

Main Street – Sturgis, SD



Sturgis, Success in 4E's and Multi-Jurisdictional Coordination

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Region Traffic Engineer



Engineering

- GOALS:

- Safe Traveling Experience - **Zero Deaths**
- Keep Traffic Flowing
- Minimize the Number of DOT Employees who Physically Need to Work Within the Traveled Way

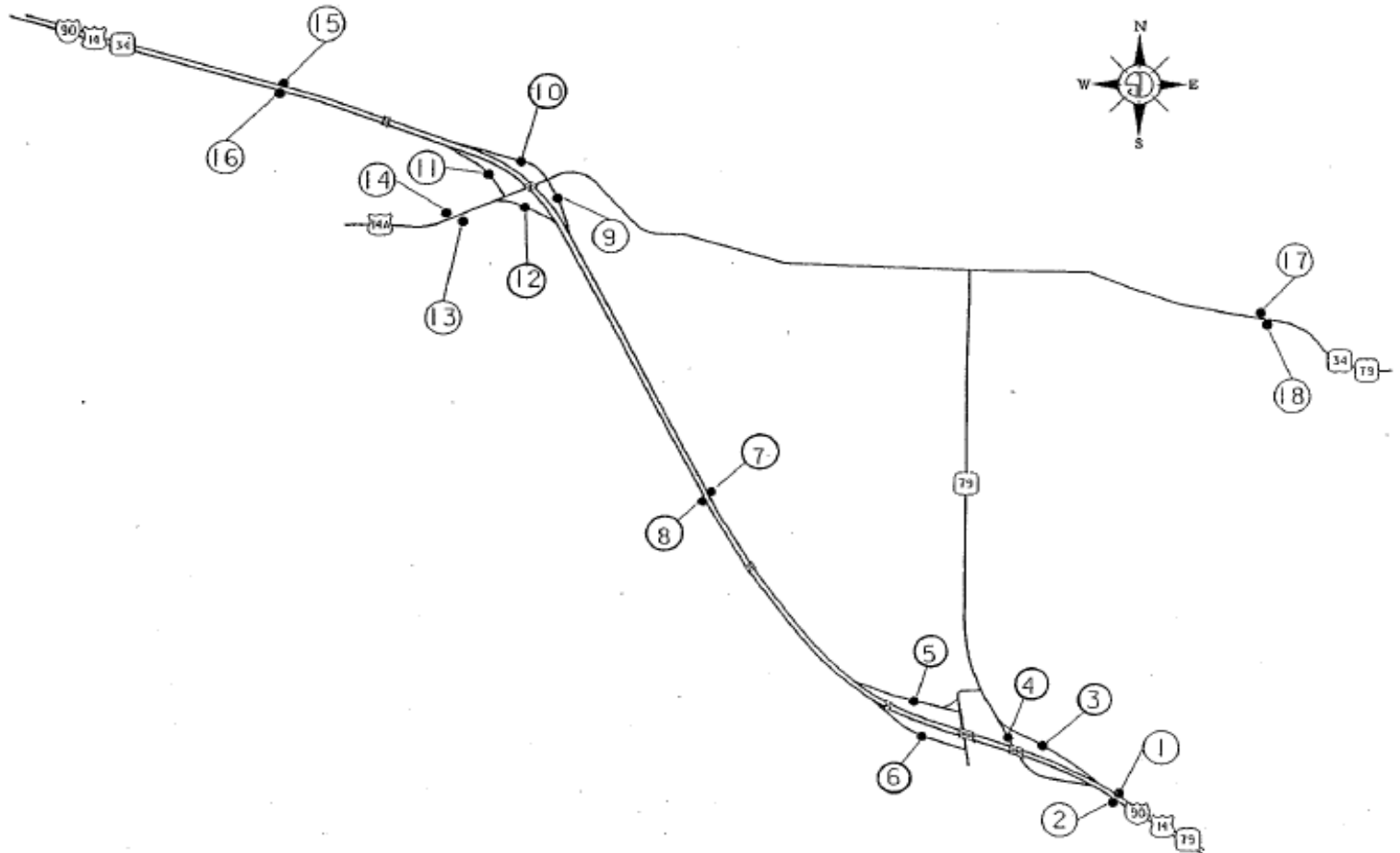


Engineering

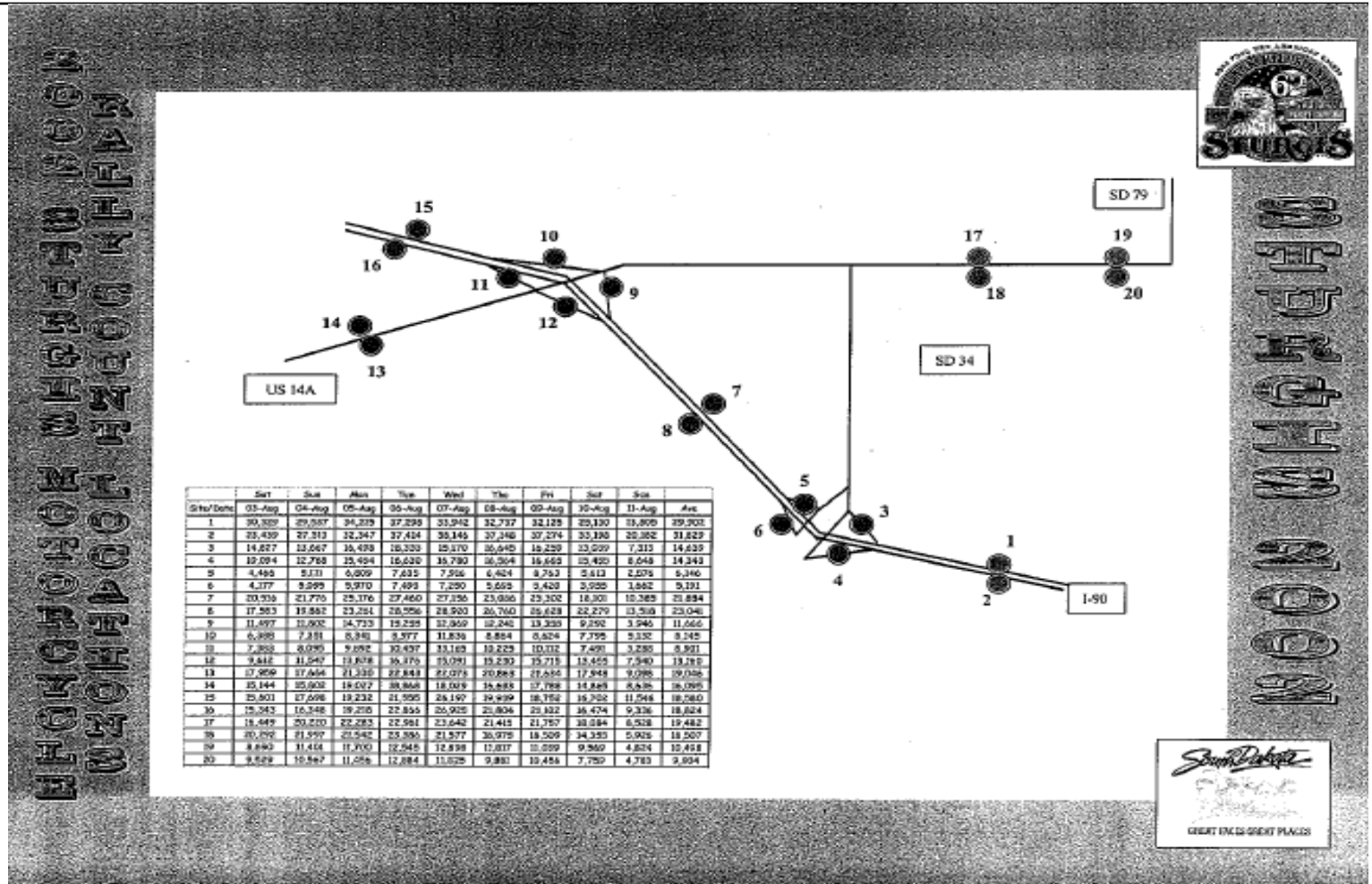
- Data Collection
- Planning/Programming
- Design
- Construction
- Operation

Data Collection

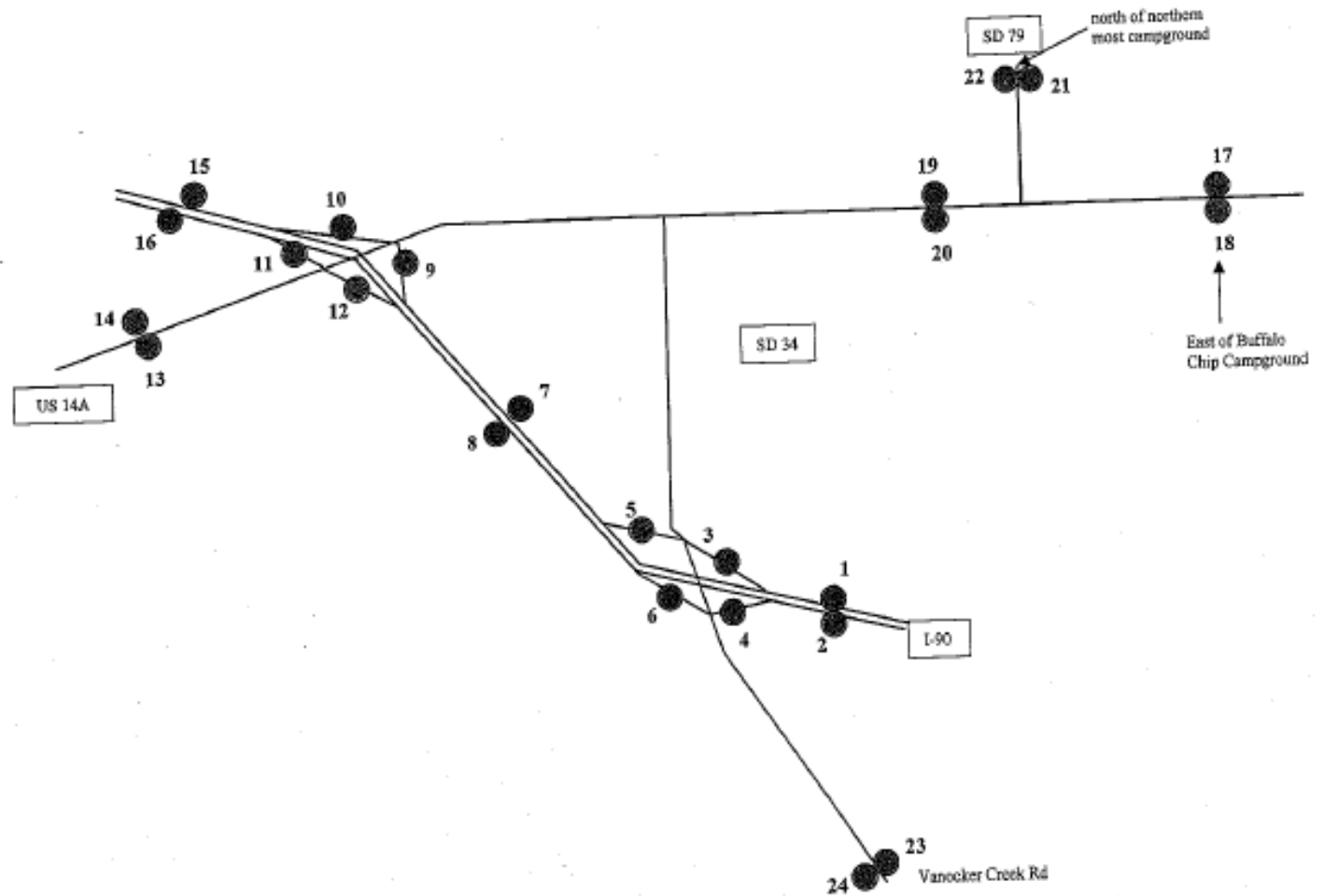
STURGIS MOTORCYCLE RALLY COUNT LOCATIONS



