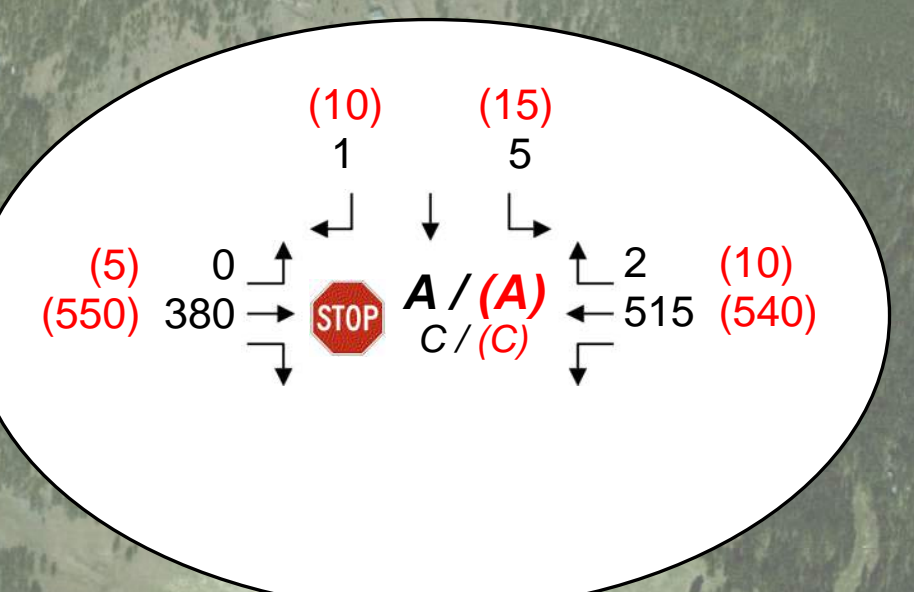
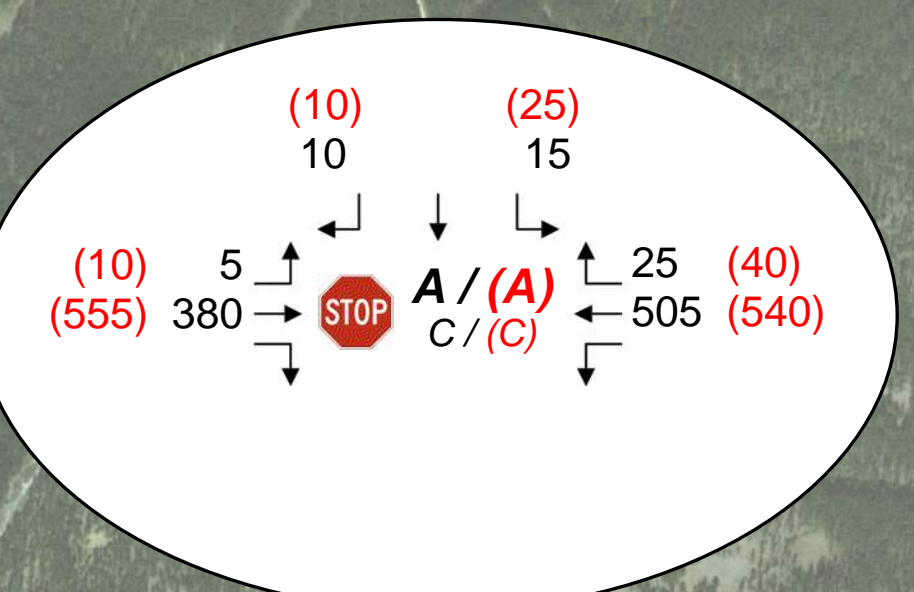


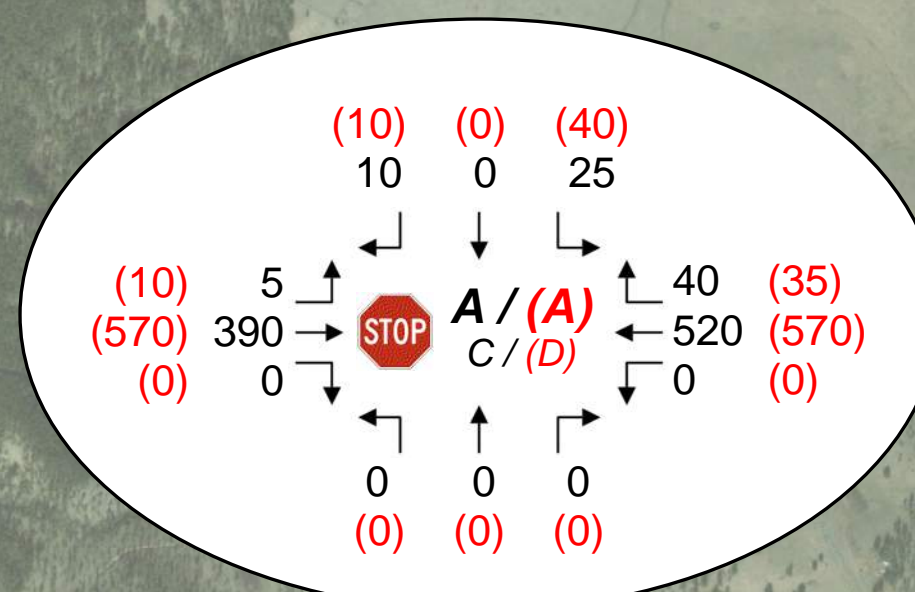
13. US16 & Strato Bowl Road



14. US16 & Strato Rim Drive

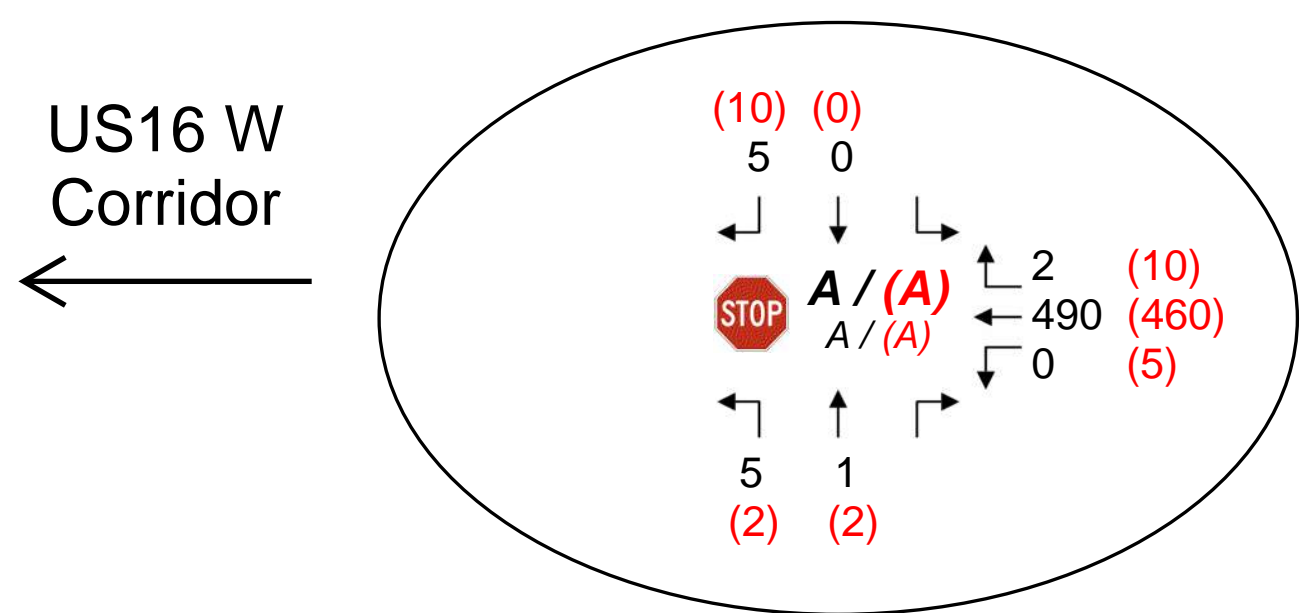


15. US16 & Busted Five Lane

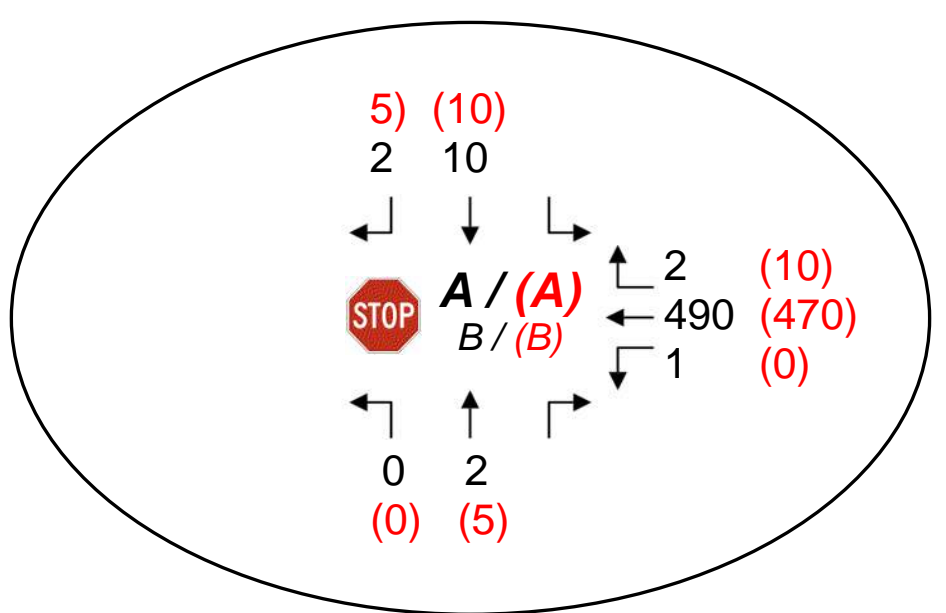


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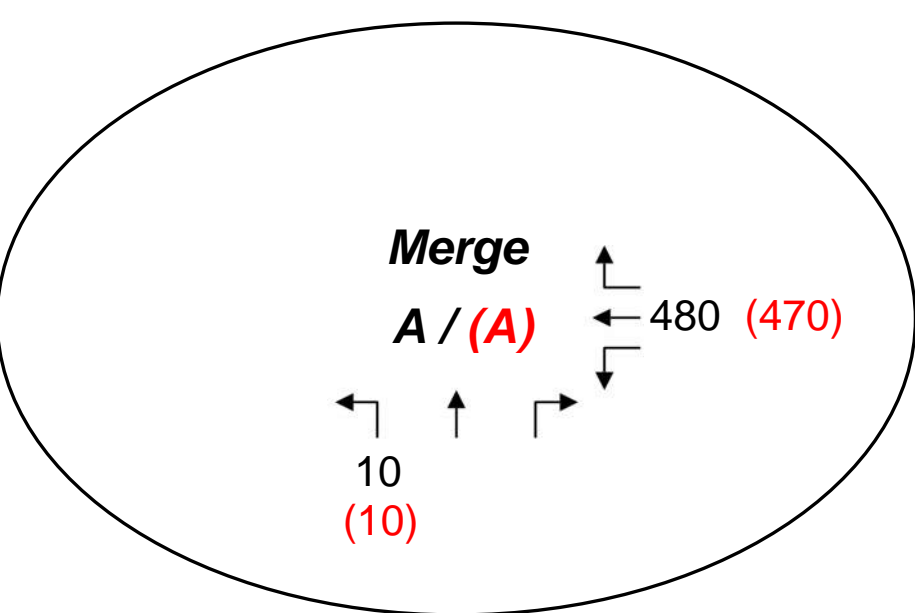
5. US16 W & Silver Mountain Rd



