

Hazmat Site	Streams & Drainages	FEMA Floodzone A	National Wetland Inventory Wetlands
Historic Site - NRHP Eligible	Rail Line	FEMA Floodzone AE	State Game Production Area
Cultural Resource Meeting Minimum Criteria*	Environmental Study Area		

Constraints Map
 I-29 Exit 63 to Exit 72 Corridor Study
 Lincoln County, South Dakota
Aerial Source: National Agriculture Imagery Program (2016)

*Minimum survey criteria is at least 50 years old, physical integrity, potential for historic significance, presence in SD historic database.

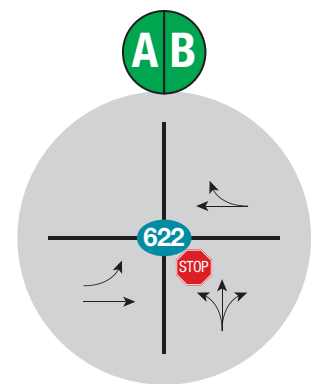
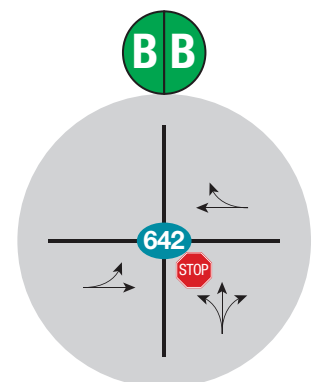
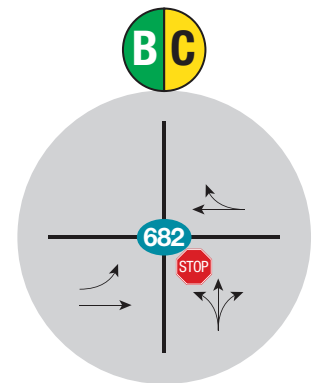
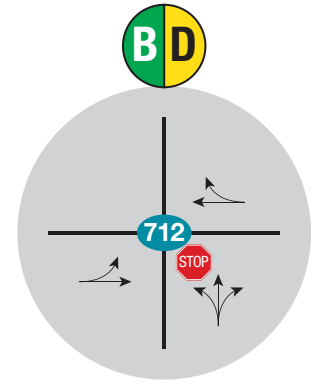
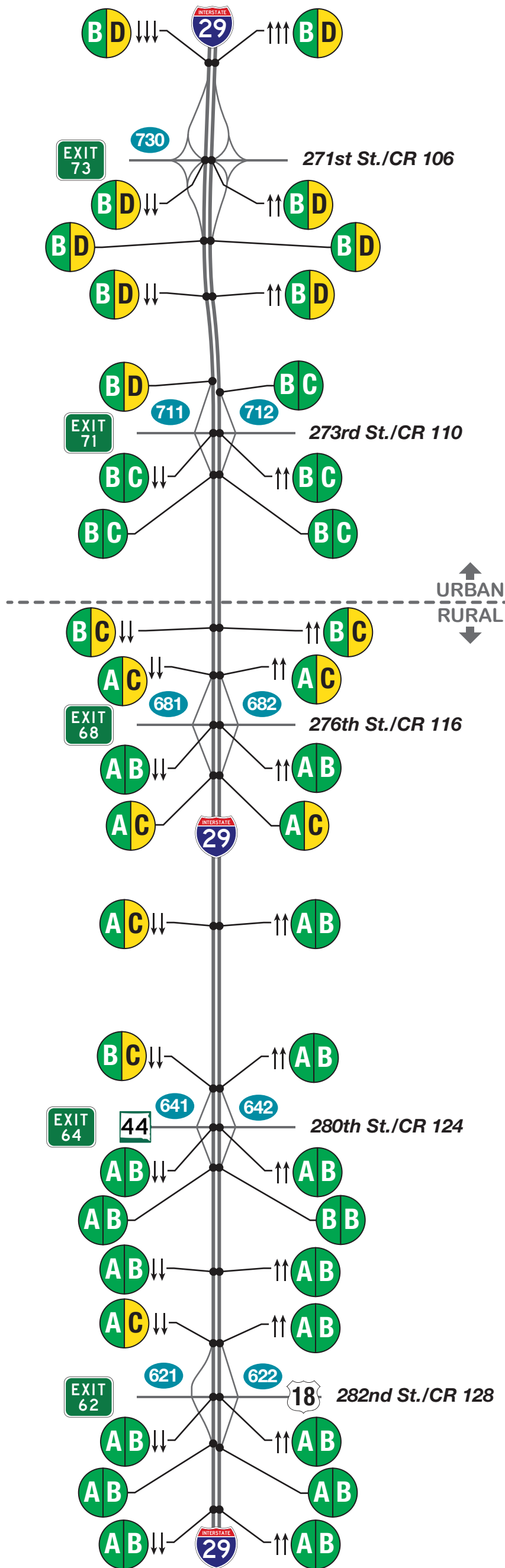
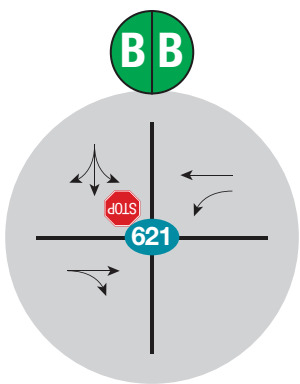
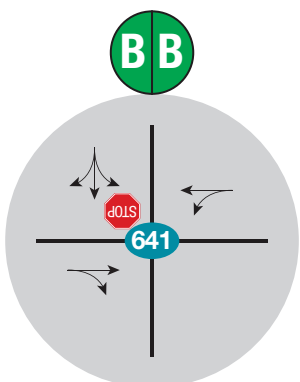
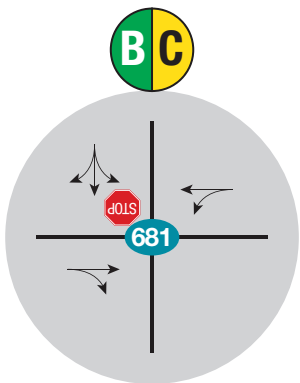
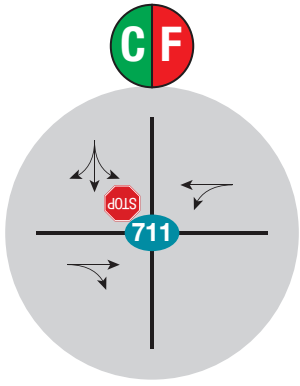
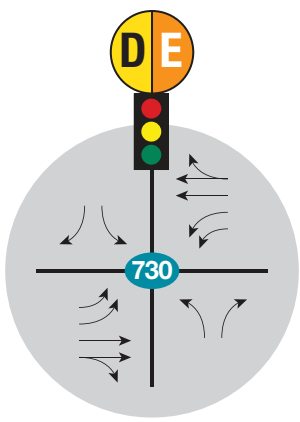


