

US16/US16B/Catron Boulevard Intersection Recommendation
 Intersection Project: Single Point Interchange (SPI)
 Corridor: 4-Lane Divided with 40-foot Raised Median (Suburban) - Shifted East

- Legend**
- Proposed Roadway
 - Depressed Median
 - Raised Median
 - Sidewalk
 - Bridge Construction
 - Remove Roadway
 - Existing ROW / Property Line
 - Retaining Wall
 - ROW Acquisition
 - Signalized Intersection
 - Stop Condition Intersection

US16/Addison Avenue Intersection
 - Close due to conflict with SPI ramps
 - Maintain existing US16 service road connections to:
 - Les Hollers Way (via Energy Park Drive) and
 - Section Line Road
 - Maintain existing east connection to Healing Way

US16/Tucker Street Intersection
 - Close due to conflict with SPI ramps
 - Construct rearage road to Promise Road intersection

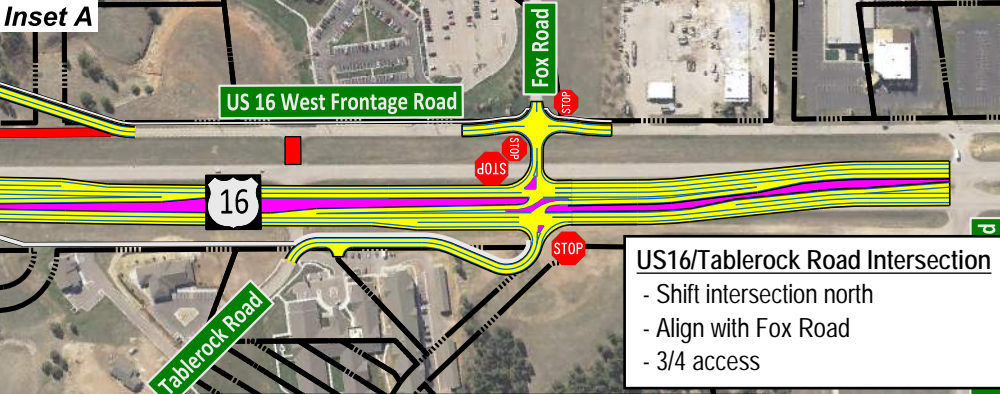
US16/Promise Road Intersection
 - Shift intersection north
 - Prepare for signalization (need anticipated around opening year)
 - Reconstruct US16 service road to provide 250-foot intersection spacing from US16 mainline

Prepare for signalization at opening

See Inset A

US16/Section Line Road
 - Shift intersection south
 - RIRO access
 - Construct Section Line Road/US16 service road intersection
 - Maintain existing US16 mainline pavement through intersection

NOTE:
 US16 Design Speed (North of US-16B) = 60 MPH
 US16 Design Speed (South of US-16B) = 65 MPH
 NB Entrance Ramp Design Speed = 45 MPH
 SB Ramps and NB Exit Ramp Design Speed = 50 MPH



US16/Tablerock Road Intersection
 - Shift intersection north
 - Align with Fox Road
 - 3/4 access

US16/Wellington Drive Intersections
 - West: maintain RIRO access
 - East: 3/4 access
 - Extend EB LT lane back to RIRO access to provide direct movement into LT lane for downstream U-turn

Build Option:
SPI 1.1a



US16/US16B/Catron Boulevard Intersection Recommended Build Option
 Single Point Interchange (SPI) Build Option 1.1a
 US16 Corridor Study

Figure
ES-1
 Rapid City, SD