

Legend

Access Classification

- █ Expressway
- █ Free Flow Urban
- █ IU
- █ Rural
- █ UD
- █ Urban Developed
- █ Urban Fringe

See Volga Sub-Area Map for Details

See US14 Bypass Sub-Area Access Plan

SOUTH DAKOTA ACCESS LOCATION CRITERIA

Access Classification	Signal Spacing Distance (mile)	Median Opening Spacing (mile)	Minimum Unsignalized Access Spacing (feet)	Access Density	Denial of Direct Access When Other Available
Interstate	N/A	N/A	N/A	N/A	Yes
Expressway	1/2	1/2 F, 1/2 D	2640	at half-mile increments	Yes
Free Flow Urban	1/2	1/2 F, 1/4 D	1320	at quarter-mile increments	Yes
Intermediate Urban	1/2	1/2 F, 1/4 D	660	1 access/block face, right in/right out preferred	Yes
Urban Developed	1/4	1/4	100	2 accesses/block face	Yes
Urban Fringe	1/4	1/4	1000	5 accesses/side/mile	Yes
Rural	N/A	N/A	1000	5 accesses/side/mile	Yes

Source: SDDOT Road Design Manual (accessed 10/9/2020)

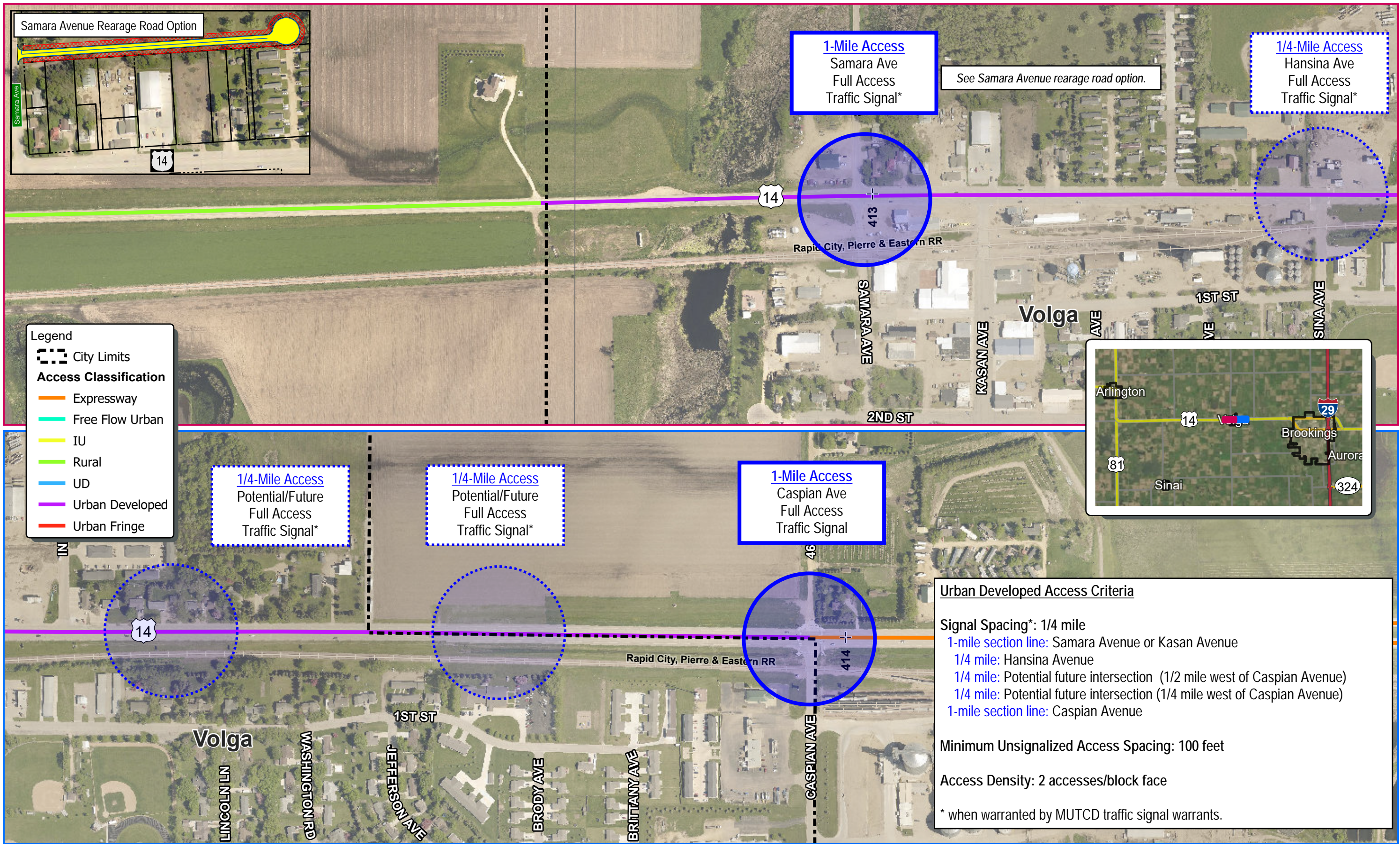


0 4 Miles



ACCESS PLAN

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Samara Avenue Rearrage Road Option

1-Mile Access
Samara Ave
Full Access
Traffic Signal*

1/4-Mile Access
Hansina Ave
Full Access
Traffic Signal*

See Samara Avenue rearrage road option.

