South Dakota Department of Transportation

U.S. Highway 85 & Colorado Boulevard Intersection Improvements

Project Location: U.S. Highway 85 Intersection with Colorado Boulevard

Project Number: NH-PH0085(110)36

Date: Tuesday, Oct. 28, 2025

Mike Carlson, SDDOT Rapid City Area Engineer

Mark Malone, Project Manager, SDDOT Road Design Engineering Manager

Mission Statement

We provide a safe and efficient public transportation system.

https://dot.sd.gov/

Purpose of the Meeting

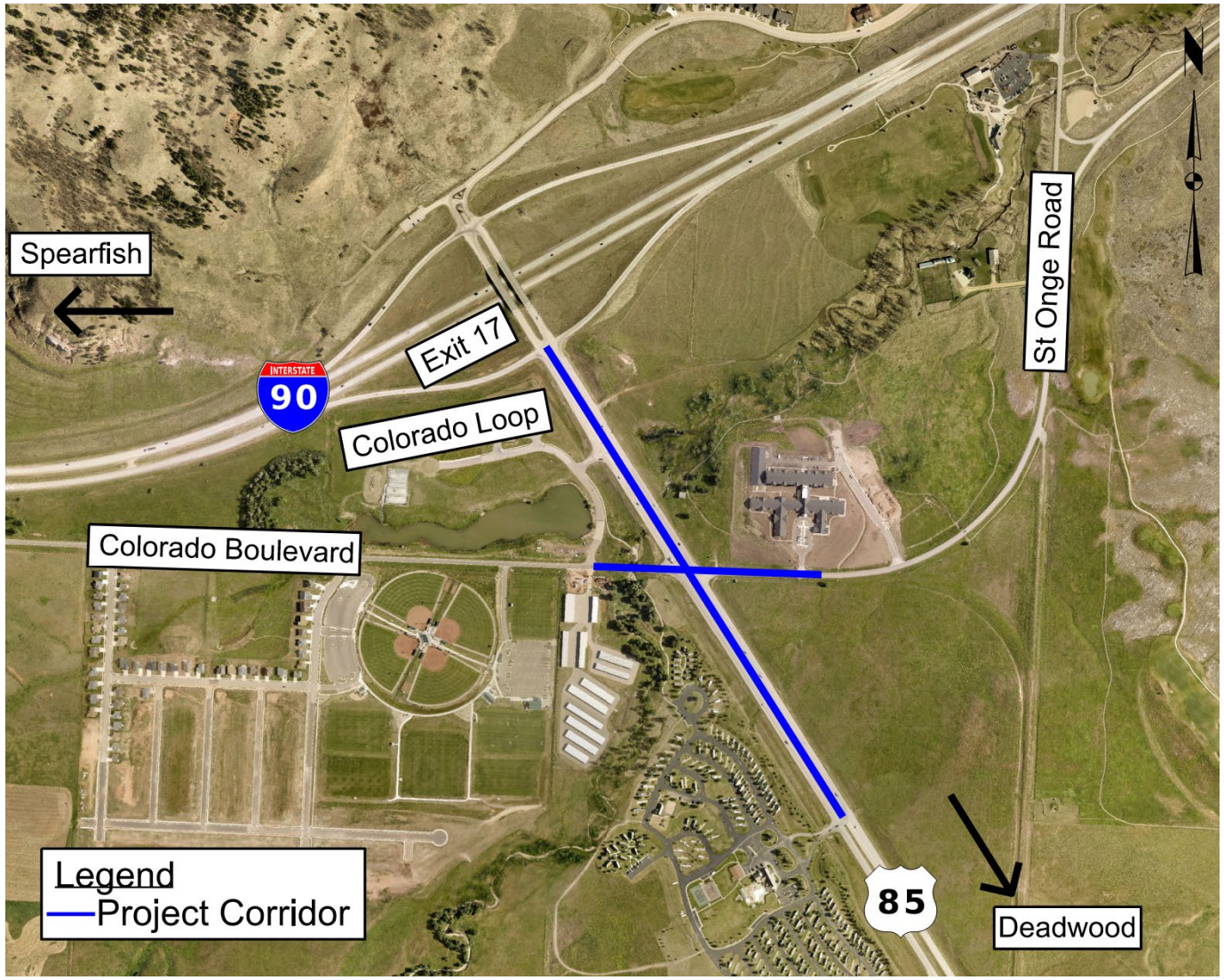
Involve the public in the planning and design process

Provide a project overview

- ✓ **Project Limits**
- ✓ **Background Information**
- ✓ **Proposed Project**
- ✓ **Project Schedule**

Gather input and comments

Project Limits



Background Information

- **Background Information**
- **U.S. Highway 85 Study in 2024**
  - **Alternatives Reviewed**
  - **Crash History**
  - **Traffic Analysis**

