



**South Dakota Department  
of Transportation**

# **U.S. Highway 85 Roadway Design Stakeholder Group**

Project Location: Wyoming Border to Cheyenne Crossing

NH 0085(106)0 PCN06J8

Date: Nov. 19, 2025

# Introductions

## SDDOT Project Team

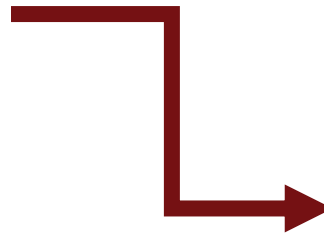
Todd Seaman – Rapid City Region Engineer

Mark Malone – Design Project Manager

Steve Palmer – Rapid City Engineer Supervisor

Mike Carlson – Rapid City Area Engineer

Tom Horan – Rapid City Operation Engineer



## Your Turn!

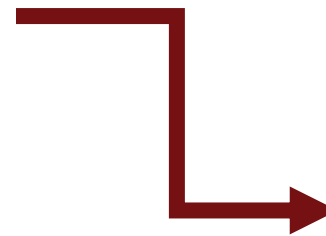
**Please Share:**

- Name
- Organization/interest group
- How familiar are you with this project?

# Meeting 1 Recap

## Take-Aways

- Stakeholders support improving safety on the roadway
- Reduced speed limits should be carefully considered
- Questions about safety data – crash types, contributing factors, time of year, etc.
- Improve experience of all users



