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*From the offices of Donald R. Shultz
e-mail address: dshultz@lynnjackson.com*

August 10, 2004

Marcia Elkins Buskenrud, Growth Planning
Director
Debra Hadcock, Commissioner
Martha Rodriguez, Commissioner
Ethan Schmidt, Commissioner
Gary Brown, Commissioner

Scott Nash, Commissioner
Mel Prairie Chicken, Commissioner
Peter Anderson, Commissioner
Ida Marie Fast Wolf, Commissioner

RE: Public Meeting, 8/12/04 – Future Land Use Plan – 2004; US 16 Corridor Study: Schmid / Shultz 5 parcels, Catron Boulevard and US Highway 16

Ladies and Gentlemen:

Thank you for the opportunity to speak with you at the Commission meeting Thursday morning, August 5, 2004, regarding the March 2004 US 16 Corridor Study (“Study”) and its proposed destruction of access to our property along Catron Boulevard, Highway 16 and Highway 16 Frontage Road (“Loop Road”).

I

BACKGROUND.

George Schmid, Bernard Schmid (now deceased) and myself (“Landowners”) have owned the property along US Highway 16 Catron Boulevard, west of Highway 16 since 1963. In 1999, after solicitation and planning by the City Engineering Department and City Planning Department, as Landowners we donated to the City, 15 acres for the right-of-way required for the construction of Catron Boulevard and the US 16 Frontage Road Loop through our property. The donation was a result of a long-term plan by the City, DOT and the Landowners, to have the Southwest Connector become a reality, as proposed by the City and DOT. The City had proposed that access be limited along Catron Boulevard on our property, so the Loop Road was planned and engineered by the City to provide the Landowners access to their 5 parcels along Catron Boulevard to be serviced by the Frontage Road. Planning for future traffic requirements, the City agreed that electrical traffic lights would be installed at the four corners of the intersection of Catron Boulevard and the Frontage Loop Road, to be activated in the future when

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the traffic counts required. At no time during the negotiations, planning or design did DOT or the City include a future interchange on Highway 16/Catron Boulevard. All planning and design for access by City and DOT on the Frontage Loop contemplated access by the Frontage Loop to our properties. In good faith, based upon the plans and designs by the City of the Frontage Loop/Catron Boulevard, the Landowners, at the direction of the City, designed and constructed at our expense in excess of \$220,000, drainage culverts including a 72" culvert across Lot One and under the north Frontage Loop Road. All planning, design and construction of the Loop Road and the drainage pipe was based on the requirements of the City.

II

PROPOSED HIGHWAY 16/CATRON BOULEVARD INTERCHANGE.

Although we had been privy to speculation that at some time in the long-term future a Highway 16 interchange may be considered, we were assured by the City Engineering Department that it was at least 35-45 years away. Then in 2003, 4 years later, we were advised that the City and DOT were considering an overpass interchange at Highway 16 and Catron Boulevard, to be built in 10 to 20 years. The Study proposes that the Loop Road to be closed and relocated to an unspecified "west" location, "Rearage Road."(ES-1, 2; 7-3, 4) We attended open house meetings on April 28, 2003, November 18, 2003, and January 2004 meetings. After these meetings, we also met with DOT and the City Planning and Public Works Departments. At all times, we have expressed our concerns, orally and in writing, that the interchange and proposed destruction of the Loop Road contemplated by DOT/City would severely adversely impact our properties. During those meetings, we were advised by DOT that the City was in charge of the Study on the west side of Highway 16 and the DOT was in charge of the Study on the east side of Highway 16.

III

LANDOWNERS' POSITION.

It is the Landowners' position that the destruction of the access from Catron Boulevard to the Frontage Loop Road with a substituted "Rearage Road" is in violation with our agreements with the City of Rapid City. We relied on those representations by the City for our donation of the land to the City for the construction of Catron Boulevard, the Frontage Road Loop and the intersection, including the proposed traffic signal lights. In the past, we have requested copies of all related studies and designs for the proposed interchange, destruction of the Frontage Road and the construction of the Rearage Road by DOT, the City's consulting engineers, the City Planning and Engineering Departments for review by our engineers. To the present time, none have been received. The last advice from the City was that the proposed interchange was only

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“conceptual” and that the proposed “Rearage Road” had not been located, was conceptual, and subject to change. To date, no one has been able to advise us of any studies that exist for the location of the Rearage Road, or access for our properties, or the footprint of the interchange as it relates to our access to our properties, or the proposed destruction of the Frontage Road, as mentioned in the Study.