Background Information

- Grading and Structures in 1972 for U.S. Highway 85 and 1930s for Colorado Boulevard
- Last Surface Improvements in 2011 for U.S. Highway 85
- Northbound U.S. Highway 85 Left-Turn Lanes Added in 2017 (Colorado Boulevard and Colorado Loop)
- All-Way Stop Control Added in 2022

U.S. Highway 85 Corridor Study – Spearfish to Deadwood

- **Completed June 2024**
  - **Traffic Data and Information**
  - **Crash History**
  - **Purpose and Need**
  - **Alternatives Reviewed**

Crash History

34 Reported crashes

(Five-year period from 2017-2021)

- Twenty-three (23) Angle Intersection Crash
- Three (3) Single Vehicle Crashes
- Five (5) Rear-end Crashes
- One (1) Struck Object/Ran Off-road Crashes
- One (1) Sideswipe Crash
- One (1) Head-on Crash
- One (1) Fatality

Rural Principal Arterial

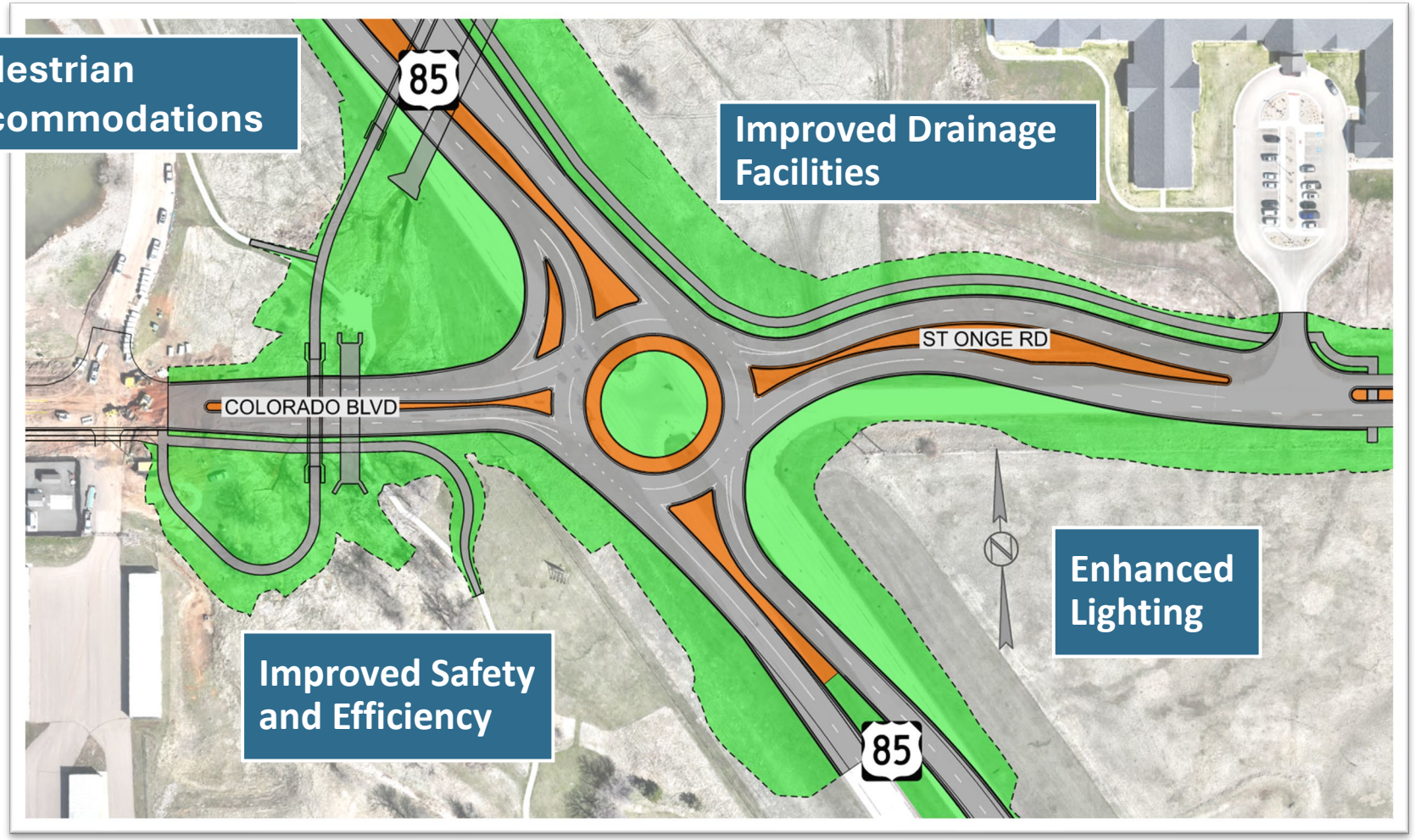
- Reported Crash Rate = 1.94
- Statewide Weighted Crash Rate = 1.50 (Crashes per Million Vehicle Miles of Travel)