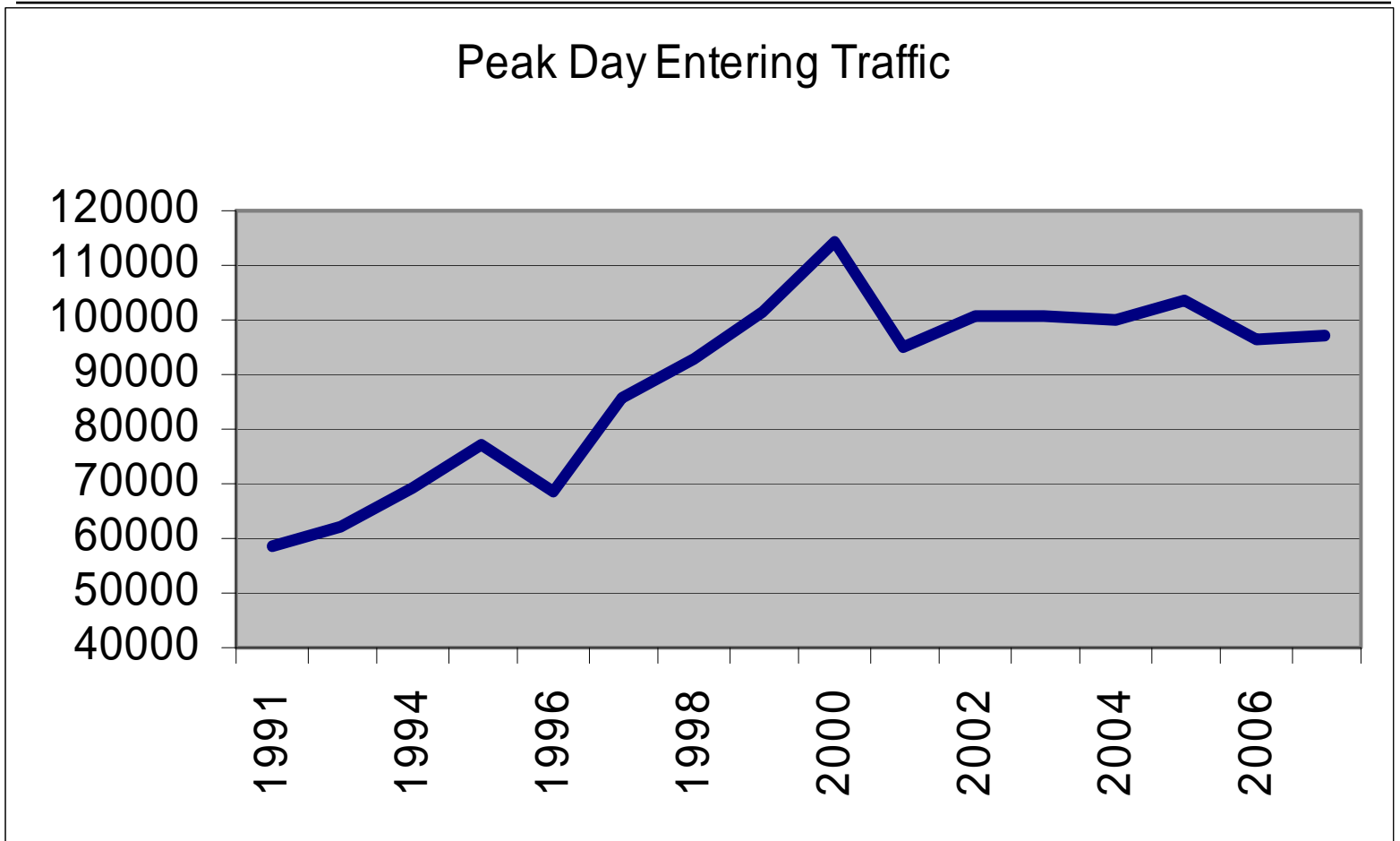
Data Collection



Data Collection



Volumes





How Big is the Rally?

