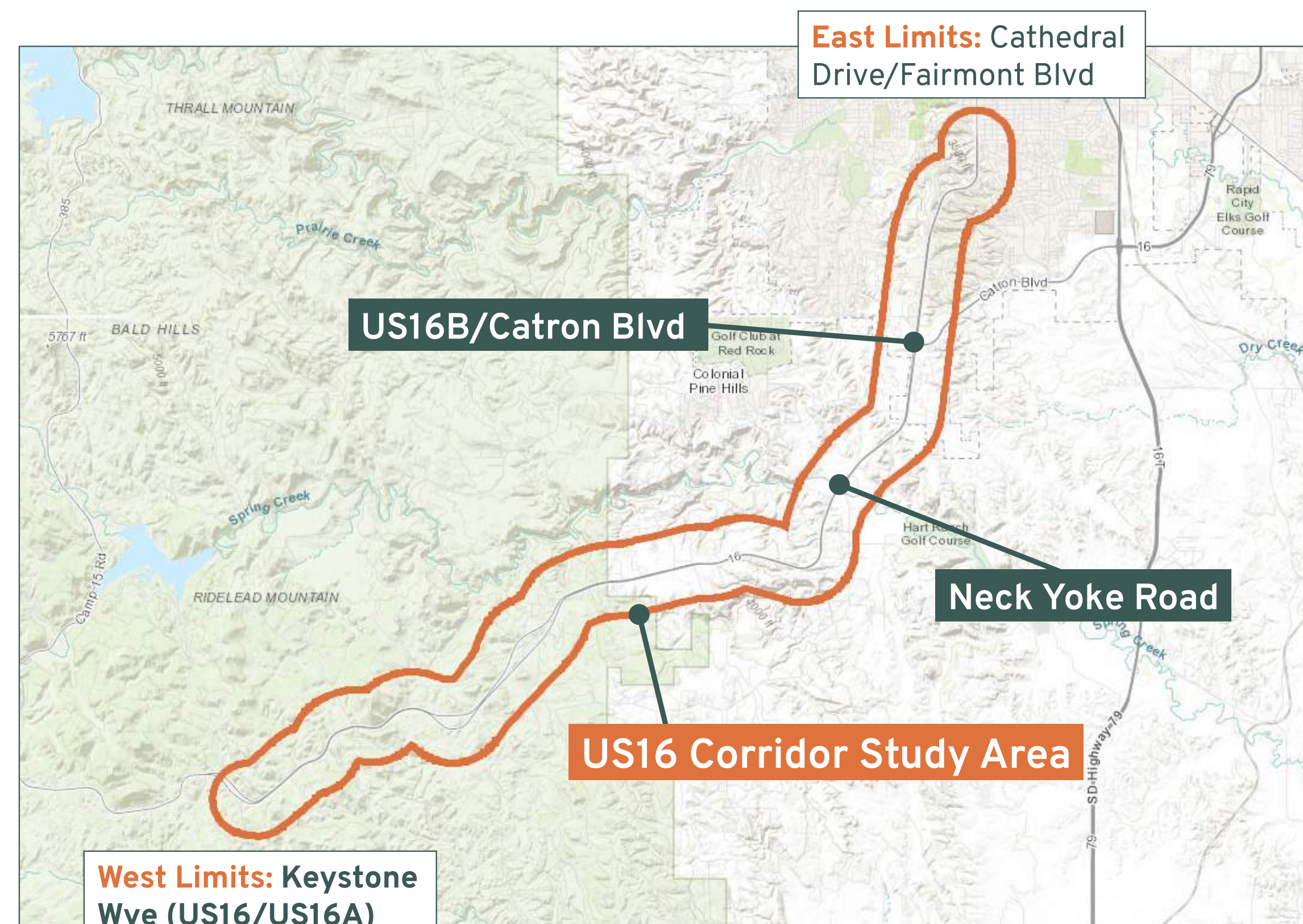


US Highway 16 Corridor Study

PUBLIC INFORMATION MEETING AND OPEN HOUSE

*Presentation at 5:40 p.m.
Please sign in at the Registration Table*

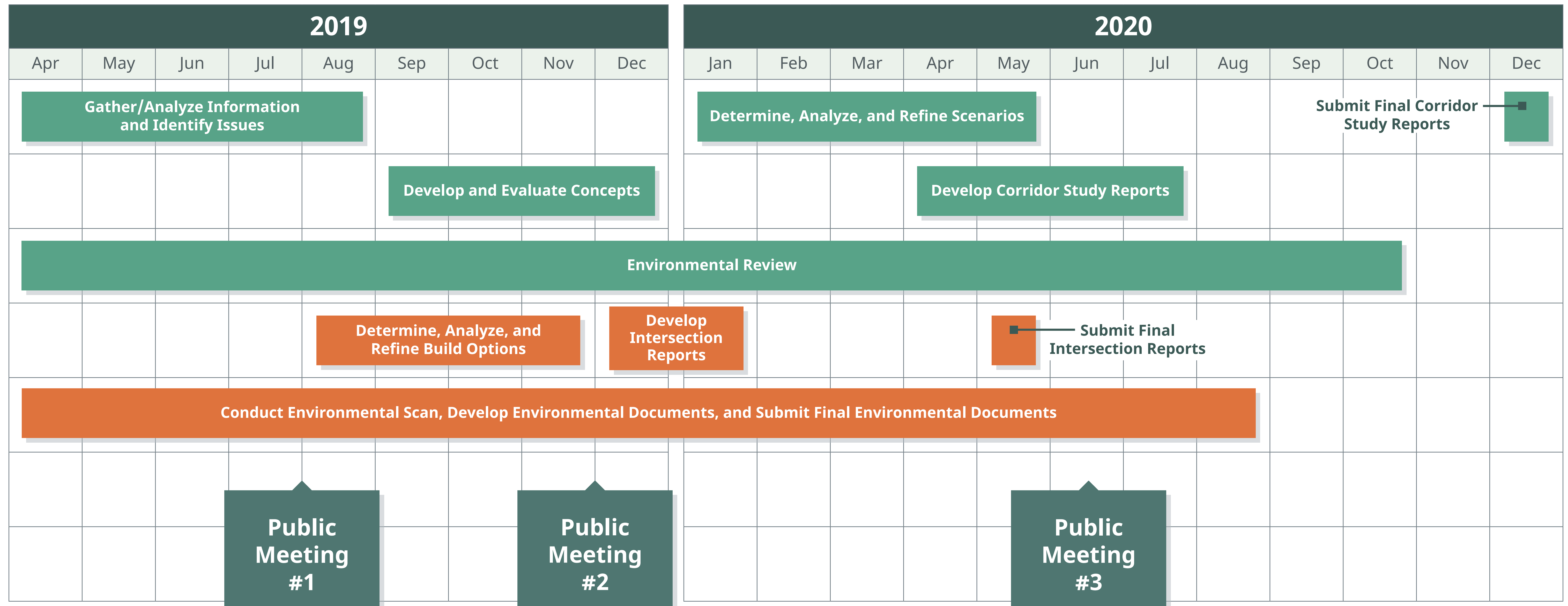


Study Schedule

Project Components:

US16 Corridor Study April 2019 – December 2020

US16/US16B/Catron Boulevard and US16/Neck Yoke Road Intersections April 2019 – May 2020



WE ARE HERE



Get Involved

🗨️ LEAVE A COMMENT:

Today, please provide feedback on your experiences in the corridor. Comment forms are available at the registration table and completed forms should be submitted by: **August 6, 2019**

📅 MARK YOUR CALENDAR:

Next Public Information Meeting: Late Fall 2019