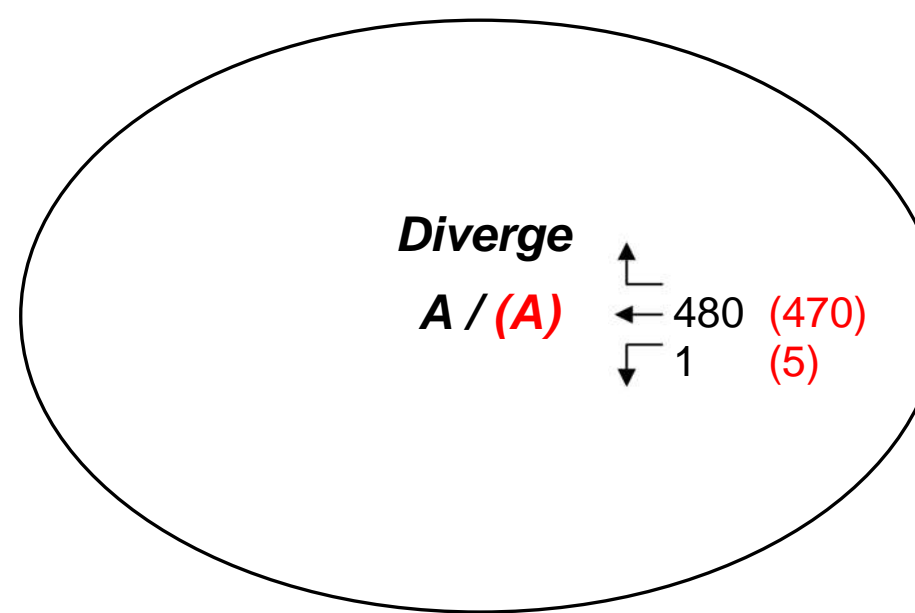
6. US16 W & Pine Haven Drive



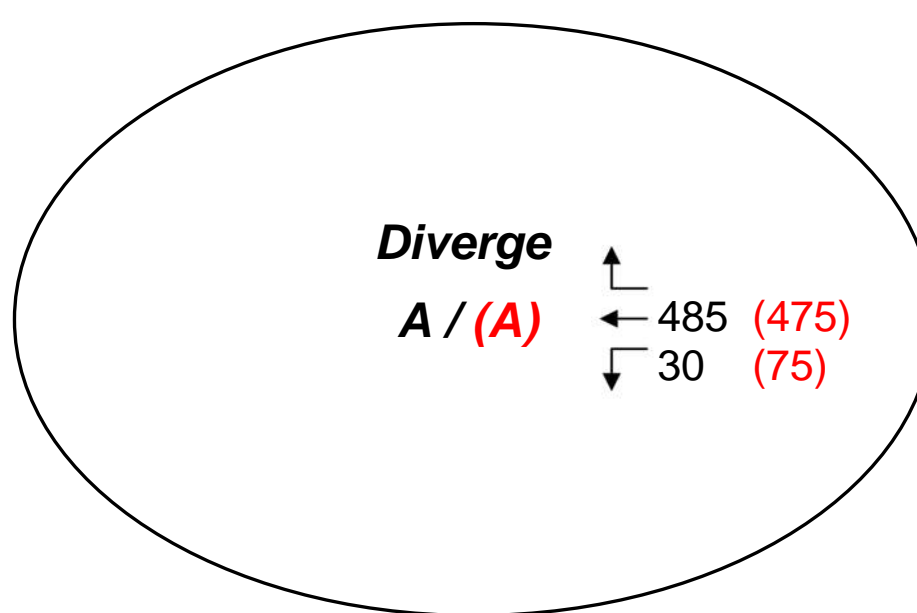
8. US16 W & 16 W2 55.67



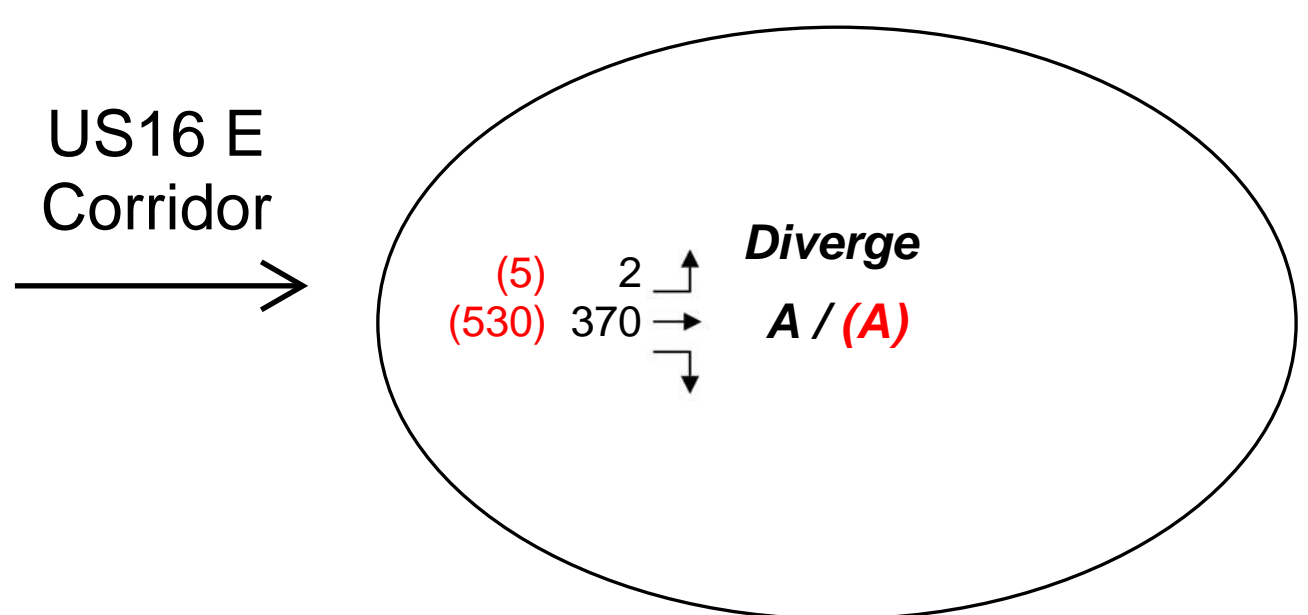
9. US16 W & 16 W1 56.16



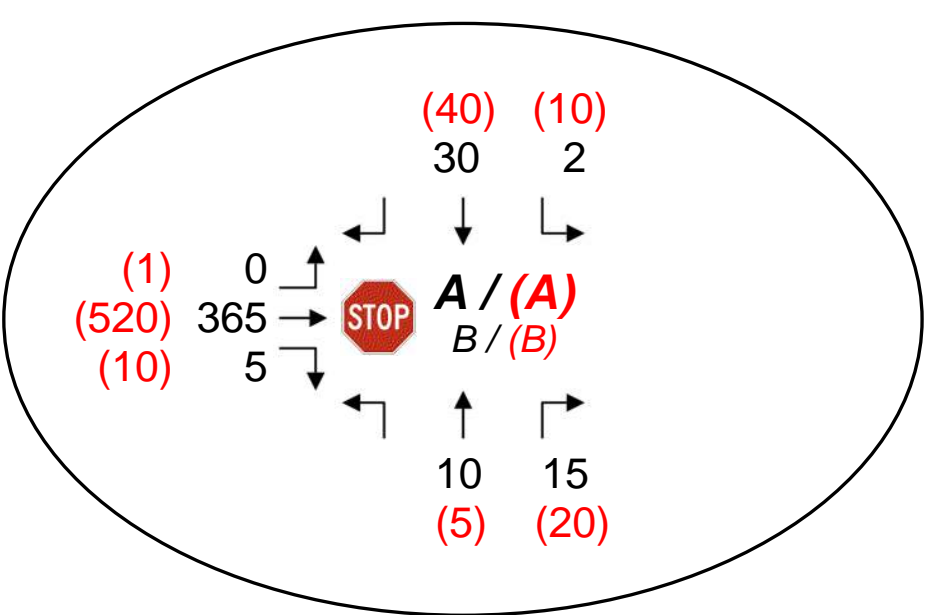
11. US16 W & Main Street



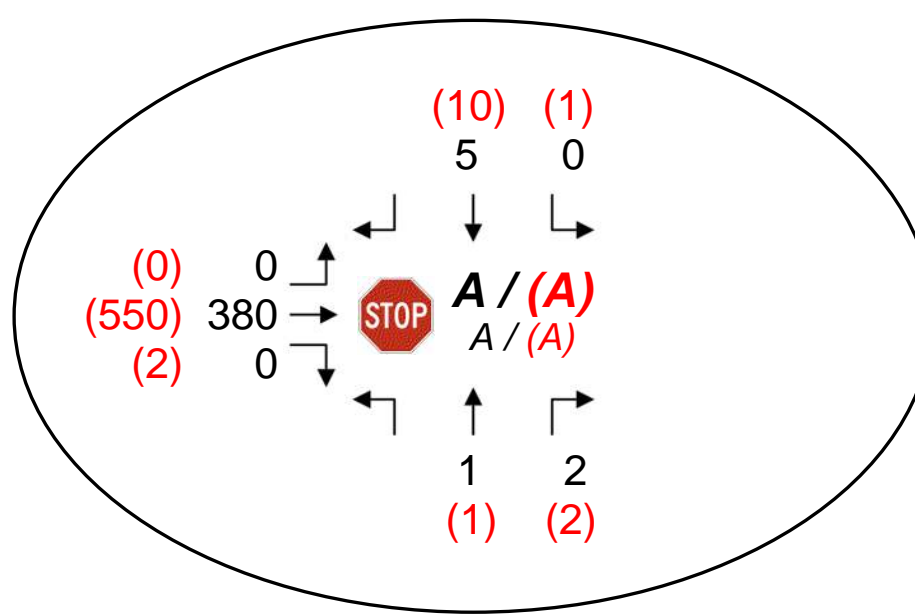
4. US16 E & 16 E1 55.42



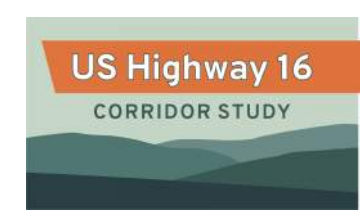
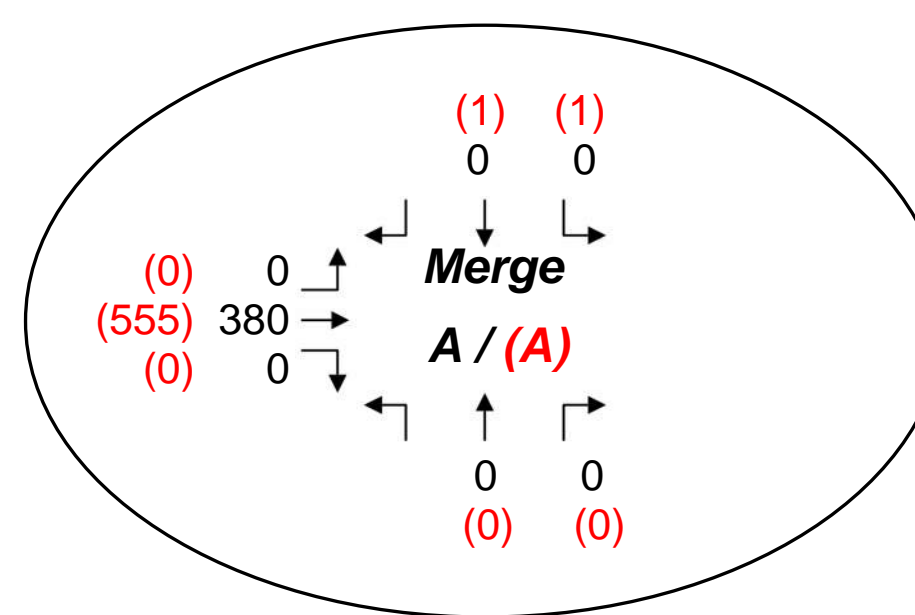
7. US16 E & Rockerville Road

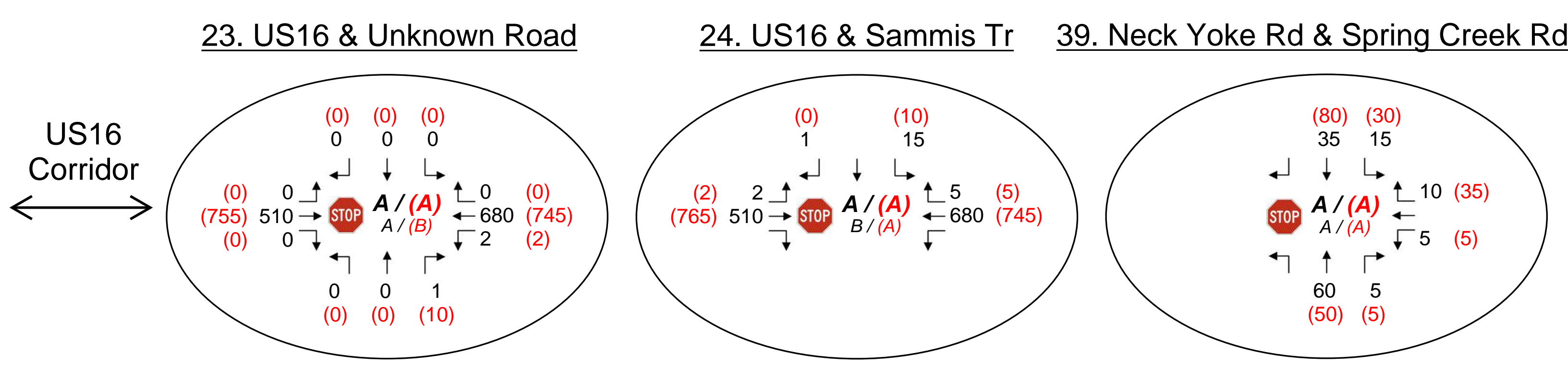
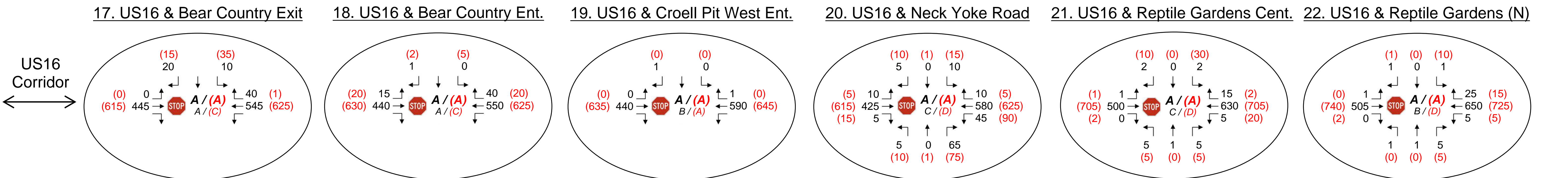
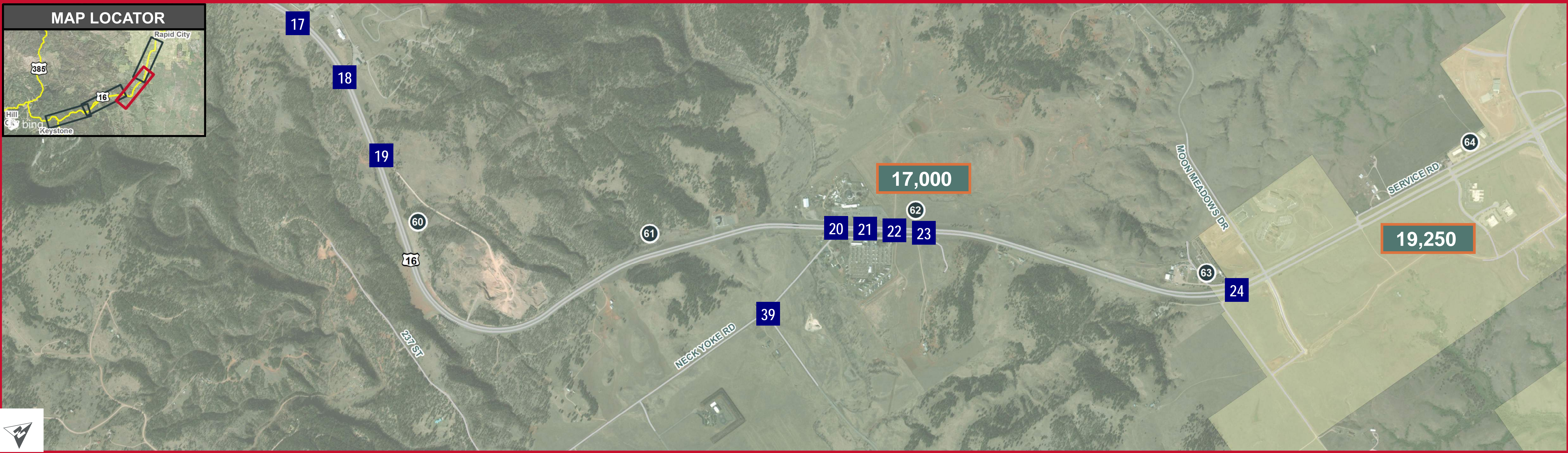
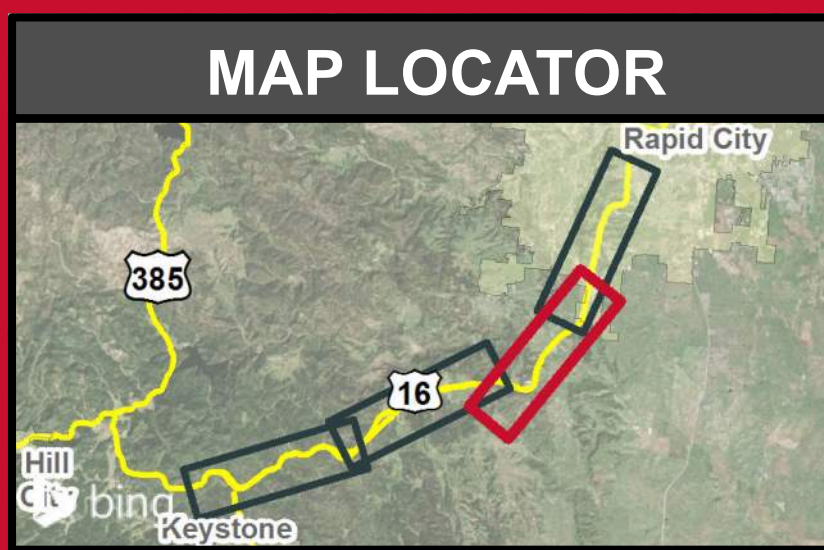