The number one question I receive each year is how many people are at the rally?

For Sturgis entering traffic -

2000 – 773,538

2008 – 405,475

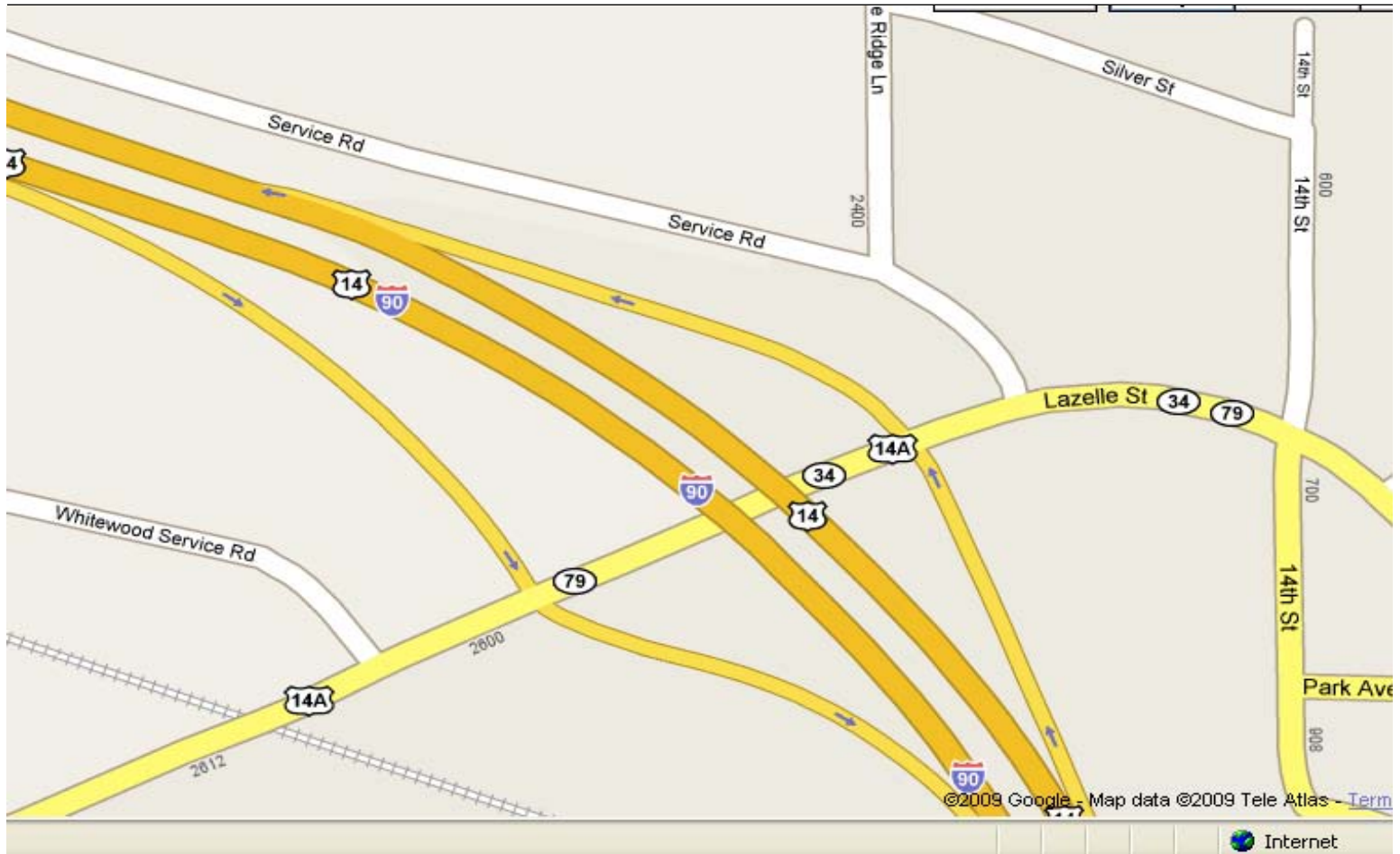
The rally has grown to be much bigger than Sturgis. Other cities such as Custer, Hill City, Deadwood, Spearfish, Belle Fourche, Rapid City, and Hulett, WY have lured many visitors on 2-wheels into their communities.



DOT History with Sturgis Rally

- 1991 – City and Local Law Enforcement asked DOT for assistance in controlling traffic at I-90 Exit 30 and the North Service Road
- We installed traffic signals at the ramp intersections.
- Hired a Contractor to conduct a flagging operation to manually run the traffic signal and allow egress and ingress at the North Service Road.

