



I-29 CORRIDOR STUDY

Exit 73 to Exit 77



Newsletter #14

March 27, 2009

Second I-29 Corridor Study Public Meeting Held

The public meeting to seek input and provide information on the alternatives developed by the I-29 Corridor Study was held on February 26, 2009. Over fifty people attended despite the uninviting weather conditions outside.

Bill Troe from URS Corporation provided a summarizing presentation before the floor was opened to group comments & questions. A video of the presentation, along with an Adobe™ PDF file of the wall displays, can be found on the study webpage, http://www.sddot.com/pe/projdev/planning_ss_I29.asp.

Input received during the question and answer period following the presentation generally fell into the two following categories:

- ◆ Study pace/progress - Development interests believe the pace of the study, which is in its thirteenth month, is too slow and needs to be accelerated.
- ◆ American Recovery and Reinvestment Act of 2009 (Economic Stimulus) funds – Public confusion regarding the eligibility requirements of these funds, and the questioning of why the potential projects from the study were not included in the recently released list of projects scheduled to use ARRA funds. The current listing of ARRA projects can be found on the webpage http://www.sddot.com/pe/projdev/planning_stip.asp.


Prior to and following the presentation and group discussion, an informal open house was held with informative displays set up for the potential options developed for each component within the study area. One on one discussion was available with URS, City of Sioux Falls and SDDOT staffs.

As part of the meeting, comment sheets were distributed to those who attended. A sample of the written comments received can be found on page 3 of this newsletter. 

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Study Advisory Team News

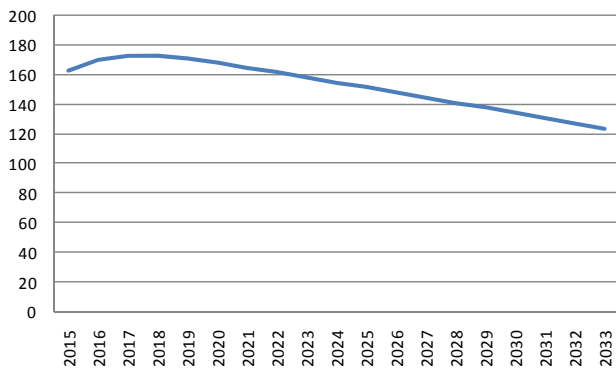
The date for the next Study Advisory Team meeting has not been determined at this time. 



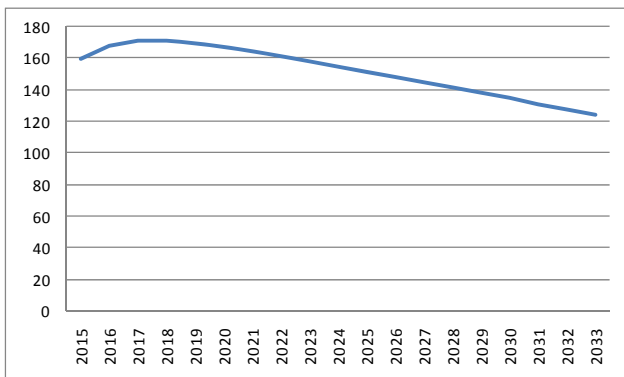
Preliminary Results from USD's Economic Impact Study

The University of South Dakota's Business Research Bureau presented the results of their economic impact analysis of a potential new service interchange at I-29 and 85th Street to the Study Advisory Team on February 26, 2009. The biggest revelation was the relatively negligible effect an interchange would have outside of the metropolitan region.

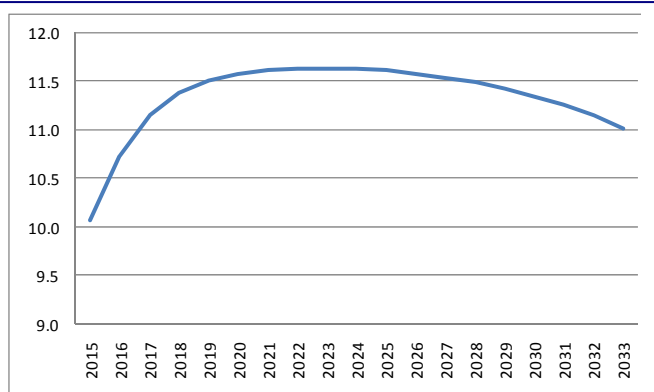
The analysis showed that the travel efficiencies created by an interchange would over time result in bringing approximately 120 additional jobs to Lincoln & Minnehaha Counties at the end of the analysis period. The analysis also showed that with the travel efficiencies an additional 50 jobs or so come to the region 15 to 20 years earlier than they would have