I-29 - Exit 62 to Exit 73 Corridor Study



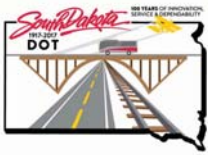
LEGEND

- 2017 = Year 2017/2045
- 2045 = Year 2017/2045
- = LOS A-B
- = LOS C Urban/Rural
- = LOS D
- = LOS E
- = LOS F
- = Intersection ID Number



Worst Case LOS 2017 and 2045





I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

XXX = Average Daily Traffic Volumes

XXX = Intersection ID Number

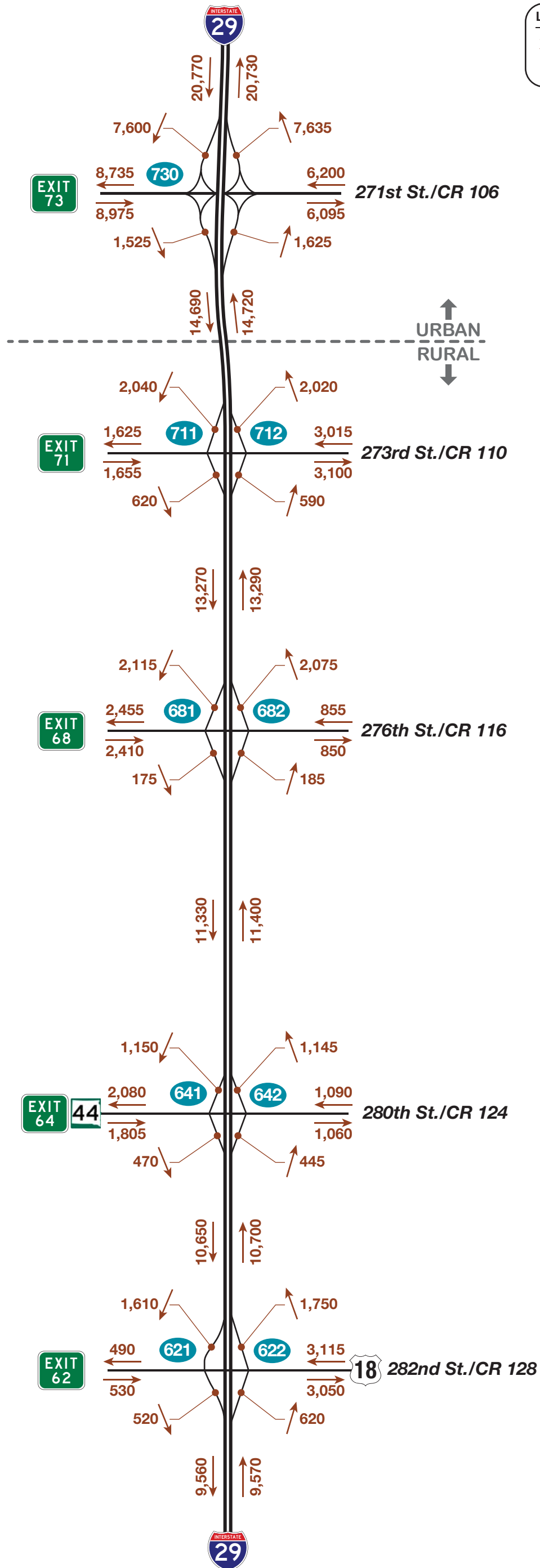


Figure #
Average Daily Traffic Volumes





I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

- XXX(XXX) = Mainline AM(PM) Peak Hour Traffic Volumes
- XXX(XXX) = Ramp AM(PM) Peak Hour Traffic Volumes
- XXX(XXX) = Intersection AM(PM) Peak Hour Traffic Volumes
- XXX = Intersection ID Number