10. US16 E & Golden Hills Dr

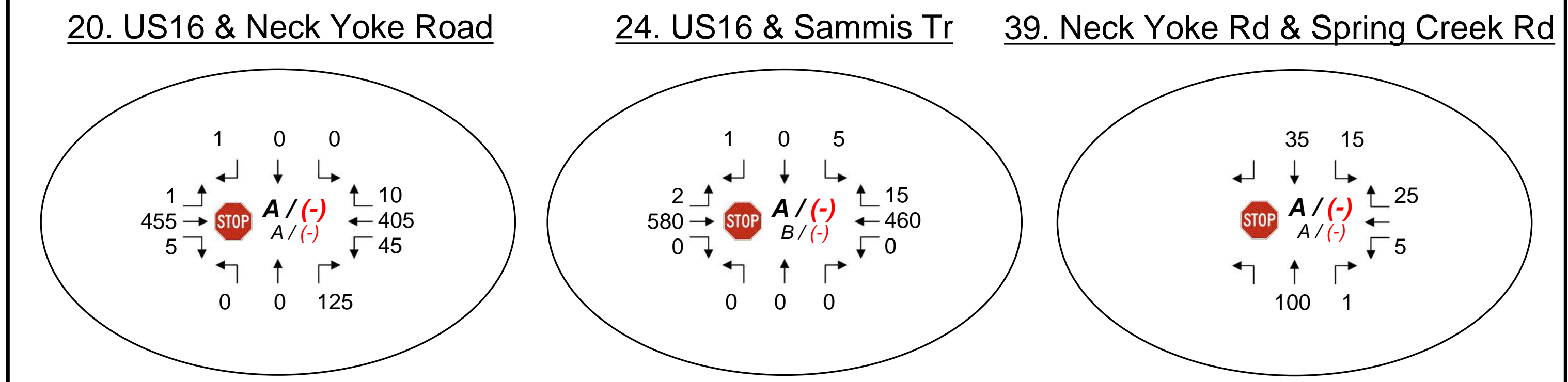


12. US16 E & 16 E2 56.09



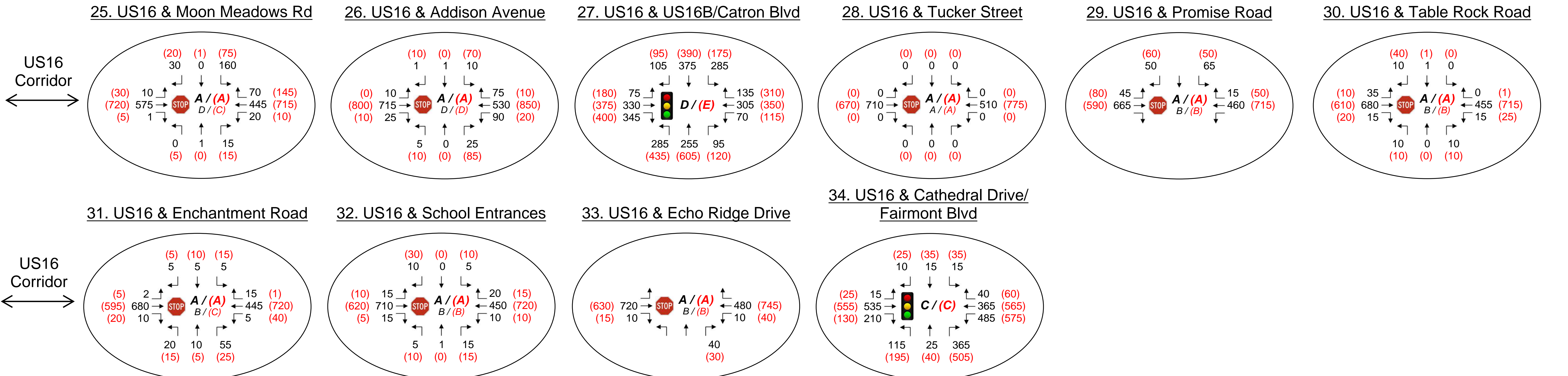
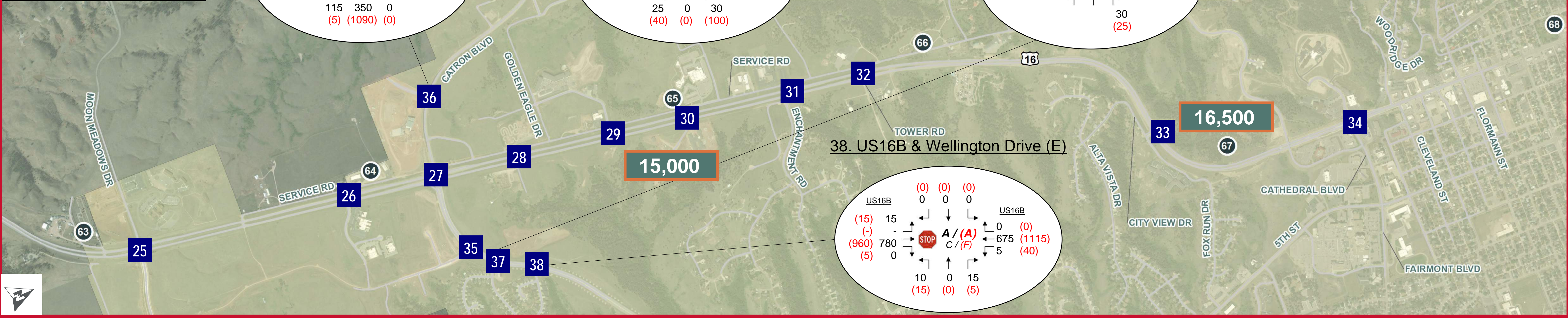
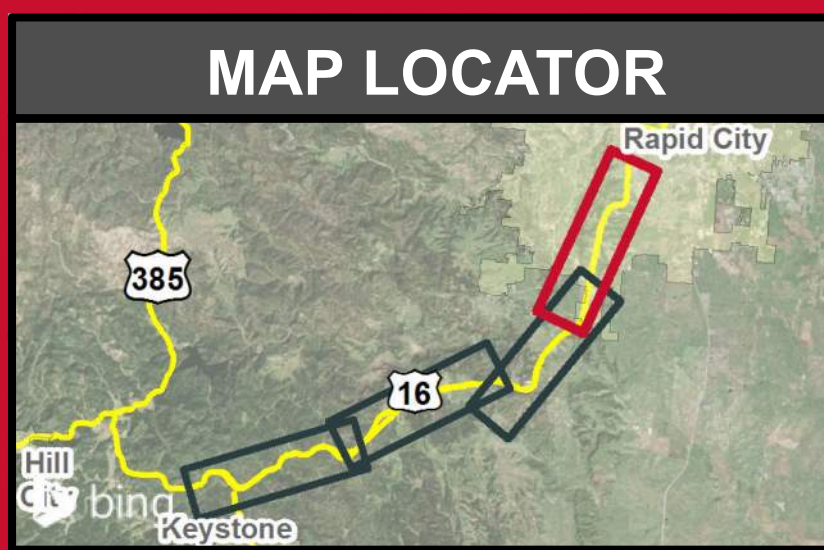


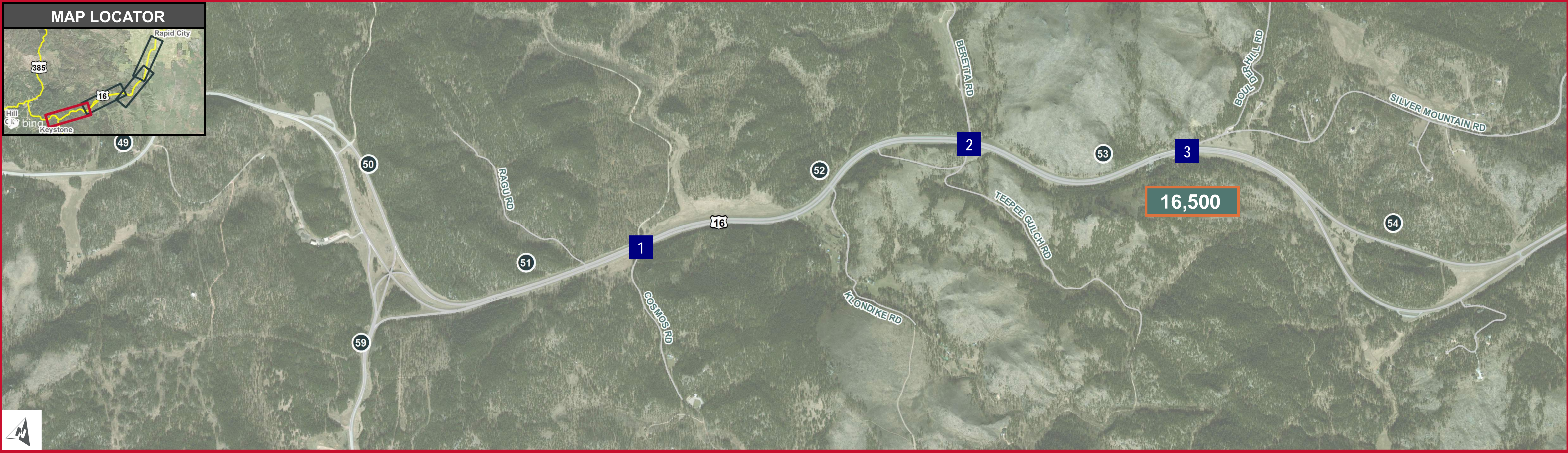
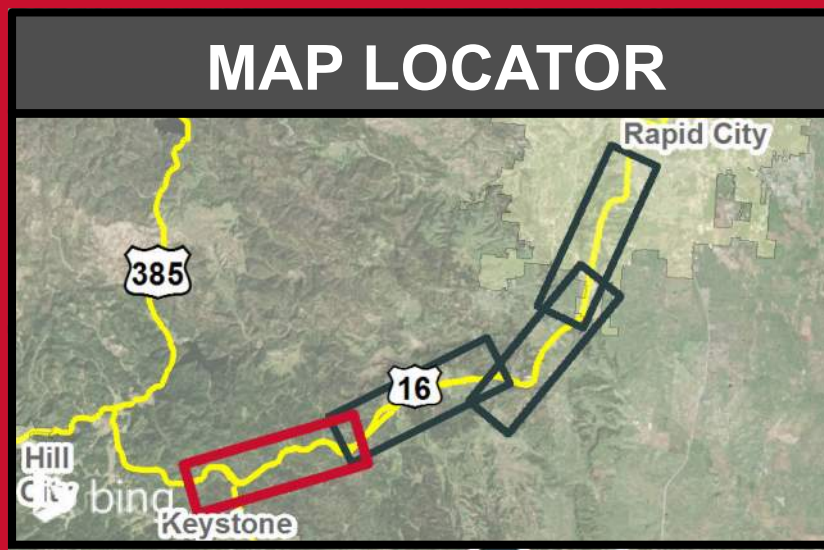
AM - Early Morning Commute (Directional to Rapid City)



AM volumes are balanced with intersections to the north and represent the early morning commute period towards Rapid City.