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1/4-Mile Access
Potential/Future
Full Access
Traffic Signal*

1/4-Mile Access
Potential/Future
Full Access
Traffic Signal*

1-Mile Access
Caspian Ave
Full Access
Traffic Signal

Urban Developed Access Criteria

Signal Spacing*: 1/4 mile

- 1-mile section line: Samara Avenue or Kasan Avenue
- 1/4 mile: Hansina Avenue
- 1/4 mile: Potential future intersection (1/2 mile west of Caspian Avenue)
- 1/4 mile: Potential future intersection (1/4 mile west of Caspian Avenue)
- 1-mile section line: Caspian Avenue

Minimum Unsignalized Access Spacing: 100 feet

Access Density: 2 accesses/block face

* when warranted by MUTCD traffic signal warrants.



US14 IN VOLGA SUB-AREA ACCESS PLAN

Expressway Access Criteria

Signal Spacing*: 1/2 mile

Median Opening Spacing: 1/2 mile (full), 1/2 mile (partial)

Minimum Unsignalized Access Spacing: 1/2 mile

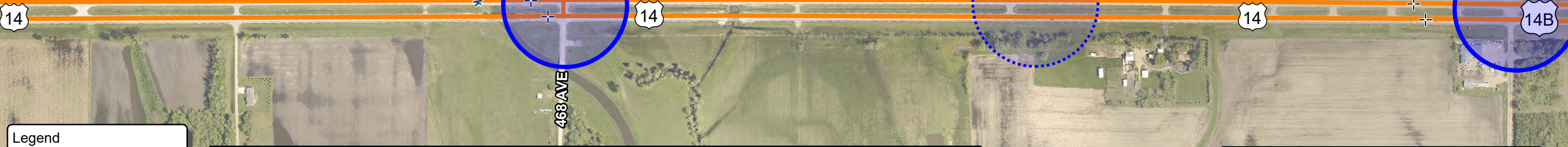
Access Density: at 1/2-mile increments

* when warranted by MUTCD traffic signal warrants.

1-Mile Access
468th Ave
Full Access
Traffic Signal*

1/2-Mile Access
Potential/Future
Full Access
Traffic Signal*

See 469th Avenue rearage road option in Intersection Options C-ii and C-iii.