Why This Project is Needed

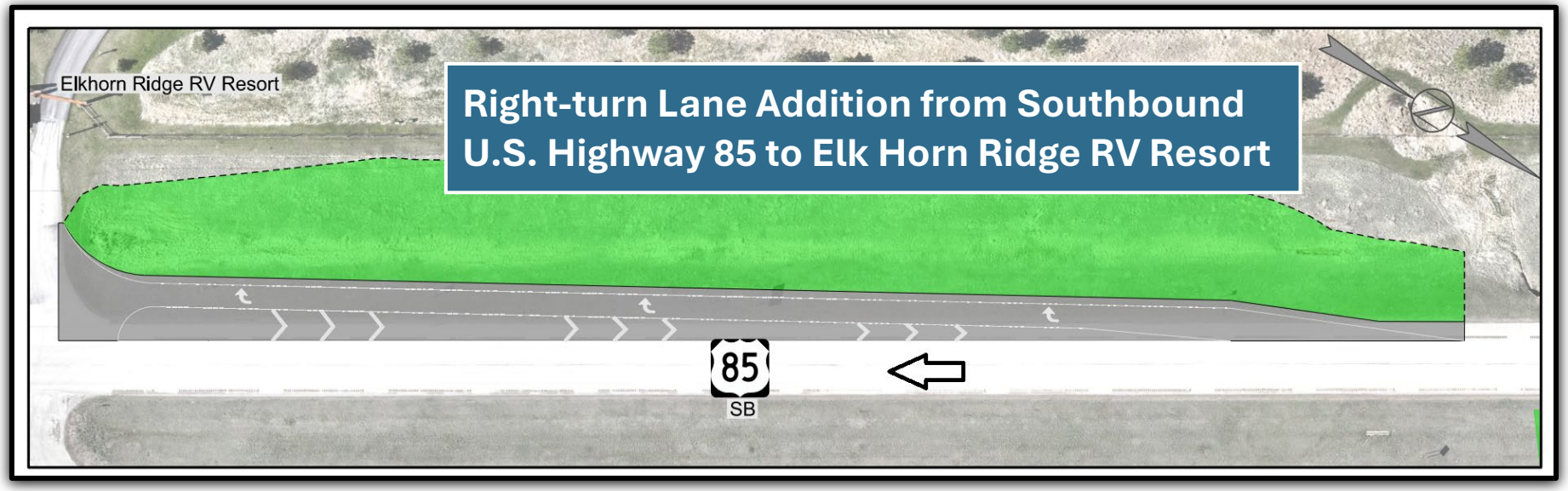
Alternatives Reviewed

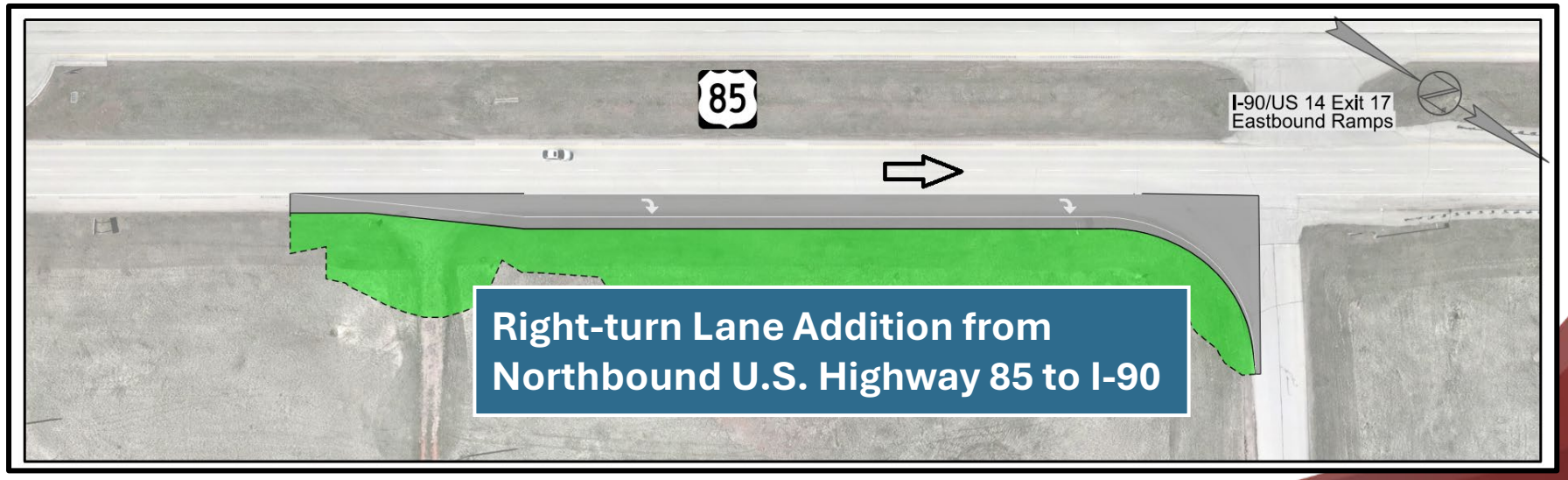
- **Signalization with Skew Correction**
- **Reduced Conflict Intersection (RCI)**
- **Roundabout – Chosen Alternative**

