



I-29 CORRIDOR STUDY

Exit 73 to Exit 77



Newsletter #2

April 15, 2008

Economic Impact Study to be Done

As part of the overall study, the South Dakota Department of Transportation (SDDOT) is currently in contract negotiations with the University of South Dakota's Business Research Bureau to determine what the economic impact of a new service interchange on I-29 located between Exit 73 and Exit 75 would have both locally and to the state. Look for more information on this portion of the study in future newsletters.

Study Advisory Team Meeting #2

The second Study Advisory Team Meeting will be held on April 25, 2008. Bill Troe, AICP from URS will provide the team an overview of the work completed to date by URS. A key item completed so far is the development of options regarding a potential future 69th Street crossing of I-29. The crossing alternatives review was done first to determine what, if any, affects such a crossing would have on the 69th Street & Tallgrass Ave. intersection, which is currently under design for future reconstruction by the City of Sioux Falls.

FHWA's Interchange Access Policy

"It is in the national interest to maintain the Interstate System to provide the highest level of service in terms of safety and mobility. Adequate control of access is critical to providing such service." This statement begins the Federal Highway Administration's (FHWA) policy regarding additional interchanges to the Interstate System as published in the Federal Register on February 11, 1998. FHWA has been delegated to regulate access to the Interstate System by the U.S. Secretary of Transportation. The U.S. Secretary of Transportation authority over interstate access comes from Section 111 of Title 23 of the United States Code which states "...the State will not add any points of access to, or exit from, the project in addition to those approved by the Secretary in plans for such project, without the prior approval of the Secretary."

The reasoning behind FHWA's policy is to:

- ◆ Maintain the operational integrity of the Interstate System
- ◆ Encourage appropriate use of the Interstate System and the local/regional highway systems in terms of trip types
- ◆ Insure the coordination of local land use planning and transportation planning

Per the policy, FHWA requires requests for Interstate System access approval. These requests (called Interchange Justification Reports or IJR by SDDOT) must come from a State DOT and will not be accepted from any other entity. By this requirement, FHWA can assume that all requests received meet with the State DOT's approval and

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Roadway Concepts to be Evaluated

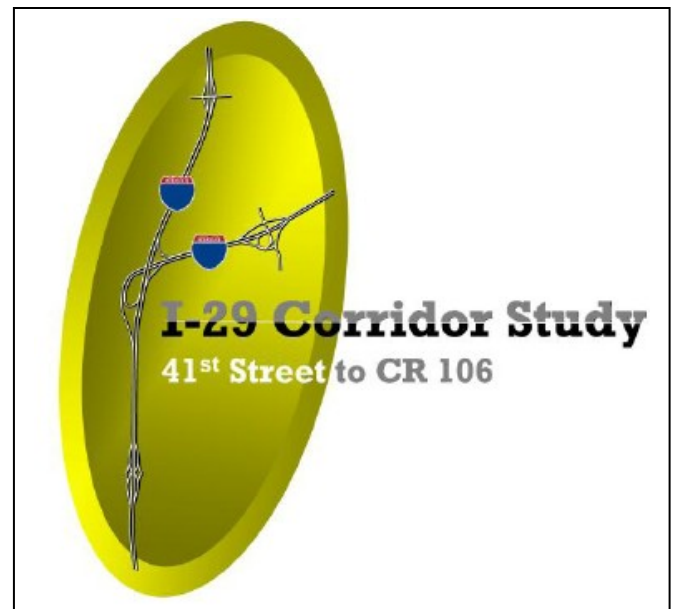
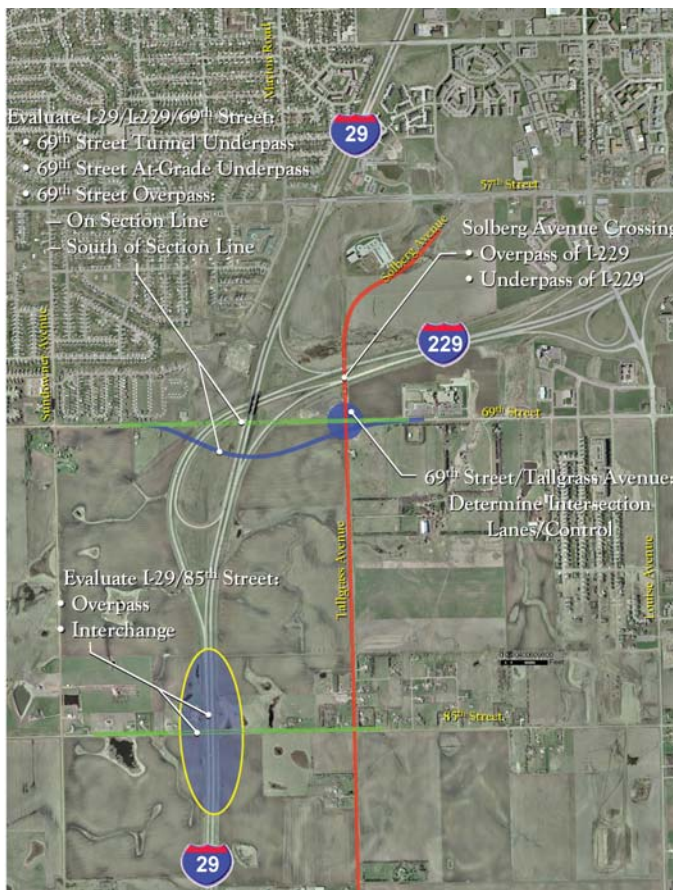
The I-29 Corridor Study alternatives analysis will include evaluation of a range of arterial improvements and I-29 and I-229 mainline and interchange improvements. An improvement could be any of the following:

- ◆ Adding a connection such as a Solberg Avenue to Tallgrass Avenue crossing of I-229.
- ◆ Adding through lanes and/or turn lanes to 69th Street, Tallgrass Avenue or other routes.
- ◆ Adding an I-29 interchange between the I-29/I-229 interchange and the I-29/SD 100 interchange.
- ◆ Modifying one or more of the current interchanges.
- ◆ Modifying access point locations along an existing arterial route.

The range of improvement ideas will be developed by looking at current traffic operations, current crash information, and future traffic operations with additional developments in place. Ideas identified to this point are displayed in the figure below left.

Through the alternatives analysis, each of the ideas/concepts will be evaluated relative to a set of measures of effectiveness that are being developed and relative to each other. The measures of effectiveness encompass the following categories:

- ◆ **Social:** The benefits and/or impacts to the surrounding built environment (homes, businesses, open space, agricultural uses, etc.) will be evaluated.
- ◆ **Engineering:** Each of the alternatives will be evaluated relative to its ability to reduce/eliminate congestion, improve safety, constructability, consistency with driver expectation, cost, etc.
- ◆ **Environment:** The potential for impacts to the natural environment associated with each of the alternatives will be evaluated.



FHWA's Interchange Access Policy (cont. from page 1)

standards.

FHWA requires an Interstate System access request document meeting their policy requirements for the following types of Interstate System access requests:

- ◆ New Interchange
- ◆ Major modification of an existing interchange
 - Adding new ramp(s)
 - Removing ramp(s)
 - Changing the interchange configuration
 - Completing basic movements at an existing partial interchange
- ◆ New partial interchanges or new ramps to/from frontage roads
- ◆ Instituting locked gate access
- ◆ Abandonment or closure of ramps or interchanges

FHWA's policy provides for eight requirements that must be addressed within any Interstate System access request to add or modify access points to the Interstate System. These eight points are:

1. The existing interchanges and/or local roads and streets in the corridor can neither provide the necessary access nor be improved to satisfactorily accommodate the design-year traffic demands while at the same time providing the access intended by the proposal.
2. All reasonable alternatives for design options, location and transportation system management type improvements (such as ramp metering, mass transit, and HOV facilities) have been assessed and provided for if currently justified, or provisions are included for accommodating such facilities if a future need is identified.
3. The proposed access point does not have a significant adverse impact on the safety and operation of the Interstate facility based on an

analysis of current and future traffic. The operational analysis for existing conditions shall, particularly in urbanized areas, include an analysis of sections of Interstate to and including at least the first adjacent existing or proposed interchange on either side. Crossroads and other roads and streets shall be included in the analysis to the extent necessary to assure their ability to collect and distribute traffic to and from the interchange with new or revised access points.

