particularly on the 10th & 11th Street corridor. The TIS found that reducing capacity on 10th and 11th Street through downtown pushes traffic to other downtown streets, not intended for high traffic volumes, such as Falls Park Drive, 6th Street, 8th Street, and 14th Street.

Additional information on the Downtown TIS is available on the study website.

## DID YOU KNOW?

The 10th / 11th / 12th Street corridor (old S.D. Highway 42) is one of the few continuous east/west corridors through Sioux Falls. The adjacent continuous arterial corridors are 60th Street North (over 3.5 miles to the north) and 57th Street (3 miles to the south).

## FAQS

### ■ **When were the existing bridges constructed?**

The 10th Street viaduct bridge was constructed in 1930 and the 10th Street Big Sioux River bridge was constructed in 1934. The 11th Street viaduct bridge, the longest of the three structures and extending approximately 1,578 feet, was constructed in 1971.

### ■ **Why are improvements needed?**

SDDOT has determined that the existing bridges are near the end of their lifespan and are planning for their replacement due to deteriorating structure condition and increasing maintenance costs have indicated the need for replacement.

### ■ **How long will the study take to complete?**

The study is anticipated to last nearly three years to develop, refine, and evaluate concepts, incorporate public feedback, and complete National Environmental Policy Act (NEPA) to identify recommendations.

### ■ **What happens when the Viaduct Replacement Major Investment Study is complete?**

The SDDOT will use recommendations from this study to scope design projects for replacement of the viaduct structures. At the same time, the City of Sioux Falls will begin scoping project(s) to complete required modifications to the local street network.

### ■ **When will the new bridges be constructed?**

The 10th Street structure is tentatively programmed for replacement in year 2032, and the 11th Street structure is recommended for replacement in 2036.

### ■ **What is the plan for traffic during construction?**

This study will evaluate different options for maintaining traffic during construction and make a recommendation. Scenarios that will be analyzed could include maintaining at least one lane of traffic in each direction on one of the bridges while the other is being replaced or routing one or both directions of traffic to an adjacent street (e.g., 8th Street, 14th Street, 26th Street). Approximate timelines for traffic impacts will be developed.

### ■ **Will the one-ways be retained?**

The Downtown TIS demonstrated a need to maintain the existing 10th Street and 11th Street one-way pair. This study will update the traffic and safety analysis for the corridor to help inform concept development. The existing 10th Street and 11th Street one-way configuration will be retained.

## STAY INFORMED!

Access the project website to learn about upcoming public meetings, more details about the study, and submit comments:

### STUDY WEBSITE



<https://www.1011viaductstudy.com>

Comments will be accepted in person at the public meeting and on the study website until **Friday, May 30, 2025**.

### STUDY CONTACTS

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