## Responses

- FAQ
- Updated and additional data
- Design review

# 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 Sheriffs Department

Lead Chamber of Commerce

Lead-Deadwood School District

Local Residents

Rochford Volunteer Fire Department

S.D. Department of Tourism

S.D. Highway Patrol

S.D. Trucking Association

Spearfish Canyon Fire Department

Spearfish Canyon Fly Fisherman

Spearfish Canyon Owners Association

Thunderhead Episcopal Church Camp

Trailhead Lodge

U.S. Forest Service

Wickiup Cabins

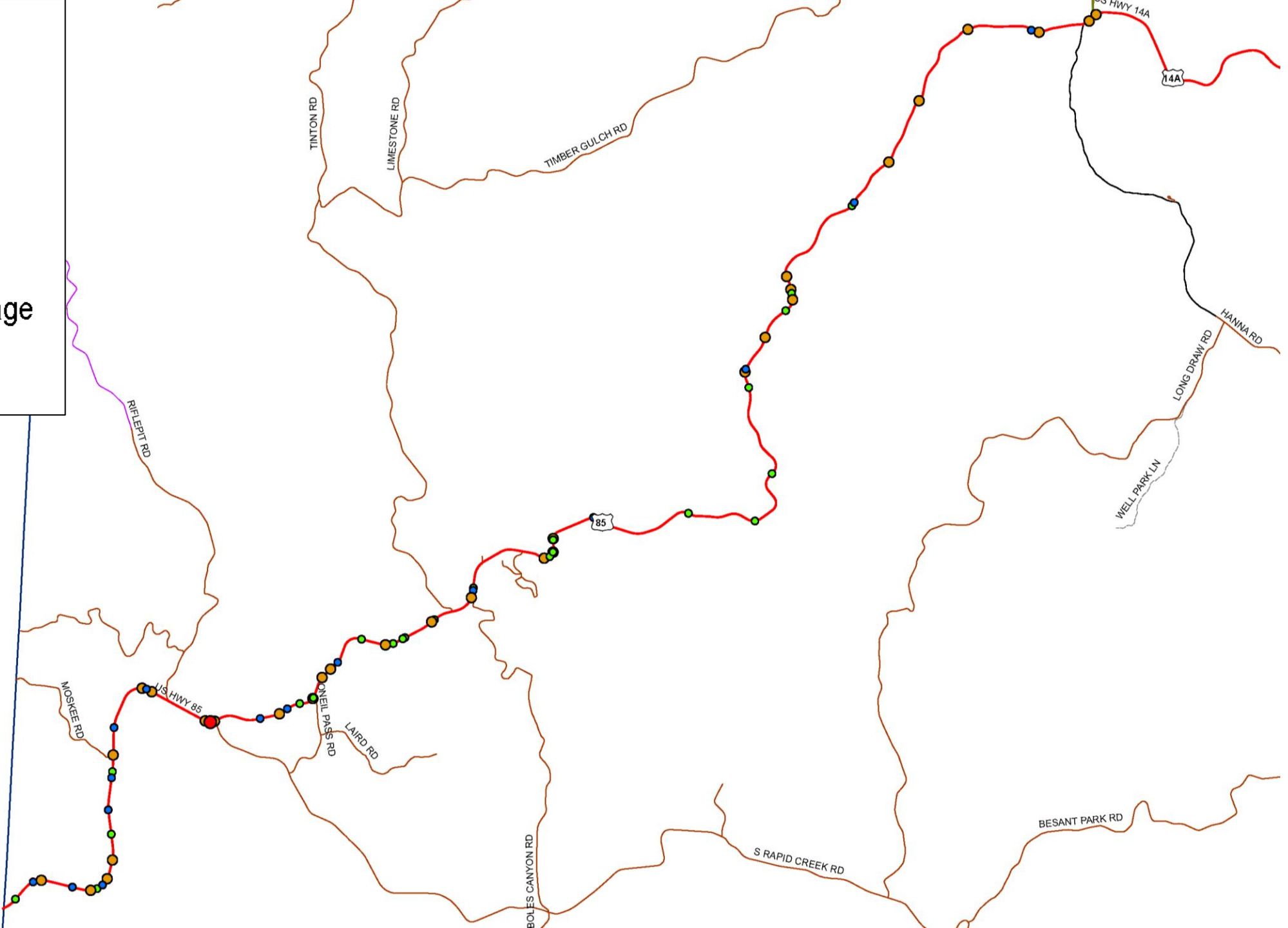
# FAQ Review & Discussion

**Updated Safety Data**

# Crashes

2020-2024

- Fatal
- Injury
- Property Damage
- Animal



# Crash History (2020-2024)

## 77 Reported Crashes

- 1 fatal crash
- 46 resulted in vehicle(s) leaving the roadway
- 31 injury crashes
- 28 involved motorcycles
- 21 animal hits
- 4 vehicles in the creek

- **Reported Weighted Crash Rate = 9.07 crashes per MVMTT**
- **Exceeds statewide average crash rate for similar facilities (1.44 crashes per MVMT)**
- **High potential for crashes**

