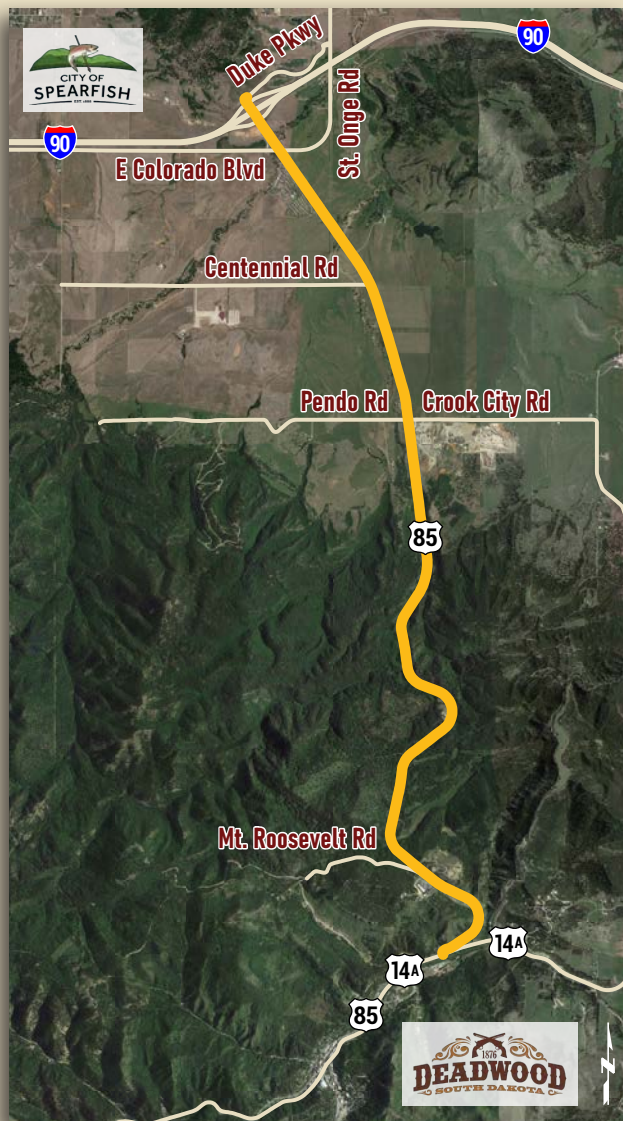


Public Information Open House Meeting



**Tuesday, February 27, 2024
5:30-7:30 p.m.**

Wilbur S. Tretheway Pavilion
115 South Canyon St.
Spearfish, SD 57783



**Public comment period will be open through
Thursday, March 28, 2024.**

Comments can be provided via the following ways:

- **In-person** during the open house meeting
- **Online** at <https://us85spearfishtodeadwood.com>
- **Written** comments submitted to:
Mark Lutjeharms, Consultant Project Manager
2000 Q St. Ste 500
Lincoln, NE 68503
mlutjeharms@jeo.com

Project Overview

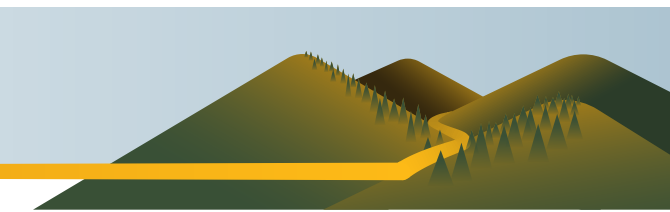
A planning-level corridor study is being performed for the portion of U.S. Highway 85 (US85) between the cities of Spearfish and Deadwood in Lawrence County, South Dakota.

The purpose of the study is to evaluate existing and anticipated future conditions of the corridor and 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.

Work on the corridor study began in winter 2022/2023. A final report, including the improvement recommendations, is anticipated to be completed in spring 2024.

Corridor Segments and Identified Needs



Needs were identified from technical evaluations, stakeholder input, and July 2023 public meeting comments, driven by anticipated development along the corridor and associated increased traffic volume.

Immediate priorities include improvements at the Colorado Boulevard and St. Onge Road intersection and at the Mt. Roosevelt Road intersection due to ongoing residential growth west/southwest of The Lodge and Lawrence County Public Safety and Services Center across US85.