Join us for a presentation of US16/US16B/Catron Boulevard and US16/Neck Yoke Road intersection alternatives and preliminary evaluation.

👤 PROJECT CONTACTS:

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Stay Connected

Throughout the study, materials will be posted on the project website to keep the public informed on the progress of the study.

www.us16corridor.com



US16 / US16B / Catron Boulevard Intersection

2016 Study Recommendations

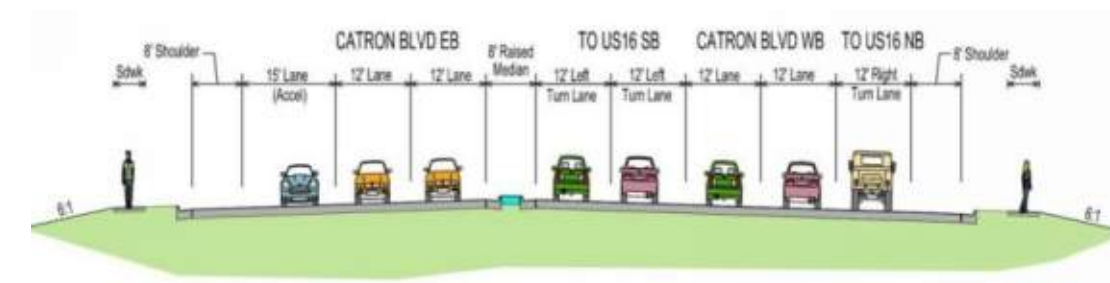
Alternative 2 Single Point Urban Interchange

Pros:

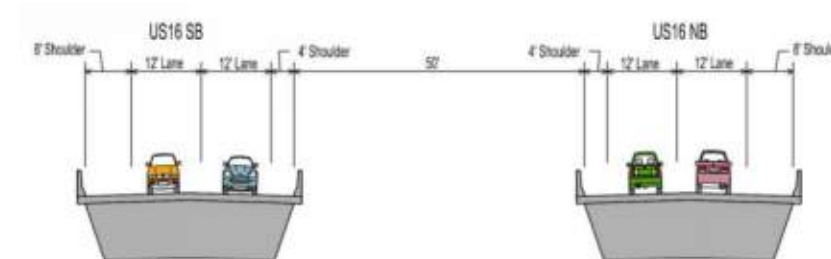
- ROW Impacts
- Traffic Operations
- Driver Familiarity
- Safety Impacts

Cons:

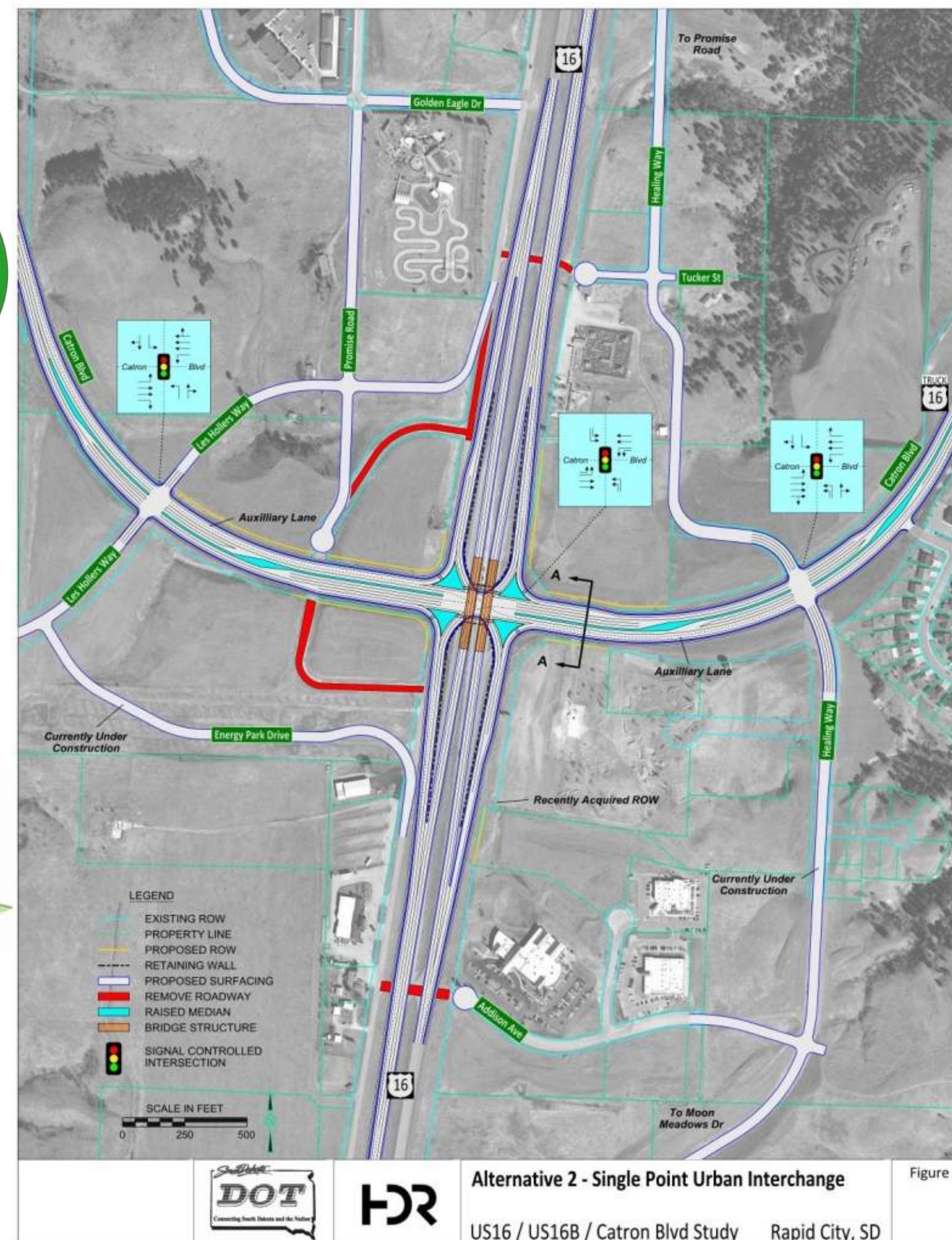
- Construction Cost
- Bicycle & Pedestrian Use



Typical Section - US16B / Catron Boulevard (Figure 12, Section A-A)



Typical Section - US16 Bridge (Figure 11, Section B-B)



Alternative 2 - Single Point Urban Interchange
US16 / US16B / Catron Blvd Study Rapid City, SD

Alternative 5 Continuous Flow Intersection

Pros:

