Presentation will begin at 5:35 p.m.

US14-US14 Bypass Corridor Study
Public Information Meeting #2
November 25 and 26, 2019
Housekeeping Items

- Please sign-in
- Comment card and handout
- Study website: www.us14-14bcorridor.com

Meeting format
  - Introductory presentation
  - Open house

Methods to provide feedback
  - Comment cards
  - Study website
  - Study contact (email, phone, mail)
Purpose of Today’s Meeting

1. Provide an overview of the study
2. Present preliminary concepts for feedback

*No recommendations have been made at this point in the study.*

Examples of feedback we are looking for:

- *Is there something we didn’t address?*
- *What do you like or not like with a specific concept?*
- *What would you add or remove from a concept to make it better?*
Study Team

- Study Contacts
  - Jon Wiegand
    Consultant (HDR) Project Manager
  - Steve Gramm
    SDDOT Project Manager

- Study Advisory Team
  - South Dakota DOT
  - U.S. Department of Transportation
  - Federal Highway Administration
  - Brookings
  - Volga

- Study Consultant
  - HDR
Study Area

- US14
- US14 Bypass
- Does not include US14/6th Street through Brookings
Study Goals

Develop a long-range plan for the US14-US14 Bypass corridor.

- What improvements are needed over the next 20-30 years?
- What is the timeline for those improvements?
- Develop a plan for implementation.

Key components of the plan

- US14 Bypass and 22nd Avenue intersection – first project planned in FY 2024
- I-29 and US14 Bypass interchange
- Corridor number of lanes and access (passing lanes, intersection turn lanes, etc.)
- Environmental overview
Study Process and Schedule

**2019**

- April–June: Gather/Analyze Information and Identify Issues
- July–November: Develop and Evaluate Concepts
- December–January: Determine, Analyze, and Refine Scenarios

**2020**

- February–April: Screen Scenarios, Develop Preliminary Recommendations, and Draft Report
- May–June: Report review; Finalize Recommendations and Corridor Report
- End of June: Submit Final Reports

- **Public Meeting #1**
- **Public Meeting #2**
- **Public Meeting #3**
Preliminary Concepts Overview

1. US14 Bypass
   1. Corridor typical section concepts (number of lanes)
   2. Intersection concepts
   3. Interchange concepts
2. US14/US14B (west) intersection
3. US14/US14B (east) intersection
4. US14 in Volga
5. US14 west of Volga
6. Other areas and concepts

Presentation does not include all concepts developed for this study! Please refer to concept boards and study website for full compilation of concepts.
Identified Needs to Address

- Traffic operations
  - Daily traffic
  - Event traffic
  - Seasonal traffic
  - Truck traffic
- Traffic growth and future development
- Mix of ‘bypass’ traffic and ‘local’ traffic
- Changing traffic patterns
- Intersection safety
- Reliability – ‘bypass’ route purpose
- Narrow interchange bridge and sight distance

US14 Bypass – Typical Section (Number of Lanes)
US14 Bypass – Typical Section (Number of Lanes)

3-lane with continuous center left-turn lane
- Existing US14 Bypass

4-lane divided (with median)
- SD38 / 60th Street in NW Sioux Falls

5-lane with continuous center left-turn lane
- Similar to existing through Medary Ave

- All include potential shared-use path
- Speeds: 45-55 mph applicable
- May be applied singularly or in combination on US14 Bypass
US14 Bypass – Western Avenue

Identified Needs to Address

- Traffic operations and safety
- Future development north of Brookings

Concept Summary

- Add turn lanes as needed
US14 Bypass – Medary Avenue

Identified Needs to Address

- Traffic operations and safety
  - Daily traffic
  - Event traffic management

Concept Summary

- Maintain current infrastructure
- Add turn lanes as needed
Needs to address

- Traffic operations and safety
  - Event traffic management

Concept Features

- Build-out of intersections with mix of intersection access treatments
US14 Bypass – Stadium Road and Jackrabbit Avenue
US14 Bypass – Stadium Road and Jackrabbit Avenue
Short-Term 22\textsuperscript{nd} Avenue Intersection Project

