

# PUBLIC MEETING OPEN HOUSE #2 | DEC. 14, 2023

U.S. HIGHWAY 16 CORRIDOR STUDY: RURAL SUB-AREA ANALYSIS

In 2019, the South Dakota Department of Transportation (SDDOT) initiated a study of over 16 miles of U.S. Highway 16 between Cathedral Drive/Fairmont Boulevard in Rapid City and the Keystone Wye to address growing traffic volumes and other transportation needs throughout the area. This study is a collaborative effort between the SDDOT, Federal Highway Administration (FHWA), Rapid City Area Metropolitan Planning Organization (RCAMPO), City of Rapid City, Pennington County, stakeholders, and the public to develop a comprehensive plan for the corridor.

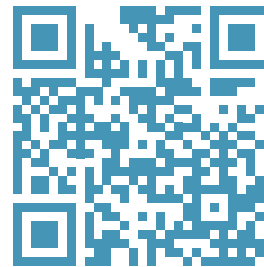
Since the release of the U.S. Highway 16 Corridor Study final report in July 2021, the SDDOT identified a need for further detailed analysis and refinement of alternatives along a U.S. Highway 16 segment from just east of Rockerville to just west of the Neck Yoke Road intersection.

**Recorded presentation will begin at:**

**5:35 p.m. | 6:15 p.m.**

The purpose of this public meeting open house is to present refined conceptual layouts and preliminary recommendations. The presented layouts incorporate feedback received by the study team at the Nov. 2, 2023, stakeholder meetings and public meeting open house.

Your input will aid the study team in finalizing layouts and recommendations for a future project identified in the SDDOT's year 2028-2031 developmental Statewide Transportation Improvement Program (STIP).



## **STUDY WEBSITE:**

<https://www.us16corridor.com/>

Comments will be accepted through **Friday, Dec. 29, 2023.**

*\*\*All public open house materials, including the display boards and a recording of the presentation, are posted to the study website.*

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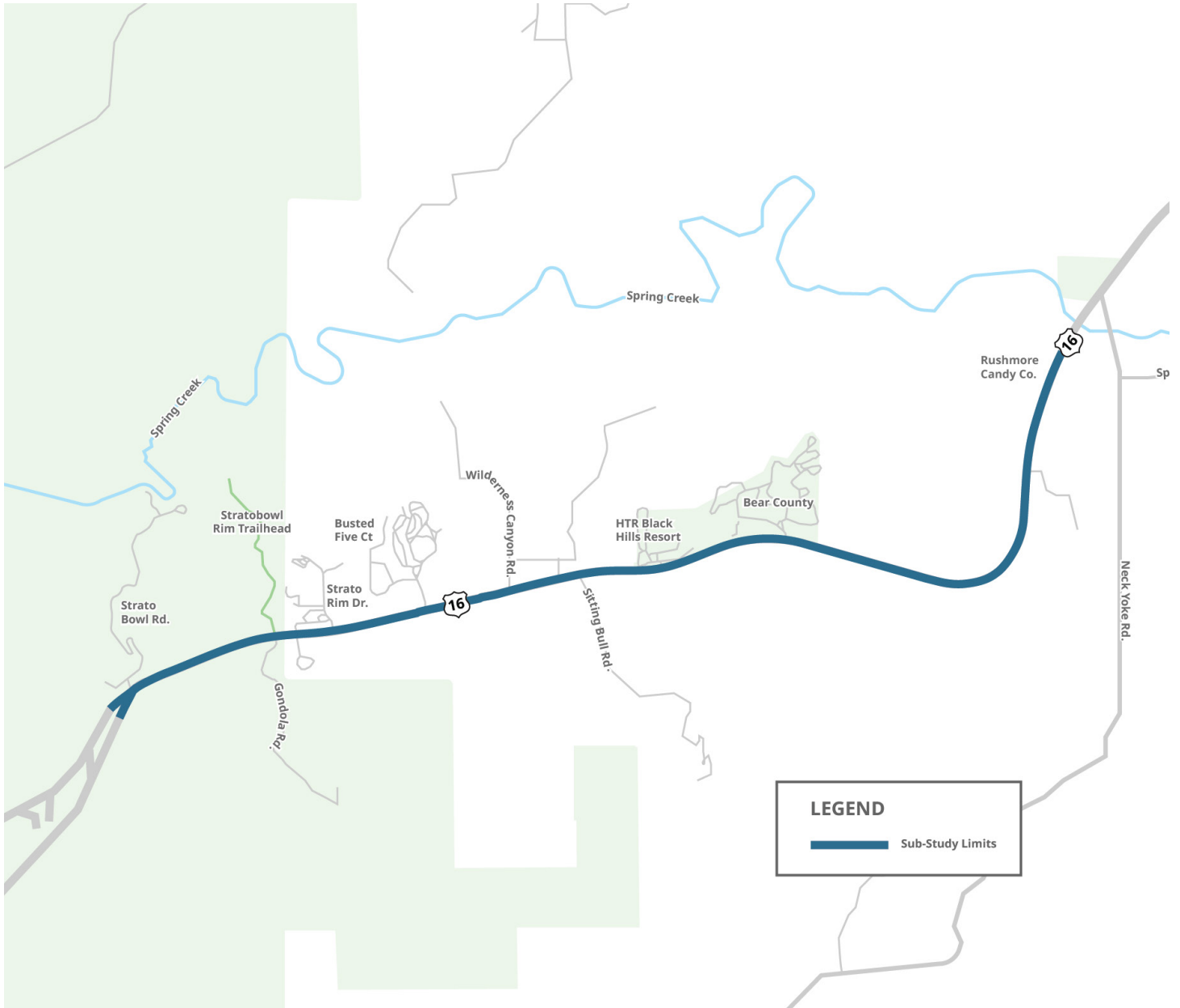
*The South Dakota Department of Transportation gives public notice of its policy to uphold and assure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities. Title VI and related Nondiscrimination authorities stipulate that no person in the United States of America shall on the grounds of race, color, national origin, religion, sex, age, disability, income level or Limited English Proficiency be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.*