# 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**.

**Pause for Discussion**

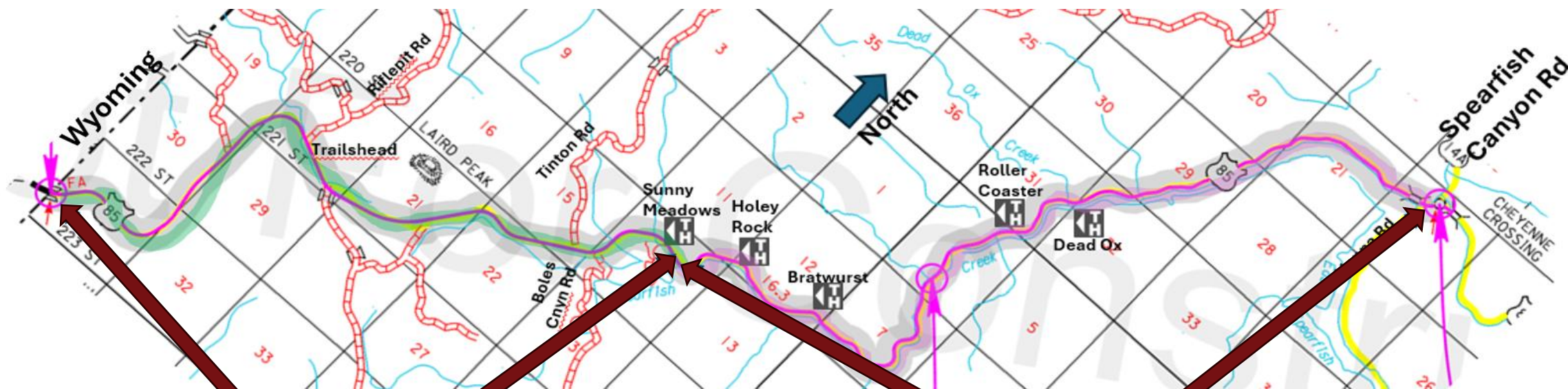
# Design

*30% Design Plans*

# 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

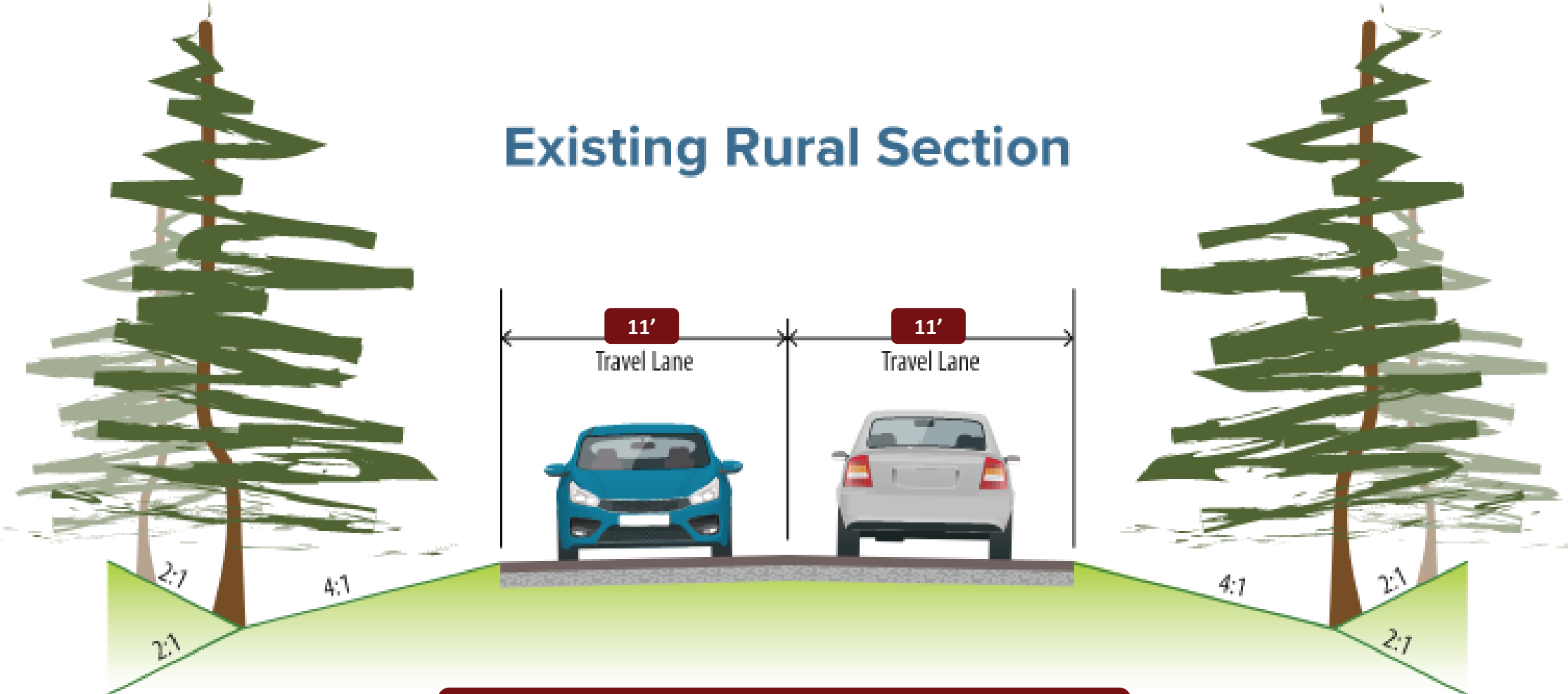
# Design Speed & Clear Zone



From Wyoming border to Sunny Meadows Trailhead  
55 mph design speed  
30' clear zone

From Sunny Meadows Trailhead to Cheyenne Crossing  
40 mph design speed (*speed limit TBD*)  
10' clear zone

# Existing Rural Section



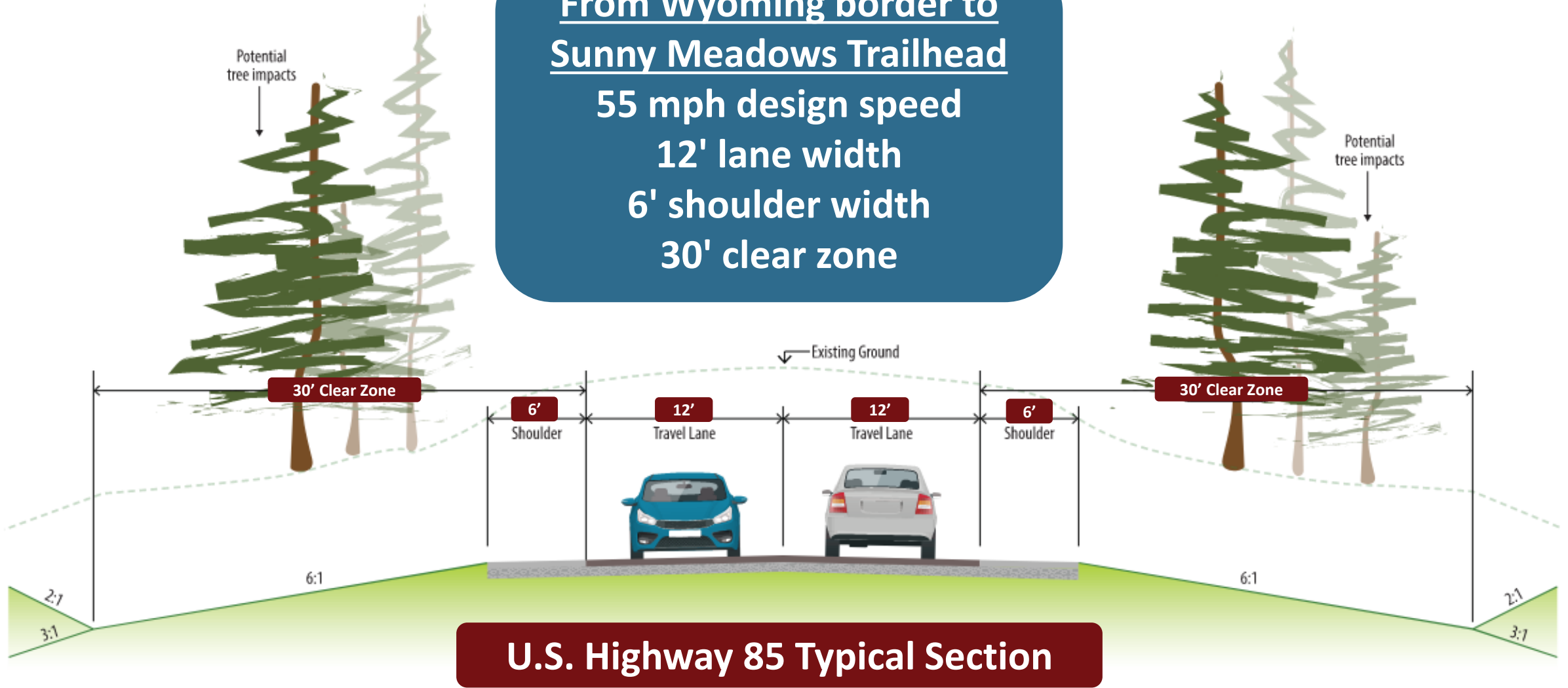
## U.S. Highway 85 Typical Section

\*Clear zone is the width needed for a vehicle to recover once it has left the roadway



