

BIA 2 – Rural Safety and Regional Access Project  
BIA 2 Site Photos – Rural Section

The following photos show a severe compound horizontal curve combined with vertical curve on the east side of Kyle. The project would straighten the horizontal curves and flatten the vertical curve. The photos also show the lack of shoulders and steep side slopes. Many crashes are concentrated in this area.



BIA 2 – looking west at Kyle



BIA 2 – looking east at compound horizontal curves and vertical curve

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Many fatal crashes are marked by memorials along the project route



South Dakota marks fatalities with “THINK” signs. This sign is faded and located near Kyle, SD along the project route.

<https://dps.sd.gov/safety-enforcement/highway-safety/think-signs>

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The following photos show the existing road profile with excessive vertical curves causing decreased sight distance, narrow roadway surface, lack of shoulders, steep side slopes, and heavy vegetation inside the right-of-way and clear zone. This section of roadway experiences excessive runoff road crashes.



Excessive vertical curves



Narrow roadway with truck traffic

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Excessive vertical curves



Sight distance at vertical curve

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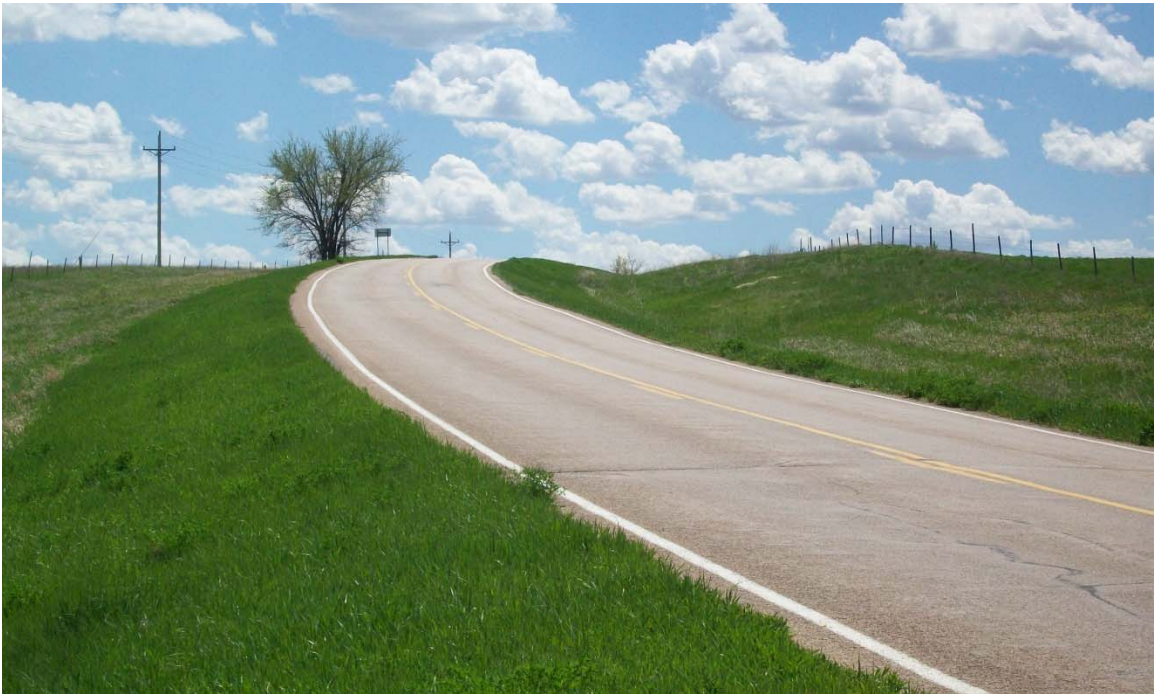
Narrow roadway for transit buses. Bus is driving on edge line.

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The following photos show the roadway’s sharp horizontal curves with inadequate superelevation, no shoulders and steep side slopes. Several of the horizontal curves are combined with vertical curves which reduces sight distance. Many of the curves also have trees in the right-of-way reducing sight distance and making runoff road crashes much more severe.



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A sharp horizontal curve begins at the vertical curve crest.