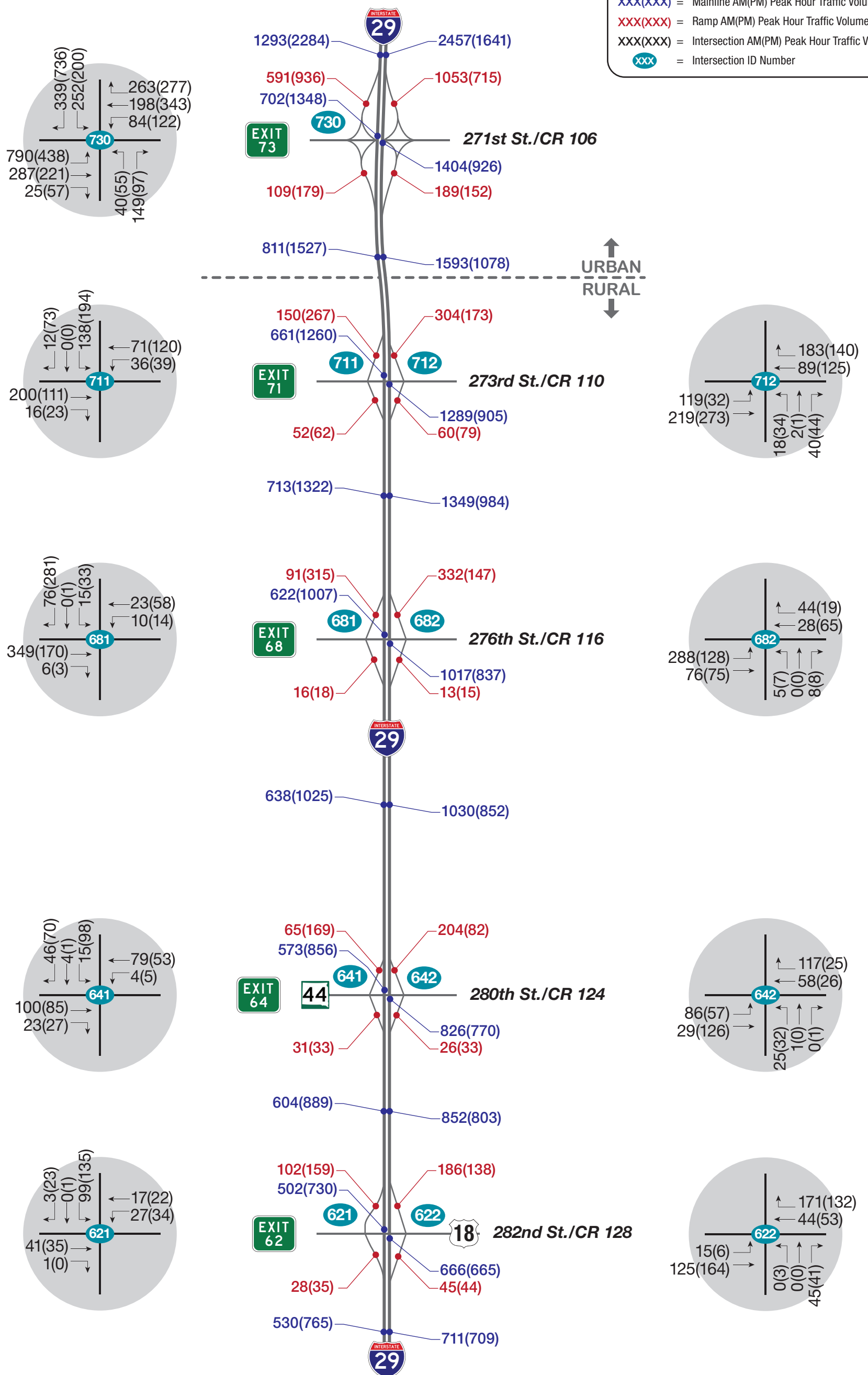


Figure __
2017 Existing Traffic Volumes



I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

- = AM Mainline Level of Service
- = PM Mainline Level of Service
- = AM Merge/Diverge Level of Service
- = PM Merge/Diverge Level of Service
- xx.x(xx.x) = AM Density (pc/mi/ln) (Speed (mph))
- xx.x(xx.x) = PM Density (pc/mi/ln) (Speed (mph))
- x/x = AM/PM Peak Hour Signalized Level of Service
- x/x = AM/PM Peak Hour Unsignalized Level of Service
- = Traffic Signal
- = Stop Sign
- = Intersection ID Number