From Wyoming border to Sunny Meadows Trailhead

55 mph design speed  
12' lane width  
6' shoulder width  
30' clear zone

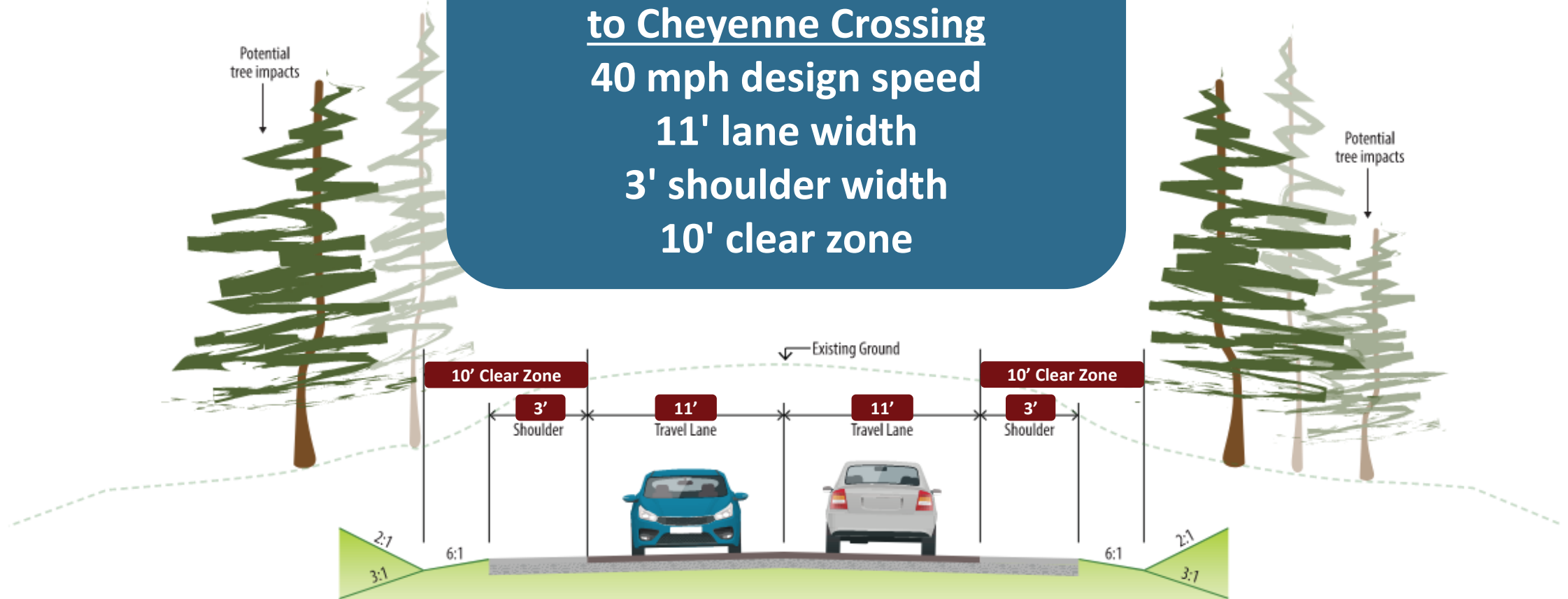


**U.S. Highway 85 Typical Section**

\*Clear zone is the width needed for a vehicle to recover once it has left the roadway

150' ROW

**From Sunny Meadows Trailhead  
to Cheyenne Crossing**  
40 mph design speed  
11' lane width  
3' shoulder width  
10' clear zone