2019 EXISTING CONDITIONS TRAFFIC VOLUMES AND LEVEL OF SERVICE

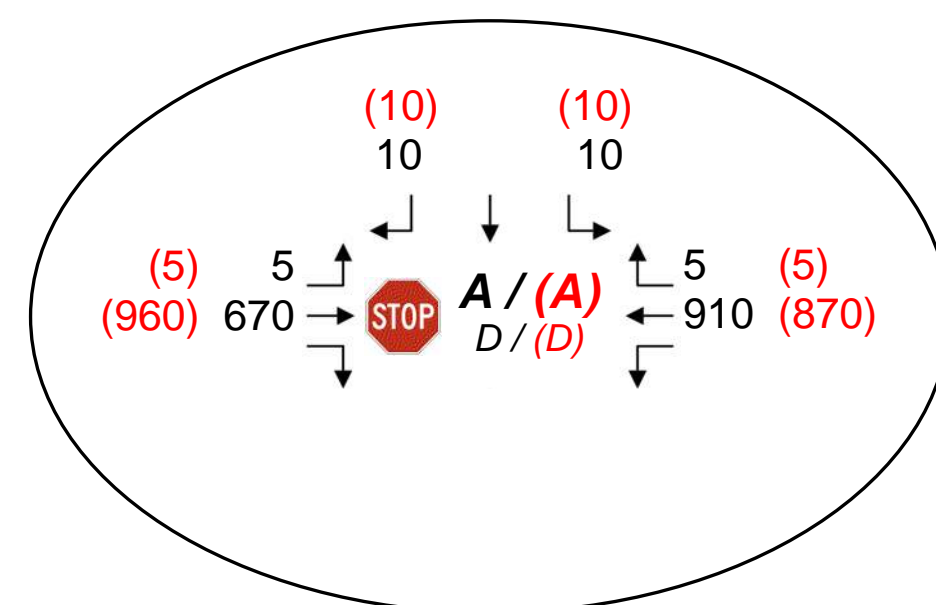
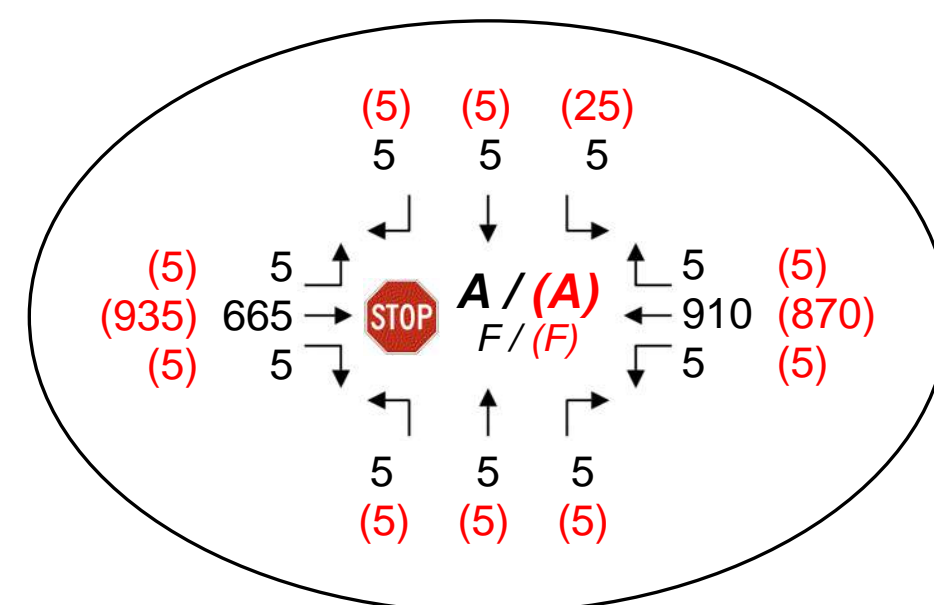
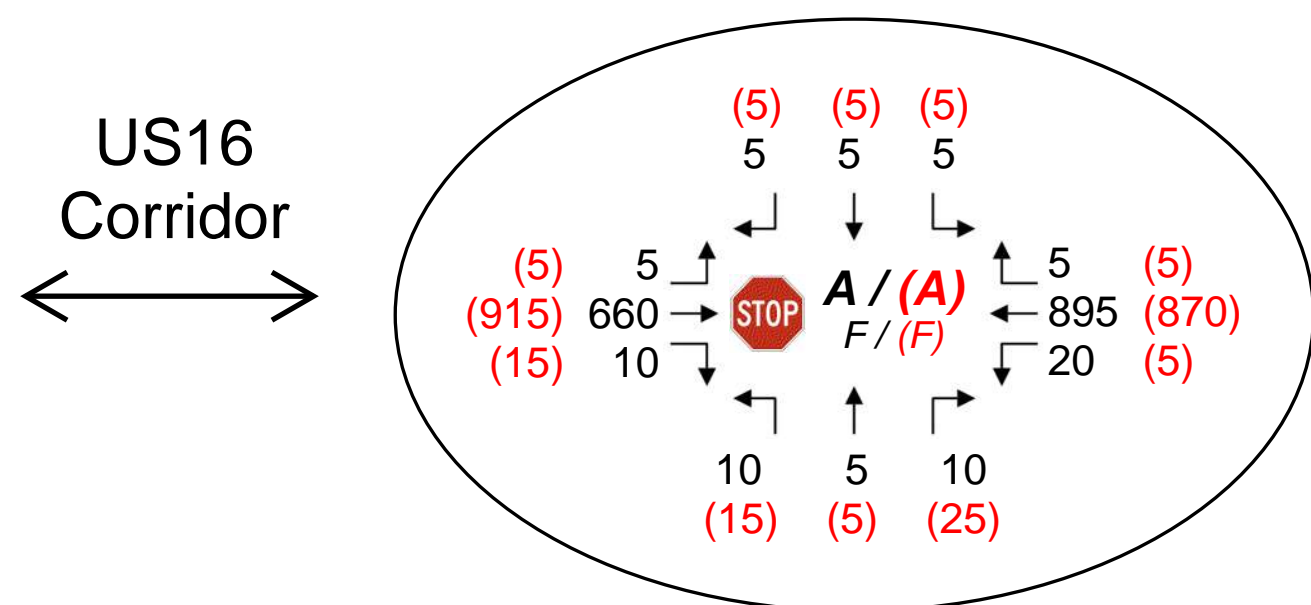




1. US16 & Cosmos Road

2. US16 & Beretta Road

3. US16 & Silver Mountain Road



Two-way Stop Control Intersection Note

It is not uncommon to see LOS F at two-way stop control intersections in urban areas during the peak hours. Delay represented by LOS values in this figure does not warrant signalization of the respective intersection.

Access to South Dakota highways is governed by administrative rule, found in Article 70:09 of state code. This code includes standards for traffic signal spacing, median opening spacing, minimum unsignalized intersection spacing, and access density for classifications of highways.

The Manual of Uniform Traffic Control Devices outlines volume warrants for the installation of a traffic signal at locations permissible by state code.

Legend

Mileage Reference Marker (MRM)

Study Intersection

2050 Daily Traffic Volumes*

2050 Peak Hour Traffic Volumes*

Intersection Traffic Control and AM / (PM) Level of Service (LOS)

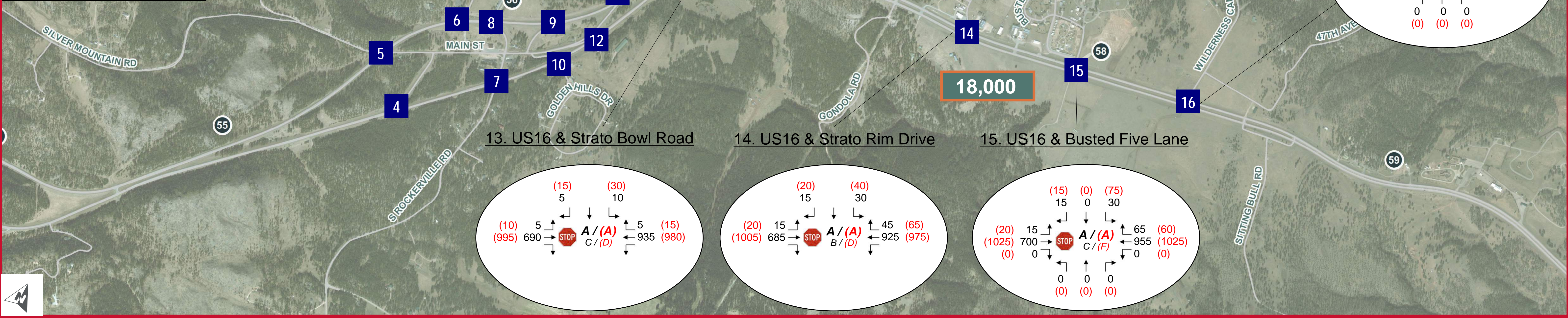
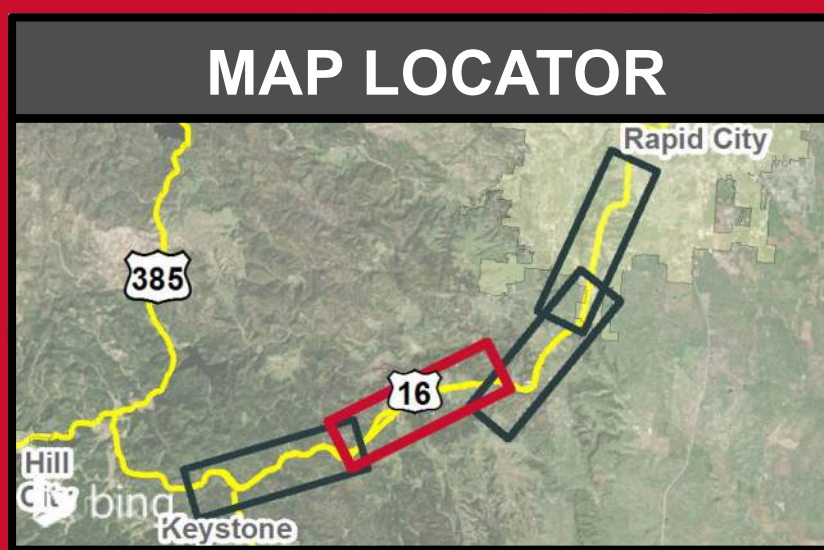
A / (B) Signalized Intersection

Two-way Stop Control Intersection
 Overall Intersection
 Worst-case Stop-controlled Approach

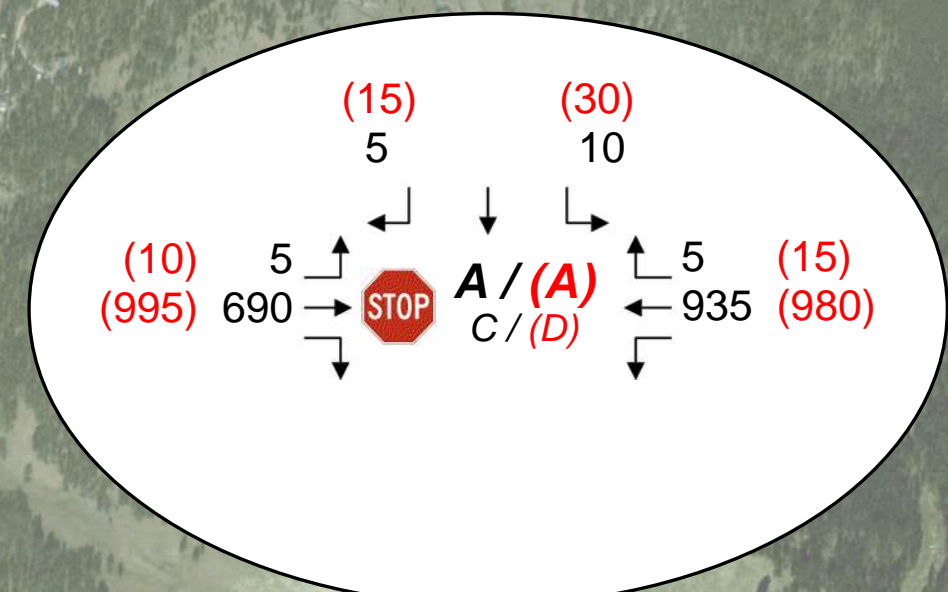
Notes:

* Volumes reflect June design season

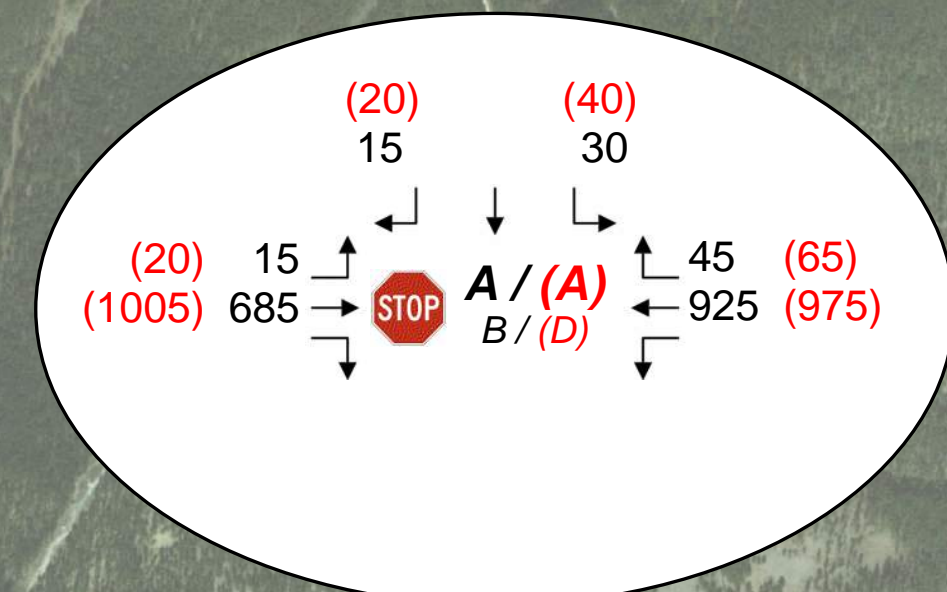
Stop-controlled intersections are two-way stop control unless noted.