- 1 Duke Parkway/park & ride driveway**
 - Access to future development
 - Retain park & ride lot

- 2 Exit 17 - Westbound ramp terminal**
Intersection not included in this study

- 3 Exit 17 - Eastbound ramp terminal**
Intersection not included in this study

- 4 Colorado Loop (Cenex driveway)**

- 5 E. Colorado Boulevard/ St. Onge Road**
 - Existing and future traffic operations deficiencies
 - Deficient intersection geometry
 - Recurring vehicle crashes

- 6 Elkhorn Ridge RV Resort driveway**
 - Safety enhancements to address future traffic volumes

- 7 Centennial Road**
 - Deficient intersection geometry
 - Traffic operations and safety improvements to accommodate future traffic volume growth, including potential expansion of City of Spearfish transportation network

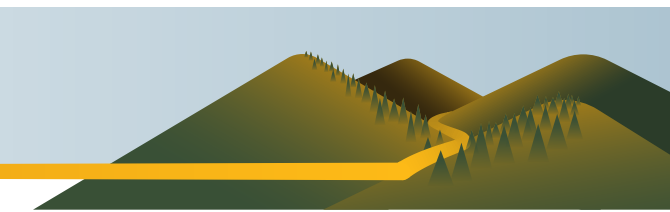


- 8 Crook City/Pendo Road**
 - Traffic operations and safety improvements to accommodate future traffic volume growth

- 9 Mt. Roosevelt Road**
 - Traffic operations and safety improvements to accommodate future traffic volume growth

- 10 US14A**
 - Traffic operations improvements to accommodate future traffic volume growth

Colorado Boulevard Intersection



PROPOSED ALTERNATIVES

The Colorado Boulevard/St. Onge Road intersection is being evaluated to enhance safety and accommodate development-driven traffic volume growth.

Traffic Signal

The all-way stop currently in place would be replaced by a traffic signal.



Reduced Conflict Intersection (RCI)

Left-turn movements would be allowed from US85 to E Colorado Boulevard and St Onge Road; however, movements from the east and west legs of the intersection would be restricted to right-turn movements only.



Roundabout

Reconstruct the intersection as multi-lane (2x2) roundabout.

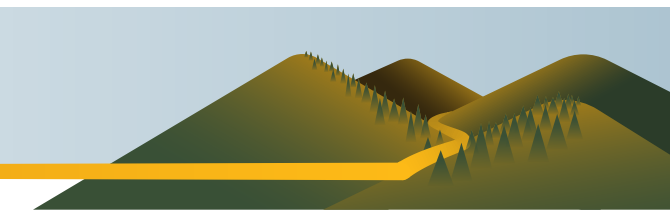


	Traffic Signal	Reduced Conflict Intersection (RCI)	Roundabout
Operations Motorist Delay/Travel Time	2027 ★★★★★ 2040 ★★★★★	2027 ★★★★★ 2040 ★★★★★	2027 ★★★★★ 2040 ★★★★★
Vehicle Safety Conflicts/Severe & Fatal Crashes	★★★★★	★★★★★	★★★★★
Pedestrian Safety	★★★★★	★★★★★	★★★★★
Project Implementation Cost (2027) Design, Construction, ROW, Utilities	\$13.4-14.3 million	\$7.8 million	\$7.5 million
Other Considerations	<ul style="list-style-type: none"> Improved skew angle of intersection; results in additional property impacts. Intersection can be operated initially with a single left-turn lane on eastbound approach. 	<ul style="list-style-type: none"> Increased travel times due to out-of-direction travel. Intersection can be operated initially with single right-turn lanes and without signalization at U-turn locations. 	<ul style="list-style-type: none"> Intersection can be operated initially as a 2x1 roundabout, with single lanes on the eastbound and westbound approaches.

Ratings on a scale of 1-5 stars, with 5 being the best.



Crook City Road/Pendo Road Intersection



PROPOSED ALTERNATIVES

The Crook City Road/Pendo Road intersection is being evaluated due to high truck traffic and future traffic volume growth.

North and Southbound Right-Turn Lanes

Add north and southbound offset right-turn lanes.



Signalization

Replaces stop-controlled conditions with a traffic signal and includes the right-turn lanes.