*Any person who has questions concerning this policy or wishes to file a discrimination complaint should contact the Department's Civil Rights Office at 605-773-3540.*

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## STUDY AREA



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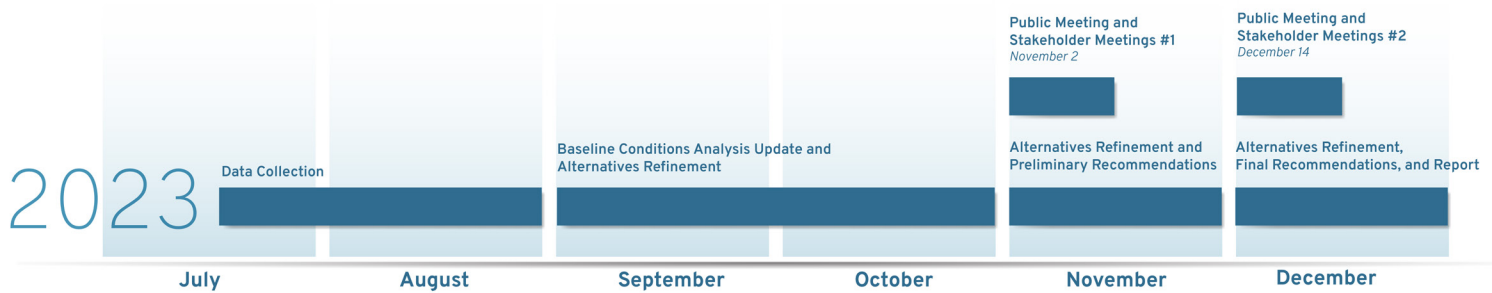


**SDDOT WEBSITE:** <https://dot.sd.gov/>

**SDDOT's Mission Statement:**

To efficiently provide a safe and effective public transportation system.

### Study Schedule



# Preliminary Recommendations

## Strato Rim – Busted Five – Wilderness Canyon Area: Scenario A

- 3 RCIs on existing U.S. Highway 16 alignment
- Access management
- Strato Rim Trailhead U-turn Option B

## HTR Black Hills Area: Scenario C

- RCI at HTR Black Hills main access; U-turn shifted west to top of the hill
- ¾ access at House of Scandinavia
- Right-In-Right-Out (RIRO) at Sitting Bull Road

## Bear Country Area: RCI

## Rushmore Candy Company Area: RCI

# SEE HOW RCIs WORK!

ABOUT:



<https://www.youtube.com/watch?v=qj5TfOVX4HA>

SEMI-TRUCKS:



<https://www.youtube.com/watch?v=HiWIX6RFTrc>

PICKUP WITH LOAD:



[https://www.youtube.com/watch?v=bX7L\\_RZplHc](https://www.youtube.com/watch?v=bX7L_RZplHc)

## Reduced Conflict Intersections (RCIs)

Nationwide, reduced conflict intersections (RCIs) are a proven safety countermeasure to reduce serious and fatal crashes caused by angle crashes at intersections. RCIs eliminate or reduce the highest risk movements of vehicles crossing multiple lanes of high-speed, high-volume traffic. Other benefits include simplifying navigation and traffic flow and decreasing intersection delay when turning from the side-street.

This sub-area analysis found that with increasing U.S. Highway 16 traffic volumes, a motorist turning left from the side-street would often be able to turn right, travel down to the U-turn, and back to the main intersection within an RCI quicker than finding adequate gaps in traffic to turn left within a traditional intersection.

A 2021 Minnesota Department of Transportation before and after study of 25 RCIs found a 70% reduction in fatal and serious injury crashes when RCIs were constructed. This included a 100% reduction in fatal and serious injury angle crashes.

*If you are viewing online, click on the QR codes to follow links.*

### RCI Resources:



Minnesota Department of Transportation:  
<https://www.dot.state.mn.us/roadwork/l-turns/index.html>



Virginia Department of Transportation:  
<https://www.vdot.virginia.gov/about/our-system/highways/innovative-intersections/restricted-crossing-u-turn/>



Federal Highway Administration:  
<https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections>

### RCI Testimonials:



Business Owner:  
[https://www.youtube.com/watch?v=5BwdXOGdc\\_s](https://www.youtube.com/watch?v=5BwdXOGdc_s)



Business Owner:  
<https://www.youtube.com/watch?v=CLClkxymp48>



City Official:  
<https://www.youtube.com/watch?v=CgRbebcFF-0>



FHWA