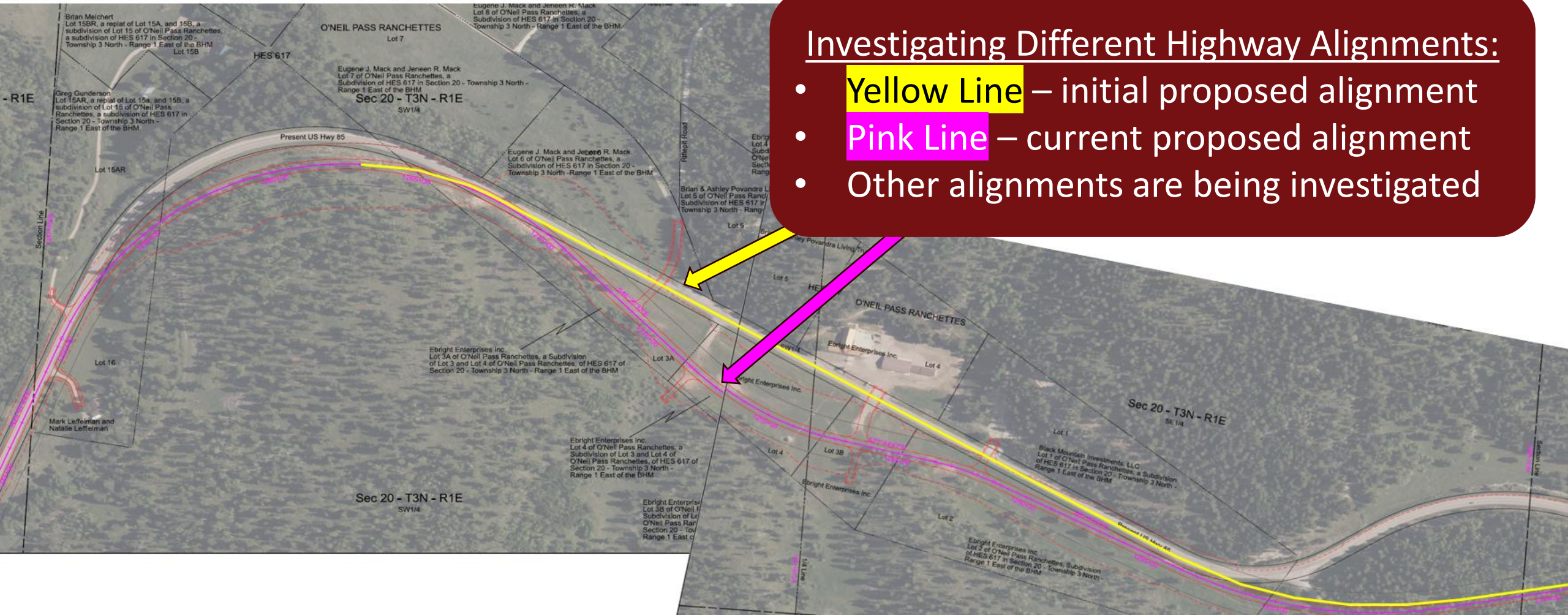
**U.S. Highway 85 Typical Section**

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# Design Investigations

# Trailhead Lodge Area



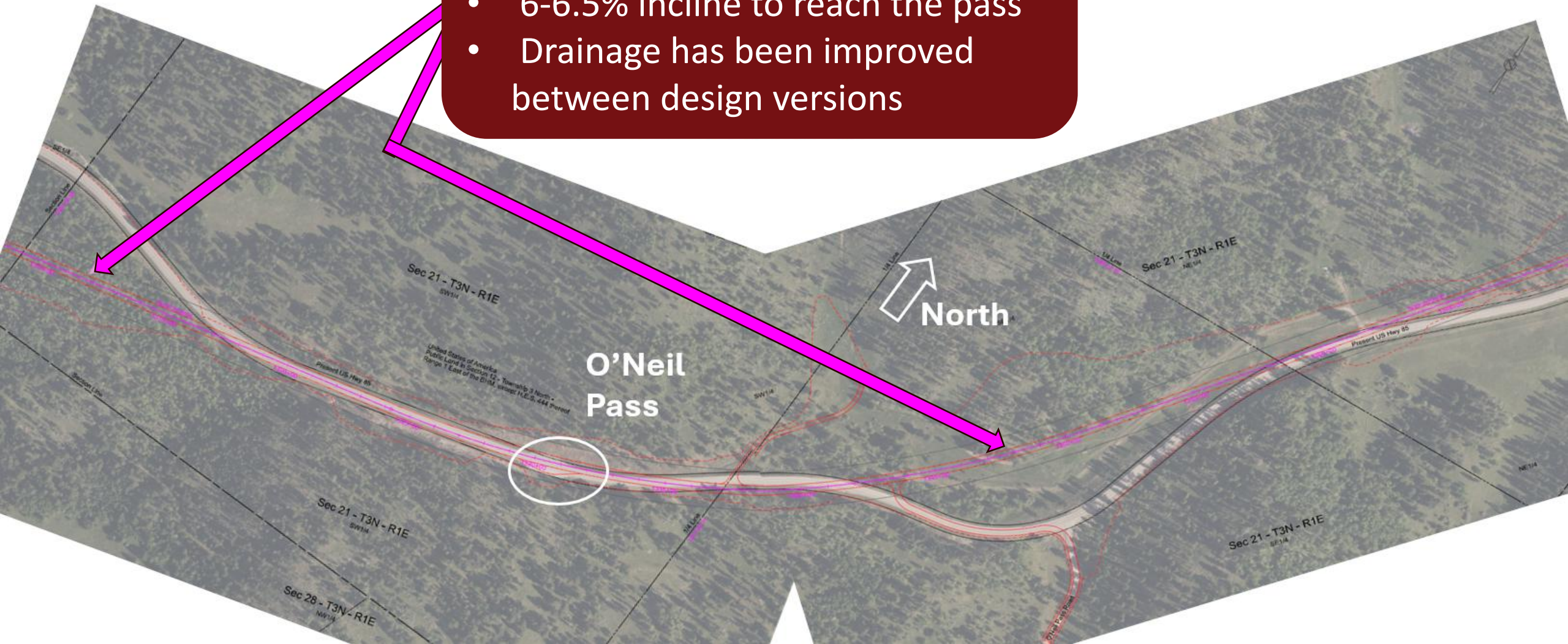
## Investigating Different Highway Alignments:

- **Yellow Line** – initial proposed alignment
- **Pink Line** – current proposed alignment
- Other alignments are being investigated

# O'Neil Pass

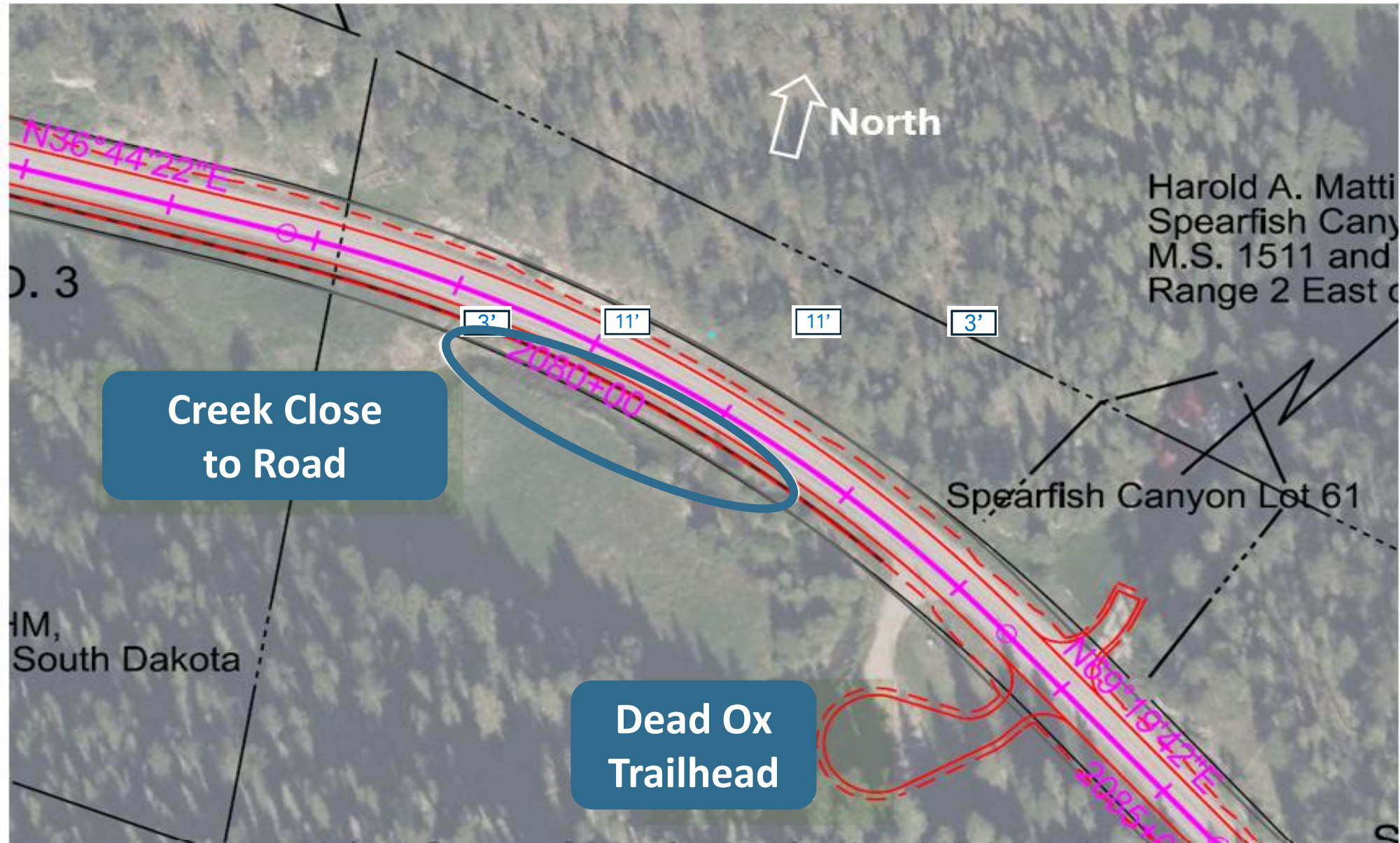
## New Curves and Better Elevations

- **Pink Line** – proposed alignment
- 6-6.5% incline to reach the pass
- Drainage has been improved between design versions

