

# “34 Four the Future” What's going on with Highway 34?



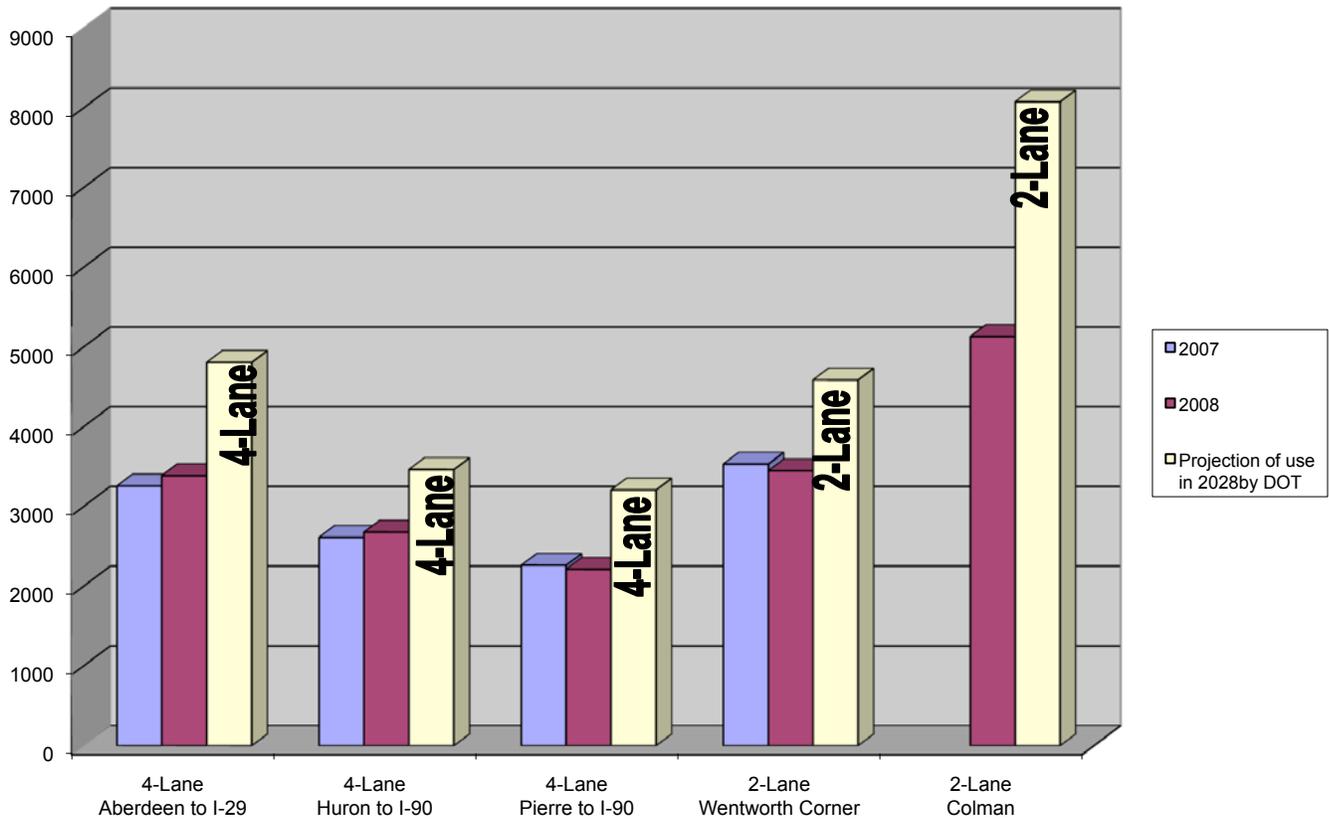
According to DOT projections, existing four-lane highways in South Dakota will not carry as much traffic as Highway 34 will see in the future.

Truck traffic is increasing on an already busy Highway 34 due largely to industrial and ag-related traffic in and around Madison. Dakota Ethanol has 20,000 semi-trucks arrive and depart each year on the two-lane highway. Highway 34 carries more traffic than many four-lane highways in the state, and the Department of Transportation predicts more of the same in the future.

**SAFETY is being compromised!**



Department of Transportation  
2028 Projected Traffic Count



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# What's going on with Highway 34?



## Growth along the corridor



New Madison sign

James River Equipment's new headquarters



Colman's housing development, Sunrise Ridge Estates

Heartland Consumers Power District's new headquarters



Semis delivering to the Dakota Ethanol Plant on Highway 34

## What has the DOT done to help this important project?

>>The 34 group was told to preserve the corridor: completed by Lake and Moody counties.

>>The 34 group was told a 5,000 ADT was needed: now raised to 8,000 ADT

>>The 34 group was told there was no money: a new four-lane highway south of Hot Springs is now being constructed. The current highway carries less traffic than Hwy 34.

**The requests of the city of Madison, the city of Colman, Lake County, Moody County, local organizations and local businesses have NOT BEEN HEARD!**

## Facts from study conducted by 1st District Planning

Study shows the tremendous benefits over and above the safety that four lanes would provide:

>>20 year property damage savings from two lanes to four: \$5,356,096.91

>>Time savings for 20 years at \$5.15/hour: \$2,143,035.16

>>**Benefit-cost ratio** of \$4.27 to one on total taxable sales: \$99,849,334.00

>>**Benefit-cost ratio** of \$2.10 to one on total retail sales: \$49,177,929.00

Thirty years ago, the State of South Dakota planned Highway 34 as a four-lane highway from Interstate 29 west to Madison. Additional Right of Way was even purchased to complete the project. However, the four lanes were not completed due to an apparent lack of funding. In the thirty years since, many four-lane roads have been constructed with less traffic than Highway 34. This area of South Dakota has been politically shortchanged in highway construction. Because the railroad ends at Madison, truck traffic delivering grain has increased dramatically and Madison's ag suppliers add to the heavy traffic. Public safety has been compromised by not completing Highway 34 as a four-lane road as it is a principal arterial highway for the state. DOT guidelines call for "involvement of the public, stakeholders, elected officials and governmental agencies." This has been accomplished and the corridor has been preserved.