



**DEPARTMENT OF
TRANSPORTATION**

Public Information

Project Location: U.S. Highway 85 from the Wyoming State Line to U.S. Highway 14A (Cheyenne Crossing)

Project Description: Grading, Interim Surfacing, Replace Str Bridge

Project Number: NH 0085(106)0; Lawrence County, PCN 06J8

Public Meeting Information @ <https://dot.sd.gov/ushighway85tow>



The South Dakota Department of Transportation gives public notice of its policy to uphold and assure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities. Title VI and related Nondiscrimination authorities stipulate that no person in the United States of America shall on the grounds of race, color, national origin, religion, sex, age, disability, income level or Limited English Proficiency be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

Any person who has questions concerning this policy or wishes to file a discrimination complaint should contact the Department's Civil Rights Office at 605-773-3540.

South Dakota Department of Transportation

U.S. Highway 85 Roadway Design Public Meeting Open House

Project Location: Wyoming state line to U.S. Highway 14A (Cheyenne Crossing)
 Project Number: NH 0085(106)0 PCND6J8
 Date: Thursday, June 4, 2026

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Introductions

Project Team

- Todd Seaman – SDDOT
- Mark Malone – SDDOT
- Steve Palmer – SDDOT
- Mike Carlson – SDDOT
- FHU – Design Consultant

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Roadway History

- Grading**
1950, 1953, 1966
- Resurfaced**
1954, 1981, 1994, 2006, 2010
- Structure repairs**
1982, 2002

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Project History

| | | | | |
|---|---|--|--|--|
| Black Hills Corridor Sensitivity U.S. 85 as a focus corridor. Safety concerns identified due to high crash rates. | Study Advisory Team evaluates improvements needed for corridor. | Project website live and first public meeting held. Scoping meeting. | Preliminary design completed. Stakeholder meetings and public meeting held. Design changes from public input considered. | Roadway Design Stakeholder Group meetings. |
| 2018 | 2020 | 2021 | 2023 | 2025 |
| 2026 | | Final Roadway Design Stakeholder Group Meeting Public Meeting | | |
| 2026 | 2027 | 2028 | 2030/2031 | |
| Landowner Meetings | Final design inspection. | ROW acquisition. | Construction begins. | |

Public Input Received

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Landowner Meetings

- Driveway locations/widths
- Sidewalk and curb ramps
- Fences
- Drainage
- Trees
- Temporary easements or ROW acquisition

Stakeholder Focus Group

- Represent varied interests along the project corridor
- Identify and consider varied priorities of stakeholders and impacted residents
- Provide input on proposed road design

✓ Engaged in design process
 ✓ Provided information to share with neighbors/networks

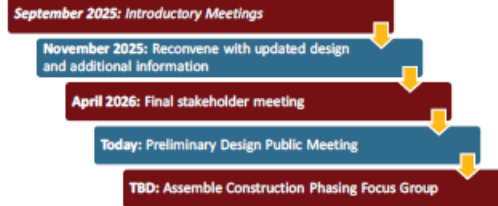
Stakeholder Organizations

Adjacent Landowners
 Black Hills Badland Tourism Association
 Cheyenne Crossing
 Eagle Cliff Ski Association
 Flandreau Santee Sioux Tribe
 Lawrence County Commission
 Lawrence County Highway Department
 Lawrence County Sheriff's Department
 Lead Chamber of Commerce
 Lead-Deadwood School District
 Lead Volunteer Fire Department
 Local Residents

Rochford Volunteer Fire Department
 S.D. Department of Tourism
 S.D. Game, Fish, and Parks
 S.D. Highway Patrol
 S.D. Trucking Association
 Spearfish Canyon Fire Department
 Spearfish Canyon Fly Fisherman
 Spearfish Canyon Owners Association
 Thunderhead Episcopal Church Camp
 Trailshead Lodge
 U.S. Forest Service
 Wickiup Cabins