Reduced Conflict Intersection (RCI)

Left-turn movements would be allowed from US85 to Crook City Road and Pendo Road; however, movements from the east and west legs of the intersection would be restricted to right-turn movements only.



Roundabout

Reconstruct the intersection as multi-lane (2x1) roundabout.

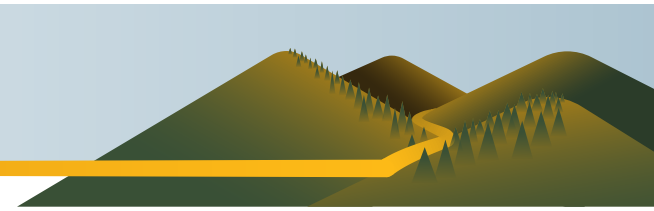


Operations Motorist Delay/Travel Time	2027	★★★★☆	2027	★★★★★	2027	★★★★☆	2027	★★★★★
	2040	★★★☆☆	2040	★★★★★	2040	★★★★☆	2040	★★★★★
Vehicle Safety Conflicts/Severe & Fatal Crashes	★☆☆☆☆		★★☆☆☆		★★★★☆		★★★★★	
Pedestrian Safety	★☆☆☆☆		★★★☆☆		★☆☆☆☆		★★★★★	
Project Implementation Cost (2027) Design, Construction, ROW, Utilities	\$1.7 million		\$2.9 million		\$7.6 million		\$5.6 million	
Other Considerations					<ul style="list-style-type: none"> Increased travel times due to out-of-direction travel 			

Ratings on a scale of 1-5 stars, with 5 being the best.



Mt. Roosevelt Road Intersection



PROPOSED ALTERNATIVES

The Mt. Roosevelt Road intersection is being evaluated to improve safety due to future traffic volume growth.

Northbound Right-Turn Lane

Add a northbound right-turn lane.



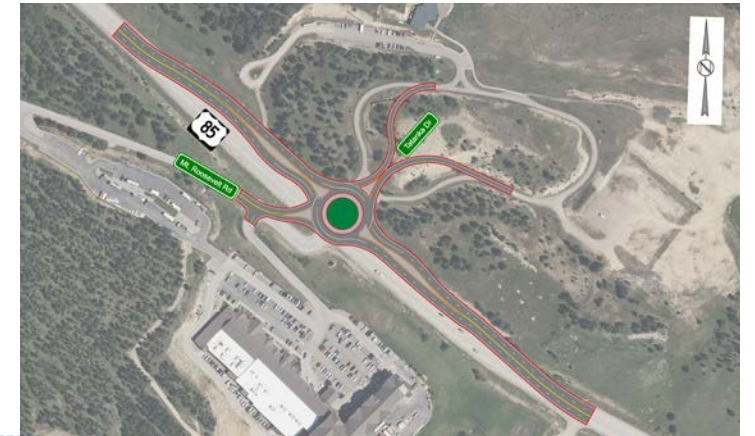
Signalization (with northbound right-turn lane)

Replaces stop-controlled conditions with a traffic signal and includes the northbound right-turn lane.



Roundabout

Reconstruct the intersection as multi-lane (2x1) roundabout.



Operations

Motorist Delay/Travel Time



Vehicle Safety

Conflicts/Severe & Fatal Crashes



Pedestrian Safety



Project Implementation Cost (2027)

Design, Construction, ROW, Utilities

\$230,000

\$1.0 million

\$5.4 million

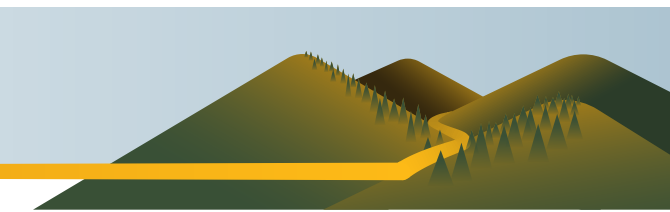
Other Considerations

- Steep grades (~9%) on west leg
- Challenging southbound to westbound right-turn movement

Ratings on a scale of 1-5 stars, with 5 being the best.