IV

2004 STUDY.

In the March 2004 Study, we note the following:

Attachment 1. STAFF RECOMMENDATIONS – DATED DECEMBER 3, 2003.

At a meeting on December 3, 2003 with DOT and City Planning and Engineering Department, the Study opines that the existing Frontage Road access locations be closed and traffic directed to another location, undefined, as noted on pages 3 and 4 of the “Staff Recommendations.” Paragraph J (page 3) recommends the construction of the interchange and Paragraph K (page 4) recommends relocating the Loop Road intersection to the west to avoid ramp conflicts.

Throughout the Study there are various maps (ES-1, 2; 7-3, 4) recommending access modifications; specifically closing and relocating the Frontage Road on Highway 16 further to the west, but not further defined.

Attachment 2. PAGE “v” OF THE EXECUTIVE SUMMARY

Catron Boulevard – this paragraph indicates “even within the next 10 years, an interchange will be built at this intersection” and a “relocation of the US 16 Frontage Road intersection at Catron Boulevard as well as any other existing intersection that may fall inside the necessary right-of-way. In addition, other intersections spaced closely to the interchange may need to be closed or relocated.”

Attachment 3. PAGE “vii” OF THE EXECUTIVE SUMMARY

“Final Remarks” – it is indicated that US 16 north of Catron Boulevard be reclassified and classified “Urban Developed,” which may destroy our present accesses under the DOT guidelines.

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Attachment 4. PAGE 37

“7.4.5 Catron Boulevard” recites a “relocation and closure of US 16 Frontage Roads and “perhaps within 10 years, “an exchange will be built at this intersection.”

Attachment 5. SECTION 8.0 – SUMMARY (page 45)

indicates that “DOT plans to build an interchange at US 16 Catron Boulevard within the next 10 years.” “The footprint (undefined) of this interchange as well as interchange spacing requirements dictates that the intersections in close proximity to Catron Boulevard be closed or relocated. These intersections include: “...the existing US 16 Frontage Road, where it intersects Catron Boulevard west of US Highway 16.” “To mitigate these closures, it is recommended that a frontage/rearage road network be implemented (Figures 7-3, 4) that is consistent with the Rapid City Major Street Plan and logically follows the topography of the land.”

V

July 2004 “US Highway 16 Corridor Study Future Land Use Map

At your August 5, 2004 meeting, we were shown, for the first time, the July 2004 “US Highway 16 Corridor Study Future Land Use Map.” To our knowledge, this was never shown or discussed at any public meetings.

We have briefly reviewed, and have not had an opportunity to review it with our consultants, but we have the following comments:

1. The Frontage Road and North Loop on the map is shown as a “Bike Route” – we are uncertain what a “Bike Route” is. Does it change the classification of the Loop Road from “Frontage Road”?
2. The Frontage Road, South Loop is not shown any classification. What is its status?
3. Is the Frontage Road to be destroyed along Highway 16 – adjacent to our properties? And also adjacent to the campground, Landstrom Gold Factory and Stamper’s Gold Manufacturing?

VI

LANDOWNERS’ REQUEST.

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As Landowners, whose property is directly affected by the Study, (1) we would appreciate being notified of all meetings including DOT and the City of Rapid City relating to our property; (2) that we have an opportunity to review all proposals, studies, drawings and plans as they relate to our property; (3) we need to be furnished with the "footprint" of the proposed Highway 16 Interchange as soon as possible; and (4) all plans to destroy the Loop Road.


The proposed changes in the Study to our properties and access relocation have created uncertainty and confusion. The past expensive planning, design and construction by the Landowners to meet the planning requirements of the City and the donation of the right-of-way to the City was done in good faith. The proposed changes violate the City's representations and agreement, and make development by the Landowners very uncertain and difficult. The past uncertainty and the future proposed 10-20 year interchange directly affects the marketability of our properties.

Your kind consideration and response is greatly appreciated.