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Stakeholder Group Timeline



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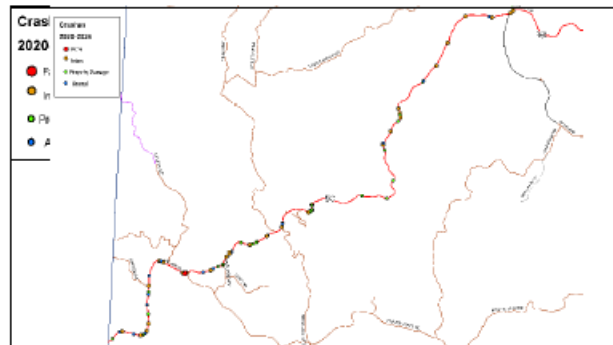
Construction Traffic Goals

- Separate Stakeholder Group to consider
 - Sequencing/Phasing
 - Rally Work
 - Winter Work
 - Other?
- Expecting two-way traffic at night
 - Exceptions may be in canyon areas for retaining wall work, then maintain night traffic with signals
- Expecting flagger/pilot car or signals during working hours
- Delays TBD

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Safety Data

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Speed Data



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Crash History (2020-2024)

Reported weighted crash rate: 9.07 crashes per MVT
Statewide average for similar facilities: 1.44 crashes per MVT

77 Reported Crashes

- 1 fatal crash
 - 46 road departures
 - 28 involved motorcycles
 - 31 injury crashes
 - 21 animal hits
 - 4 vehicles in the creek
- ADT (2020-2024): 480

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Crash Data Trends

- More than 2/3 crashes occurred during daylight conditions and when the roads were dry.
- Almost 1/3 crashes listed turning or lane changing as a contributing factor.
- Crashes increase in frequency in the summer months with 55% of crashes occurring June – September.
- While the statewide average weighted crash rate is decreasing, the rate of crashes on this roadway is increasing.

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Data-Backed Design

Increasing Safety & Preserving Natural Characteristics
U.S. Highway 14A Curve Reconstruction (2019-2020)

| Before Construction 2014-2018 |
|---|
| 13 crashes (1 fatal, 4 injury, 8 PDO) 2.6 crashes per year |
| After Construction 2021-2024 |
| 2 crashes (1 injury, 1 PDO) 0.5 crashes per year |



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Highway 14A Curve Reconstruction



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Design

Preliminary Design Plans

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2023 Public Meeting: What We Heard

- Reduce impacts to adjacent land and properties
- Add shoulders to the roadway
- Maintain scenic value of the roadway
- Questions about construction sequencing and road closures
- Involve public in the design process

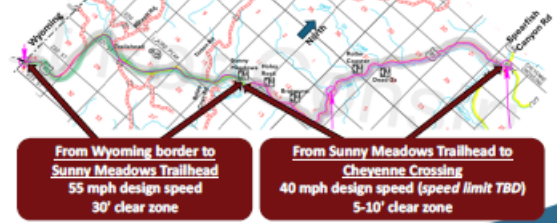
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Design Goals

- Replace the driving surface
- Add shoulders – Improves chance of staying on the highway
- Improve Clear Zone
 - Get vehicles back onto highway
 - Keep vehicles upright
 - Remove fixed objects
- Still challenges ahead
 - Minimize creek and slope impacts on northeast end of project
 - Hydraulic analysis on northeast end of project
 - ROW acquisition

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Design Speed & Clear Zone



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Other Design Changes (from 2023 meeting)

- Reduced impacts to USFS by reducing design speed
- Overall acreage of project reduced
- Design improvements at trail heads
 - Modify locations of entrances
 - Level and gravel