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Free Flow Urban Access Criteria

Signal Spacing*: 1/2 mile

Median Opening Spacing: 1/2 mile (full), 1/4 mile (partial)

1-mile section line: 469th Avenue (US14/US14 Bypass intersection)

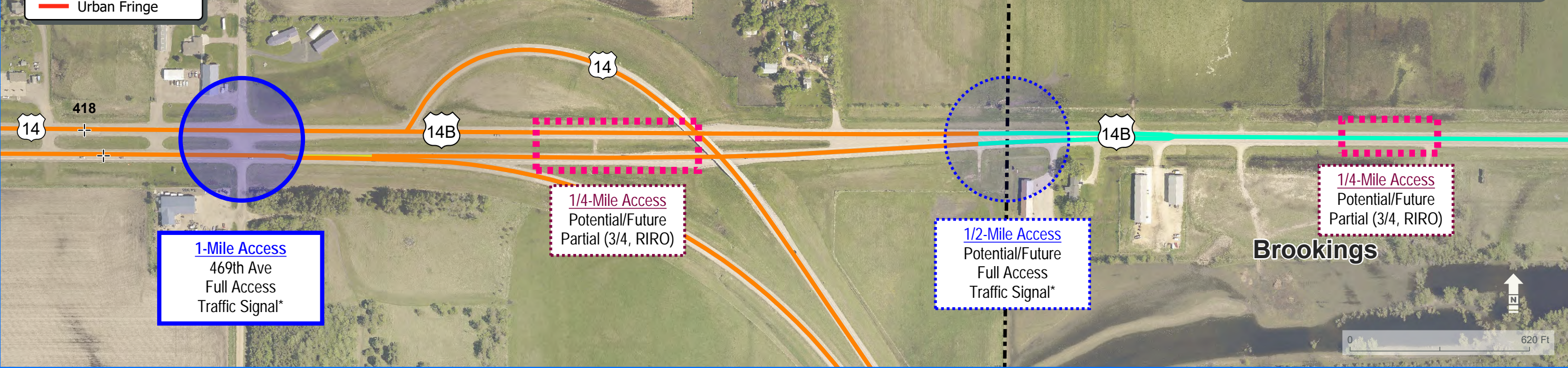
1/2 mile: Potential future intersection

1-mile section line: Western Avenue

Minimum Unsignalized Access Spacing: 100 feet

Access Density: at 1/4-mile increments

* when warranted by MUTCD traffic signal warrants.



1-Mile Access
469th Ave
Full Access
Traffic Signal*

1/4-Mile Access
Potential/Future
Partial (3/4, RIRO)

