

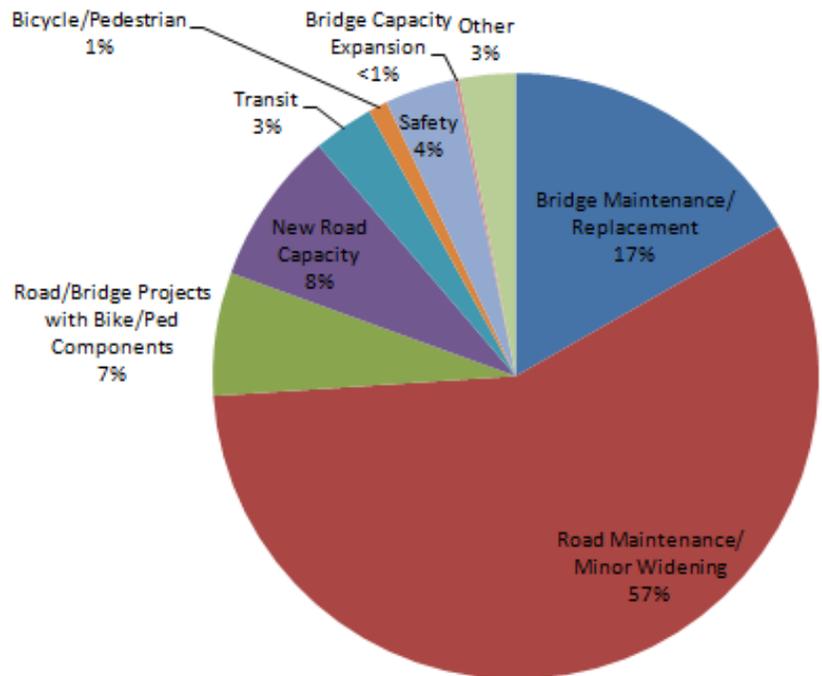
# South Dakota



An examination of South Dakota’s 2011-2015 Statewide Transportation Improvement Program reveals that road maintenance/minor widening projects account for the largest chunk of planned spending (57 percent). Bridge maintenance/replacement projects comprise 17 percent of the STIP, followed by new road capacity projects (8 percent of the spending). Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) make up 7 percent. Safety projects account for 4 percent of the planned spending. Transit, as well as projects classified as “other,” each comprise 3 percent. Bicycle/pedestrian projects are 1 percent of the STIP, and bridge capacity expansion projects are less than 1 percent of the spending.

## Proposed Spending, FY 2011-2015

Project Type	Cost (\$millions)
Bridge Maintenance/ Replacement	235.28
Road Maintenance/ Minor Widening	802.95
Road/ Bridge Project with Bike/Ped Components	92.32
New Road Capacity	115.31
Transit	45.09
Bicycle/Pedestrian	14.44
Safety	53.25
Bridge Capacity Expansion	3.06
Other	42.19
<b>Total</b>	<b>\$1,403.89</b>



These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at [Trackstatedollars.org](http://Trackstatedollars.org). The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. This analysis examines all projects listed in the STIP. States are required to list all transportation projects that receive federal aid, though many states also include projects that only receive state dollars. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities or through state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of South Dakota from 50states.com. This project was made possible by support from the Rockefeller Foundation.