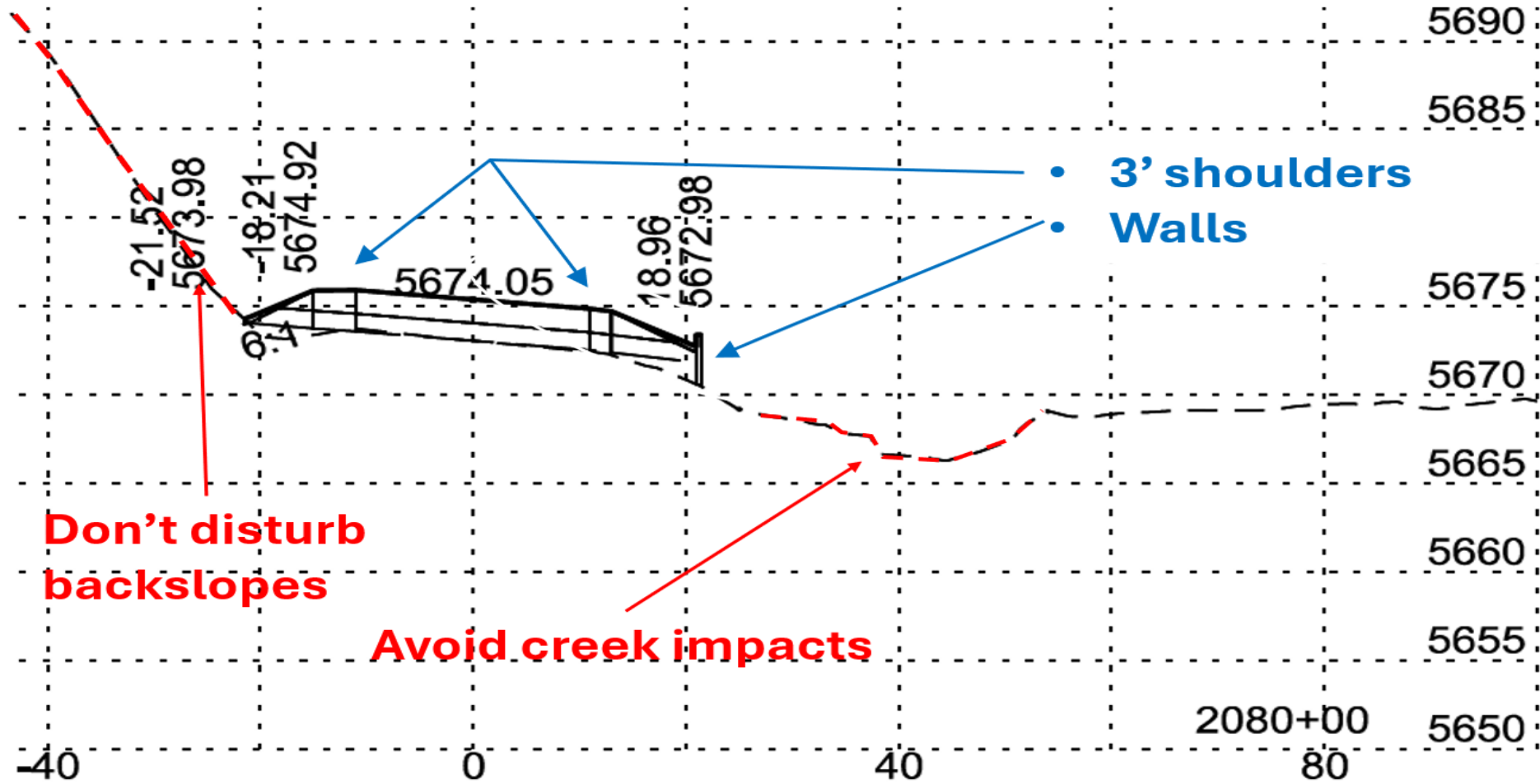




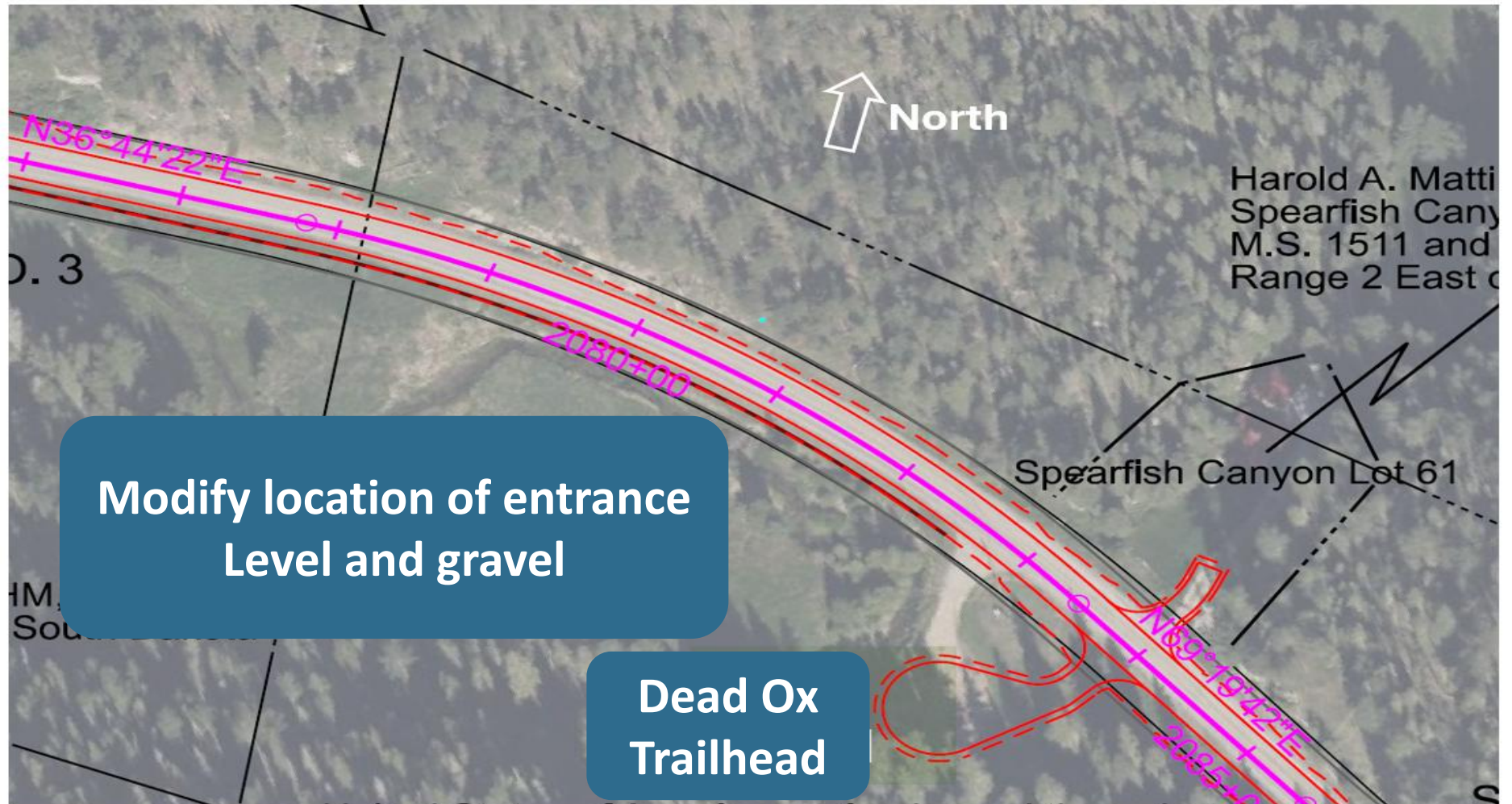
# Design Challenges Near Spearfish Creek