Proposed Improvements - Roundabout



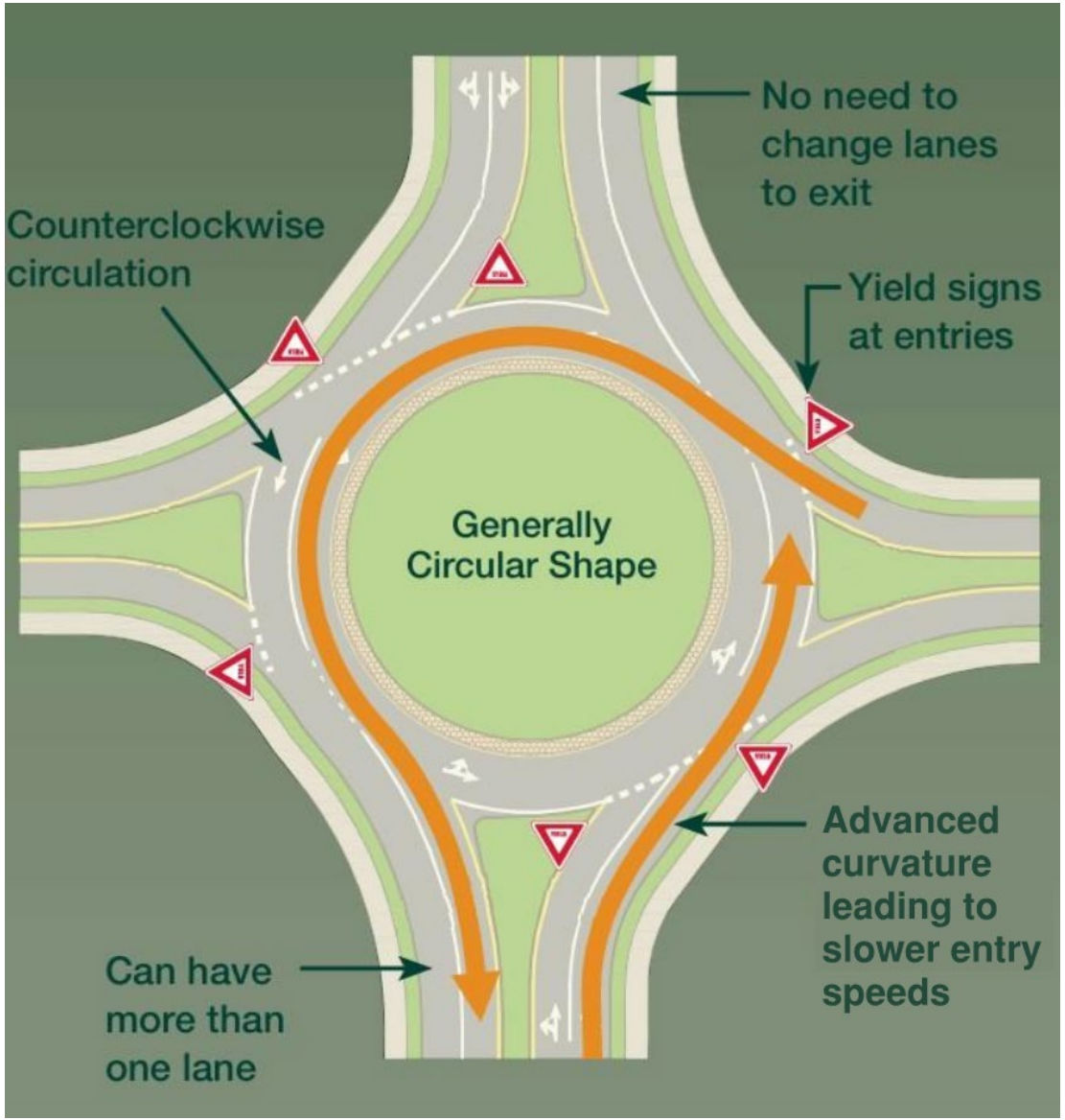
Proposed Improvements - Right-turn Lane Additions





