PROJECT OVERVIEW



A planning-level corridor study is being performed for the portion of U.S. Highway 85 (US85) between the cities of Spearfish and Deadwood.

The purpose of this study is to:

- **Evaluate existing and future conditions of the** corridor.
- Identify potential improvements related to roadway conditions, traffic operations, and safety.

The study corridor begins at Duke Parkway, just north of Interstate 90 (I-90) at Exit 17 in Spearfish, and continues south to the junction with U.S. Highway 14 Alternate (US14A) in Deadwood.



Study corridor looking south from Exit 17



Study corridor looking north towards E. Colorado Blvd.



Study corridor looking south from Exit 17





E. Colorado Blvd/St. Onge Rd intersection looking south



Study corridor looking south from Crook City Rd/Pendo Rd



US14A intersection



PROJECT PROCESS

To date, baseline information including traffic counts, crash data, and past studies have been collected, as well as a review of the existing traffic operations, future operations analysis, and safety analysis. A final report including improvement recommendations is anticipated to be completed in spring 2024.

The South Dakota Department of Transportation (SDDOT) assembled a Study Advisory Team (SAT) comprised of representatives from SDDOT, City of Spearfish, City of Deadwood, Lawrence County and the Federal Highway Administration (FHWA) to guide the development of the corridor study.

Community input is a critical consideration in the study's final recommendations of technically sound improvements along the corridor. Project area stakeholders and the public are invited to provide input on the study and recommended improvements.

Work on the corridor study began in winter 2022/2023. Additional information will be made available as the project progresses.

The following information displays share key findings of the Existing Conditions Assessment Report, drafted in May 2023.

Study Schedule

MILESTONE

Task 1.0 – Project Management

Task 1.1 – Kick-Off Meeting

Task 1.2 – Methods & Assump

Task 1.3 – Baseline Conditions

Task 1.4 – Existing (2022) Traff

Task 1.5 – Forecast Future (202 Volumes

Task 1.6 – Future (2027, 2040, & **Operations** Analysis

Task 1.7 – Safety Analysis of E 2050) No-Build Conditions

Task 1.8 – Identification of Nee

Task 1.9 – Identification of Solu

Task 1.10 – Conceptual Improv

Task 1.11 – Project Implementa Improvement Options

Task 1.12 – Traffic Operations

Task 1.13 – Safety Analysis of I

Task 1.14 – Environmental Scar

Task 1.15 – Recommendations

Task 1.16 – Public Involvement

Task 1.17 – Final Corridor Stud



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CORRIDOR SAFETY

Project Corridor between 2017 and 2021:

ZOB Total Reported Crashes

Gentennial Rd

Pendo Rd



At segments between study intersections

At study area intersections

53

85

Mt. Roosevelt R

(85)





14 A

90

Intersections

The intersection of US85 & E Colorado **Boulevard/St. Onge** Road experienced a total of 34 reported crashes during this five-year period. However, the referenced reporting period was prior to the conversion of the intersection to all-way stop control. Since June 29, 2022 and through the end of 2022, only 1 crash has been reported.

All other intersections experienced much fewer reported crashes during this five-year period with the most being 6 at the Crook City **Road/Pendo Road** intersection.





150 crashes occurred along highway segments within the study corridor between intersections. 90 (60%) of those crashes involved a vehicle striking a wild animal.





TRAFFIC OPERATIONS

Currently, only one intersection along the US85 corridor has operational deficiencies. Seven additional study intersections are expected to have future operational deficiencies.

- warrant criteria and/or excessive vehicle queuing.

INTERSECTION





Due to anticipated private development activity, average daily traffic (ADT) volumes are expected to increase significantly throughout the corridor.

• Intersection deficiencies were determined based on level of service (LOS) rating, turn-lane

• All analysis was completed in accordance with SDDOT standards and warrant criteria.

Existing (2022)	2027	2040	2050							
5,200	20,350	25,650	26,200							
5,400	13,100	18,900	19,450							
5,050	11,150	16,500	17,050							
5,450	11,900	17,550	18,250							

AVERAGE DAILY TRAFFIC VOLUME





ACCESS DENSITY



Legend

- Access Points
 - **Density** Criteria
- At SDDOT Density

Access density relates to balancing safety and traffic mobility while providing non-intersection access points along the corridor.

All other segments presently are below (satisfy) the access density criteria.

The safety and efficiency of South Dakota's highway system is directly related to well managed arterials. Studies show they are 40-50% more safe than poorly managed routes.

The following segments are at or above (do not satisfy) SDDOT criteria:

Immediately north and south of Crook City Road/ Pendo Road

× North of Mt. Roosevelt Road





DEVELOPMENT ACTIVITY

The maps to the right illustrate proposed development activity along the US85 study corridor.

Future land use types, sizes, and locations associated with each of these developments were used in the development of future traffic volume forecasts.

ZONING CATEGORIES

Spearfish Zoning

- Agricultural
- Development Review District

Deadwood Zoning

- Commercial
- **Commercial Enterprise District**
- Commercial Highway
- Park Forest
- Planned Unit Development
- Public Use
- Residential

County Zoning

- **A-1**
- A-2
- City
- HSC
- **PF**



PROPOSED DEVELOPMENT AREAS

Legend	
Elkhorn Ridge	
Centennial Mountain	
Sky Ridge	
Peaceful Pines	
Monument Health Medical Facility	
St. Onge Rd. Development	
Crook City Rd. Development	
Centennial Storage Facility	
Centennial Vista Estates	
The Ridge	
Stage Run	
Lawrence County Public Safety & Services Center	
Boothill Estates	





ENVIRONMENTAL RESOURCES

An environmental review of the study corridor will be performed during the study process, and involves addressing resources such as wetlands, streams, floodplains, historic areas and structures.



This will also include coordination with multiple agencies regarding the presence of environmental resources.



FEMA Floodplain

100-Year Floodplain

500-Year Floodplain

Floodway

NWI Wetlands





National Register of Historic Places