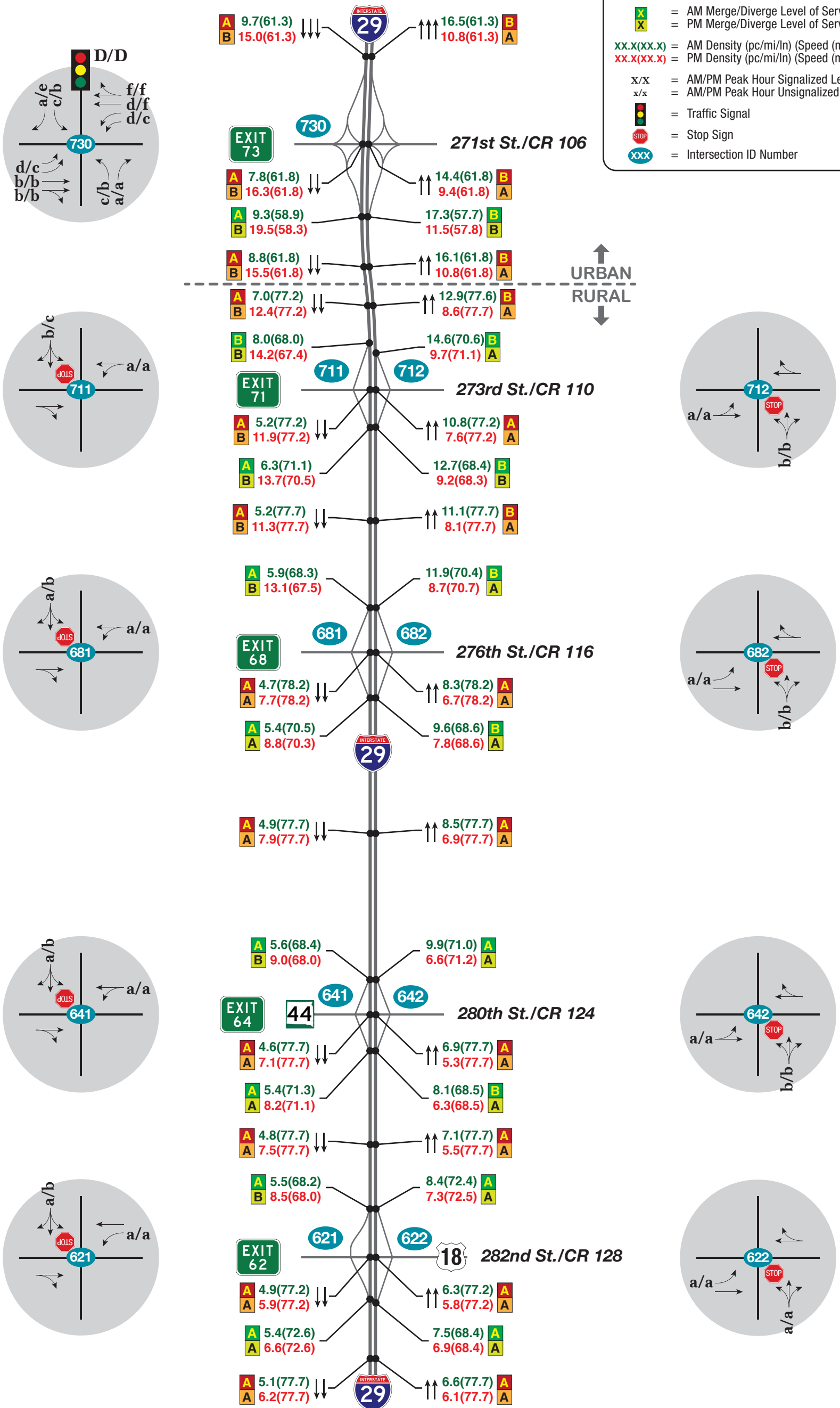


Figure 2017 Existing Levels of Service





I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

- XXX(XXX) = Mainline AM(PM) Peak Hour Traffic Volumes
- XXX(XXX) = Ramp AM(PM) Peak Hour Traffic Volumes
- XXX(XXX) = Intersection AM(PM) Peak Hour Traffic Volumes
- xxx = Intersection ID Number
- * = <5 Vehicles per Hour