Thank you.

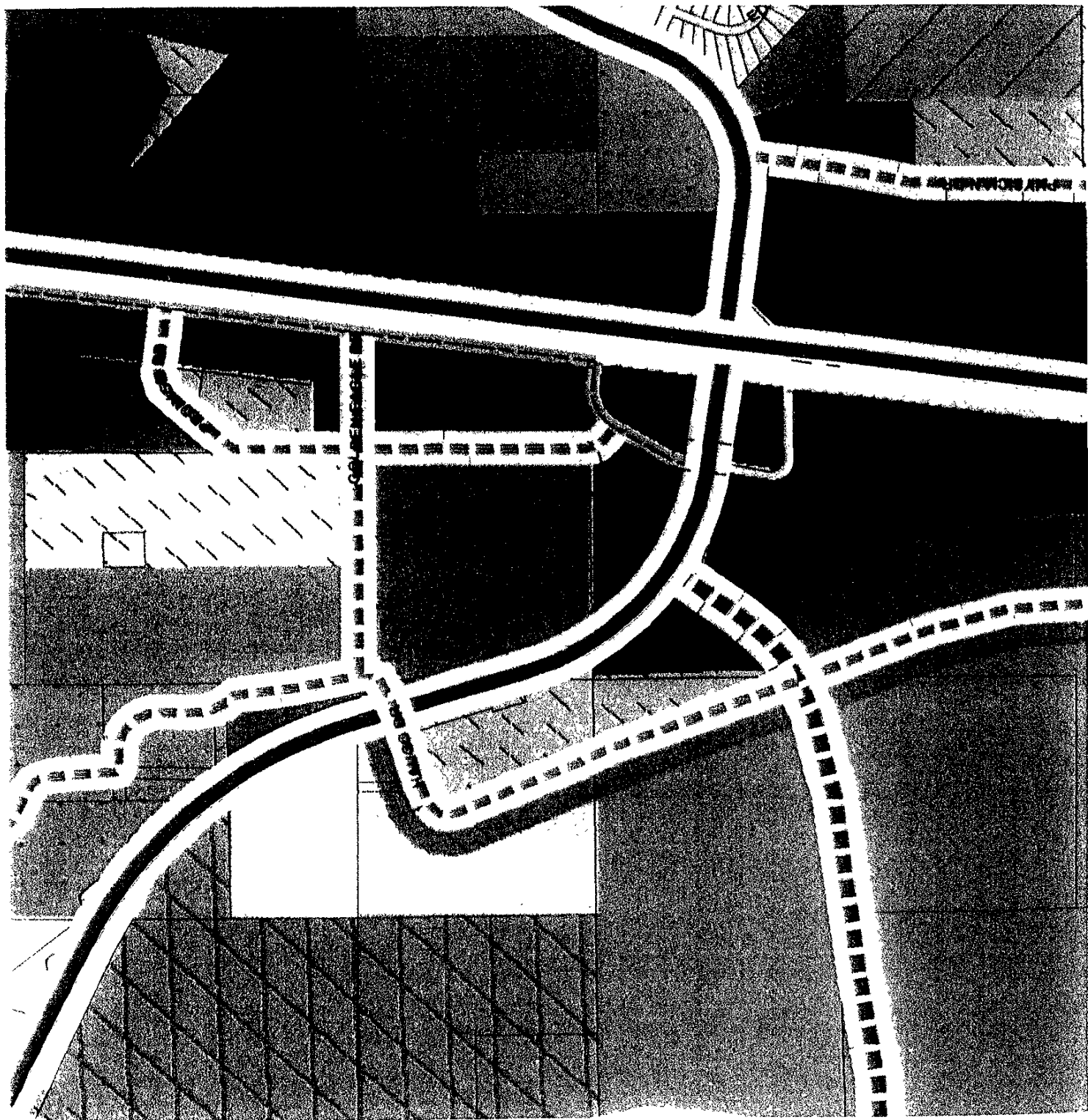
Yours truly,

LYNN, JACKSON, SHULTZ & LEBRUN, P.C.