Roundabout Characteristics

- Counterclockwise Circulation
- Single and Multilane Entry Approaches and Through the Roundabout
- Entry Vehicles Yield to Traffic in Roundabout
- Splitter Islands to Slow Entering Vehicle Speeds
- Low Entry Speeds Enhance Safety



Source of Illustration- Modern Roundabouts: A Safer Choice, Federal Highway Administration (FHWA-SA-08-006)

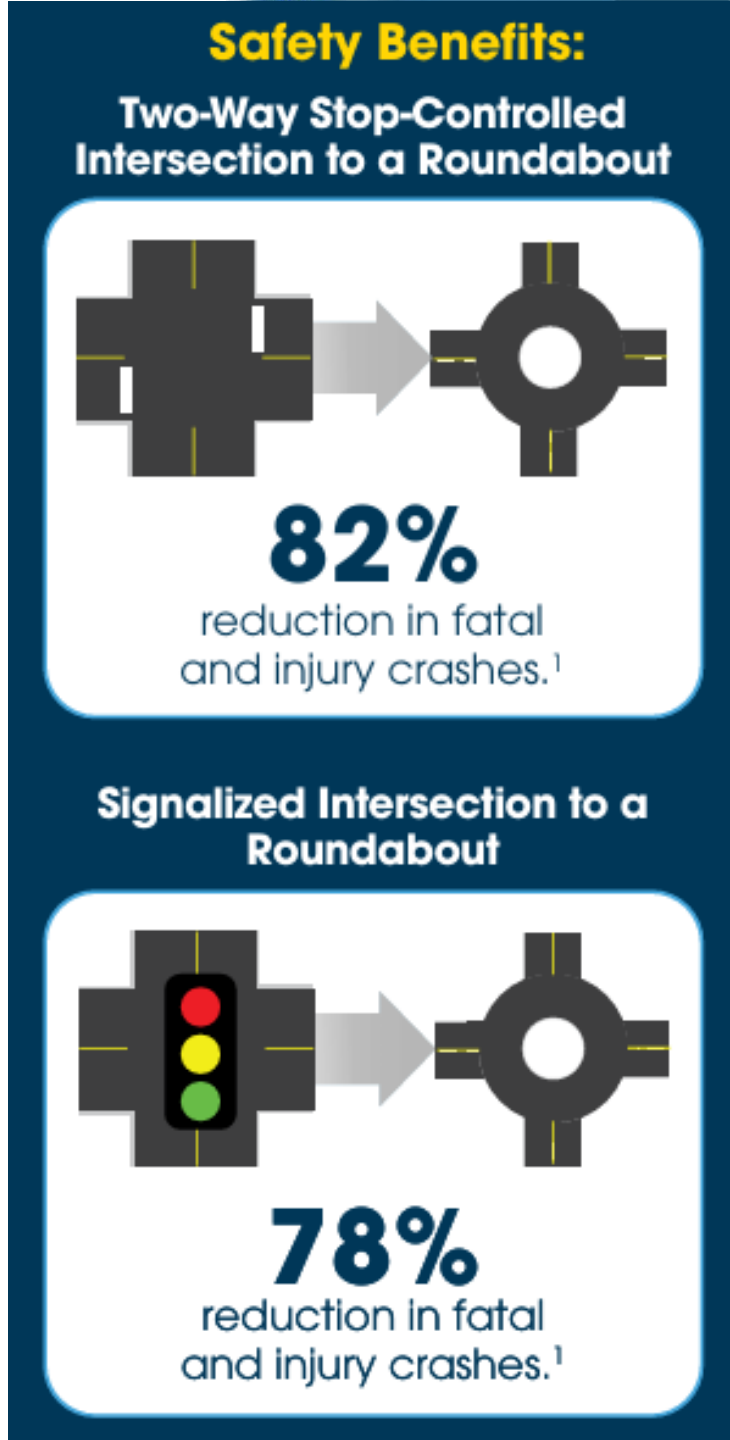
Roundabout Benefits

- Traffic Analysis – Greatest Benefit/Cost Ratio
- Reduces Delay – Vehicles Continually Moving
- Provides Safe Storage for Left-turning Vehicles
- Reduces the Number of Conflict Points for Left-turning Vehicles and for Vehicles Entering the Roadway
- Slows Entering Vehicle Speeds
- Truck Apron Accommodates Large Vehicles
- Reduced Maintenance Costs when Compared to Traffic Signals