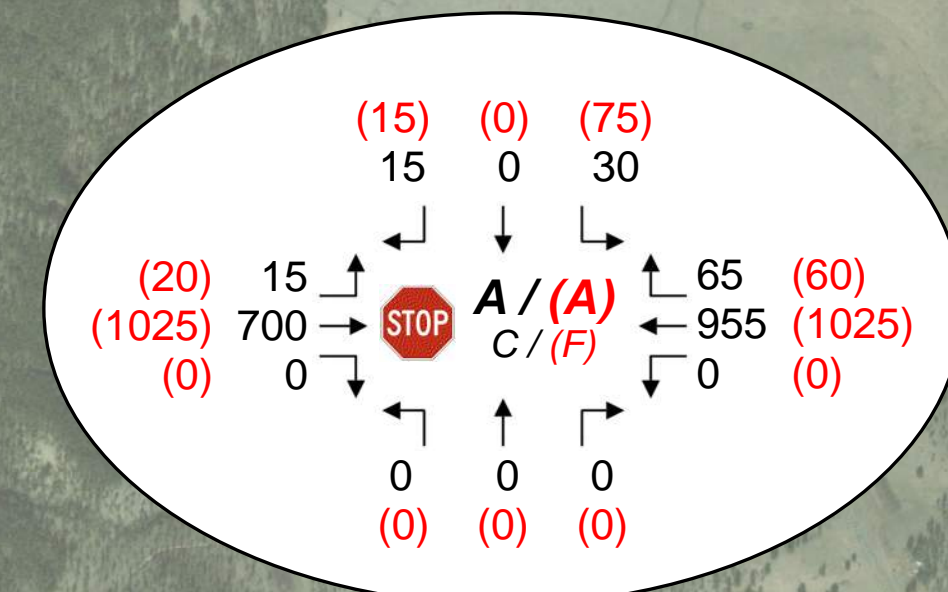
13. US16 & Strato Bowl Road



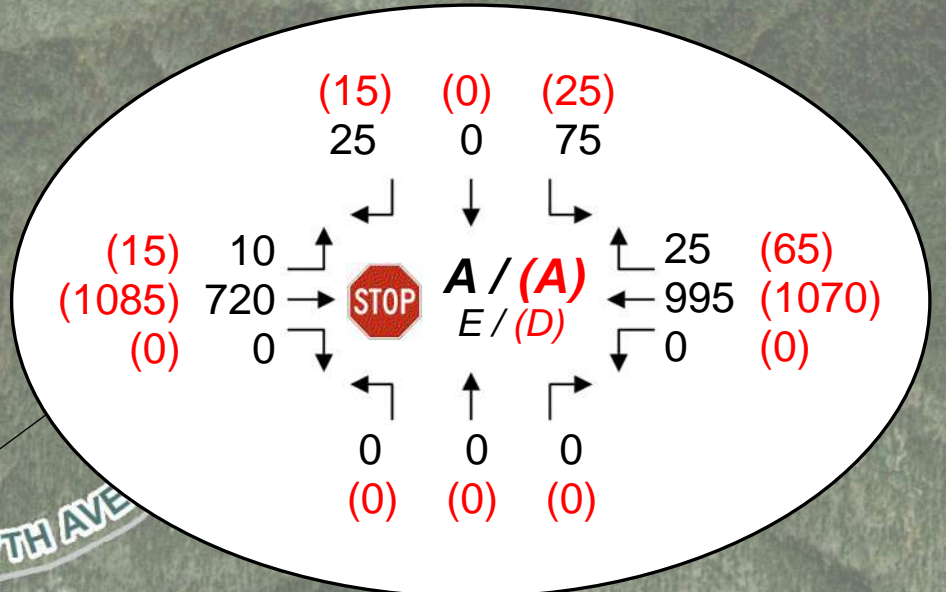
14. US16 & Strato Rim Drive



15. US16 & Busted Five Lane

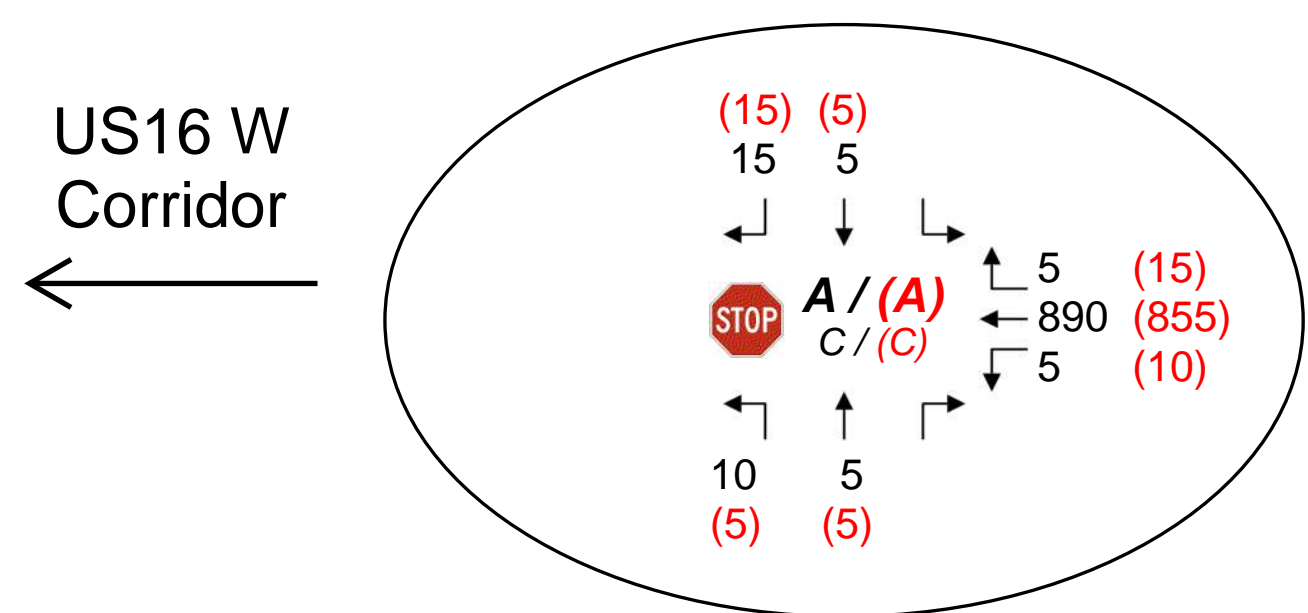


16. US16 & Wilderness Canyon Rd

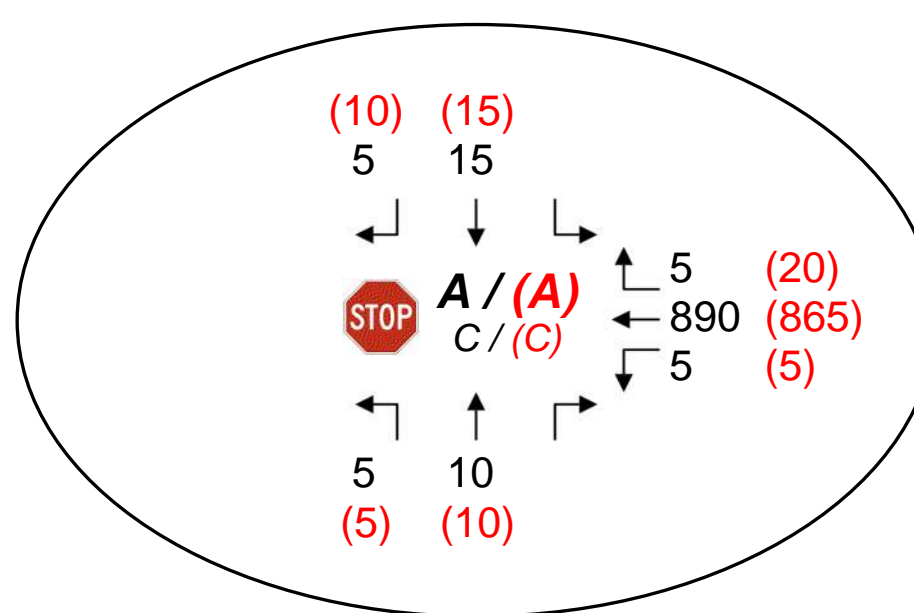


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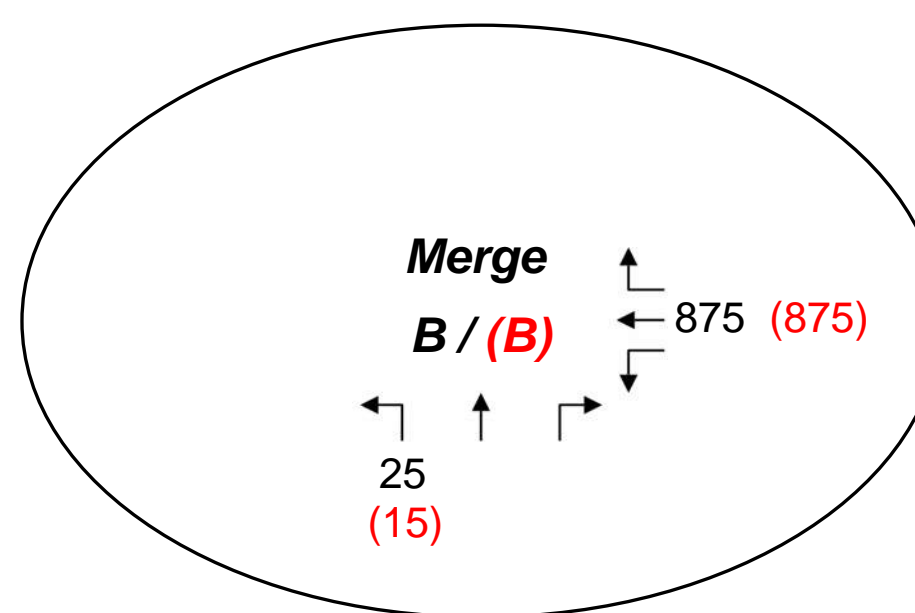
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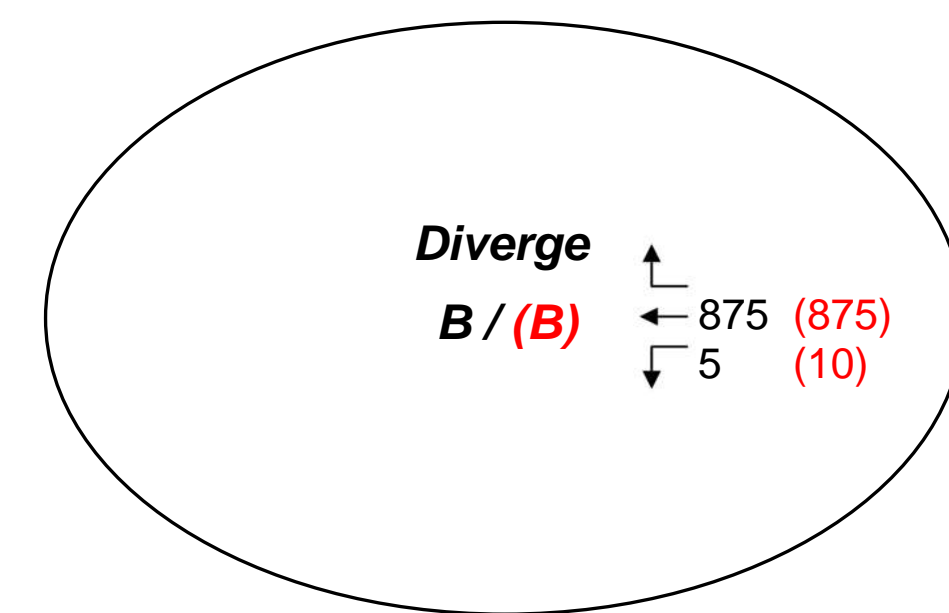
6. US16 W & Pine Haven Drive