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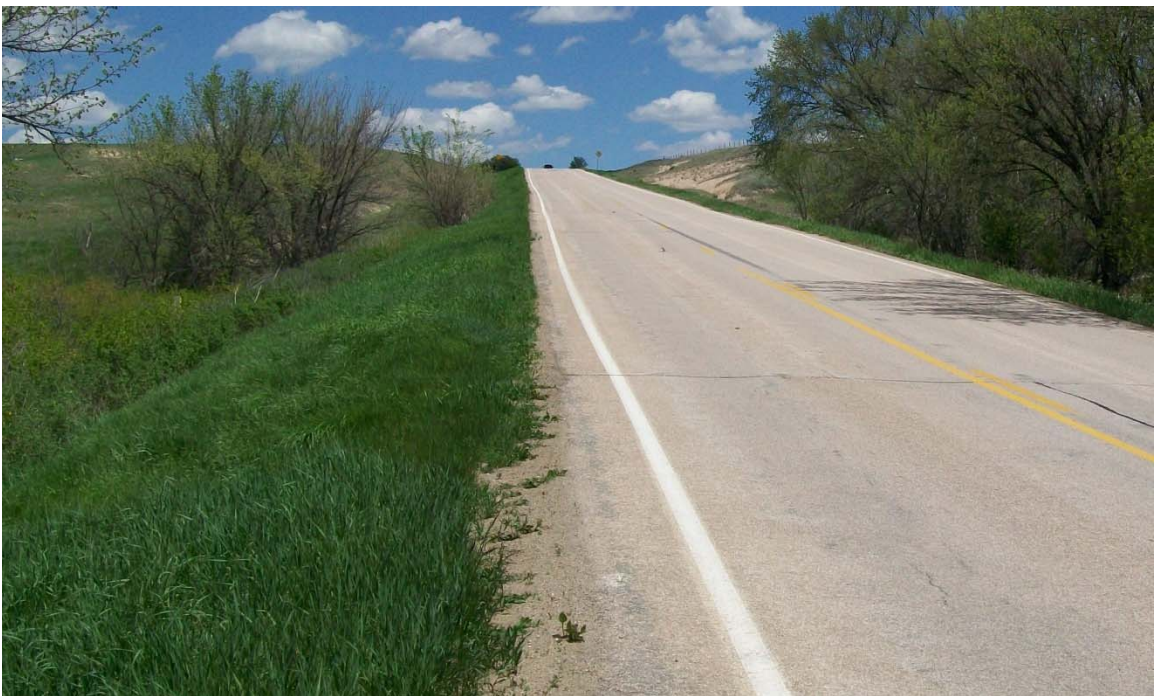


The existing roadway cross section and geometry does not support truck traffic. Most locations where trucks enter the project route do not have sufficient sight distance.



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The following photos show the roadway's lack of shoulders, steep side slopes, and obstructions including trees inside the clear zone.



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Existing mailboxes do not have breakaway bases and mail carriers must stop in roadway to deliver mail.



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School buses make several stops along the project route. Buses stop in roadway lane due to no shoulder and steep sides slopes.

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The following photos show the low visibility at roadway intersections.



Sight distance looking west from Oglala Sioux Tribal Housing Development

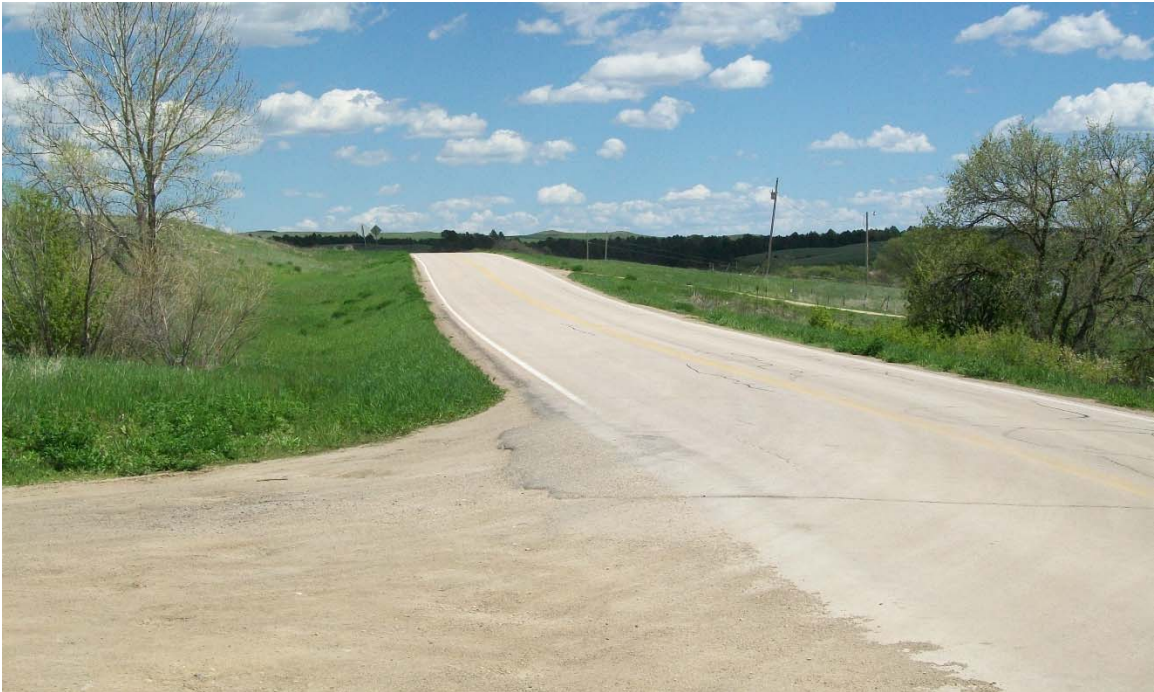


Sight distance looking west from Oglala Sioux Tribal Housing Development

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Sight distance looking east from the Lakota Freedom Veteran’s Cemetery



Sight distance from an intersecting road

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Sight distance from an intersecting road



Sight distance from an intersecting road

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Sight distance from an intersecting road



Sight distance from an intersecting road

The following photos show the roadway’s failing asphalt condition.



Asphalt breakups along the project route



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Crack Sealing is excessive due to asphalt pavement age

