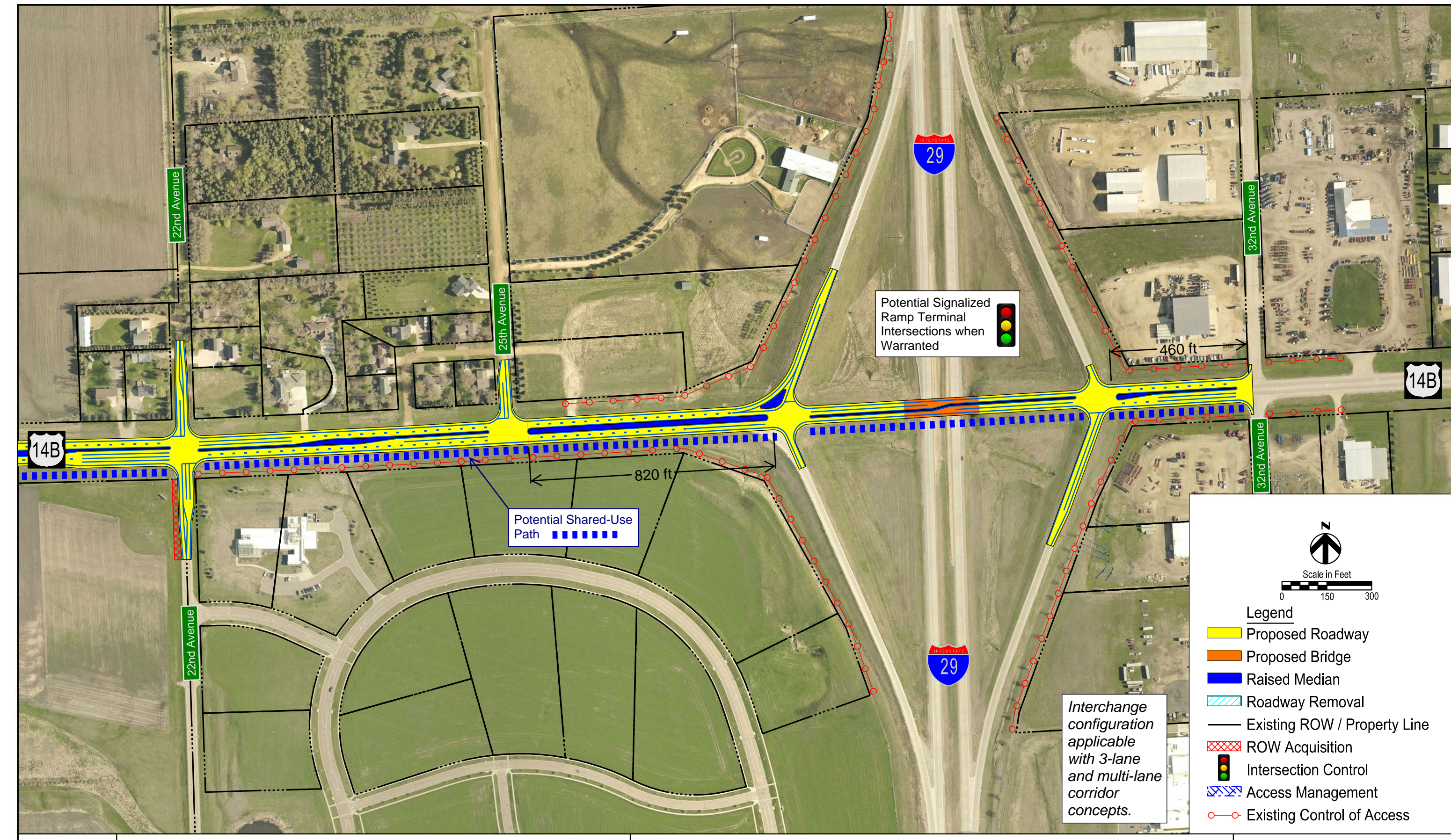


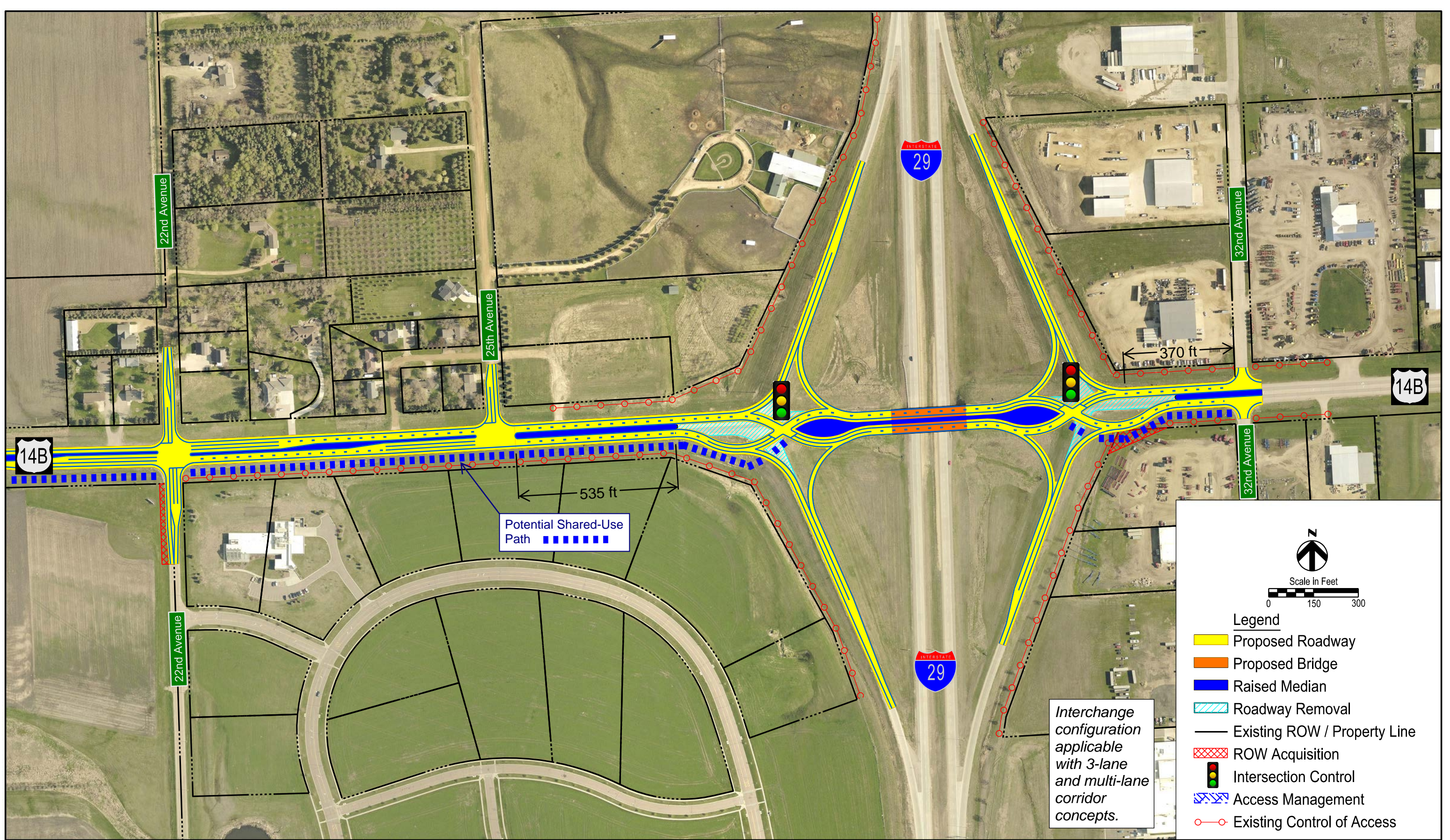
US14 Bypass - I-29 Interchange Concepts



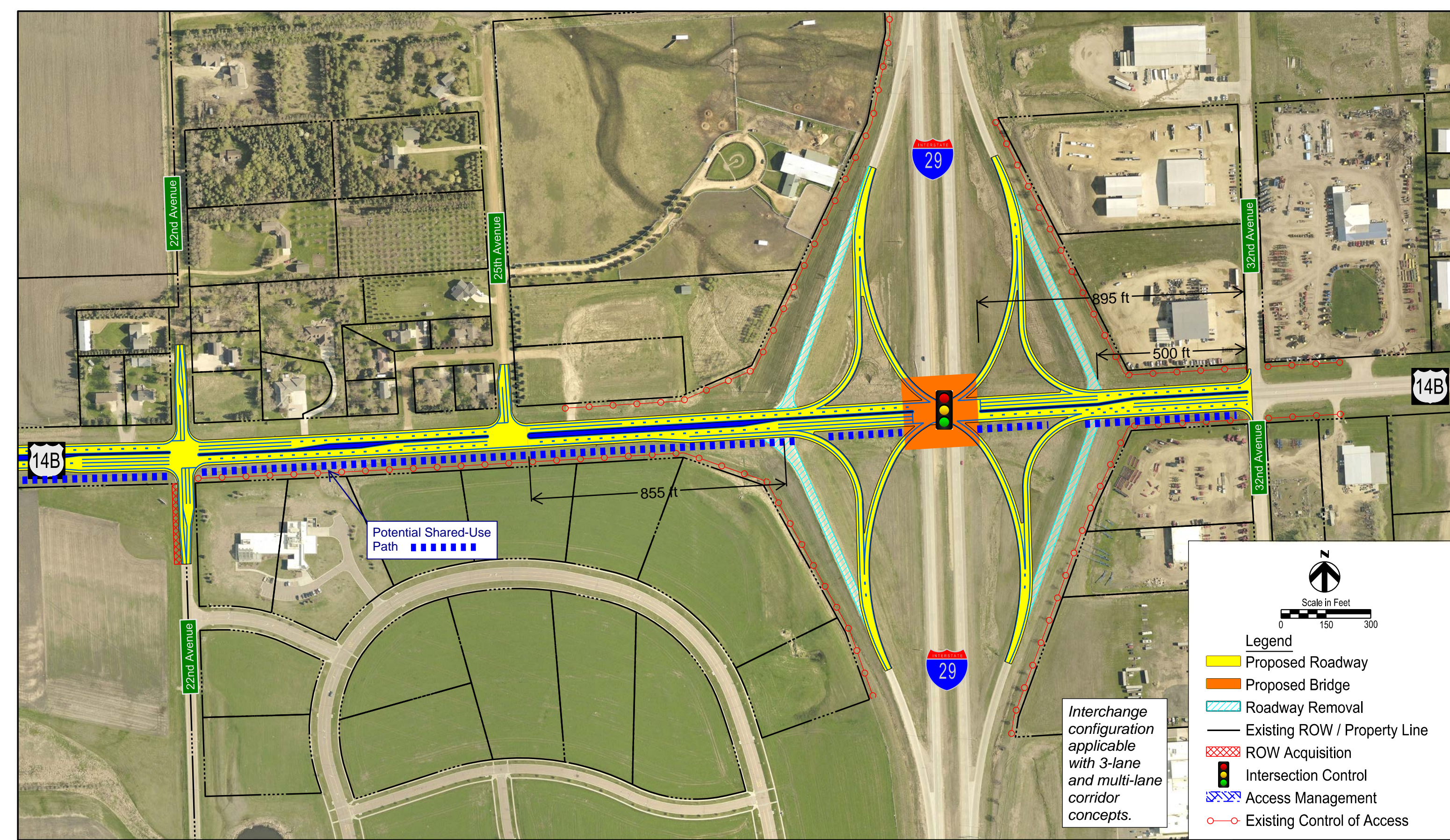
HR DOT brookings Volga U.S. Department of Transportation Federal Highway Administration
US14 Bypass Concepts - I-29/US14 Bypass Interchange
Option A: Improved Existing Diamond Interchange
US14 / US14B Corridor Study
Brookings, SD
Figure
I-29/US14 Bypass Interchange - Option A