# Design Challenges Cross Section



# Design Improvements at Trailhead Lodge



**Pause for Discussion**

# Stakeholder Group Timeline

*September: Introductory Meetings*



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graph TD; A[September: Introductory Meetings] --> B[Today: Reconvene with updated design and additional information]; B --> C[Early 2026: Final stakeholder meeting]; C --> D[Spring 2026: Preliminary Design Public Meeting]; D --> E[TBD: Assemble Construction Focus Group];
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**Today:** Reconvene with updated design and additional information

**Early 2026:** Final stakeholder meeting

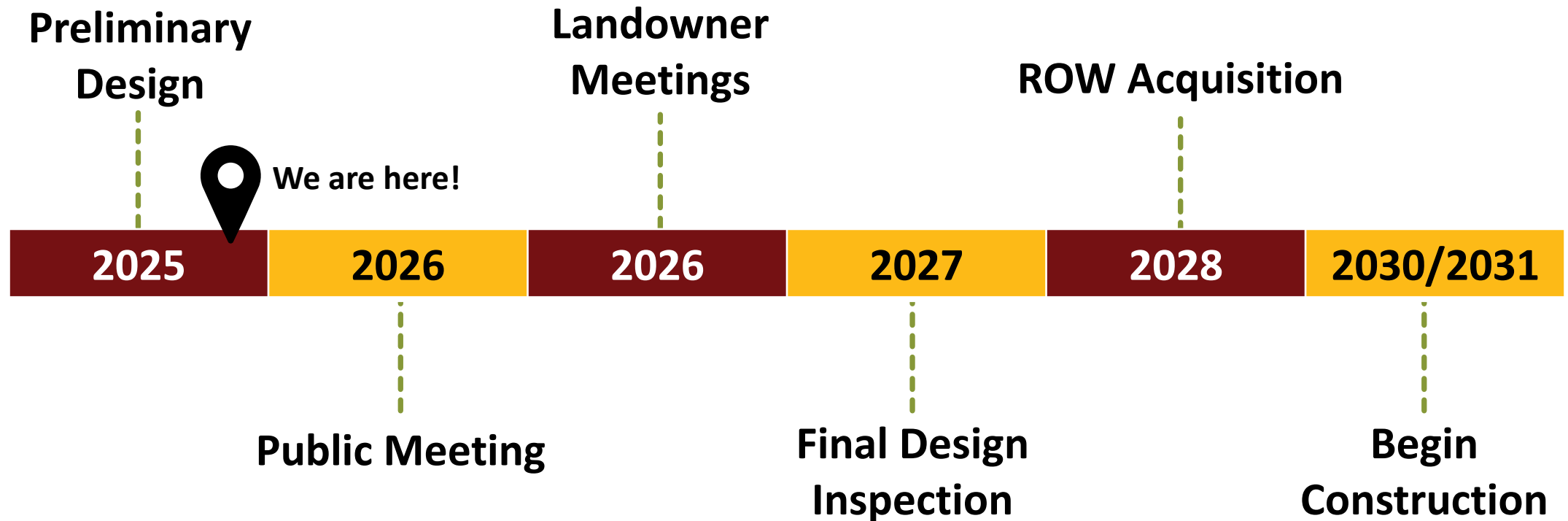
**Spring 2026:** Preliminary Design Public Meeting

**TBD:** Assemble Construction Focus Group

# Tentative Project Schedule

Dependent on federal funding

Estimated cost: \$57.6 million



**THANK YOU!**