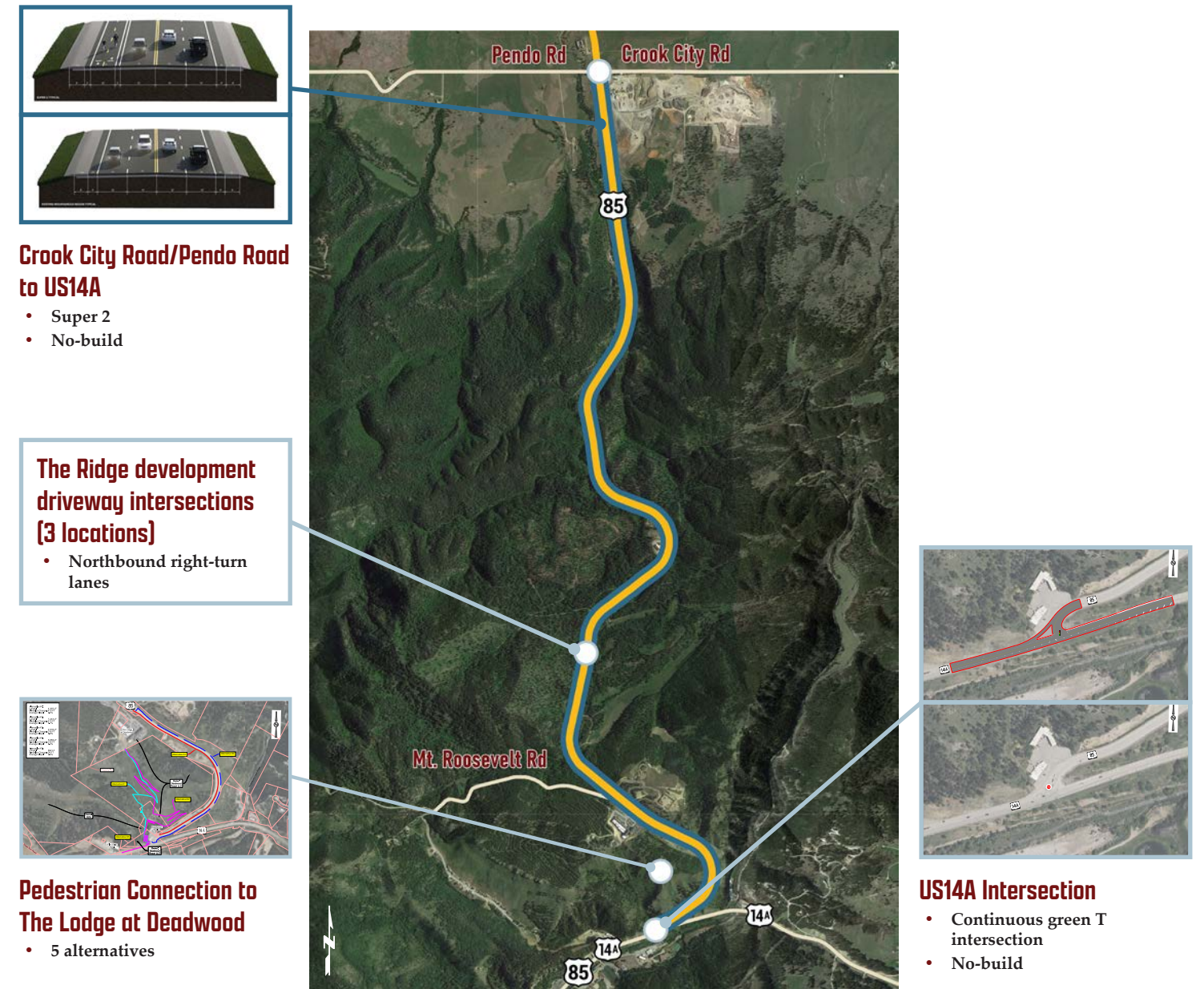