4. The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" for special purpose access for transit vehicles, for HOV's, or into park and ride lots may be considered on a case-by-case basis. The proposed access will be designed to meet or exceed current standards for Federal-aid projects on the Interstate System.

5. The proposal considers and is consistent with local and regional land use and transportation plans. Prior to final approval, all requests for new or revised access must be consistent with the metropolitan and/or statewide transportation plan, as appropriate, the applicable provisions of 23 CFR part 450 and the transportation conformity requirements of 40 CFR parts 51 and 93.

6. In areas where the potential exists for future multiple interchange additions, all requests for new or revised access are supported by a comprehensive Interstate network study with recommendations that address all proposed and desired access within the context of a long-term plan.

7. The request for a new or revised access generated by new or expanded development demonstrates appropriate coordination between the development and related or otherwise required transportation system improvements.

8. The request for new or revised access contains information relative to the planning requirements and the status of the environmental processing of the

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FHWA's Interchange Access Policy (cont. from page 3)


proposal.

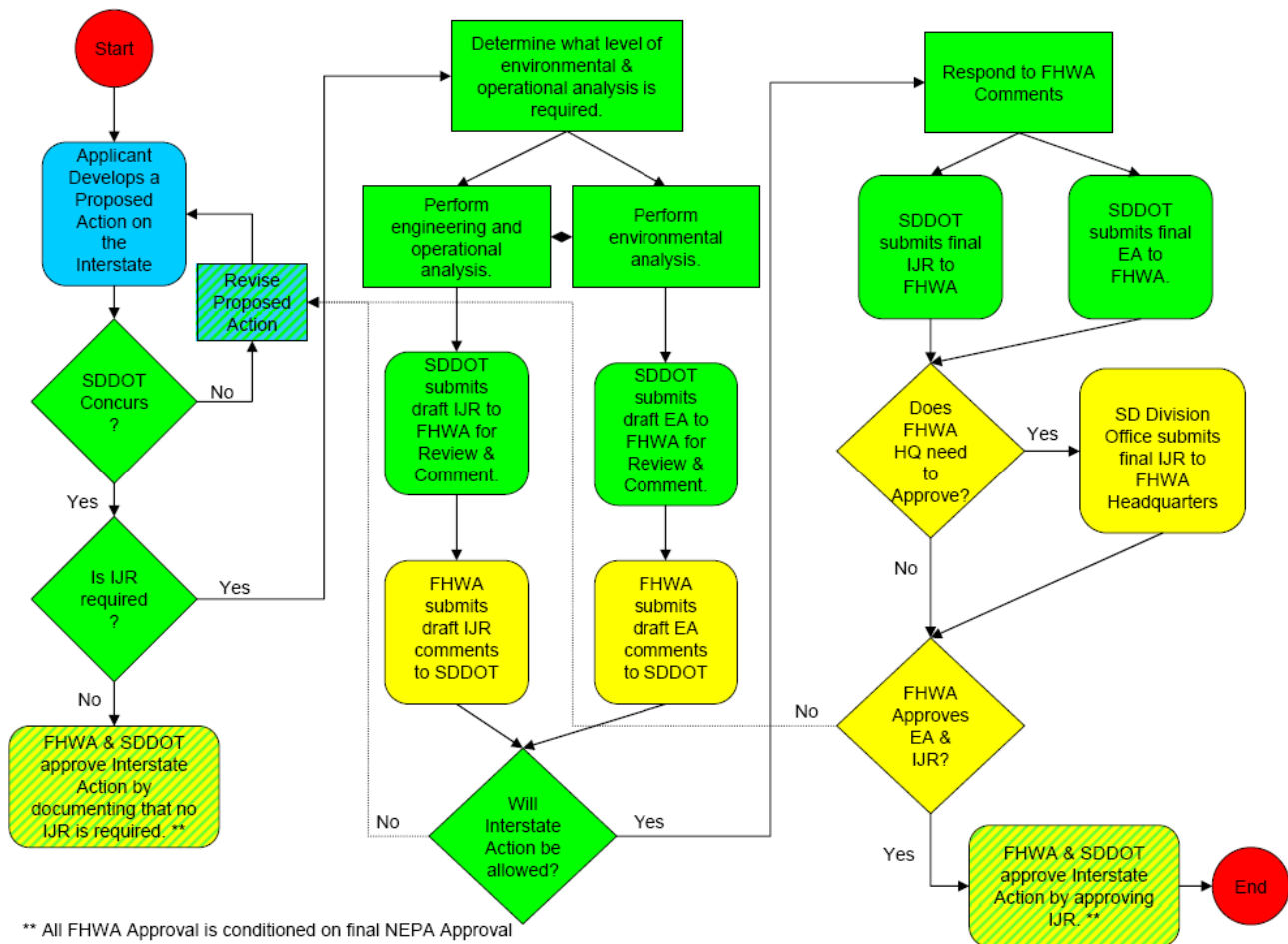
The FHWA Division Office shall receive all Interstate System access requests from the State DOT. The FHWA Division office staff is responsible for coordination, technical input, and recommendations pertaining to Interstate System access requests between FHWA and the State DOT. The FHWA Division Office reviews the request and determines whether or not the request needs to be forwarded to FHWA Headquarters in Washington, D.C. Interstate System access requests for the following are required to be sent to FHWA Headquarters for approval:

- ◆ New system interchanges
- ◆ Major modification to an existing system

interchange

- ◆ New interstate to crossroad interchange located in a Transportation Management Area
- ◆ New partial interchange or new ramps to/from continuous frontage road that create partial interchange.
- ◆ New interstate to crossroad interchange with traffic and/or operational impacts to an existing system interchange.

The Interstate System access request review process does not replace normal FHWA plan reviews for Interstate System projects. 




Parcel Development Idea Meetings

As mentioned in the first newsletter, on February 25-27, 2008, staff from SDDOT, City of Sioux Falls engineering & planning and URS met with representatives from the various stakeholders in the I-29 study area with large land tract (40 acres or more), including:

- ◆ City of Tea
- ◆ Lincoln County
- ◆ Sanford Health
- ◆ Avera Health Systems
- ◆ Costello Development Group
- ◆ C-Lemme Homes

The primary purpose of the meetings was to gather input on development ideas for currently undeveloped parcels or potential redevelopment ideas for areas with the identified study area. Representatives that staff met with were asked to provide general ideas as to the type (retail, office, industrial, etc.), mixture by type for multi-use developments and density by use type for the parcels they intend to develop. The development concept information is a critical input to the travel forecasting process, because the level of current and new trips calculated for the study area are a function of land development.

The general land use types as determined by these meetings are displayed by location in the study area in the figure below left. 



SANFORD RESEARCH PARK ADDITION APPROVED BY CITY

At their April 7, 2008, meeting, the Sioux Falls City Council approved the rezoning of the property at the SW corner of E. 69th St. and S. Tallgrass Ave. from the AG, Agricultural District and the Hadrob Planned Development District to the Sanford Research Park Planned Development District. Later at the same meeting, the City Council approved the preliminary plan for the Sanford Research Park Addition. More information can be found on the city's website at

http://siouxfalls.granicus.com/MinutesViewer.php?view_id=2&clip_id=532



Correspondence Received

Sent: Monday, February 18, 2008 2:42 PM
Subject: I29 corridor info.

Steve: Thanks for the current information for the study advisory team. It would appear that you experts on building roads and traffic flows have given much thought to the problems facing all of us. Our planning boards have created problems for you all in the past and hopefully this cooperation by all parties will help to avoid them in the future.

Dick Portz

Sent: Wednesday, April 09, 2008 8:20 PM
Subject: I-29 and 85th street study

Dear Group:

As we look at the feasibility of an interchange at this site I would like to bring forward a couple of my thoughts.