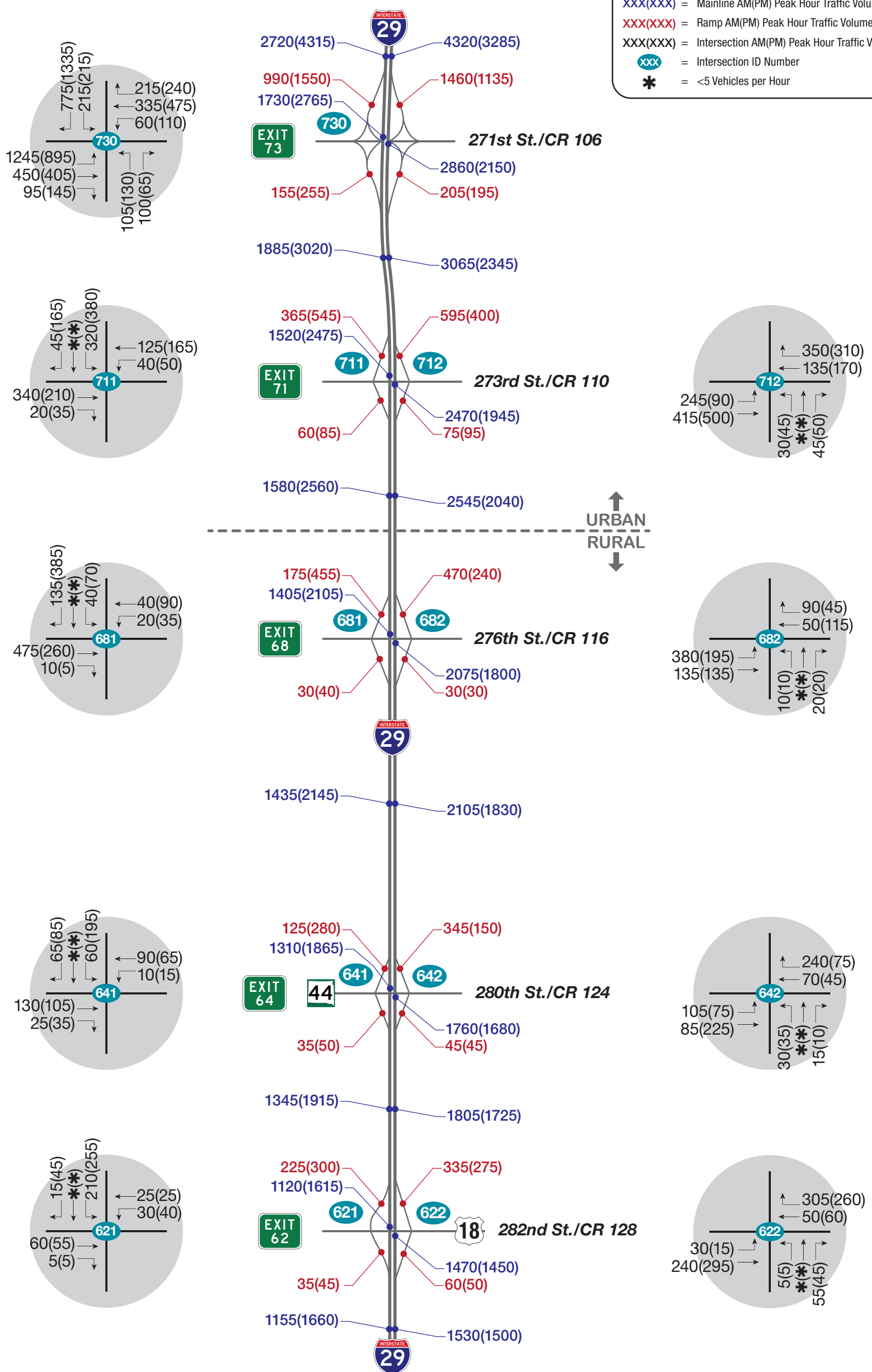


Figure 2045 No Build Traffic Volumes





I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

- XXX(XXX) = Mainline AM(PM) Peak Hour Traffic Volumes
- XXX(XXX) = Ramp AM(PM) Peak Hour Traffic Volumes
- XXX(XXX) = Intersection AM(PM) Peak Hour Traffic Volumes
- xxx = Intersection ID Number
- * = <5 Vehicles per Hour