Donald R. Shultz

DRS:cam

cc: George P, Schmid
Bob Piacesi
Hani Shafai
Pat Hall



**US Highway 16 Corridor Study
Staff recommendations**

December 3, 2003

Present: Terry Keller, Monica Heller, Joel Jundt, Doug Adelman, Dave LaFrance, Klare Schroeder, Vicki Fisher, Marcia Elkins, Kip Harrington and Patsy Horton

City and SDDOT Region staff met to discuss proposed interim access locations along US Highway 16 between Fairmont Boulevard and Neck Yoke Road. The following summarizes those discussions.

Currently, the US Highway 16 Draft Report identifies access locations for 2025 based on projected development and what improvements would be needed at those locations, whether it is necessary to install a signal once warrants were met or the location would be closed and traffic redirected to another access location. Access will be closed through negotiation and compensation will occur when legally warranted ✓

The SDDOT Region staff developed proposed interim access locations and potential improvements to address impending development. These interim access locations will help address access for current development proposals until the 2025 recommendations are required. ✓

The group concurred that "interim recommendations" as identified below are to be incorporated into the US Highway 16 Report and would be required when one or more of the following criteria are met:

1. development improvements are proposed
2. safety issues arise
3. capacity issues arise
4. operational issues need addressed
5. may be implemented with scheduled SD-DOT maintenance

Staff concurred that after the Study has been adopted, all traffic would be monitored on US 16 and if traffic warrants, changes to address safety issues would be critical. Additionally, if the property experiences a change of use, a new approach permit would be required (this is always required). ✓

Additionally, the following items need to be addressed in the study:

- intermediate steps to get to study recommendations
- include language to identify potential physical improvements to the roadway
- identify where interim left in capabilities should be included
- identify where interim removes left out capabilities should be included

Those in attendance also discussed that when the Heartland Expressway is finished, traffic north of Catron Boulevard would likely change the functionality of this segment to

In an urban, full-time business roadway section, with fewer and fewer tourism businesses while the land development pattern along this portion of the corridor may change, it is not SD-DOT's intention to revise the classification to allow for more access points). Based on the anticipated traffic flow changes, the 2025 access recommendations and the interim access recommendations are identified below, and intersection improvements would occur when the above-mentioned criteria have been met.

A. Cathedral Drive/Fairmont Boulevard

2025 Recommendation – improve intersection to accommodate future traffic volume.

Interim Recommendation – same. Marcia noted that discussions have surfaced regarding potential development of the area between Fairmont Boulevard and Tower Road on the west side of Mt. Rushmore Road. (Concerns with this development include eliminating the proposed offset access to Tower Road, dual lefts for southbound to eastbound, programmed projects moving forward, need for a traffic impact study, turn lane improvements, cul-de-sac variances, not making connection to Tower).

B. Echo Ridge

2025 Recommendation – restrict access to right in/right out with accel/decel lanes, and construct connector road from Fox Run to Tower Road.

Interim Recommendation – directional median opening – right in/right out/left in. Need median modifications to make it more challenging for drivers to make the left out and to provide safety for queued left ins.

C. Lazy "J"

2025 Recommendation – restrict access to right in/right out.

Interim Recommendation – directional median opening – right in/right out/left in. Need median modifications to make it more challenging for drivers to make the left out.

D. Private Drive

2025 Recommendation – close access and redirect traffic to Zion Lutheran.

Interim Recommendation – close access and redirect traffic to Zion Lutheran.

E. Zion Lutheran Church

2025 Recommendation – upgrade intersection, provide lane storage and signalize intersection if and when warranted. Staff discussions indicated that either Zion Lutheran access or Enchantment Road access would need to be closed because of

State access spacing requirements. (CAC and TCC at their November 19, 2003, meeting discussed the potential to close Zion Lutheran and redirect traffic to Enchantment Road, action recommended, but no action was taken by the EPC.) Discussion also included the potential for a signal at one, directional at the other.

Interim Recommendation – full median opening, if not at Enchantment – signalize if and when warranted. (one full median opening and one directional median opening, either at Zion Lutheran Church or Enchantment Road – directional to include right in/right out/left in).

F. Enchantment Road

2025 Recommendation – upgrade intersection, provide lane storage, signalize intersection if and when warranted and construct frontage road to Table Rock

Interim Recommendation – full median opening, if closed at Zion Lutheran, signalize if and when warranted. (one full median opening and one directional movement opening, either at Zion Lutheran Church or Enchantment Road – directional to include right in/right out/left in).