- Traffic signal and northbound right-turn lane
- Planned as part of 2020 6\textsuperscript{th} Street project
US14 Bypass – 22\textsuperscript{nd} Avenue

Needs to Address

- Traffic operations and safety
  - Daily traffic
  - Event traffic management
- Access w/in functional area of intersection

Concept Summary

- Build-out intersection
- Varying degrees of access management
US14 Bypass – 22nd Avenue
US14 Bypass – 22\textsuperscript{nd} Avenue
Needs to Address

- Traffic operations and safety
- Structure width
- 460’ between interchange intersection and 32nd Ave intersection

Concept Summary

- Various interchange configurations
US14 Bypass – I-29 Interchange

Standard Diamond

Interchange configuration applicable with 3-lane and multi-lane corridor concepts.

Diverging Diamond

Interchange configuration applicable with 3-lane and multi-lane corridor concepts.

Single Point

Interchange configuration applicable with 3-lane and multi-lane corridor concepts.
US14 Bypass – I-29 Interchange

Compressed Diamond

Tight Diamond

Modified Tight Diamond
US14 Bypass – 32nd Avenue and 34th Avenue

Needs to Address

- Different traffic needs than west of I-29
- 460’ between interchange intersection and 32nd Ave intersection
- Access management

Concept Summary

- Various intersection and local access configurations
US14 Bypass – 32\textsuperscript{nd} Avenue and 34\textsuperscript{th} Avenue
US14/US14 Bypass (west) Interchange

Needs to Address

- Structure age (built 1970)
- Doesn’t facilitate all movements
- Future Brookings north
- Desire to tie in 469th Ave
- Traffic operations and safety

Concept Summary

- Access management
- Intersection concepts
- Interchange concepts
- 469th Avenue connectivity
US14/US14B (west) Interchange – Interchange Concepts
US14/US14B (west) Interchange – Interchange Concepts

Standard Diamond

Potential Signalized Ramp Terminal Intersections when Warranted

Partial Cloverleaf (Parclo)

Potential Signalized Ramp Terminal Intersections when Warranted
US14/US14 Bypass (east) Intersection Concepts

Needs to Address

- Intersection angle
  - Eastbound to northbound turn
- Southbound to eastbound acceleration
- Increasing traffic volumes

Concept Summary

- ‘Rural’ and ‘urban’ intersection concepts
US14/US14 Bypass (east) Intersection Concepts

‘Rural’ Intersection

‘Urban’ Intersection
US14 in Volga

Needs to Address
- Future development and traffic growth
- Managing access
- Side-street approach widths
- Bicycle/pedestrian routes

Concept Summary
- Intersection improvement concepts
- Alternative access and bicycle/pedestrian facilities
US14 in Volga – Samara Avenue Intersection Concepts

Intersection Improvements

Extend 5-Lane West + Intersection Improvements

Samara Avenue Rearage Connection
Hansina Avenue identified as an important pedestrian crossing location.
US14 West of Volga – Number of Lanes Analysis

2-lane highway plus intersection improvements
- Existing segment

2-lane highway with passing lanes (‘Super 2’)
- Heartland Expressway in NW Nebraska

Multi-lane highway (4-lane divided)
- Similar to other SD rural multi-lane highways
Other Concepts – See Concept Boards

- Intersection turn lane improvements
  - 458th Avenue
  - 459th Avenue
  - 466th Avenue

- US14/US81 intersection

- ITS
  - Dynamic Message Signs
  - Cameras
  - Advance Warning for RR Crossing

- Pedestrian/Bicycle Routes

- Snow fence
  - Ex. 457th Avenue to 459th Avenue
Next Steps…

- Compile feedback
- Refine concepts, identify ‘feasible scenarios’ (group concepts), and complete detailed analysis
- Present ‘feasible scenarios’ for public feedback – Spring 2020
Thank You!

- Please provide feedback on corridor transportation needs
  - Deadline: December 10, 2019


- Next Meeting: Spring 2020

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**Study Contacts**

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