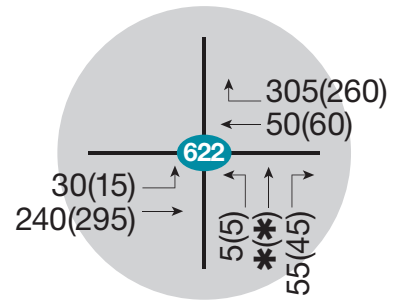
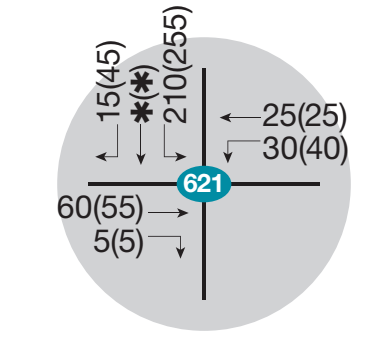
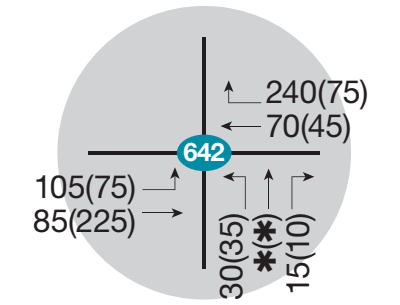
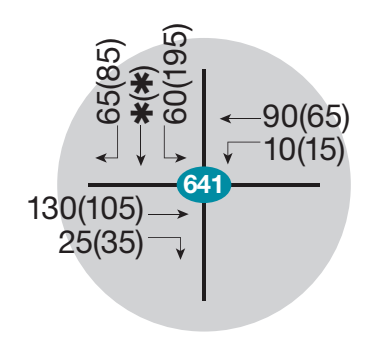
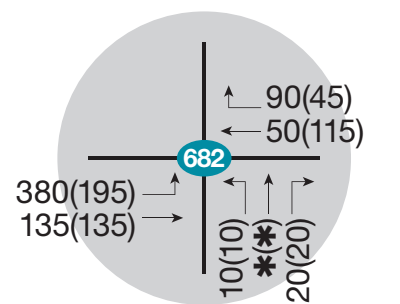
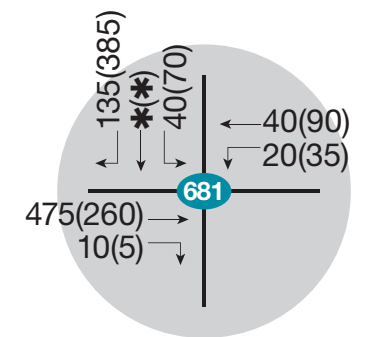
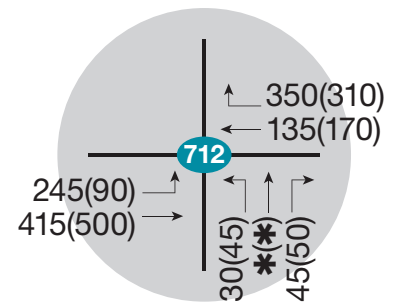
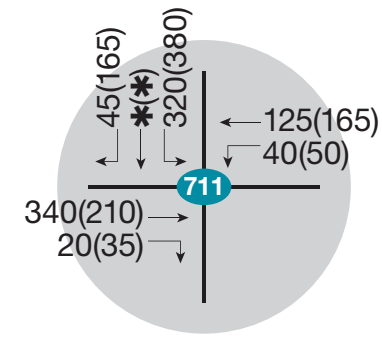
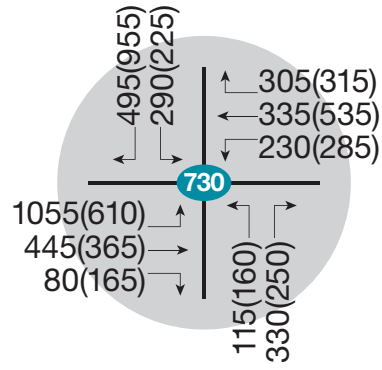
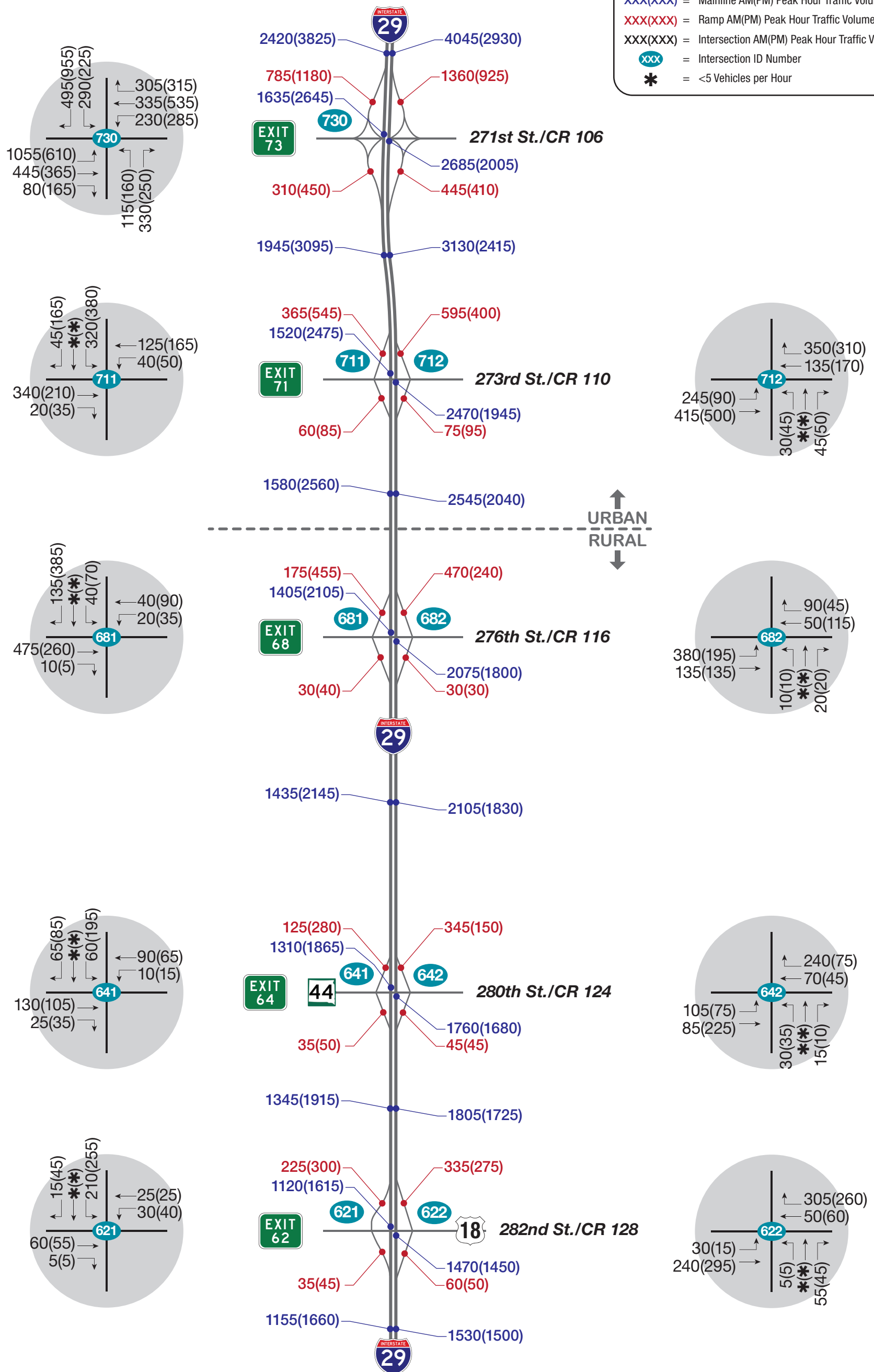