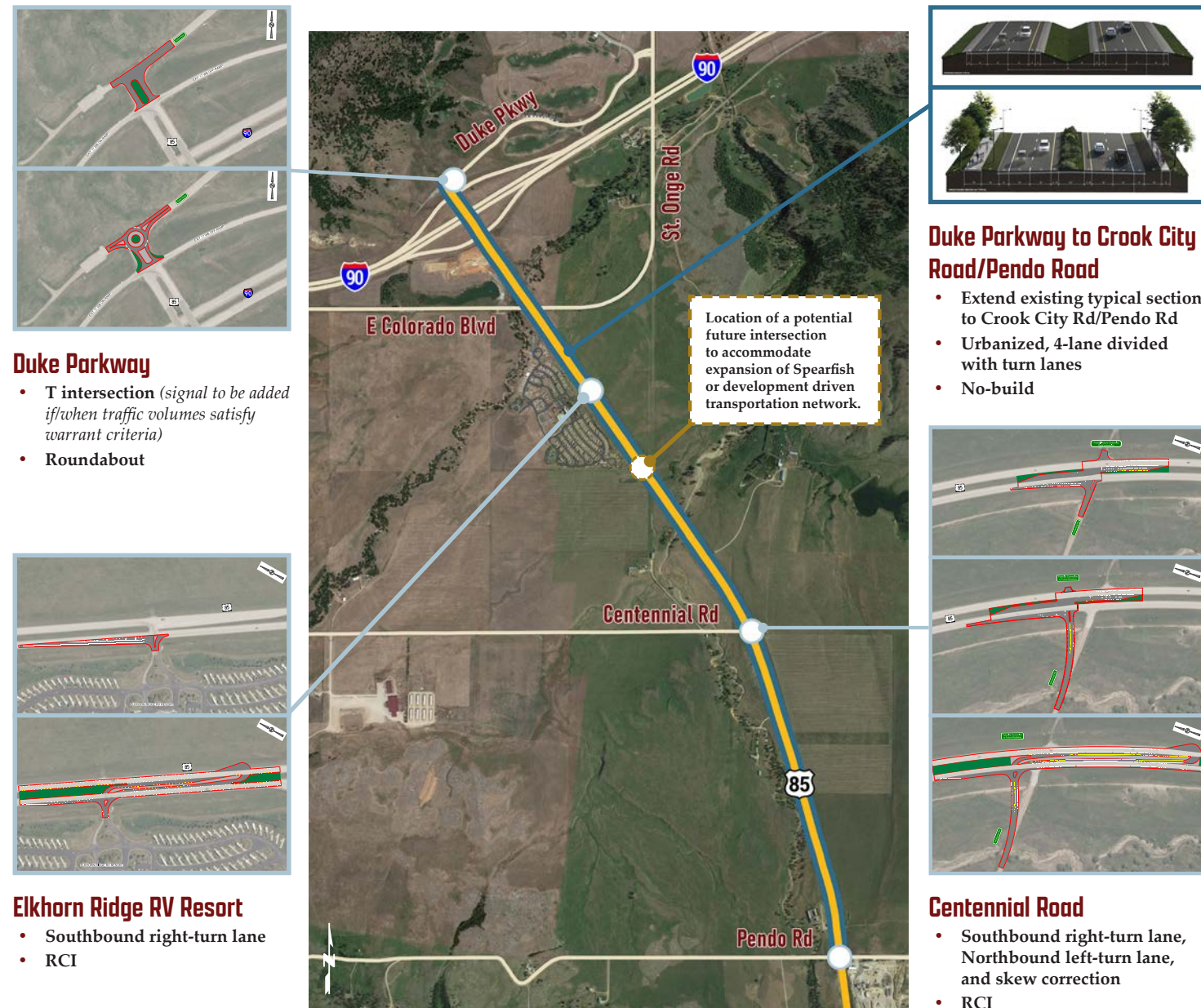