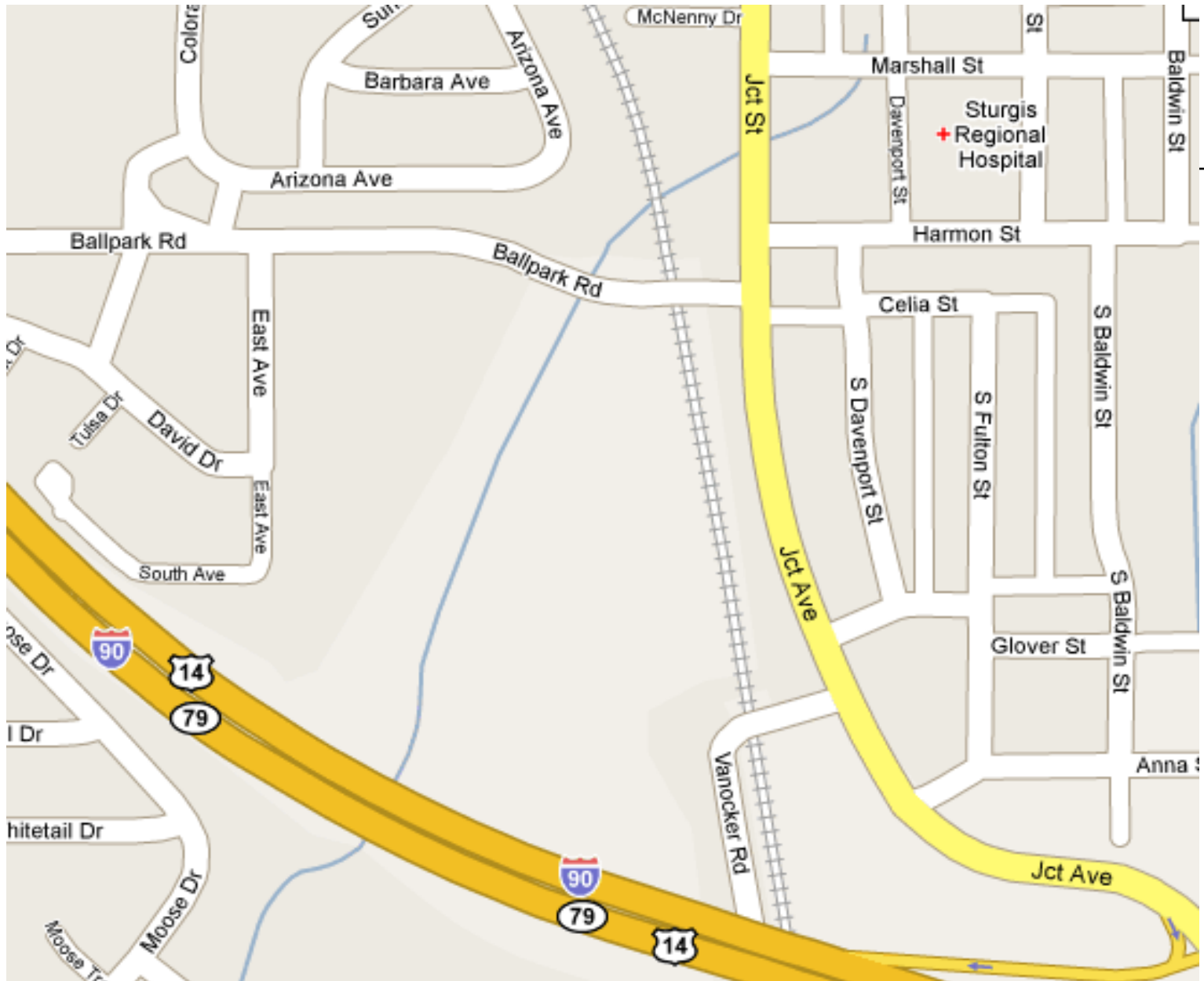
I-90 Exit 30

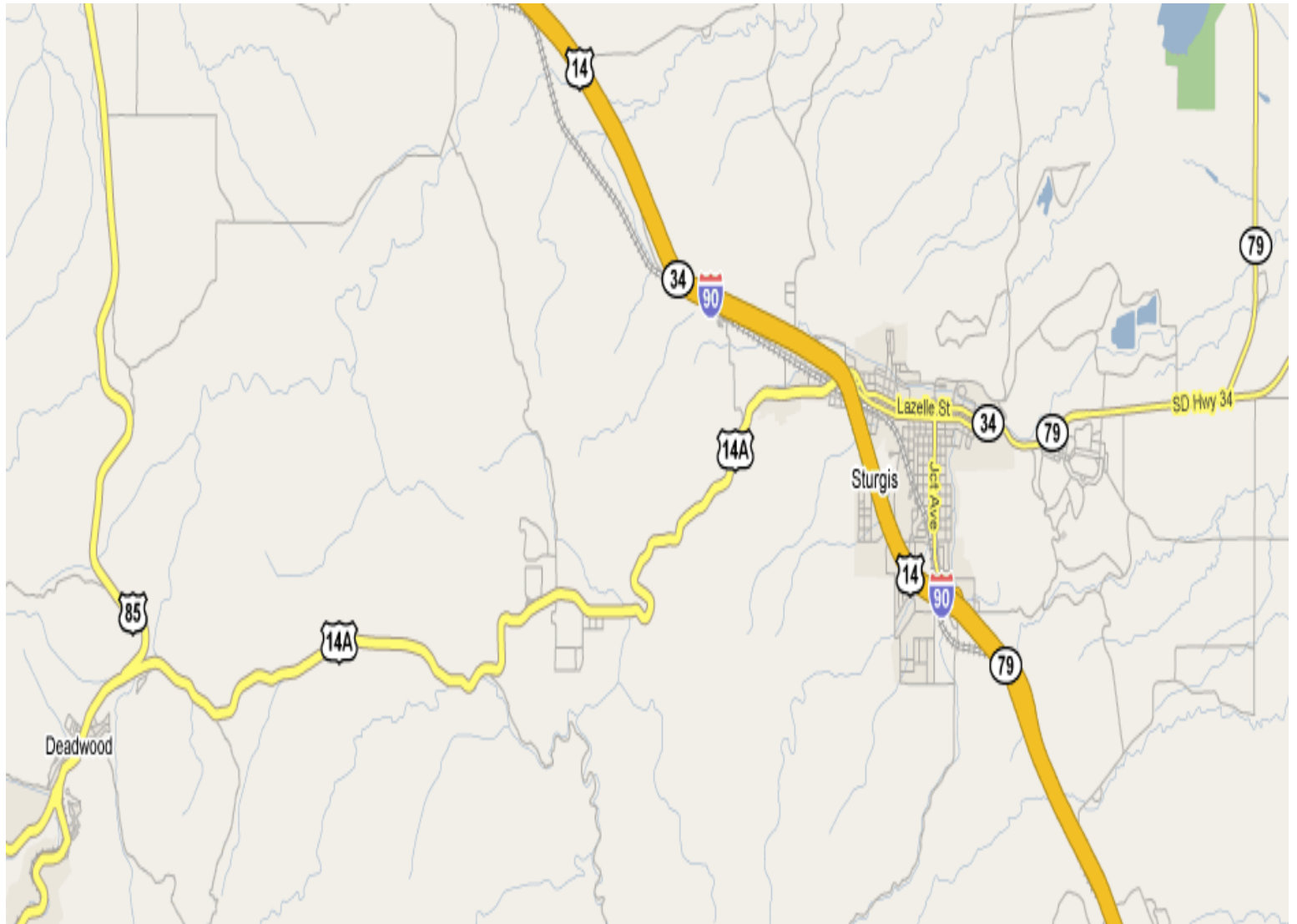




DOT History with Sturgis Rally

- In 2000 (Rally's 60th Anniversary) – DOT added additional man power was used to manually run signals at Ball Park Road & Sales Ring Road just North of I-90 Exit 32.
- Flaggers were used to flag the intersection of US14A & US85 in Deadwood.







DOT History with Sturgis Rally

- Eight observers were also scattered through the region to report on traffic conditions on an hourly basis.
- In all 40 individuals were used for traffic management in 2000.
- In 2001, DOT discontinued the hourly road report and in working with law enforcement, relied on input from their officers to relay the traffic conditions to us.



DOT History with Sturgis Rally

- In 2001, our Contractor the had been handling the flagging at Exit 30 retired from the Rally and we elected to handle all traffic control in-house.
- We added an operator to manually control the traffic signal at the int. of US16A/SD40 in Keystone.
- A total of 19 employees were used in both 2001 and 2002.



DOT History with Sturgis Rally

- In 2003, DOT added traffic signals at the ramp intersections of I-90 Exit 55 in Rapid City and also a new signal on SD34 east of Sturgis at the Glenco/Full Throttle intersection.
- A total of 24 employees were used in both 2003.



DOT History with Sturgis Rally

- In 2004, the Sturgis Traffic Operations Center was created with the signal upgrade at Exit 30 which added signal indications for the north service road.
- Signal operation had also been adjusted at Exit 55 and the signal on SD34 east of Sturgis so that manual operation was no longer necessary.



