



Department of Transportation

Rapid City Region Office

2300 Eglin

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PHONE: 605/394-2244 FAX: 605/394-1904

September 10, 2015

Mr. Ted Johnson
Engineering Project Manager
Rapid City Public Works Department
605-394-4154 (office)

Re: Eglin Street Median Removal Request - LaGrand Station

Dear Mr. Johnson;

Thank you for the opportunity to review the request to remove a portion of the Eglin St median adjacent to the LaGrand Station Convenience Store at the intersection of US16B/ Elk Vale Rd & Eglin St. The median was constructed to manage future traffic volumes and to protect the efficient and safe operation of the adjacent intersection of US16B/Elk Vale Rd and Eglin St. SDDOT does not support the removal of the median on Eglin St requested by Dream Design International, Inc.

Currently the eastbound left movement at the intersection of US16B/ Elk Vale Rd & Eglin St backs up through the proposed median removal area during hours of peak traffic volumes. Removal of the median would create opposing left turn queues with westbound left turners wishing to use LaGrand Station Convenience Store's north approach. SDDOT is concerned that as development occurs in the southwest quadrant of the US16B/ Elk Vale Rd & Eglin St, the westbound left queues may extend to US16B/Elk Vale Rd, negatively impacting safety and operation of the State highway.

If the median was removed, the north approach to LaGrand Station Convenience Store and the opposing approach on the north side of Eglin St would be negatively offset. SDDOT is concerned with the potential for head-on crashes associated with the overlapping left-turn movements in the proposed two-way left turn lane (TWLTL).

LaGrand Station Convenience Store was planned and constructed with a center median, a rear road and right-in-right-out front access. Those access conditions have not changed. A non-traversable median provides positive separation between opposing traffic. Non-traversable medians encourage land development patterns that incorporate shared access, inter-parcel circulation and a supporting public roadway system. The submitted request does not indicate how the proposed TWLTL would affect the safety or efficiency of the road network.

Please do not hesitate to contact me with any questions you may have.

Sincerely,

Thomas P. Horan
Rapid City Region Operations Engineer

cc: Joel Jundt, Director of Planning & Engineering
Todd Seaman, Rapid City Region Engineer
Mike Carlson, Rapid City Area Engineer
Stacy Bartlett, Rapid City Region Access Management Engineer