Figure 2045 Traffic Volumes with HWY 100





I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

- X = AM Mainline Level of Service
- X = PM Mainline Level of Service
- X = AM Merge/Diverge Level of Service
- X = PM Merge/Diverge Level of Service
- xx.x(xx.x) = AM Density (pc/mi/ln) (Speed (mph))
- xx.x(xx.x) = PM Density (pc/mi/ln) (Speed (mph))
- x/x = AM/PM Peak Hour Signalized Level of Service
- x/x = AM/PM Peak Hour Unsignalized Level of Service
- = Traffic Signal
- = Stop Sign
- XXX = Intersection ID Number

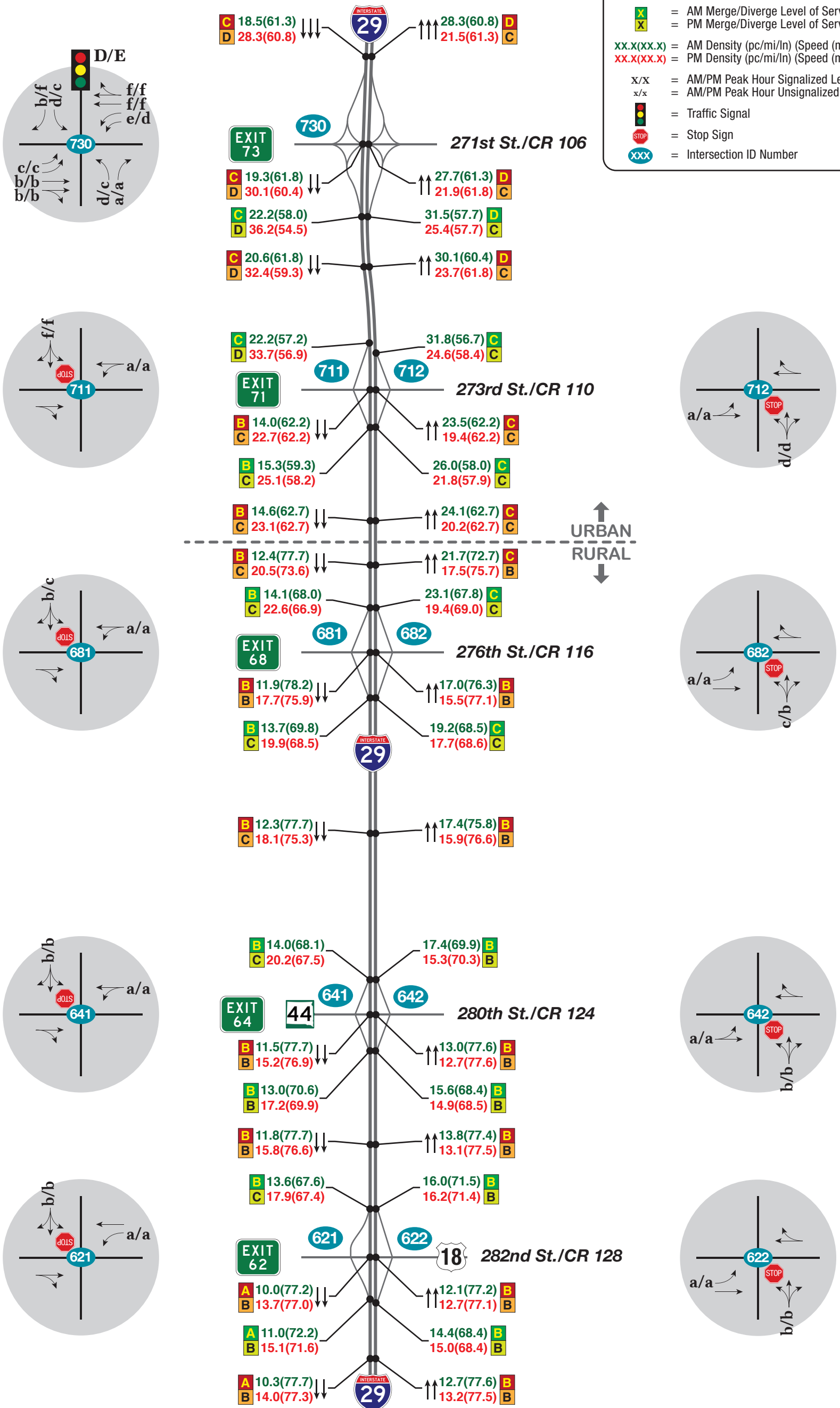