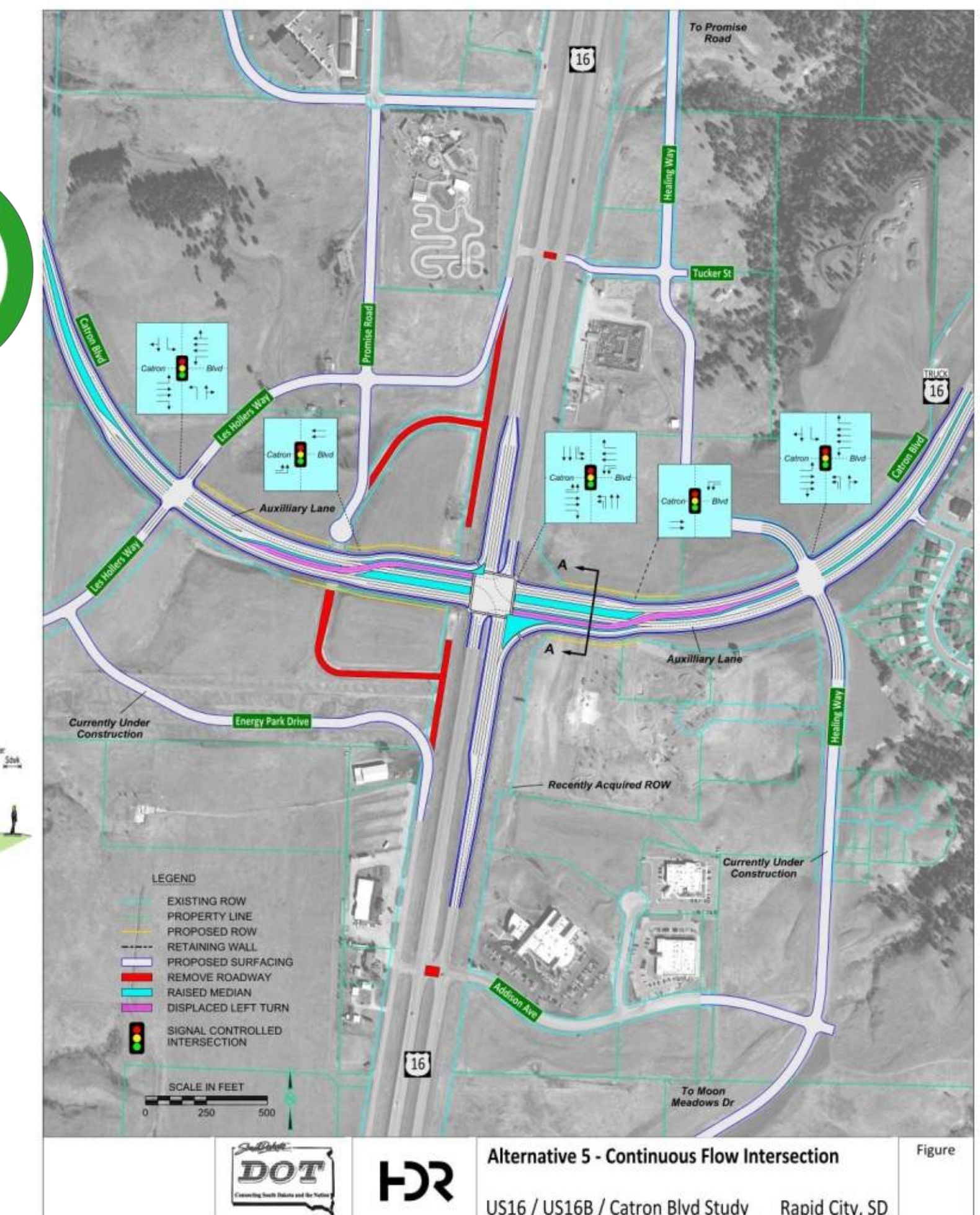
- Construction Cost
- ROW Impacts
- Safety Impacts

Cons:

- Driver Familiarity



Typical Section - US16B / Catron Boulevard (Figure 18, Section A-A)



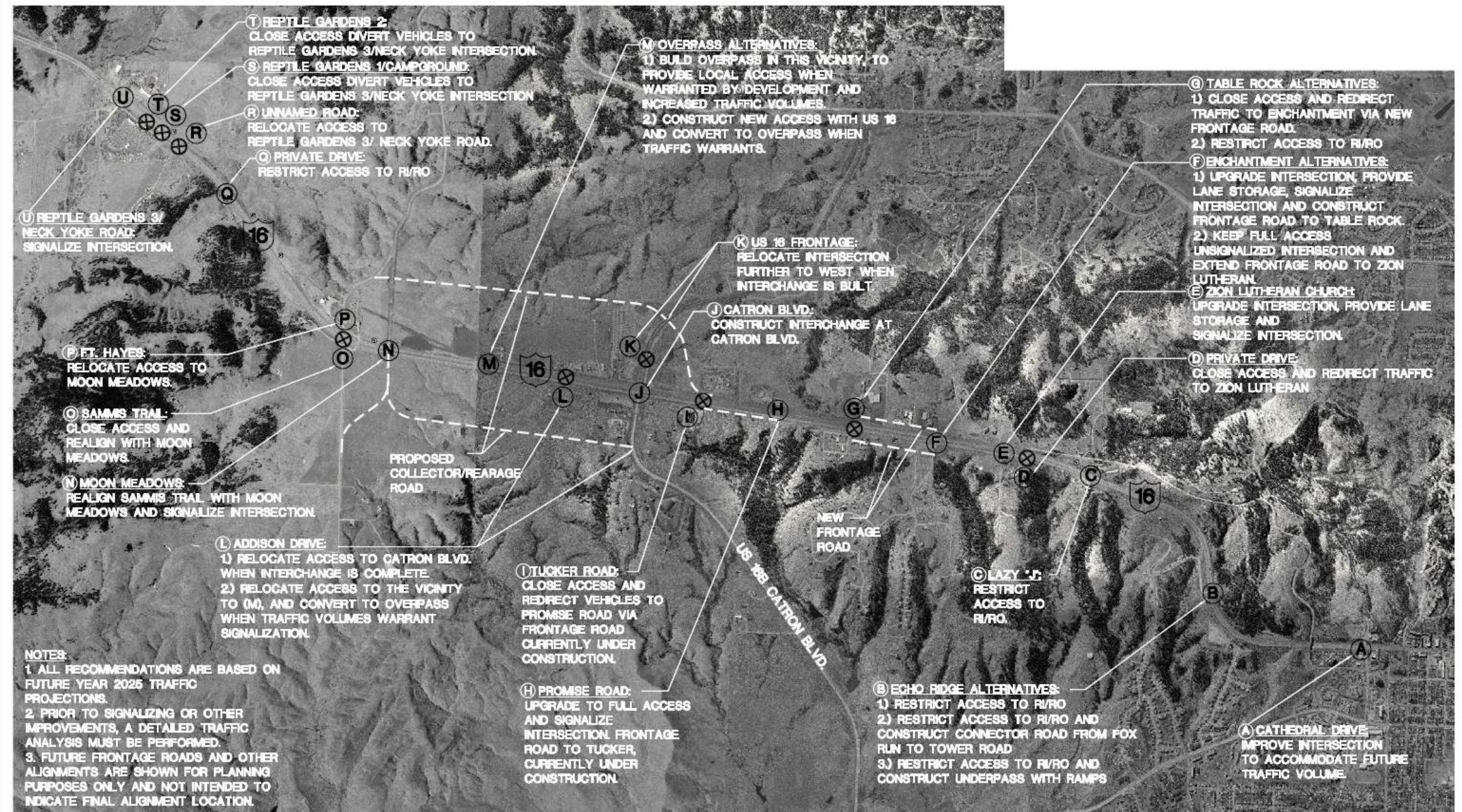
Alternative 5 - Continuous Flow Intersection
US16 / US16B / Catron Blvd Study Rapid City, SD