G. Table Rock

2025 Recommendation – Close access and redirect traffic to Enchantment via new frontage road.

Interim Recommendation – directional median opening – right in/right out/left in

H. Promise Road

2025 Recommendation – upgrade to full access and signalize intersection.

Interim Recommendation – full median opening.

I. Tucker Road

2025 Recommendation – close access and redirect vehicles to Promise Road via frontage road.

Interim Recommendation – remove, access via frontage road recently constructed.

J. Catron Boulevard (US16/US16B)

2025 Recommendation – construct interchange.

Interim Recommendation – single point interchange.



K. US 16 Frontage

2025 Recommendation – relocate intersection further to west when interchange is built.

Interim Recommendation – relocate intersection further to west to avoid ramp conflicts.

L. Addison Drive

2025 Recommendation – relocate access to Catron Boulevard when interchange is complete.

Interim Recommendation – leave as full access until safety or operational issues arise or service road or collector street constructed connecting the existing development at Addison to section line and/or when interchange is constructed. Provide notice to property owners that direct access onto US Highway 16 at Addison will be removed when access to the section line is approved and constructed.

M. Future Overpass (Section Line) – Take out the “Future Overpass”

2025 Recommendation – build overpass in this vicinity, to provide local access between properties on the east and west sides of US16 when warranted by development and increased traffic volumes.

Interim Recommendation – full median opening, signalized if and when warranted. Construct a service road on the east side from Addison to the existing median opening at the Section Line. Turning lanes will potentially be required, with a three lane east/west section. (What happens to this access if/when an overpass is constructed?)

N. Moon Meadows

2025 Recommendation – realign Sammis Trail with Moon Meadows and signalize intersection.

Interim Recommendation – full median opening.

O. Sammis Trail

2025 Recommendation – relocate access and realign with Moon Meadows.

Interim Recommendation – all access removed.

P. Ft. Hayes

2025 Recommendation – relocate access to Moon Meadows.

- Additionally, a frontage road built on the east side of the US 16 corridor between this intersection and Table Rock Road would allow for closure of the Table Rock Road intersection.

Table Rock Road

- Due to its proximity to the other intersections, it is recommended that this intersection be closed by the Year 2025, and a frontage road be built between Table Rock Road and Enchantment Road.

Promise Road

- The location of the fire station at this intersection necessitates full access and, when warranted by traffic volumes, operation of a fully actuated signal to replace the emergency signal that is currently in place.
- The US 16 corridor should be adequately signed to make drivers aware that they are either approaching or in the vicinity of a fire station.
- To accommodate future vehicle volumes, including diverted traffic from Tucker Road, upgrades to intersection geometrics will be necessary for the north-, south- and westbound approaches.
- A connection in the form of a frontage road built between Promise Road and Tucker Road (to the south).

Tucker Road

- To accommodate the footprint for the future Catron Boulevard interchange, the Tucker Road intersection will have to be closed.
- Prior to closure of this intersection, a new frontage road connecting Tucker Road to Promise Road will need to be built on the east side of the US 16 corridor.

Catron Boulevard

Within the US 16 study corridor, the Catron Boulevard intersection serves the highest volume of traffic. If, in the future, this intersection is widened to accommodate the geometrics necessary to service the forecasted Year 2025 traffic volumes, then it can be expected that this intersection will operate at a LOS D or above. However, the SDDOT plans that by the Year 2025, and perhaps even within the next 10 years, an interchange will be built at this intersection. In this case, additional right-of-way could potentially be required to accommodate the footprint of this interchange. Therefore, this requires relocation of the US 16 Frontage Road intersection at Catron Boulevard, as well as any other existing intersection that may fall inside the necessary right-of-way. In addition, other intersections spaced closely to the interchange may need to be closed or relocated. However, an interchange at this location will significantly improve the LOS along Catron Boulevard and along the US 16 study corridor, which would allow the existing two-lane cross-section to remain.

Addison Drive

- To satisfy spacing requirements and to accommodate the potential footprint and right-of-way necessary for the future Catron Boulevard interchange, the Addison Drive intersection will have to be closed and a new access provided.