Additional Corridor Alternatives



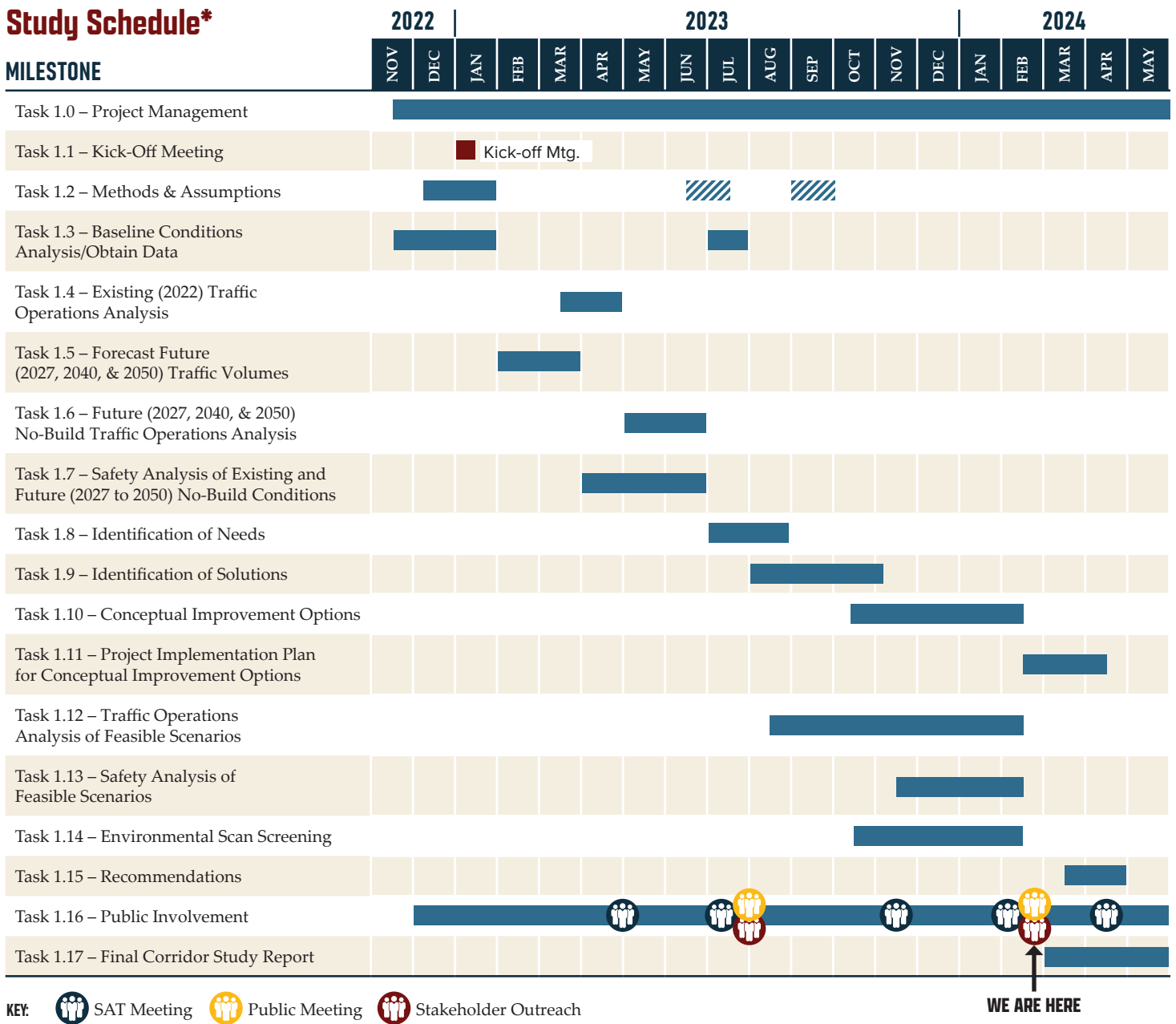
Alternatives were also developed for the remaining identified corridor needs. In the northern portion of the corridor, alternatives were evaluated for intersections at Duke Parkway, the Elkhorn Ridge RV Resort driveway, and Centennial Road. Alternatives were also evaluated for the typical section for the entire segment between Duke Parkway and Crook City Road/Pendo Road.

In the southern portion of the corridor, alternatives were assessed for intersections at three driveways linked to The Ridge development and US14A. Alternatives for the typical section between Crook City Road/Pendo Road and US14A were also evaluated. Additionally, proposals for pedestrian connectivity between Deadwood and The Lodge were considered.



Work on the corridor study began in winter 2022/2023. A final report, including the improvement recommendations, is anticipated to be completed in spring 2024.

Study Schedule*



* Abbreviated project schedule of remaining tasks to project completion.

Project Contacts

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Mark Lutjeharms
JEO Consulting Group
mlutjeharms@jeo.com

**Public comment period will be open through
Thursday, March 28, 2024.**



For more information and to learn more about roundabouts, RCIs, and CTG intersections, please visit <https://us85spearfishtodeadwood.com>