In 2015-2016, the SDDOT conducted a study of the US16 / US16B / Catron Boulevard Intersection evaluating eight alternatives. Two alternatives were carried forward from the study including a Single Point Interchange and a Continuous Flow Intersection (also known as a Displaced Left-Turn Intersection). More information about the 2016 Intersection Study can be found on the South Dakota Department of Transportation website at the location shown below.

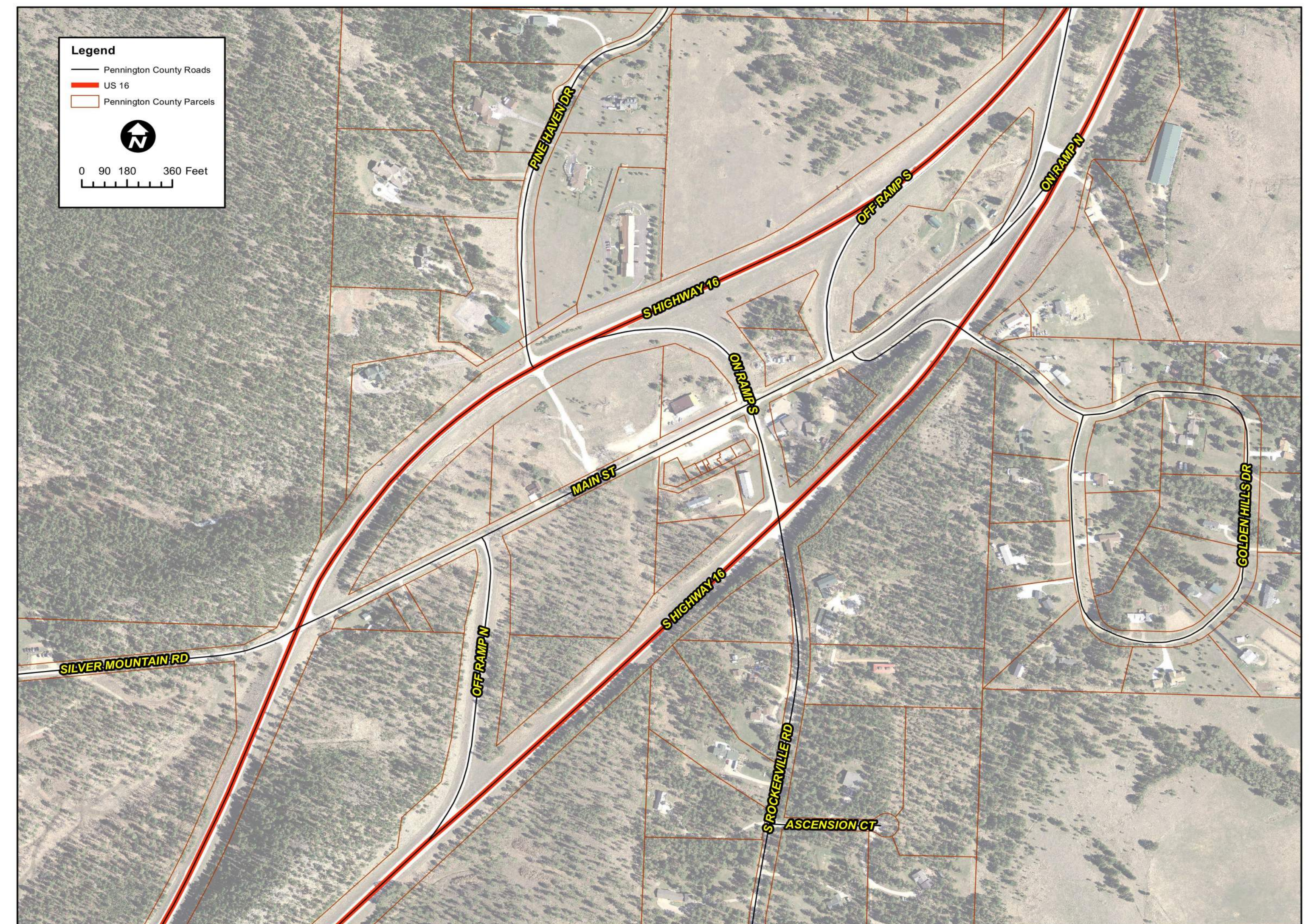
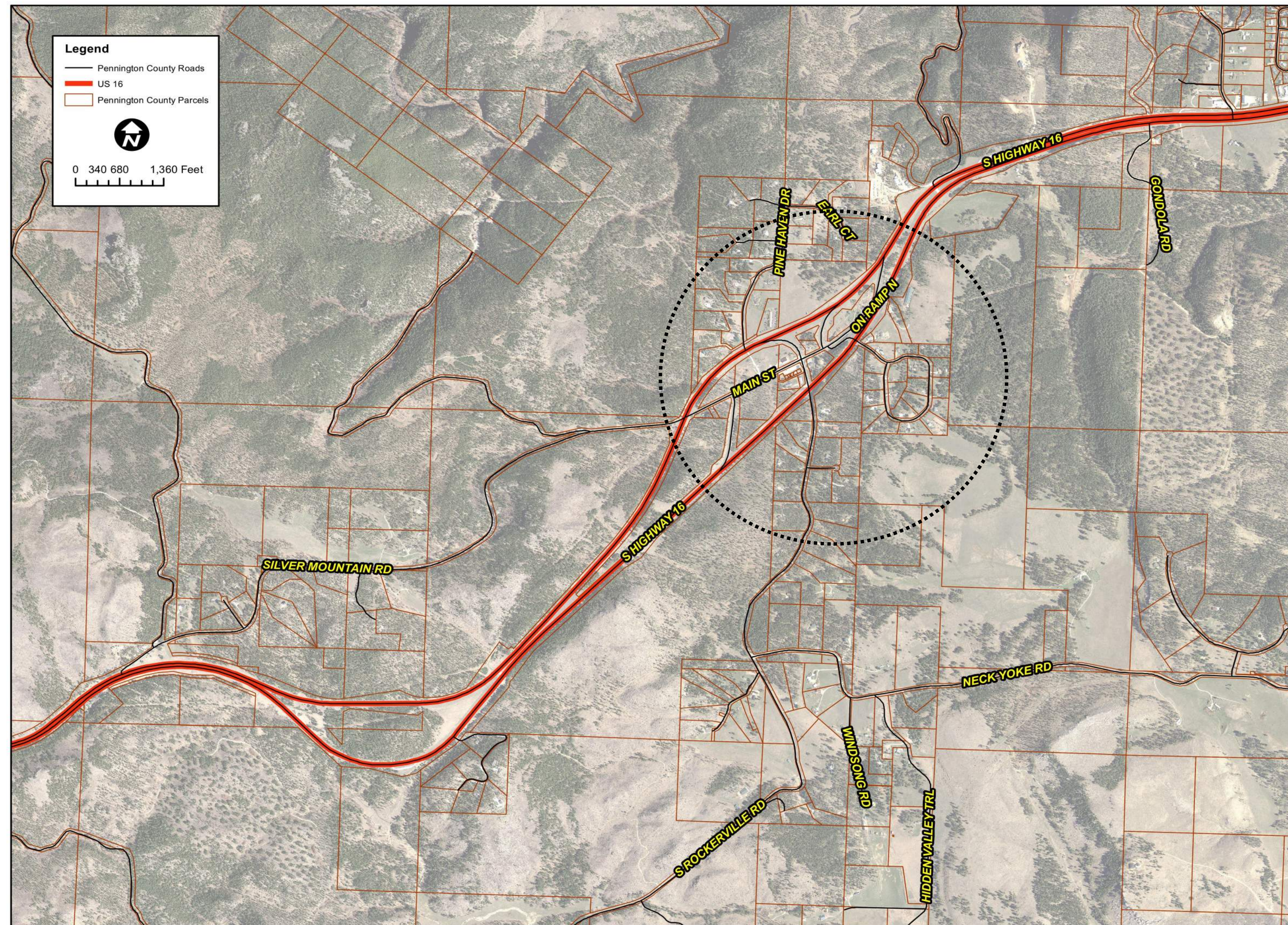
<http://www.sddot.com/transportation/highways/planning/specialstudies/>