Alternatives to the Base-Case

Based on discussions with the City, the State and the Rapid City Future Land Use Committee, a number of alternatives to the Base-Case, involving several of the studied intersections, were also considered. These alternatives are included on Figure ES-2, and described briefly below.

At the **Echo Ridge** intersection, the alternative mitigating possibilities explored ways to provide full-access, while improving safety and efficiency in this section of the study corridor. In comparison to the rest of the study corridor, this area with back-to-back curves has experienced one of the greatest numbers of accidents over the last several years. Therefore, this intersection has been identified as being one that requires special attention. The three variations considered are:

- Restrict direct access on US 16 to right-in/right-out (RI/RO) only and implement accel/decel lanes
- Restrict direct access on US 16 to right-in/right-out (RI/RO) only, implement accel/decel lanes, and build a new road connecting Fox Run to Tower Road
- Restrict direct access on US 16 to right-in/right-out (RI/RO) only, increase the accel/decel lanes, and construct an underpass with ramps

While each alternative maintains that direct access to US 16 be restricted, the second two explore ways to alleviate the problem of not being able to make a left-turn into or out of the Echo Ridge intersection.

Rather than eliminate direct access onto US 16 at **Table Rock Road**, another alternative explored the possibility of building accel/decel lanes on US 16 and providing right-in/right-out (RI/RO) only access at this intersection. This option however, would increase the number of conflict points along US 16.

When an interchange at Catron Boulevard is built, **Addison Drive** at US 16 would necessarily be eliminated due to its proximity to Catron Boulevard. As an alternative to this, it has been suggested that a new connection to US 16 be built that would provide direct access for the properties currently served by Addison Drive. A location approximately halfway between Catron Boulevard and Moon Meadows has been considered. The new intersection would be unsignalized however, and at such time that volumes along US 16 warrant signalization of the intersection, this connection should be converted to an overpass to maintain interaction between the two sides of the corridor.

Final Remarks

Based on discussions with both the City and the State, it was determined that the future US 16 corridor must be dual functioning to accommodate both corridor mobility and the rapid growth surrounding the corridor. Therefore, due to the amount of existing and expected growth along US 16 north of Catron Boulevard, it is recommended that this north section of the corridor operate like an urban-arterial and be classified as Urban Developed. And south of Catron Boulevard, the US 16 study corridor should have higher speeds, and fewer access locations and be classified as Free Flow Urban. This combination of functionality allows for urban development as projected and preserves the expressway concept south of Catron Boulevard. This concept for US 16 study corridor will compliment the Southeast Connector as well as the overall system of major corridors through out Rapid City. ✓

Direct access to US 16 at the **Promise Road** intersection is imperative, since there is a fire station located west of US 16 at Promise Road. This intersection is currently equipped with an emergency signal however, based on projected future traffic volumes, is expected that this intersection will be fully signalized by the Year 2025. Therefore, in order to accommodate Year 2025 traffic volumes, it is recommended that the existing lane configuration for the eastbound approach (a separate left-turn lane, and a shared right-through lane), be maintained and mirrored for the westbound approach. Additionally, it is recommended that slower moving, turning vehicles be removed from the through traffic on US 16 with the use of a decel/turn lane for left-turning maneuvers in the northbound direction, and a decel/turn lane for right-turning maneuvers in the southbound direction. The signal at this intersection should be actuated and coordinated with the other the signals along the US 16 study corridor yet, with preferential treatment for emergency vehicles. In addition to this, US 16 should be sufficiently signed to make highway drivers aware that they are in the vicinity of a fire station. In the future this intersection will accommodate traffic volumes associated with Tucker Road as well. Tucker Road is just to the south of Promise Road and a connection between these two roads, is currently under construction. The impact of vehicle volumes diverted from Tucker to Promise will be more evident when the interchange at US 16 and Catron Boulevard is built, since it will influence the closure of Tucker Road.

When an interchange is built at Catron Boulevard, the proximity of the **Tucker Road** intersection to the interchange, dictates that the intersection would have to be closed to accommodate the footprint of the interchange and any additional right-of-way that may be needed. Development on the east side of US 16 around Tucker Road will be accommodated via a frontage road between Tucker Road and Promise Road, which is currently under construction. On the west side of US 16, the existing frontage road should be maintained.