✓**See handout**

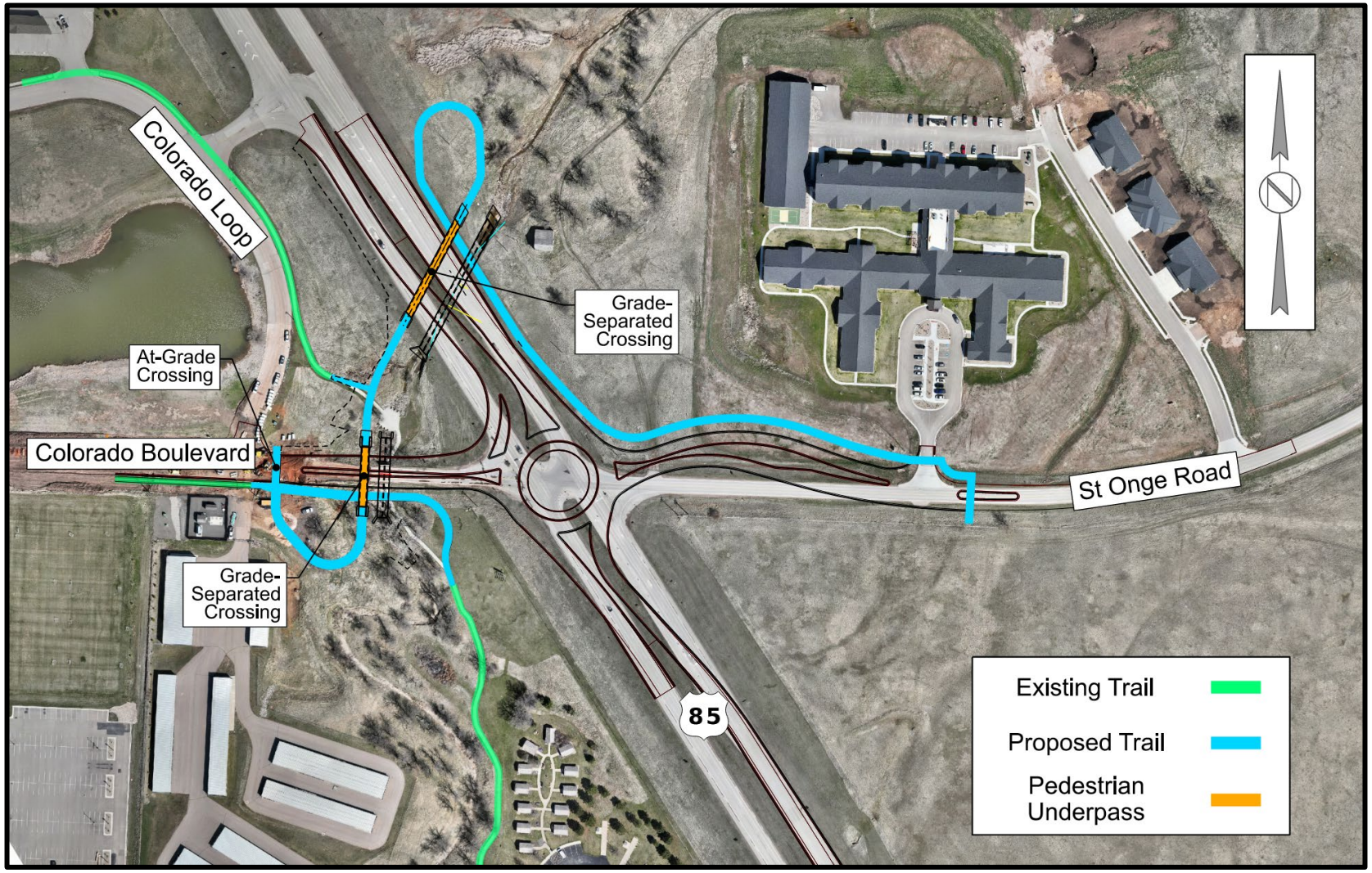
Roundabout Safety Benefits

- Reduces Intersection Conflict Points
- Typical Entry and Circulatory Speeds of 15-25 mph
- Shown to Have Less Collisions than Traffic Signal
- 78-82% Reduction in Severe Crashes
- Reduces the Severity of Collisions Due to Lower Speeds and Flat Angle of Impact
- 76% Reduction in Personal Injuries
- Facilitates More Flexibility in Turning Movements (U-turns)



Source of Illustration: Roundabouts, FHWA (FHWA-SA-21-042)

Proposed Pedestrian Accommodations - Alignments



Roadway Lighting

Enhanced LED Lighting Will Be Included at the Intersection

Right of Way (ROW)

Existing Width varies 100-360 feet

Purchase Additional ROW as needed

Temporary Easements as Needed

See handout

Encroachments

Private Property in Public ROW

Federal Highway Regulations for Safety

Examples

- Signs
- Private Use (Parking)
- Landscaping

Notification

Owners of encroachments will be notified by the Rapid City Area Office.

See handout

Utility Coordination

Some utilities may need to be relocated.

Utility companies negotiate easements with landowners.