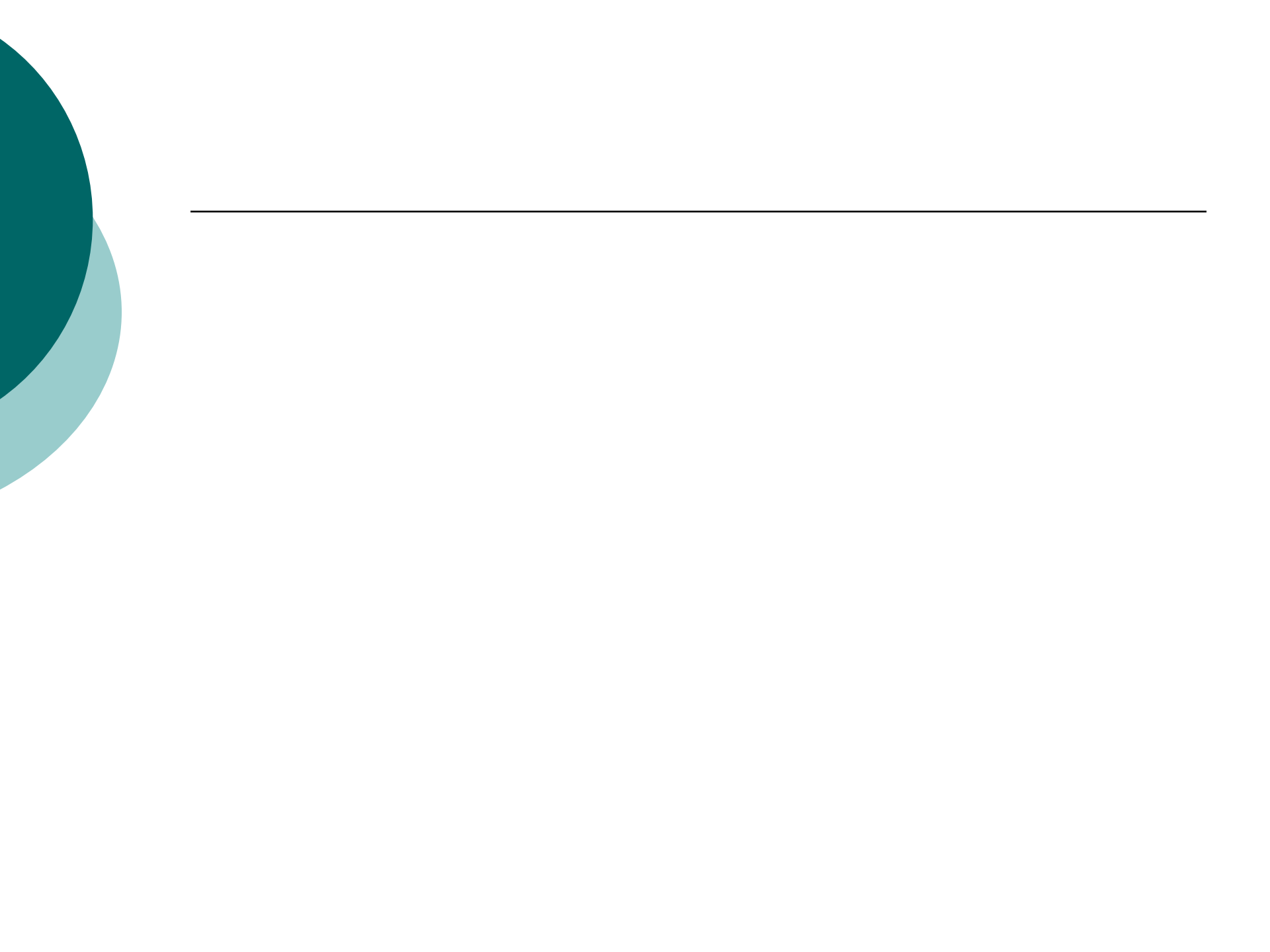
DOT History with Sturgis Rally

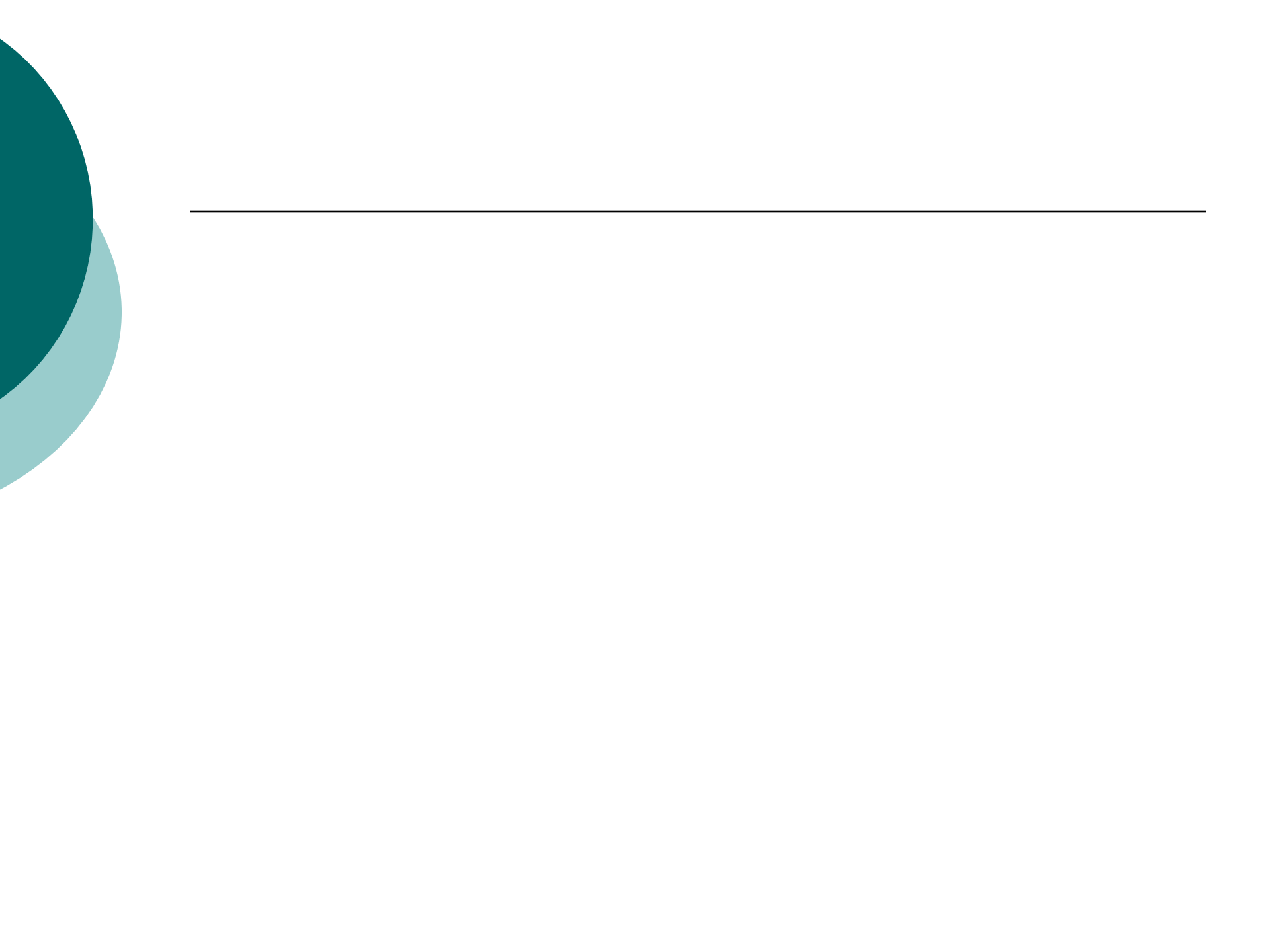
- In 2005, reconstruction of I-90, Exit 32 began and additional flaggers were used for the eastbound off-ramp and at a temporary all-way stop at Sales Ring Road and Otter Road intersection. Manually controlled portable traffic signals were installed at US14A/US85 in Deadwood and at US16/SD244 south of Hill City.
- For 2004 & 2005, the number of DOT employees dropped to 18.