At the road construction open house last week it was apparent that: 1)a 69th street interchange to the interstate was pretty much tabled, 2)that the city (per Sam's comment) wants to maintain the integrity of those who are already residents in the area, 3)an open air mall site is being considered at the SW corner of 85th and Tallgrass with hotels and business on 85th west of the interstate, 4)Tallgrass and Sundowner will also need to be improved, and 5)not spoken but implied-the 85th street interchange is going in.

My thought, and I am sure it has already been kicked around, is to look at the existing Tea interchange.

It is a given that Tallgrass and Sundowner will need improvement. Why not carry this improvement 1 more mile south to the Tea road, and improve the Tea road to the interchange. Cost wise it would appear to be less expensive improving an additional 3 miles of road vs building an interchange. Of course a draw back would be that people using Sundowner would have to go a mile more to the south to access the Sanford Park.

To also be considered is the much talked about I-429 trunk line around Sioux Falls which would tie in to this interchange. This option would allow for the beginning of this trunk line. In addition this would allow access to Minnesota Ave, Louise Ave, and Cliff Ave relieving some of the interstate traffic in those areas, same as 85th street proposal. A reduction of congestion of those north bound onto I-29 from 85th with those exiting off I-29 onto I-229 would be a benefit from the safety standpoint.

These are just some thoughts I wanted to pass along and thank you for your time.

Craig Yoder

The above correspondence has been reprinted with the permission of the submitter.

Mr. Yoder would like it known that he has since been informed that the planned future use of the Tea Road (271st St./Lincoln County 106) mentioned in his email above is actually for an arterial highway designated as SD100 and not for an Interstate highway as he had indicated by referring to the route as I-429. More information on the proposed SD100 can be found at <http://www.sddot.com/sd100/index.asp>.



SCHEDULE OF UPCOMING EVENTS

69TH STREET OVERPASS/UNDERPASS FEASIBILITY ASSESSMENT

ANTICIPATED COMPLETION: APRIL 24, 2008

I-29/I-229 INTERCHANGE ASSESSMENT

ANTICIPATED COMPLETION: MAY 1, 2008

REVISED FUTURE TRAFFIC VOLUMES

ANTICIPATED COMPLETION: MAY 30, 2008

STUDY ADVISORY TEAM MEETING #2

WILL BE HELD APRIL 25, 2008

NEXT MEETING TENTATIVELY SCHEDULED FOR EARLY JULY, 2008

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

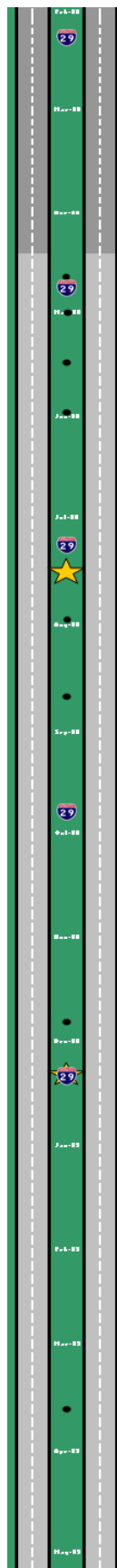
The I-29 Corridor Study is being coordinated by Mr. Bill Troe, AICP, from the Surface Transportation Group of the URS Division located in the Omaha, NE office. Bill can be reached via email at Bill_Troe@URSCorp.com or by phone at 1-866-671-5309.

STUDY WEBSITE

http://www.sddot.com/pe/projdev/planning_ss_i29.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
Scheduled April 25, 2008
I-29/I-229 Options: May 1, 2008

85th Street Options: May 16, 2008

No Build Future Traffic Operations: Late May, 2008

Study Advisory Team Meeting #3
Tentatively Scheduled Early July, 2008
Public Meeting #1
Tentatively Scheduled Mid July, 2008

Build Future Traffic Operations: Late July, 2008

Draft IJR: Late August, 2008

Study Advisory Team Meeting #4
Tentatively Scheduled Late September, 2008

Draft EA: Late November, 2008

Study Advisory Team Meeting #5
Public Meeting #2
Tentatively Scheduled Mid December, 2008

Final IJR: Mid March, 2009