7.4.5 Catron Boulevard

As depicted in Tables 7-2 and 7-3, LOS D can be expected during PM Base-Case conditions at this intersection if it remains at-grade. Similarly, several of the individual movements at the intersection are expected to be at LOS D or worse. If US 16 were improved to three lanes in each direction, a significant improvement in LOS could be achieved. This improvement however, could potentially require extensive right-of-way as well as relocation or closure of the US 16 Frontage Roads. SDDOT has indicated that by the Year 2025, and perhaps even within the next 10 years, an interchange will be built at this intersection. It is expected that an interchange at this intersection would significantly improve the LOS along Catron Boulevard and along US 16. This would also allow the existing two-lane cross section within the study area to remain. Build-Out traffic volumes however, might require US 16 to be three lanes in each direction if at-grade intersections are maintained.

When the Catron Boulevard interchange is built (as described above), the proximity of the interchange to the existing US 16 frontage road intersection (on the west side of US 16) with Catron Boulevard, may require relocation but the decision to do so cannot be determined until the future interchange type and accompanying footprint is determined.

7.4.6 South of Catron Boulevard to the Reptile Gardens

The current spacing between Addison Drive and Catron Boulevard is too close. When an interchange at Catron Boulevard is constructed, the current location of **Addison Drive** would also be too close to the interchange and would require closure and relocation when the interchange is built. The **Orthopedic and Spine Center**, which would be directly affected by the closure of this access, would access US 16 via a new connection to Catron Boulevard. This new connection is based on the City's Major Street Plan, and it is recommended that the new network of (rearage)

SECTION 8.0 - SUMMARY

As previously stated, Catron Boulevard forms a natural division between the northern and the southern sections of the US 16 study corridor, specifically in the functionality of each. North of Catron Boulevard, US 16 not only serves as a primary connection to the city, but it provides access to a number of abutting commercial and residential land uses. South of Catron, US 16 does not service as many abutting land uses, simply because there aren't as many; therefore it primarily serves as a thoroughfare to Mt. Rushmore and the Black Hills regions. Growth in the northern section is occurring rapidly and almost creates an urban-like atmosphere, where arterial speeds would generally be lower to accommodate the frequency of vehicles turning on to and off of the highway. The southern section of US 16 is more rural, and with minimal access points could sustain higher speeds. In order to accommodate both forms of functionality, the future US 16 corridor must be able to provide corridor mobility as well as provide access to the rapid growth surrounding the corridor.

Based on the expected growth north of Catron Boulevard, it is recommended that this section of the corridor operate similar to an urban arterial and be classified as Urban Developed. Every effort was made to keep established access locations open, as long as mobility could be maintained along US 16. The Base-Case alternative recommends intersection improvements for all intersections that remain open. Additionally, each full-access intersection would need to be signalized and the signal timings coordinated throughout the study corridor. (Please note that future signalization of individual intersections should be addressed when warranted by traffic volumes.) The following bullets highlight a few key issues regarding the northern section of the study corridor:

- Due to its location along US 16, mitigation at Echo Ridge Drive will be necessary in the near future. Direct access to US 16 is imperative for emergency vehicles. However, in the interest of safety and sight distance, it is recommended that the existing access be restricted to right-in/right-out (RI/RO) movements only, and the appropriate accel/decel lanes built on US 16. Additionally, a connector route between Fox Run and Tower Road should be constructed to accommodate all other movements.
- To maintain safety and efficiency of the US 16 study corridor, the minor access drives for private properties along the northern section of the corridor should be closed or restricted to RI/RO movements only. Property owner access should be rerouted to existing and future access roads where feasible.
- The SDDOT plans to build an interchange at US 16 and Catron Boulevard within the next 10 years. The footprint of this interchange as well as interchange spacing requirements dictates that the intersections in close proximity to Catron Boulevard be closed or relocated. These intersections include Tucker Road (just north of Catron), Addison Drive (just south of Catron) and the existing US 16 Frontage Road, where it intersects Catron Boulevard, west of US 16. To mitigate these closures, it is recommended that a frontage/rearage road network be implemented (as depicted on Figures 7-3 & 7-4) that is consistent with the Rapid City Major Street Plan and logically follows the topography of the land. The affected properties will take access to this new road network and subsequently be redirected to US 16. Therefore, the frontage/rearage road network will need to be built prior to any closure and construction of the interchange.