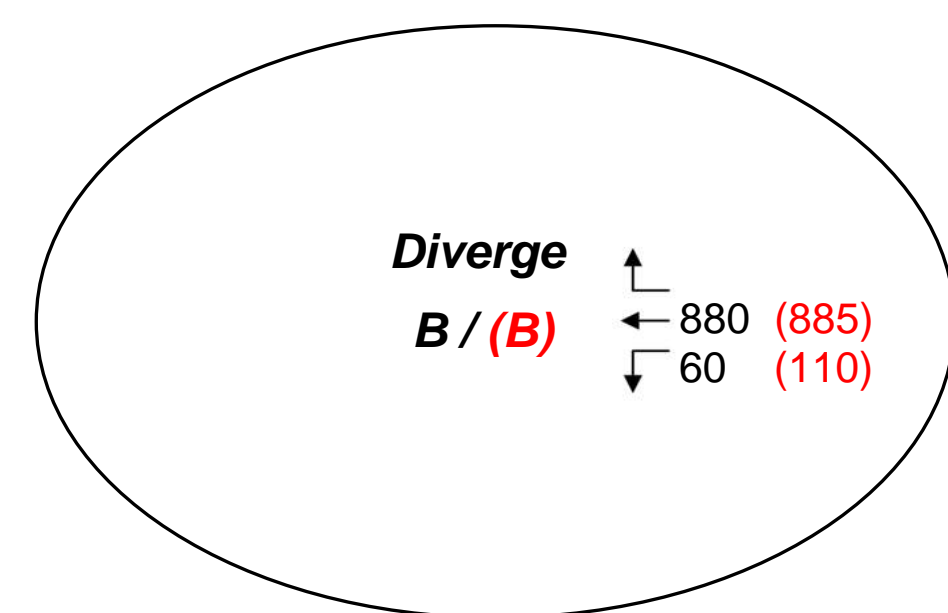
8. US16 W & 16 W2 55.67



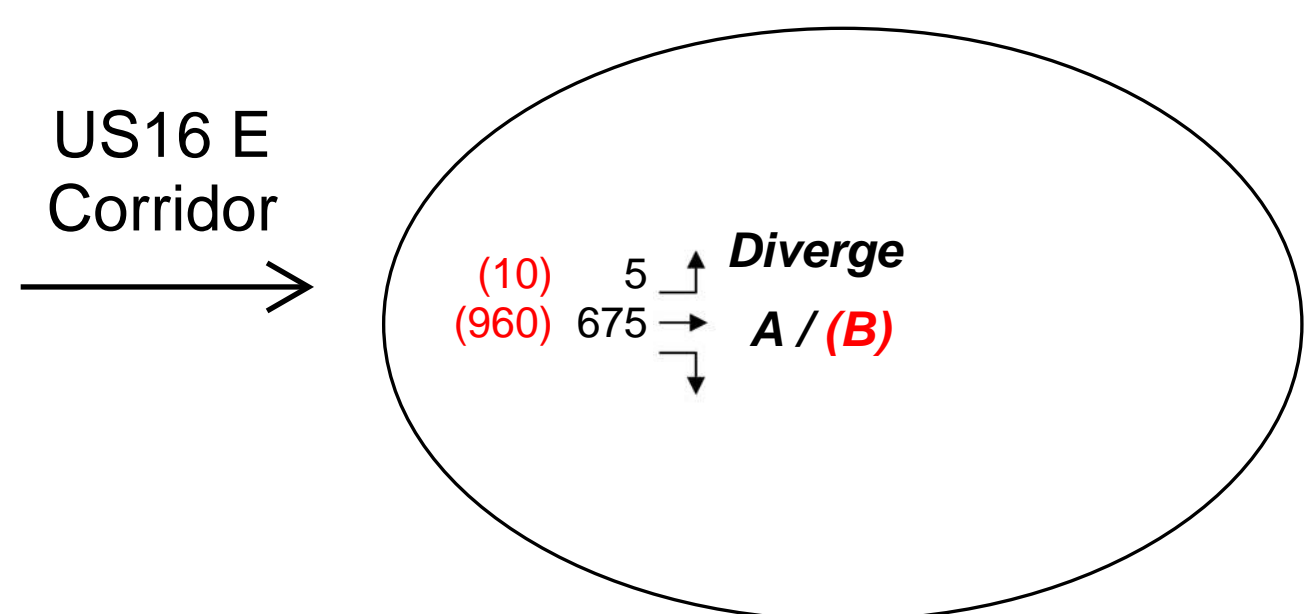
9. US16 W & 16 W1 56.16



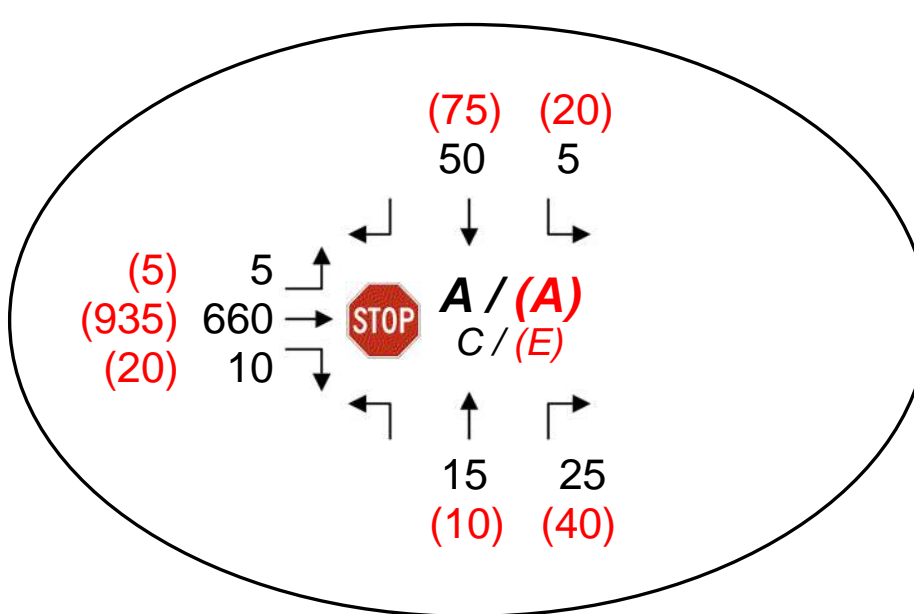
11. US16 W & Main Street



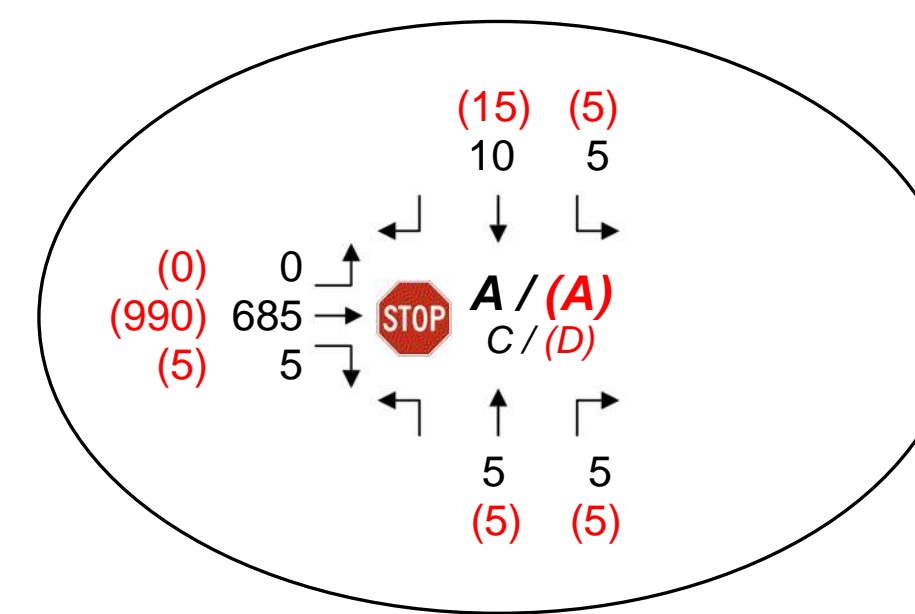
4. US16 E & 16 E1 55.42



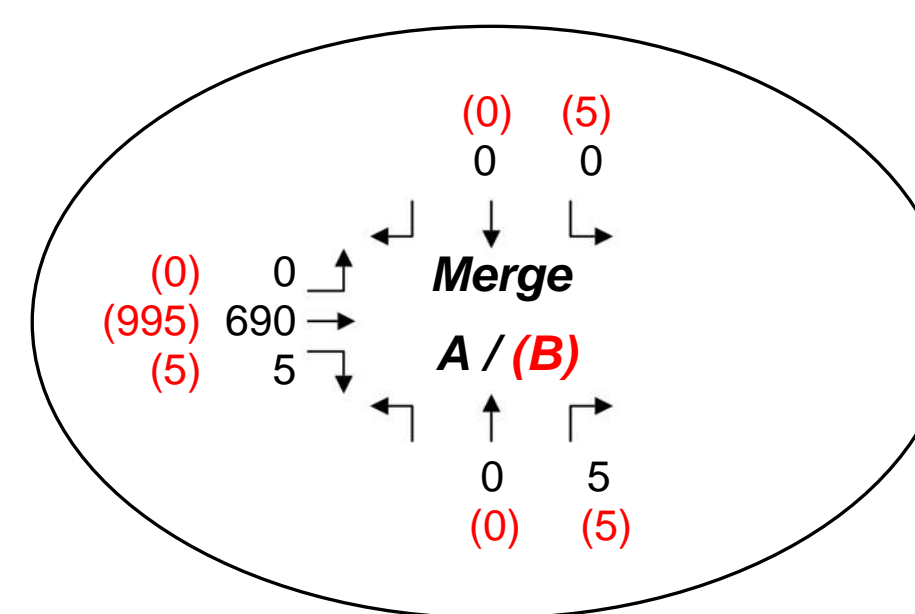
7. US16 E & Rockerville Road

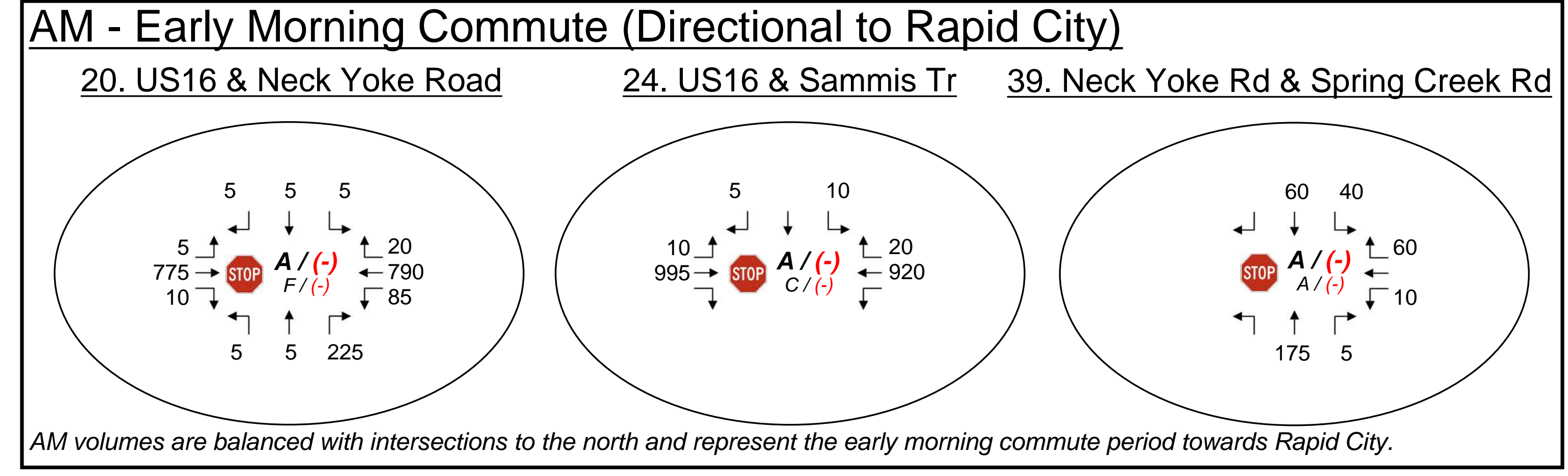
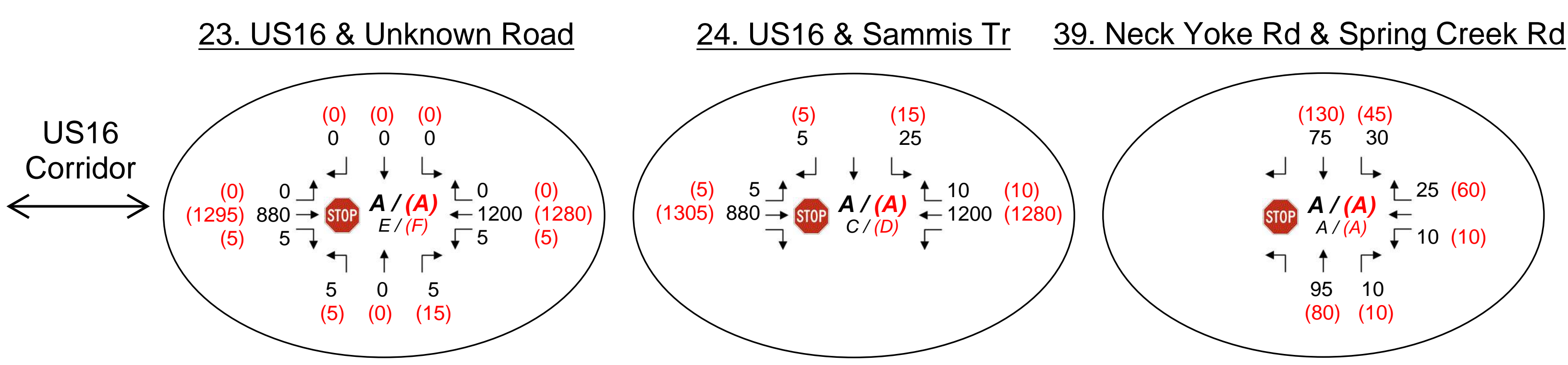
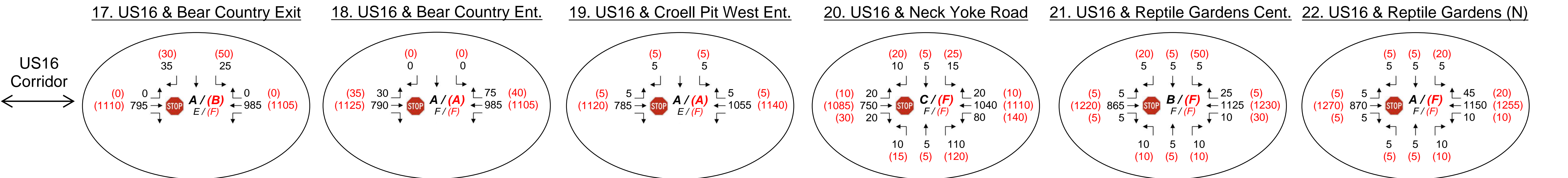
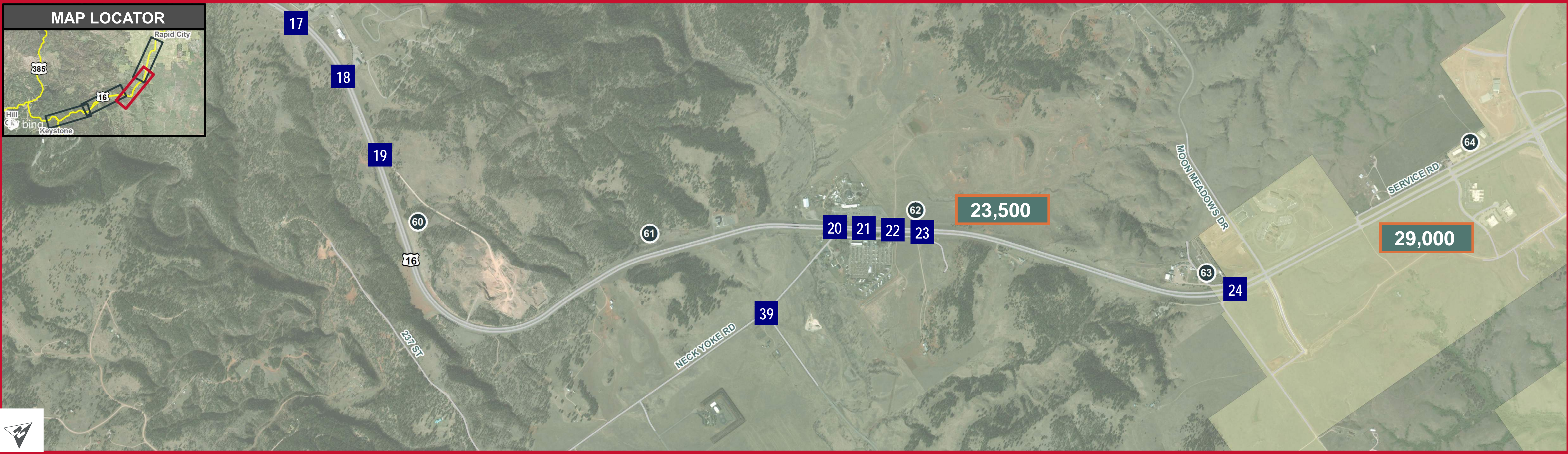
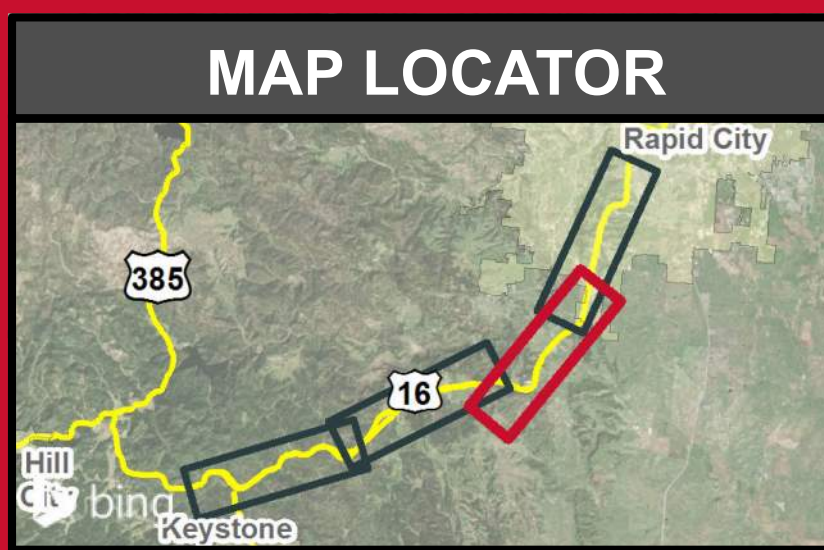