- Black Hills Energy
- Bluepeak Communications
- Butte Electric Cooperative
- City of Spearfish
- Lumen Technologies
- Midcontinent Communications
- Montana-Dakota Utilities
- South Dakota Network

See handout

Environmental, Social, and Economic Concerns

This project is being developed in accordance with applicable State and Federal environmental regulations.

- **National Environmental Policy Act of 1969 (NEPA), as amended.**
- **Section 106 of the National Historic Preservation Act**

Section 106 of the National Historic Preservation Act requires Federal actions to take into account the effects of project undertakings on historic properties. The public is invited to provide information on any known historic properties. The project occurs inside the boundaries of the Frawley Ranch National Historic Landmark. SDDOT will coordinate effects of the project with the National Park Service and the State Historic Preservation Office.

Environmental, Social, and Economic Concerns

- **Section 404 of the Clean Water Act**

Federal regulations require that wetland impacts caused by highway construction be avoided, minimized, or mitigated. If you are interested in creating or restoring wetlands on your property, please complete the Wetland Mitigation Registry Form in the handouts.

- **Section 4(f) of the USDOT Transportation Act of 1966**

Project development will include all possible planning to avoid and minimize harm to publicly owned parks, recreational areas, wildlife & waterfowl refuges, or public & private historical sites. The public is invited to review and comment on the possible effects on the activities, features, and attributes to: the Spearfish SportsPlex at Skyridge along Colorado Boulevard, west of the project, and to the segment of the Spearfish Bike Trail inside the project limits.

Environmental, Social, and Economic Concerns

- **Section 7 of the Endangered Species Act**
  The U.S. Fish and Wildlife Service will review the project to determine if it will impact the following species that are known to occur in Lawrence County:
  - Birds: Rufa Red Knot
  - Mammals: Northern Long-Eared Bat, Tricolored Bat
  - Insects: Monarch Butterfly

  Efforts are proceeding to ensure this undertaking will not adversely affect listed species in Lawrence County.