Neck Yoke Road Area

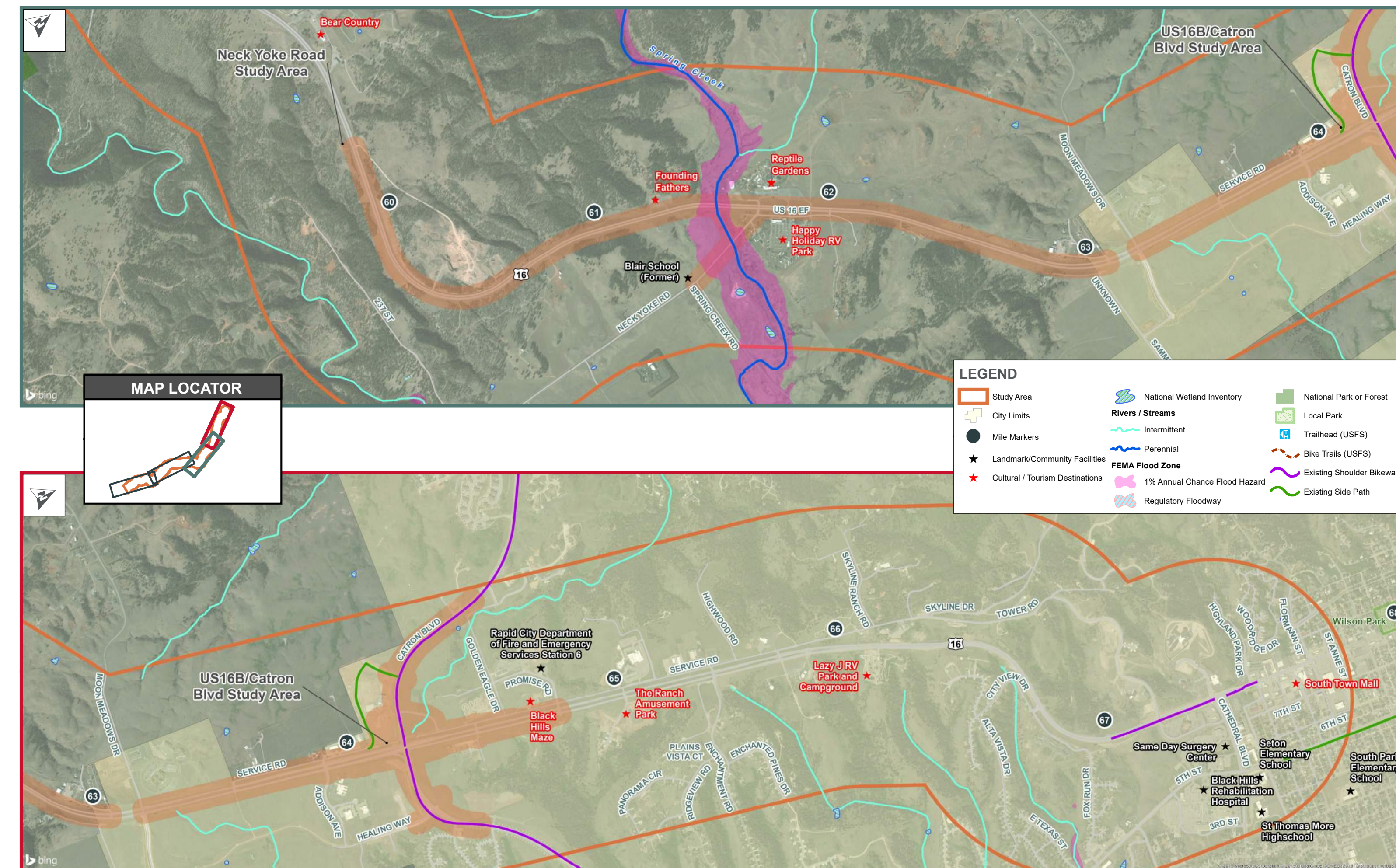
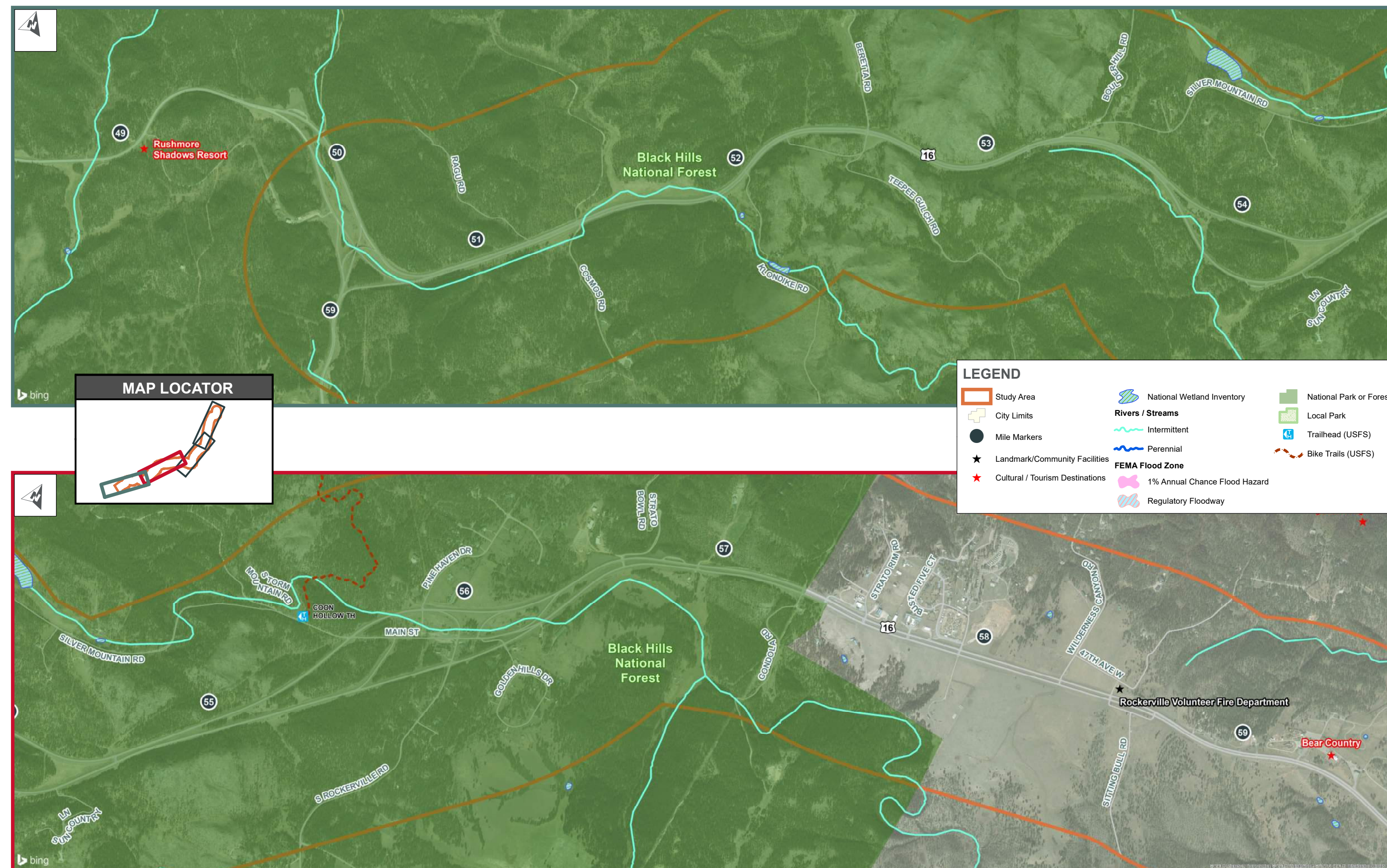
2004 Study Recommendations