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Existing Rural Section



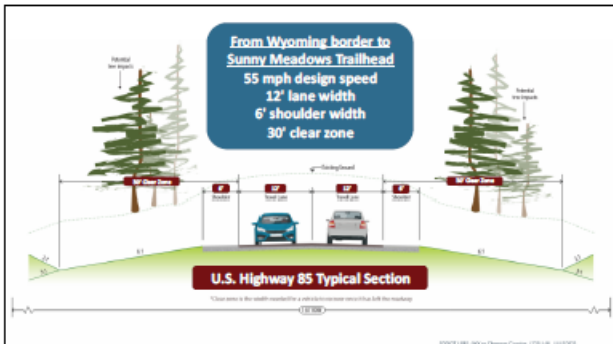
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Design Challenges Near Spearfish Creek



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From Wyoming border to Sunny Meadows Trailhead
55 mph design speed
12' lane width
6' shoulder width
30' clear zone



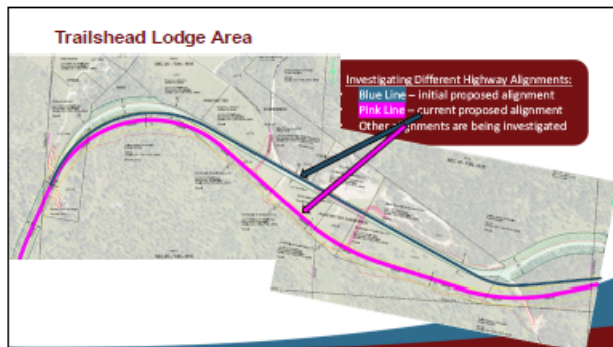
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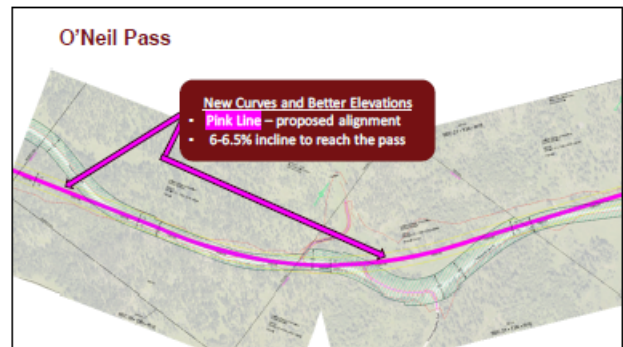
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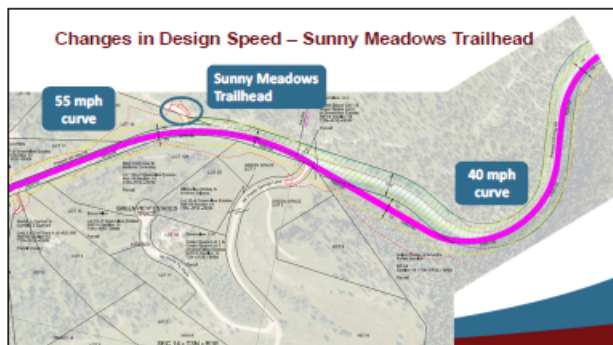
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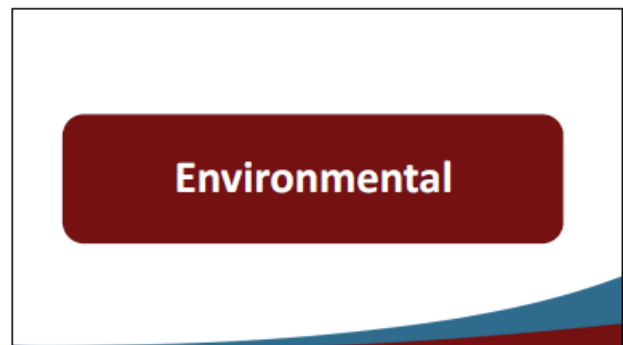
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Environmental, Social, and Economic Concerns

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 (archaeological sites, historic buildings, historic bridges, etc.).