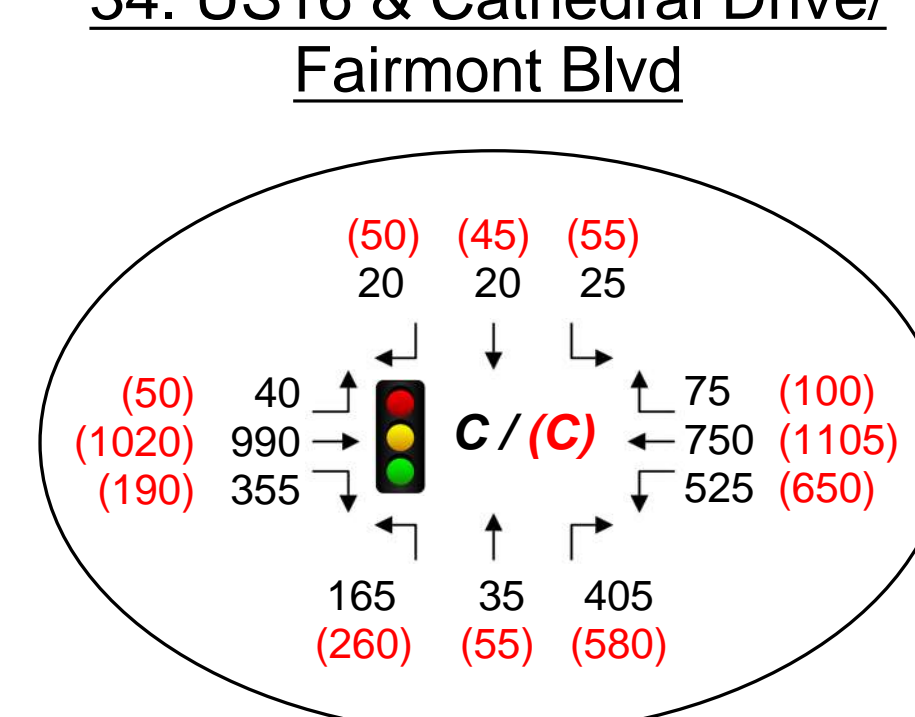
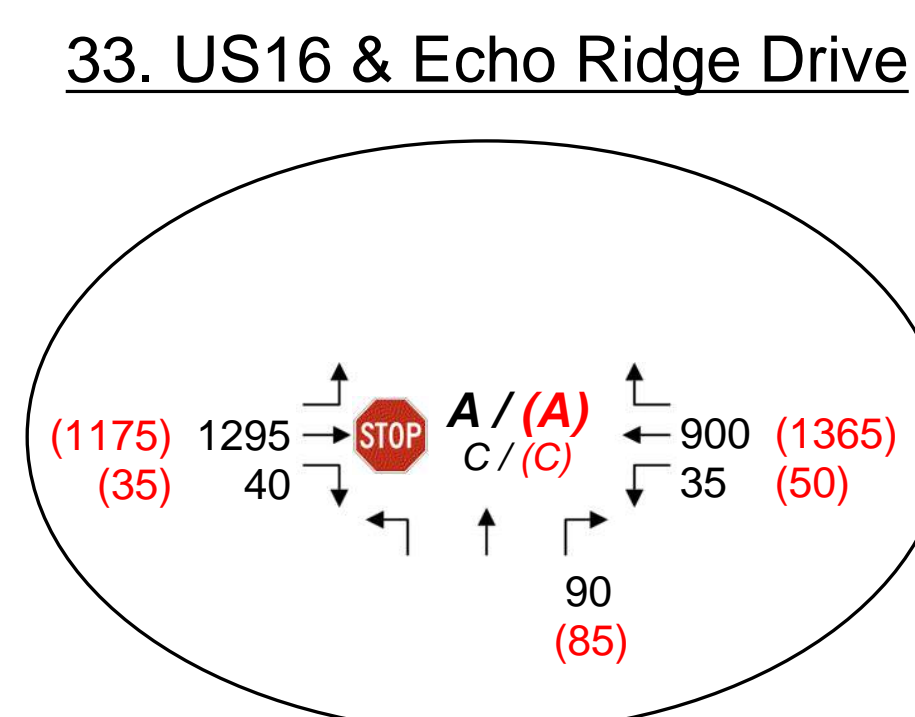
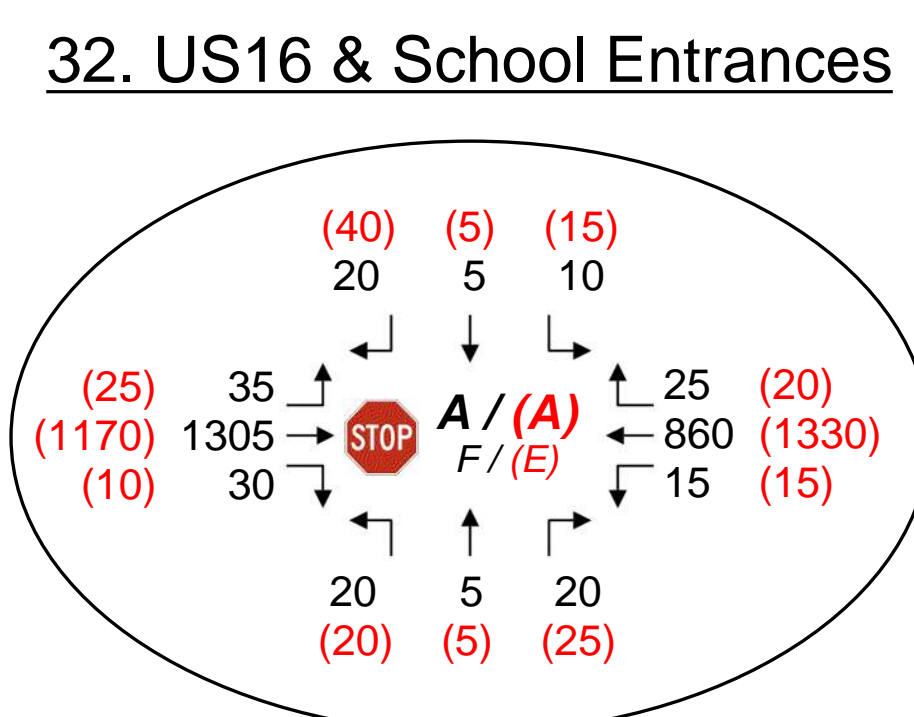
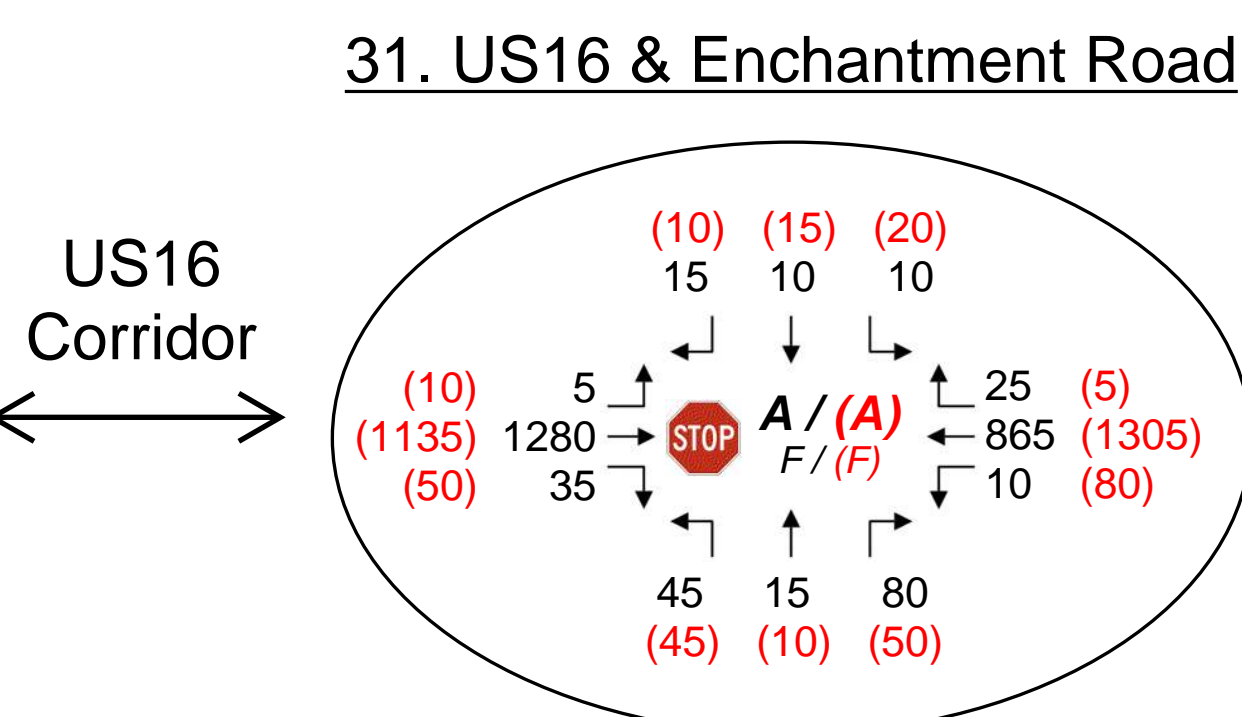
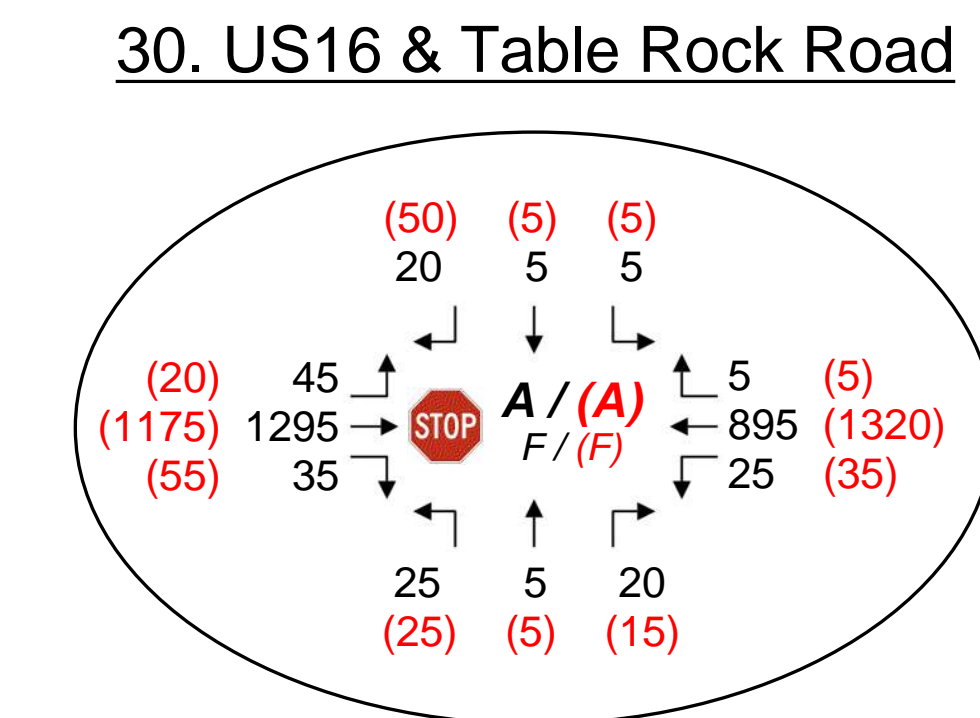
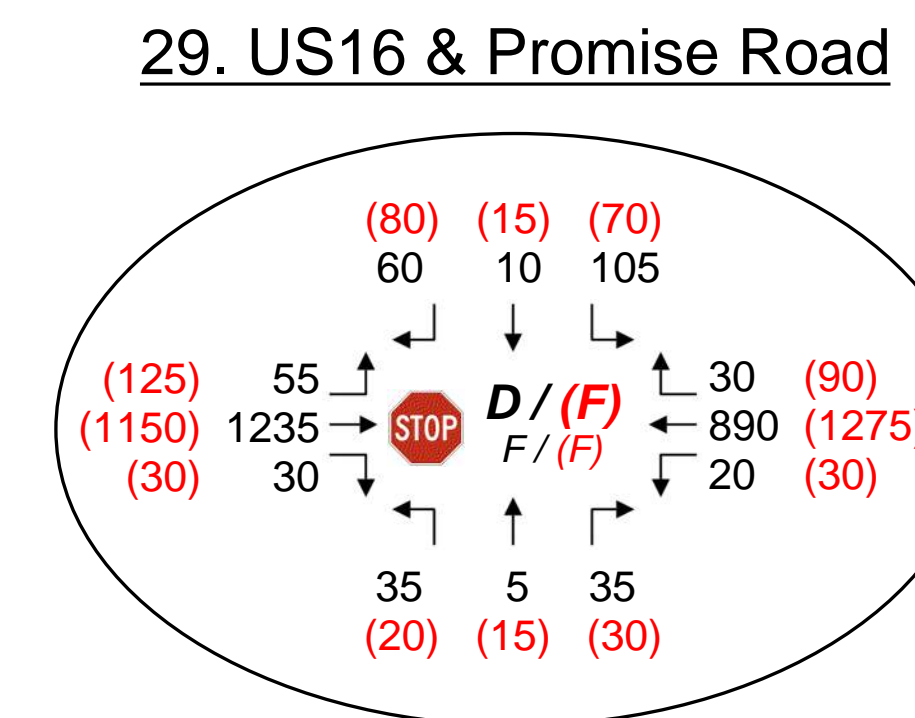
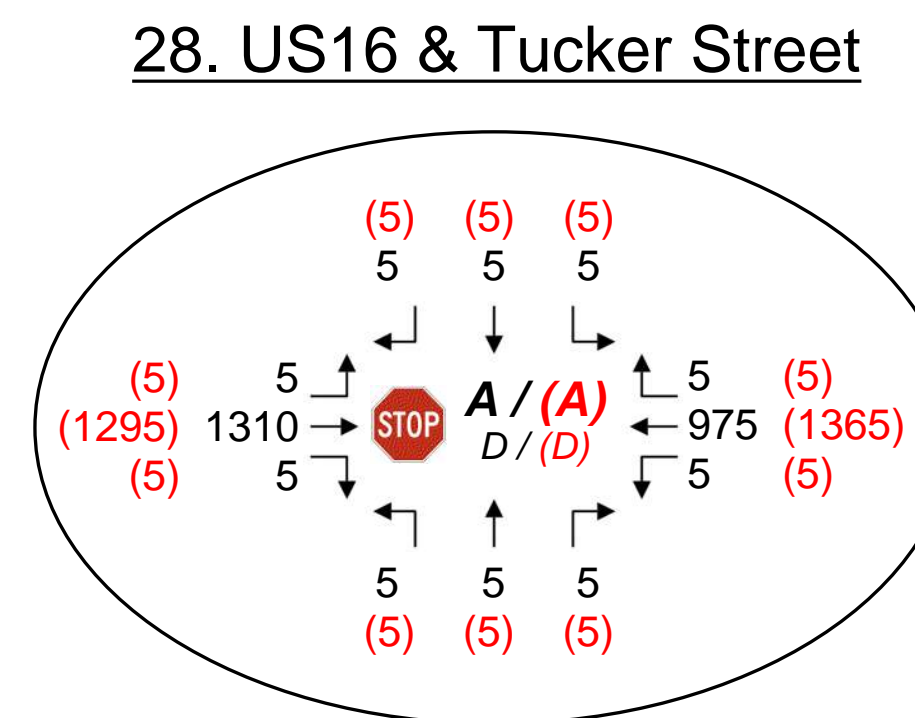