Rockerville Area



Environmental Resources



This map shows some of the known resources along US Highway 16. In the next few months, the project team will be conducting more detailed field studies to analyze and minimize impacts to biological, cultural, and socioeconomic resources such as:

- Historic properties
- Businesses and community facilities
- Farm and ranch lands
- Wildlife and vegetation
- Threatened and endangered species
- Wetlands and other water bodies
- Air
- Visual resources

SHARE YOUR IDEAS:

Please provide input on environmental resources that are important to you or issues that should be considered as part of the Project.

Purpose and Need

The project team drafted these preliminary purpose statements that can be further developed as the project study progresses. The intent of these statements is to...



1. Solicit your input to help the project team better understand corridor and intersection issues
2. Use the input to refine the final purpose and need statements to comply with the National Environmental Policy Act (NEPA)

US HIGHWAY 16 CORRIDOR STUDY

Purpose:

The purpose of the US 16 Corridor Study is to develop a long-term plan for US 16 to safely accommodate existing and future travel for both local and regional trips.

Needs:

- A long-term plan for US 16 is needed to address local and regional trips along the US 16 corridor. US 16 serves as the primary route into the Black Hills and associated tourism destinations, including Mount Rushmore National Monument and the Black Hills National Forest along with private attractions. US 16 also serves local traffic. Traffic volumes and congestion are increasing as a result of continued growth and urbanization. In some areas multiple access points create disrupted travel flow.

US16 / NECK YOKE ROAD INTERSECTION

Purpose: To improve safety and access management in the area of Neck Yoke Road.

Needs:

- **High crash rate.** This intersection has a weighted crash rate that is in the top 5 along US 16. The severity of crashes includes one fatality and two incapacitating crashes in the past five years. It experiences a diverse range of vehicle types and driver familiarity as it provides access to several tourist destinations and also services rural residences and a school.
- **Multiple access points.** Neck Yoke Road is the southern-most access in a series of four access points to US 16. An increased number of access point introduces opportunities for additional conflict points between vehicles and can lead to an increase in crashes, depending on the traffic control and geometrics of the access points.
- **Narrow median separation.** The median width in this location of US 16 is approximately 26 feet. It does not facilitate a two-stage crossing of US 16, meaning that cars making left turns do not have a place to wait between the two opposing lanes of traffic before continuing the left turn maneuver to their intended travel direction.

US16/16B / CATRON BOULEVARD INTERSECTION

Purpose: To improve traffic operations and safety and support the planned mix use urban development that is occurring in the area.

Needs:

- **Poor traffic operations.** The existing intersection is functioning at a level of service (LOS) D for AM and LOS E for PM peak hour traffic. Future 2045 traffic operations are expected to worsen to LOS F. LOS C or above is considered acceptable congestion and traffic operation.
- **High crash rates.** High speed and increased traffic volumes contribute to high crash rates. The high speed contributes to fixed object crashes, merge area crashes, and disregard signal crashes. Of the 88 total crashes, 48 were angle and 32 were rear end.
- **Rapidly urbanizing land use.** The area around the intersection is currently undergoing a transition from rural to urban uses. The Rapid City Comprehensive Plan identifies the area around the intersection as a community activity center. As urbanization continues, the number of vehicle trips to and from the new urban uses will continue to increase.