



Scale in Feet  
0 250 500

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

 Stop Condition Intersection

**US16/US16B/Catron Boulevard Intersection Consultant Recommendation**  
Project Recommendation: Single Point Interchange (SPI)

**US16/Promise Road Intersection**  
- Intersection TYPE still 'to be determined' - See Corridor Scenarios (shown as traditional, full access intersection for illustrative purposes).  
- Preliminary geometric recommendation to shift northward with Project to provide increased separation between SPI ramps and Promise Road.

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

**US16/Tucker Street Intersection**  
- Closed due to conflict with SPI ramps.  
- Construct rearage road to Promise Road intersection.  
- Potential future connection to Healing Way.

**US16/Section Line Road Intersection Consultant Recommendations**  
Project Recommendation: Right-in Right-out (RIRO) Intersection  
Long-range\* Planning Recommendation: Section Line Road Overpass  
\* Need not anticipated within study's Year 2050 Planning Horizon. See considerations for when overpass might be constructed.

**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

Build Option:  
**SPI 1.1a**



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

Figure  
Rapid City, SD