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

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

US16/Tucker Street Intersection
- Close due to conflict with SPI ramps
- Construct rearage road to Promise Road 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/Section Line Road
- Shift intersection south
- RIRO access
- Construct Section Line Road/US16 service road intersection
- Maintain existing US16 mainline pavement through intersection

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

Prepare for signalization at opening

Build Option:
SPI 1.1a

US16 Design Speed (North of US-16B) = 60 MPH
US16 Design Speed (South of US-16B) = 65 MPH
NB Entrance Ramp Design Speed = 46 MPH
SB Ramps and NB Exit Ramp Design Speed = 50 MPH