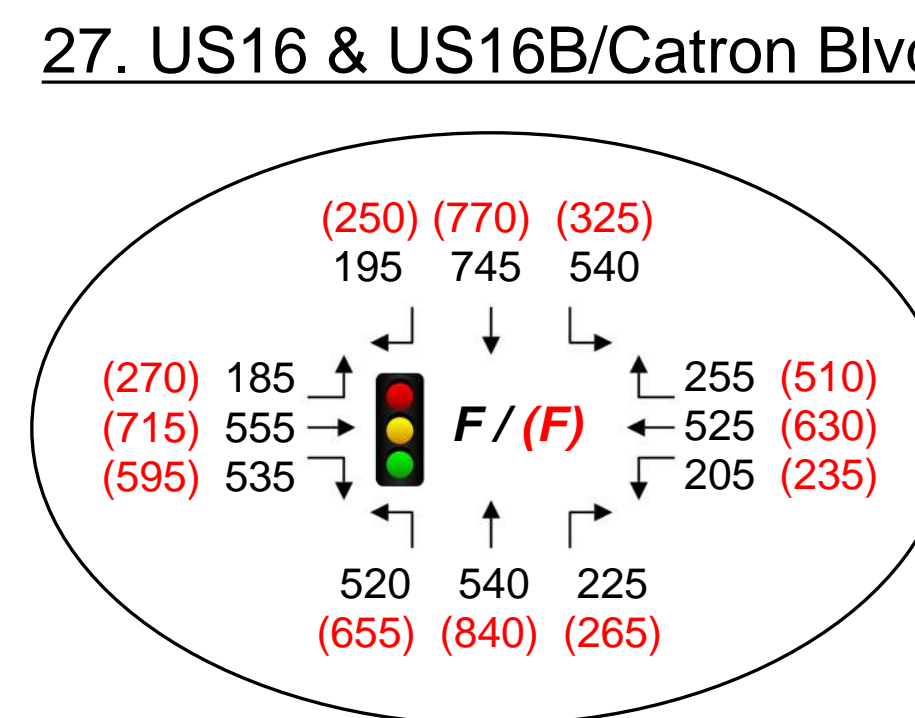
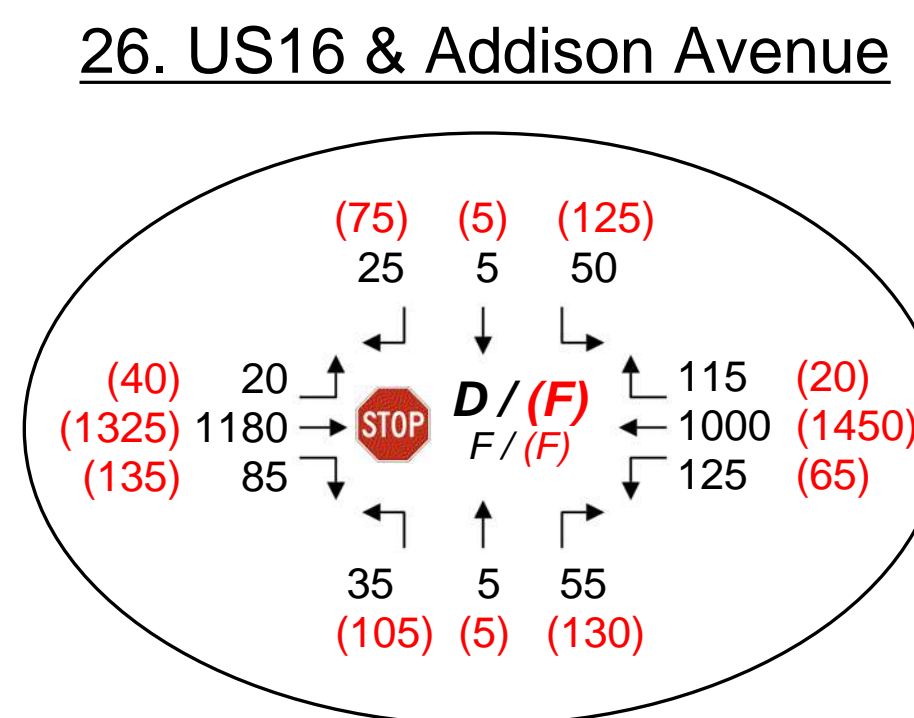
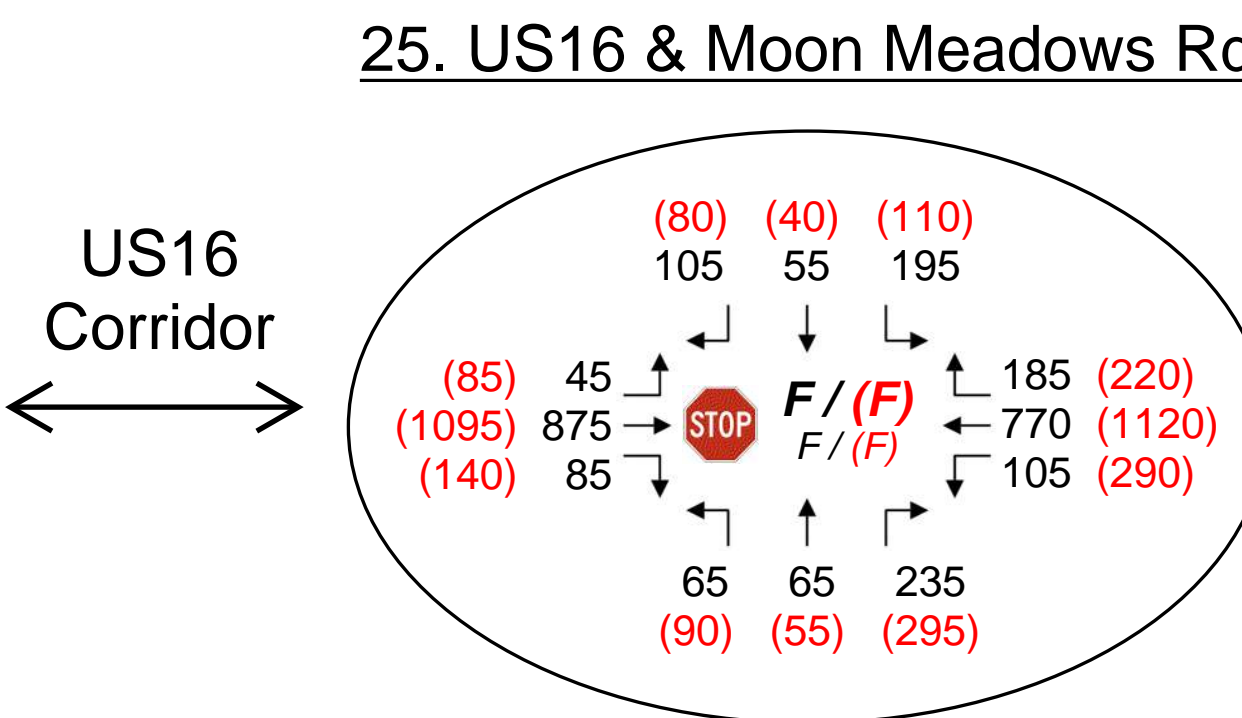
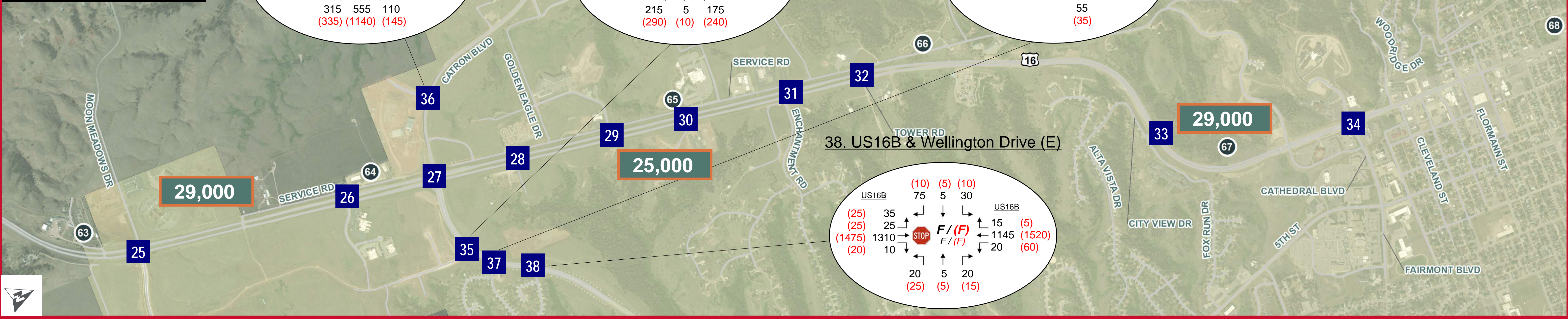
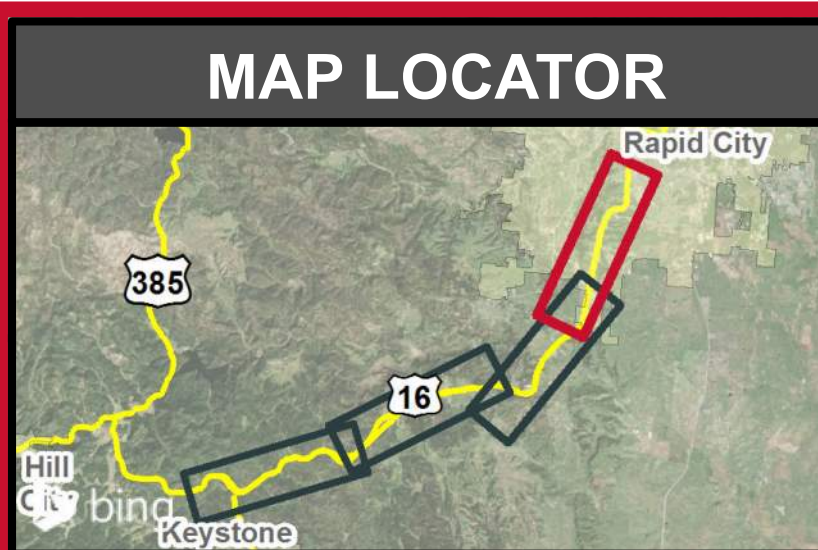
10. US16 E & Golden Hills Dr



12. US16 E & 16 E2 56.09







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