Construction Traffic Control

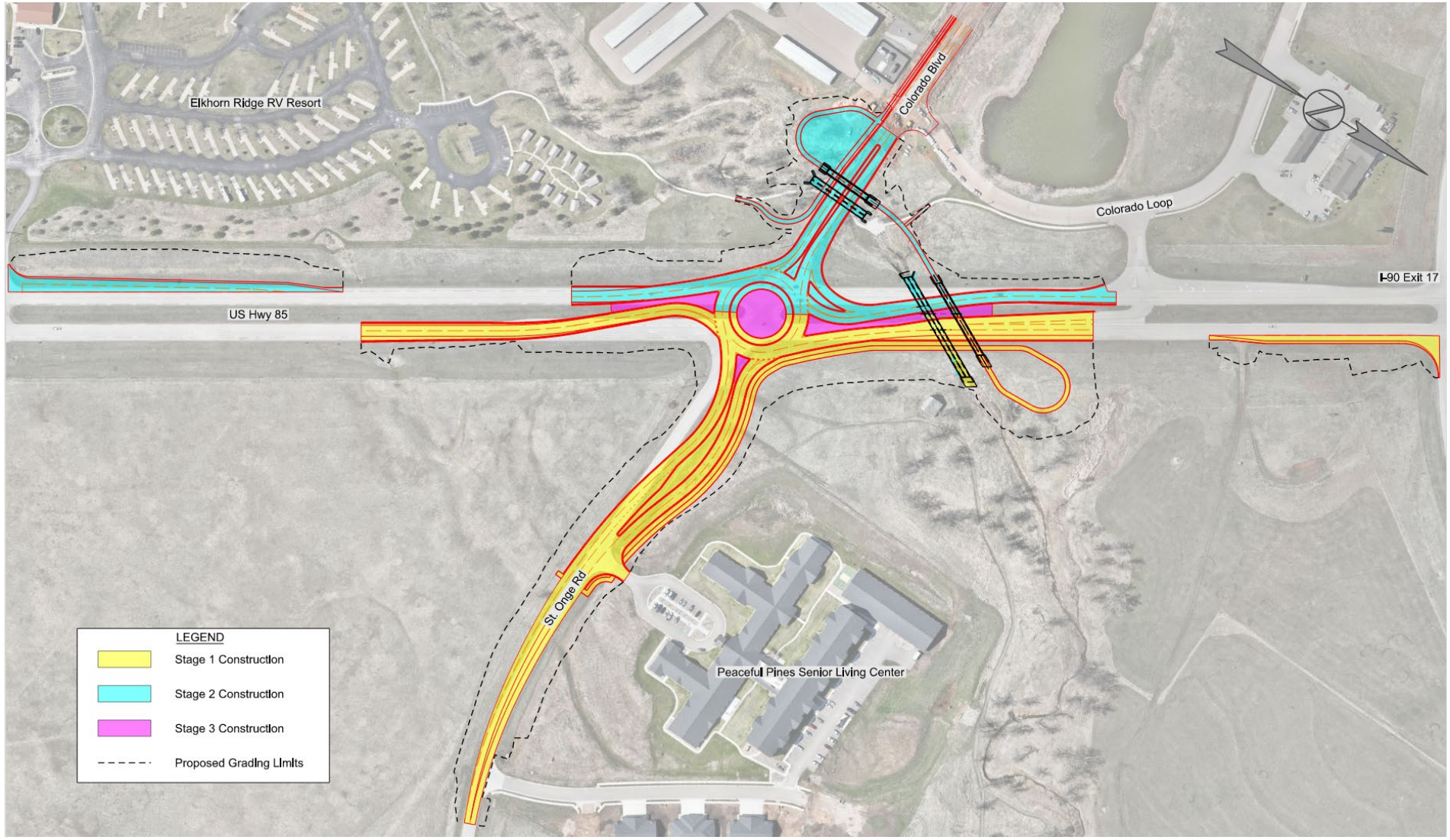
Two-year Plan

Phase One (1): Northbound U.S. Highway 85 and St. Onge Road

Phase Two (2): Southbound U.S. Highway 85 and Colorado Boulevard

U.S. Highway 85 Open to Traffic Phased Construction

Preliminary Staging Plan – Main Stages



Landowner Meetings

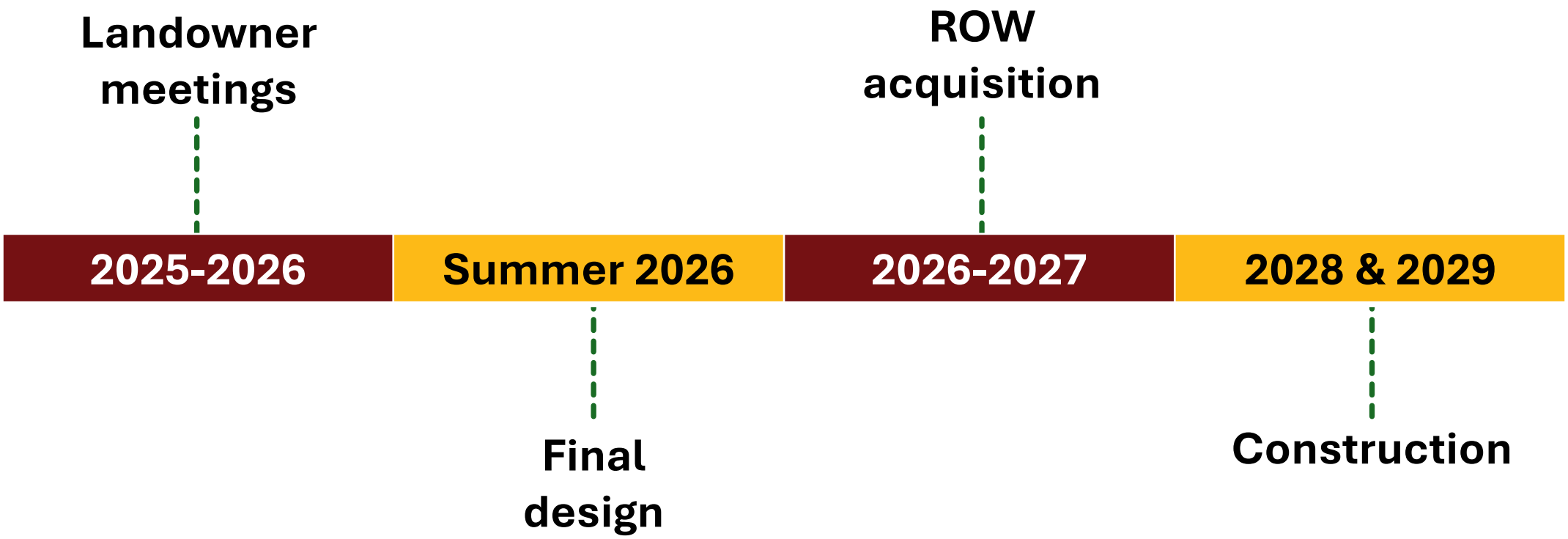
Discussion Items

- Access Locations/Widths
- Sidewalk and Curb Ramps
- Fences
- Drainage
- Trees
- Temporary Easements or Partial ROW Acquisition

Tentative Project Schedule

Dependent on Federal funding

Estimated cost: $8.0 – $8.5 million



Questions or Comments

- Deadline:

  Tuesday, Nov. 11, 2025

- Submit To:

  Mark Malone, Project Manager
  South Dakota Department of Transportation
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  Pierre, SD 57501
  Mark.Malone@state.sd.us

- Website

  https://dot.sd.gov/projects-studies/projects/public-meetings/#06UH