Figure 2045 No Build Levels of Service





I-29 - Exit 62 to Exit 73 Corridor Study



LEGEND

- X = AM Mainline Level of Service
- X = PM Mainline Level of Service
- X = AM Merge/Diverge Level of Service
- X = PM Merge/Diverge Level of Service
- xx.x(xx.x) = AM Density (pc/mi/ln) (Speed (mph))
- xx.x(xx.x) = PM Density (pc/mi/ln) (Speed (mph))
- x/x = AM/PM Peak Hour Signalized Level of Service
- x/x = AM/PM Peak Hour Unsignalized Level of Service
- = Traffic Signal
- = Stop Sign
- xxx = Intersection ID Number

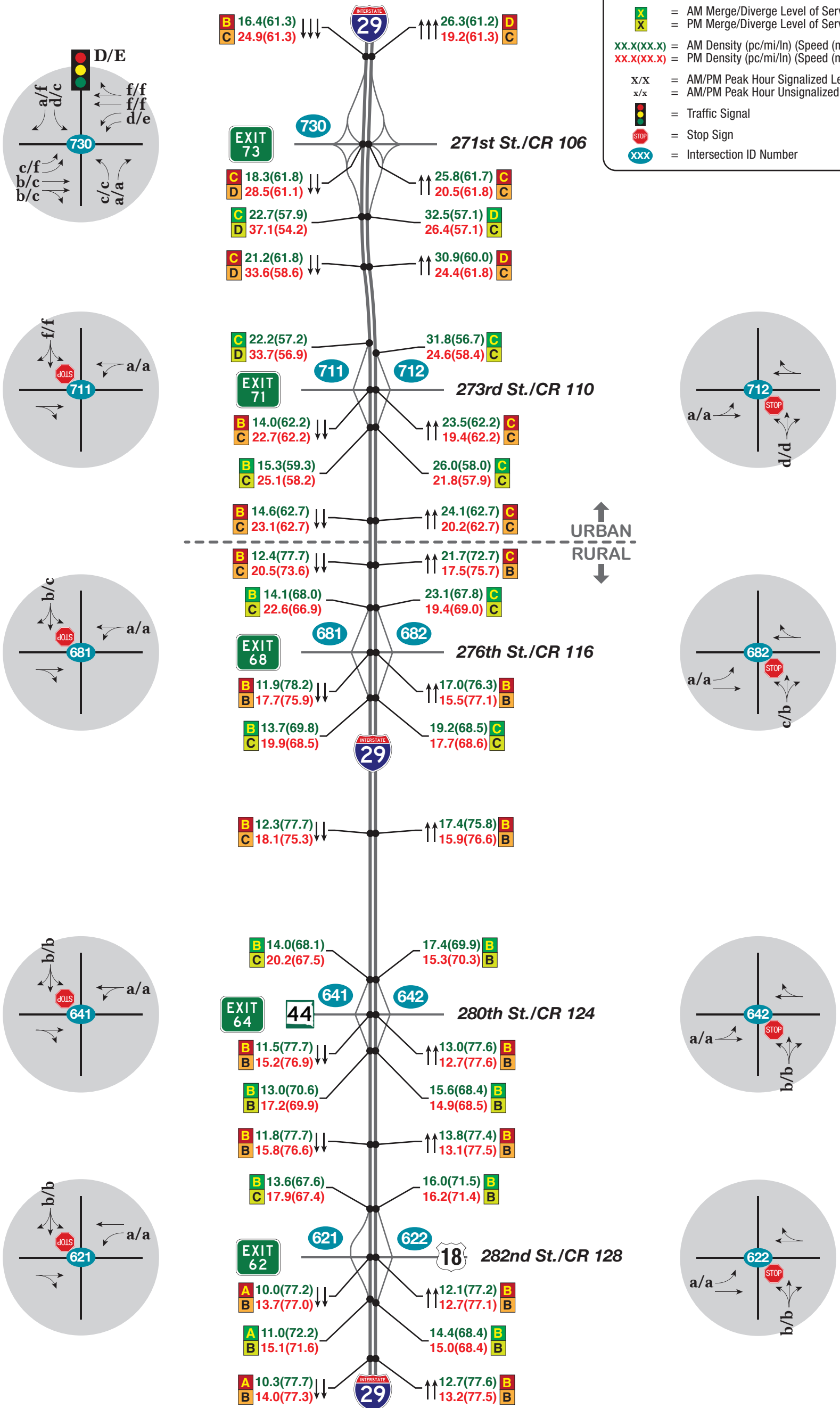


Figure 2045 Levels of Service with HWY 100