DOT History with Sturgis Rally

- In 2006, the T.O.C. was moved from Exit 30 to the DOT Maint. Facility and fiber optics were installed so we had remote control of all five intersections from the T.O.C.
- Portable signals were added at two intersections east of Sturgis on SD34.
- Timing adjustment of the portable signals in Deadwood allowed automatic operation and the number of DOT employees for the 2006 rally dropped to 9.







DOT History with Sturgis Rally

- In 2007 & 2008, from additional fine tuning of the traffic signal timings, DOT employees assigned to rally traffic operations is 4 people.

Current Traffic Operations Center



Portable Traffic Signals



Temporary Rally Signals



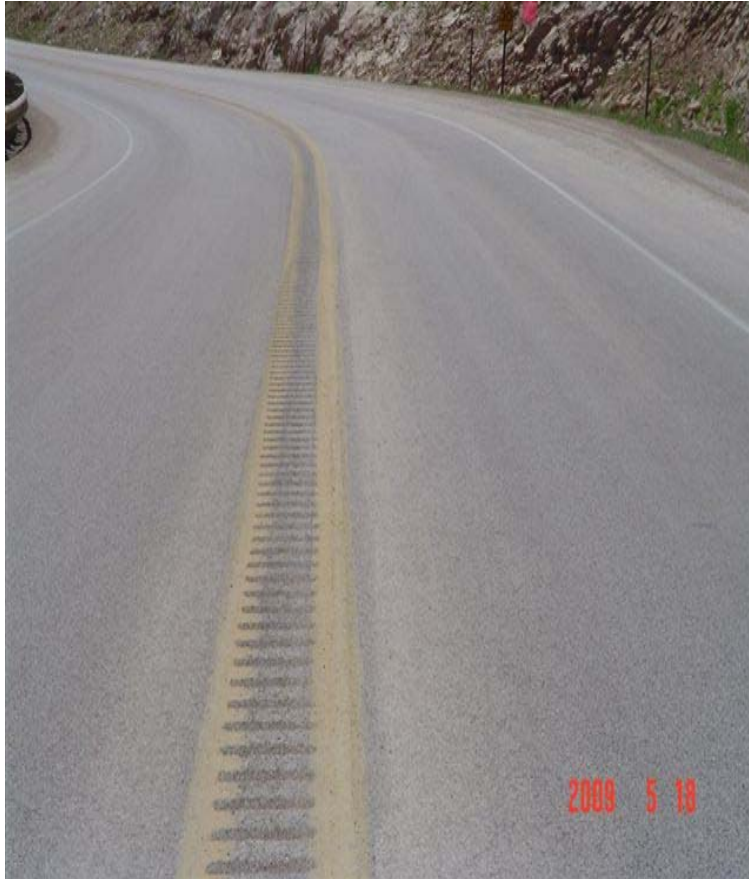
Temporary Rally Signals



Other Equipment Used



Other Actions Taken



- Centerline rumble strips.
- Planning work zones around the rally.
- Requirement of hard surfaces.
- Sweeping operations.
- Daily debris removal.



Success

COMMUNICATION

- Building on previous experience & data collection.
- Awareness of activities
 - Numerous pre-rally meetings with local government, rally organizers, businesses, and event planners.
 - Daily “Ground Zero” meeting
- Release of Information
 - Daily Press Conference
 - Highway Advisory Radio messages
 - Dynamic message board messages
- Foresight of future plans