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Environmental, Social, and Economic Concerns

• Section 404 of the Clean Water Act

Federal regulations require that unavoidable 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, and historical sites. The public is invited to review and comment on the possible effects the project may have on the activities, features, and attributes to: Eagle Cliff/Holey Rock Trailhead, Bratwurst Trailhead, Snowmobile Trails, the Hardy Ranger Station buildings, Summer Cabin near Dead Ox Creek, McLaughlin T&T Railroad, Little Rapid Ditch, and Kykendall Flume

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Environmental, Social, and Economic Concerns

• Section 7 of the Endangered Species Act

The project will be coordinated with the U.S. Fish and Wildlife Service to determine effects to the following species that are known to occur in Lawrence County:

- Northern long-eared bat (*Myotis septentrionalis*)
- Tricolored bat (*Perimyotis subflavus*)
- Red knot (*Calidris canutus rufa*)
- Monarch butterfly (*Danaus plexippus*)
- Suckley's cuckoo bumble bee (*Bombus suckleyi*)

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

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Questions or Comments

by: Friday, June 19, 2026

Submit to: Mark Malone
SD DOT

700 E Broadway Ave., Pierre, SD 57501
Mark.Malone@state.sd.us

Website:
<https://dot.sd.gov/ushighway85tow>



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THANK YOU!

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DEPARTMENT OF TRANSPORTATION

Access Management

South Dakota's Commitment to Safety and Smart
Investment Decisions in Transportation

What is Access Management?

Access Management is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual crash rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual crash rate by seven percent. Overall, driveway-access crashes alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on the street, the more places where people are slowing, changing lanes, and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

Controlled access facilities are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

For more information, please contact:

Brandon Soulek
Access Management Engineer
104 S. Garfield Ave.
Pierre, SD 57501
Phone: 605-773-2268
E-Mail: Brandon.Soulek@state.sd.us



DEPARTMENT OF TRANSPORTATION

Right of Way Information

Individual Landowner Meetings

During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

Property Acquisition Offer

After the project construction plans have been prepared and the right of way limits have been established, you may be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued, and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

Relocation Assistance Program

This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

Right of Way Information Brochures

Two brochures "Better Roads brochure" and "Relocation Assistance brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website: <https://dot.sd.gov/inside-sddot/forms-publications/brochures>



Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

- Permanent purchase and/or temporary use of your property.
- Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet. The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.
- Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence. Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.
- Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
- Are you aware of any waterlines, drain fields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
- Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
- Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
- Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.



**DEPARTMENT OF
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Encroachments in ROW

Federal Regulations (CFR 23.1) require that the State Highway Department (SDDOT) will be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping items
- Fence
- Signs
- Buildings
- Etc.

SDDOT staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SDDOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

For additional information, please contact:

Mike Carlson
Area Engineer
SDDOT Rapid City Area Office
2300 Eglin St.
Rapid City, SD 57703
Phone: 605-394-1635
E-Mail: Mike.Carlson@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

Project will comply with all state and federal environmental regulations.

- No splitting of neighborhoods will occur because of this project.
- Project will be coordinated with the following state and federal agencies:
 - SD Dept. of Environment & Natural Resources
 - SD Dept. of Game, Fish & Parks
 - US Fish & Wildlife Service
 - State Historic Preservation Office
 - US Forest Service
- For additional information, please contact:

Chad Babcock
Environmental Manager
SDDOT Office of Administration
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3309
E-Mail: Chad.Babcock@state.sd.us

Advanced Utility Coordination

Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost-effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.

- For additional information, please contact:

Bronson Blow
Utility Coordinator
SDDOT Office of Road Design
700 E. Broadway Ave.
Pierre, SD 57501
Phone: 605-773-3433
E-Mail: Bronson.Blow@state.sd.us



**DEPARTMENT OF
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Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include:

- Wetland creation
- Wetland restoration – plugging an existing, drained wetland.
- Wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to:

Chad Babcock
Environmental Manager
SDDOT Office of Administration
700 E. Broadway Ave.
Pierre, SD 57501

Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you with additional information.

Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.

Name: _____

Address: _____

Phone #: _____ **Email:** _____

Location of property: _____ **1/4 of Section** _____

Township _____, **Range** _____, **County** _____

Please note: Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of interest only.