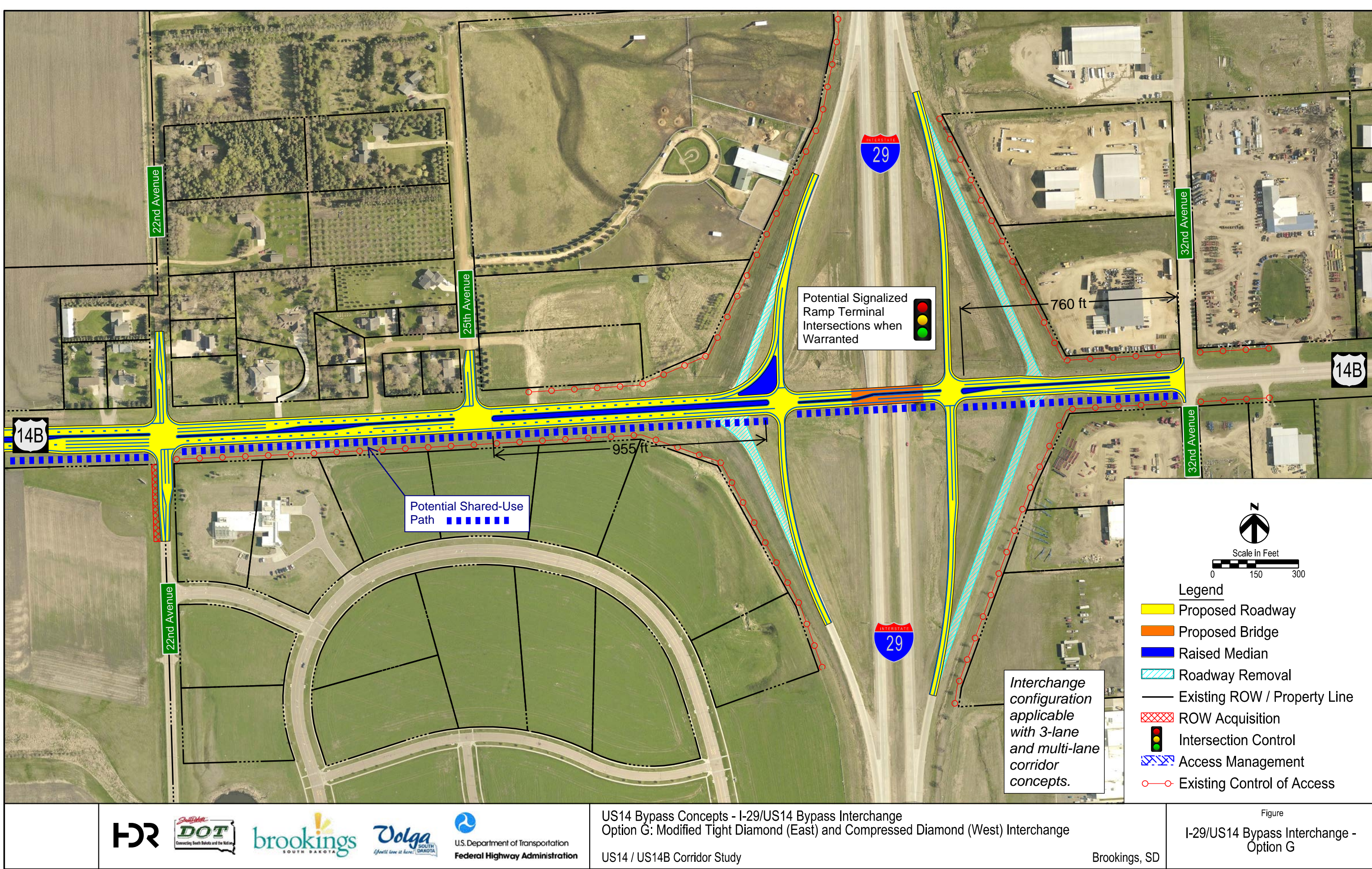
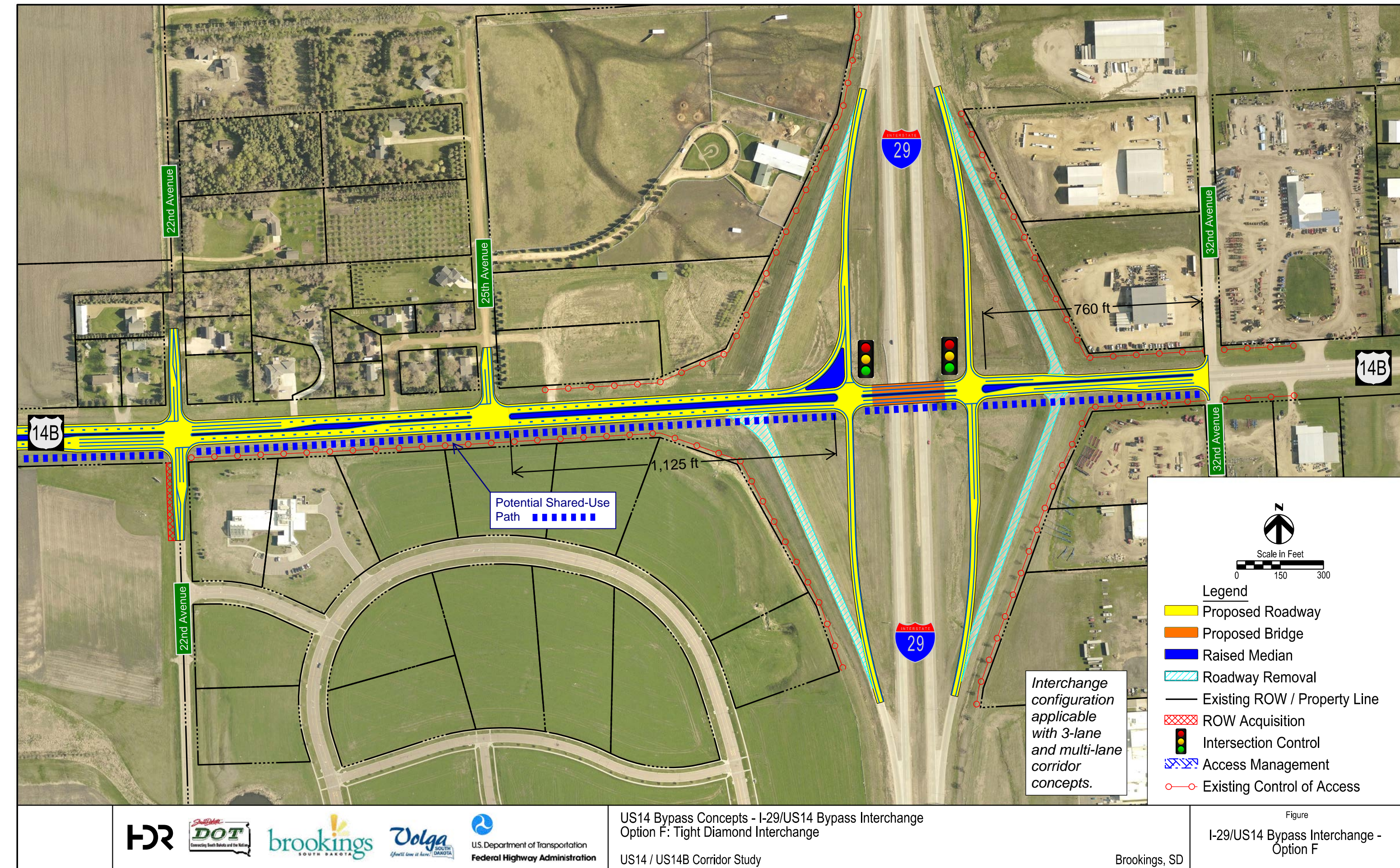
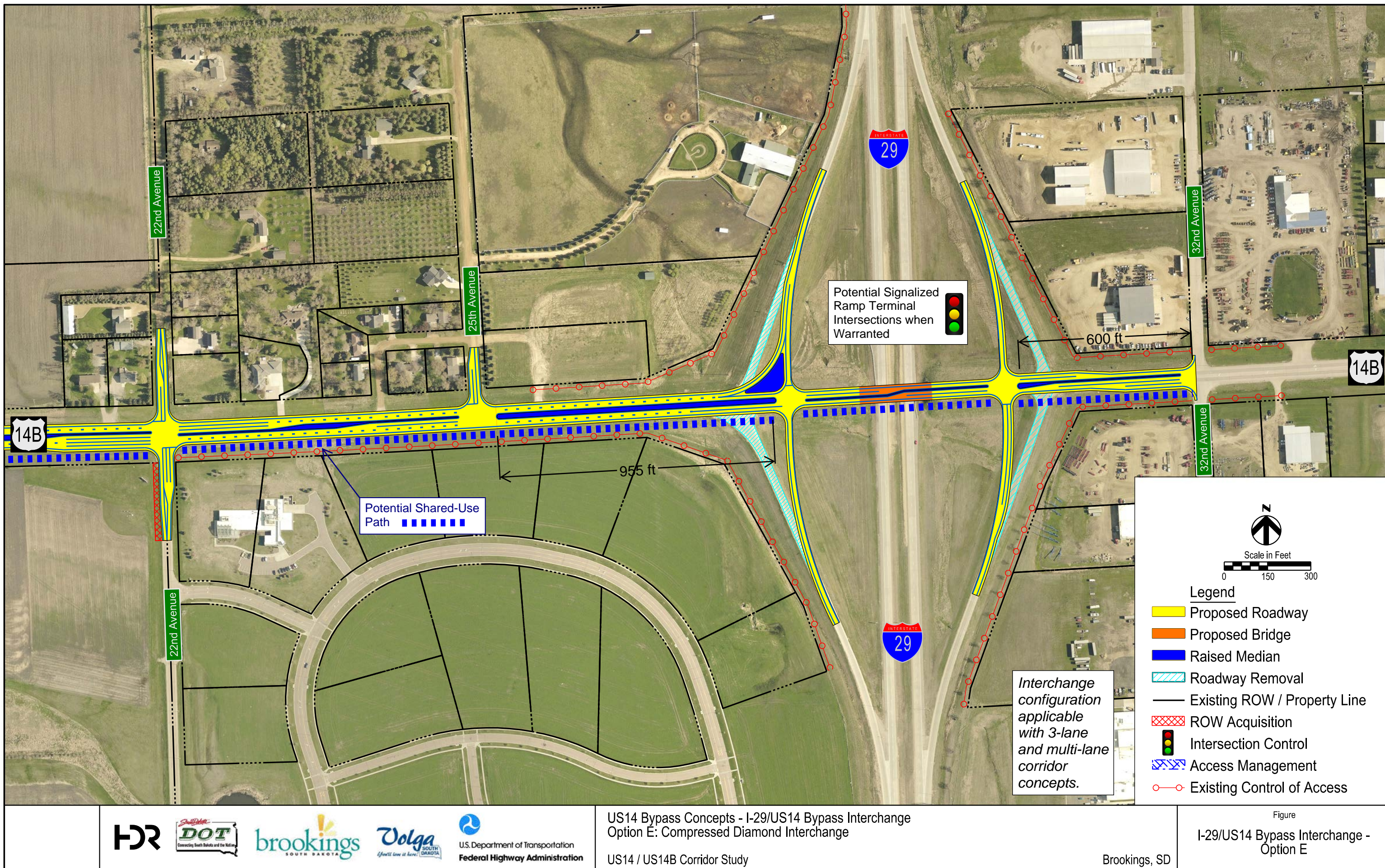
HR DOT brookings Volga U.S. Department of Transportation Federal Highway Administration
US14 Bypass Concepts - I-29/US14 Bypass Interchange
Option B: Standard Diamond Interchange
US14 / US14B Corridor Study
Brookings, SD
Figure
I-29/US14 Bypass Interchange - Option B



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US14 Bypass Concepts - I-29/US14 Bypass Interchange
Option C: Diverging Diamond Interchange
US14 / US14B Corridor Study
Brookings, SD
Figure
I-29/US14 Bypass Interchange - Option C



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US14 Bypass Concepts - I-29/US14 Bypass Interchange
Option D: Single Point Interchange
US14 / US14B Corridor Study
Brookings, SD
Figure
I-29/US14 Bypass Interchange - Option D



I-29 Interchange Concept Notes:

Tight Diamond Interchange and Single Point Interchange (SPI) provides greatest separation between I-29 Northbound Ramp Terminal and 23rd Avenue.

Traffic Signals are required for Diverging Diamond Interchange (DDI), Single Point Interchange (SPI), and Tight Diamond Interchange configurations. Signalization of ramp terminal intersections in other configurations when warranted through a review of Manual of Uniform Traffic Control Devices (MUTCD) traffic signal warrants.

Preliminary Construction Cost Range (Concepts B - G):

Standard Diamond, Compressed Diamond, Tight Diamond, and Diverging Diamond Concepts
\$10 - \$12+ million

Single Point Concept
\$20+ million