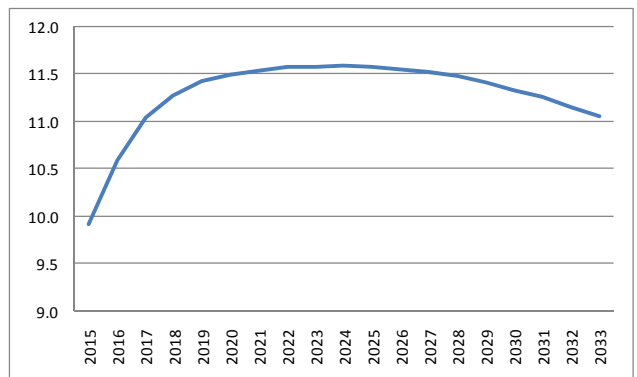
Number of Additional Jobs in Lincoln & Minnehaha Counties



Number of Additional Jobs Statewide



Gross Regional Product Increase in Lincoln & Minnehaha Counties



Gross Regional Product Increase Statewide

given the normal economic growth of the metropolitan area. The results statewide are predicted to be similar as the analysis showed the change in job numbers to be approximately zero outside of Lincoln & Minnehaha Counties. These jobs are over and above those created by the proposed economic developments.

Similarly, USD's analysis also showed an average increase in the metropolitan area's gross regional product of \$11.334 million and a cumulative \$215 million over the analysis period. Again, the increase to the gross state product is approximately equal to the regional output, as there was virtually no change in gross product of the areas outside of the metropolitan area. 🇺🇸

Sample of Public Meeting Comments Received

The following is a sample of the written public comments received to be part of the public meeting's and I-29 Corridor Study record. 

To <bill_troe@urscorp.com>
cc
Subject I-29 corridor study.

Bill,

I attended the meeting last night at Explorer School. I live between Tallgrass and I-29. My home is located in the "perfect" location. There is virtually no traffic past my home and I like my neighbors. It is a 5 minute trip to get to wonderful southern Sioux Falls.

BUT.....I know the inevitable is coming.

The big explosion of building and traffic WILL happen and by putting off the decision for the 85th St. interchange is simply wasting time and money.....by sitting on the fence, so to speak, all the development infrastructure money will be just sitting idle. When things start happening with a new roadways, then and only then, Sioux Falls will progress. The plans for 229, Tallgrass overpass, 69th St west and 85th St. exchange will pay dividends. That is my opinion.

Sincerely,

Lana Bartling

Jean Brockmueller
Property Manager
Sonler Property

It is very frustrating to learn that the 69th Street I-29 overpass is being given priority consideration over the 85th Street Interchange. The 69th Street overpass may be desirable to relieve 57th Street traffic at some point in the future, but it does nothing to stimulate or open up economic activity to our community and particularly the Sanford Research Park area. Economic activity is vital to our community at the present time. The Sanford Research Park holds great potential for bringing quality economic activity to our community, but without swift action to provide access to the area, it is possible and probable that the area will not thrive through lack of residual economic activity.

Also, timing is critical and it is unfortunate to learn that by reason of the over-study and lack of design, all of the I-29 corridor projects have missed an opportunity to share in the federal economic stimulus money.

Continue on Page 4

Sample of Public Meeting Comments Received (con't.)