1/2-Mile Access
Potential/Future
Full Access
Traffic Signal*

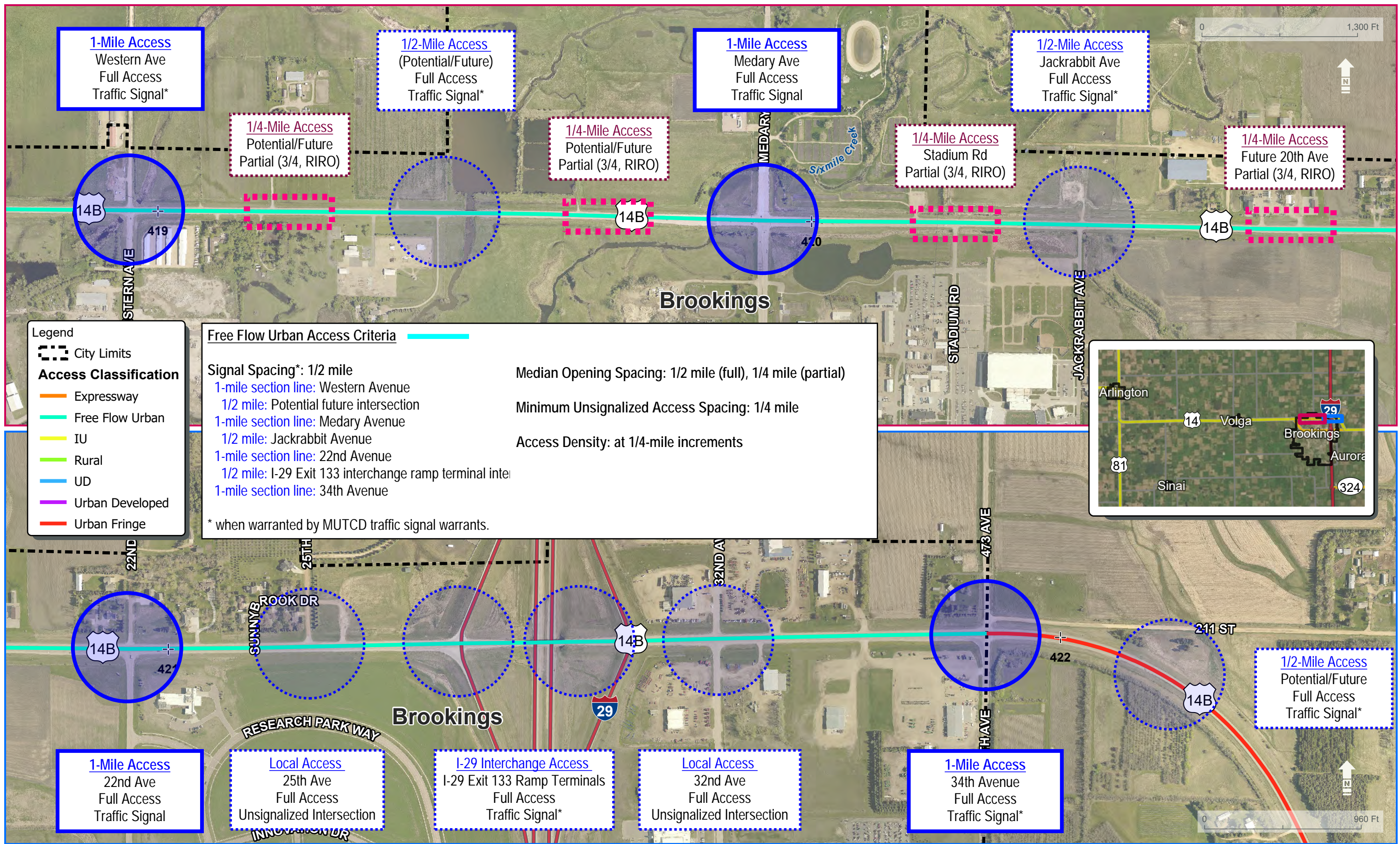
1/4-Mile Access
Potential/Future
Partial (3/4, RIRO)

Brookings



US14 BYPASS SUB-AREA ACCESS PLAN

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1-Mile Access
Western Ave
Full Access
Traffic Signal*

1/2-Mile Access
(Potential/Future)
Full Access
Traffic Signal*

1-Mile Access
Medary Ave
Full Access
Traffic Signal

1/2-Mile Access
Jackrabbit Ave
Full Access
Traffic Signal*

1/4-Mile Access
Potential/Future
Partial (3/4, RIRO)

1/4-Mile Access
Potential/Future
Partial (3/4, RIRO)

1/4-Mile Access
Stadium Rd
Partial (3/4, RIRO)

1/4-Mile Access
Future 20th Ave
Partial (3/4, RIRO)

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Free Flow Urban Access Criteria

Signal Spacing*: 1/2 mile

1-mile section line: Western Avenue

1/2 mile: Potential future intersection

1-mile section line: Medary Avenue

1/2 mile: Jackrabbit Avenue

1-mile section line: 22nd Avenue

1/2 mile: I-29 Exit 133 interchange ramp terminal inter

1-mile section line: 34th Avenue

* when warranted by MUTCD traffic signal warrants.

Median Opening Spacing: 1/2 mile (full), 1/4 mile (partial)

Minimum Unsignalized Access Spacing: 1/4 mile

Access Density: at 1/4-mile increments

1-Mile Access
22nd Ave
Full Access
Traffic Signal

Local Access
25th Ave
Full Access
Unsignalized Intersection

I-29 Interchange Access
I-29 Exit 133 Ramp Terminals
Full Access
Traffic Signal*

Local Access
32nd Ave
Full Access
Unsignalized Intersection

1-Mile Access
34th Avenue
Full Access
Traffic Signal*

1/2-Mile Access
Potential/Future
Full Access
Traffic Signal*



US14 BYPASS SUB-AREA ACCESS PLAN

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