South of Catron Boulevard, US 16 should operate more like a rural arterial, with limited access points and higher travel speeds and be classified as Free Flow Urban. This can be achieved through the recommended closures at Ft. Hayes, the unnamed road (north of the Happy Holiday

Horton Patsy

From: NICHOLAS MASLA [islandmasla@msn.com]
Sent: Thursday, August 12, 2004 9:35 AM
To: patsy.horton@rcgov.org
Subject: US Hwy. 16 Future Land Use Meeting

Patsy,

Thanks for forwarding the information concerning the Future Land Use plan to us. As far as we can tell from this document, you are trying to put together a plan for the development of the Hwy. 16 corridor that is acceptable to the citizens of Rapid City, especially those of us who will be directly impacted by this development. We have attended one of the meetings at the local fire station and are somewhat familiar with what is being planned.

Because we are out of town at this time we will not be able to attend the meeting planned for Thursday Aug. 12. Therefore we wanted to forward our concerns to you through this e-mail.

After reading the notes from the staff review, the sentence stating, "The proposed Plan is the framework for ensuring orderly and efficient growth of the community", made us realize that this was the appropriate time to express our concerns. We strongly feel that the development of the highway corridor needs to be done to assure the beauty of the view of the Black Hills from Hwy. 16 stays in tact. We in Rapid City need to remember the amount of money that the tourist industry contributes to our community. As the visitors to our area come up Hwy. 16 and get to the top of the hill near the Lazy J campground, they are greeted by a spectacular view of the Black Hills which includes Harney Peak and the Needles. What a great way to set the tone for what they are to experience during their stay in the Hills. People come to our area to see the beauty of our treasure, the Hills, and for many of them escape the rat race of the city and everyday life. They love seeing the vista in front of them and not more billboards and tall buildings.

We realize that this is an area where our community is growing and we cannot just leave it as open fields and agricultural land. The current zoning of most of the areas seems logical, but we feel there needs to be some restrictions within this zoning. First of all billboard use and construction needs to be restricted. We feel that the tourist gets plenty of information from the billboards currently in existence before Cathedral Drive. We have heard negative comments from visitors that there are already too many. Putting more up would not only detour from the view but also possibly annoy the visitor.

Secondly, many communities, who like us have millions of dollars pumped into their cities from tourism, put restrictions the type of buildings that are built in the areas that the visitor frequents. We need to keep the new structures single story and they need to blend into the natural setting. It's been reported in the newspaper that Wal-mart wants to build a store in this corridor. I agree that we as a community need this type of retail business on this end of town, but does it need to be right on Hwy. 16? Why not somewhere on Catron Blvd or the Hwy 16 truck bypass. It would service our community just as well from either side of Hwy. 16 and it would be out of the sight of the tourist. Most of the people who visit us are coming into Rapid City via I-90. They have access to many of these types of retail outlets and wouldn't be relying on this store as their only place to shop.

The buildings that have recently been built on Hwy. 16 are a good example of what we're talking about. The strip mall where the BH Coffee shop is

located is a single story structure that blends beautifully into the landscape. So do the Orthopedic and Dermatology Clinics. We need to keep these types of structures in mind when making decisions about how to develop this area of our community. They are eye appealing and pleasing to all who travel along the Hwy. without restricting the view. We all know the better the experience of the visitor the more likely they will spend more money and hopefully return in the future for another visit.

Our concerns not only stem from the fact we reside in this area, but we also are co-owners of a tourist business that this development will directly affect. We hear from our visitors both the positive and negative impressions they have of our community. The concerns we've outlined here stem partially from comments we have received from these people.

Thanks so much for listening to our ideas about how this development should proceed. We are anxious to see this beautiful area of our city grow!

Sincerely,
Kevin and Mary Casey

P.S. Could you please e-mail me and let me know how I can receive the minutes from the meeting. My address at home is mcasey@rushmore.com.
Thanks!