Kurt Brost

Sanford Health has the following concerns with the findings of this study:

1. **Priority of Projects:** It seems illogical to Sanford that the proposed higher priority projects at 69th, Sundowner and 85th Street overpass will have the positive traffic flow impact of the interchange at 85th. Even if the Interchange needed to be included with other improvements it would seem that the money would be well spent in a way that would actually fix the problem for the short and long term as opposed to doing minor patches that would need to be added to or even redone at later times to actually provide significant relief to congestion. It seems that prolonging the real fix will do nothing but make the take more cumbersome and costly as the area grows up around it. It would make more sense to actually do what is needed sooner and not delay the fix, than to create more problems and cost in the future.
2. **Economic Impact:** The delay of the interchange project at 85th street will have a detrimental impact on the success of the Research Park project. While it will not have near the damaging effect on the research park as it will the proposed commercial development, it will nonetheless be harmful. Many things make these parks successful. The availability of labor, land, incentives, etc., all has impacts. However, in regards to facilities, two things are critical according to the Association of University Research Parks. One is good access and design, and the second is surrounding commercial development and housing to support the park's tenants. Without the interchange at 85th, the type of supporting development referenced will not be possible. Moreover, it places an unnecessary hurdle in the path of our effort to bring new and exciting jobs to the region.
3. **Put them together:** Given the two above points, it would seem logical to put our money where our mouths, or more the point, jobs and dollars are. When given the chance to spend money on projects that can make a difference, both in the short and long term, we should do so. This area needs the interchange to help offset the damage caused by the downturn in the economy in the short term, and to expand our employment base and tax base in the long term. Given the lack of a silver bullet to cure all traffic ills in the area and the incremental difference between all the projects outlined, logic dictates that we spend our limited resources on the one that provides the biggest economic impact. All the projects appear to be necessary in the long term. Why not start with the largest and most meaningful while the land is available, the project will cost less, and the need is greatest?



Public Open House Attendees Peruse the Wall Displays Prior to the Presentation

SCHEDULE OF UPCOMING EVENTS

STUDY ADVISORY TEAM MEETING #6
TO BE DETERMINED

PUBLIC MEETING #3
TO BE DETERMINED

SDDOT CONTACT INFORMATION

The I-29 Corridor Study is being administered by Mr. Steven Gramm, P.E., from SDDOT's Project Development Office located in Pierre, SD. Steve can be reached via email at steve.gramm@state.sd.us or by phone at 605-773-6641.

URS CONTACT INFORMATION

The I-29 Corridor Study is being coordinated by Mr. Bill Troe, AICP, from the Surface Transportation Group of the URS Division located in the Omaha, NE office. Bill can be reached via email at Bill_Troe@URSCorp.com or by phone at 1-866-671-5309.

USD CONTACT INFORMATION

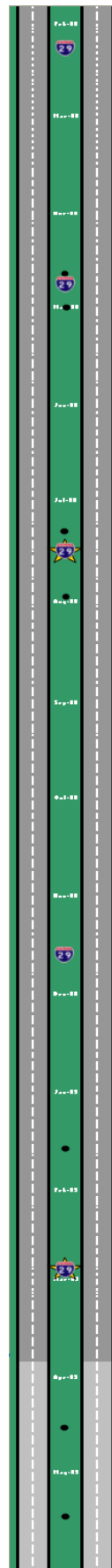
The economic impact portion of the I-29 Corridor Study is being coordinated by Mr. Wade Druin of USD's Business Research Bureau. Wade can be reached via email at wdruin@usd.edu or by phone at 605-677-5287.

STUDY WEBSITE

http://www.sddot.com/pe/projdev/planning_ss_l29.asp

STUDY NEWSLETTER

Requests to be added to the newsletter mailing list can be made with an email to steve.gramm@state.sd.us. Past newsletters can be downloaded from the study website.



Study Advisory Team Meeting #1
Held February 8, 2008

69th Street Options: April 24, 2008
Study Advisory Team Meeting #2
Held April 25, 2008
I-29/I-229 Options: May 1, 2008

85th Street Options: July 10, 2008
Study Advisory Team Meeting #3
Held July 17, 2008
Public Meeting #1: Held July 17, 2008
Additional I-29/I-229 Options: Late July, 2008

No Build Future Traffic Operations: October, 2008

Build Future Traffic Operations: November, 2008
Study Advisory Team Meeting #4
Held November 20, 2008

Traffic Operations Report January 19, 2009

Economic Impact Study February 26, 2009
Study Advisory Team Meeting #5
Public Meeting #2
Held February 26, 2009

Options Submittal to FHWA April, 2009

EA Start: May, 2009