LAWRENCE COUNTY



Master Transportation Plan

EXECUTIVE SUMMARY

December 2024

PREPARED FOR:

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The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 and Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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LAWRENCE COUNTY
SOUTH DAKOTA

Master Transportation Plan

Table of Contents

ES-1 Introduction 3

ES-2 Public and Stakeholder Engagement 4

ES-3 Transportation System Overview 5

ES-4 Traffic Conditions: volumes, Operations, And Safety 10

ES-5 Transportation standards 17

ES-6 Projects, Prioritization, & Programming 20

List of Figures

Figure ES-1 - Study Area Map 6
Figure ES-2 - Lawrence County Population Growth 1970–2022 7
Figure ES-3 - Projected Future ADTs (2044) on County System Roads 12
Figure ES-4 - Projected Future ADTs (2044) on County System Roads – Spearfish 13
Figure ES-5 - Lawrence County MTP Short- and Long-Term Projects 30
Figure ES-6 - Lawrence County MTP Short- and Long-Term Projects – Spearfish 31

List of Tables

Table ES-1- Lawrence County Roadway Miles by Functional Classification 8
Table ES-2 - Lawrence County Roadway Miles 9
Table ES-3 - Paved and Gravel Road ADT 10
Table ES-4 - Study Intersections 11
Table ES-5 - LOS Capacity Analysis Results 14
Table ES-6 - Crashes by Severity 15
Table ES-7 - Crashes by Roadway Jurisdiction 15
Table ES-8 - Crash Frequencies at Study Intersections (2018–2022) 16
Table ES-9 - County Roads Typical Cross Sections 17
Table ES-10 - SDDOT Access Spacing Guidelines 18
Table ES-11 - Lawrence County 2024 MTP Project Inventory 20
Table ES-12 - Roadway Improvement Costs Per Mile by Improvement Type 21
Table ES-13 - Lawrence County MTP Short- and Long-Term Projects 24

ES-1 INTRODUCTION

Lawrence County is one of the top ten most populated counties in South Dakota. The northern part of the County contains rolling hills, agricultural land for crops and pastures for livestock. Whereas the remainder to the County is forests and mountainous terrains with breathtaking landscapes. Lawrence County contains 800.1 square miles, serving the communities of Spearfish, Lead, Deadwood, Central City, and Whitewood. Tourism, gaming, mining, logging, health care, agriculture, and education are the key economic drivers.

Lawrence County, like many US counties with rural and growing urbanized areas, has seen an increase in vehicular traffic and other modes of travel. Increased travel by walkers, bicyclists, and All Terrain Vehicle (ATV)/Utility Terrain Vehicles (UTV) are putting more pressure to have wider shoulders on roads and improved sidewalks, paths, and trails. This Master Transportation Plan (MTP) considers what types of facilities make the most sense for the County, how costs and implementation can be addressed, and finally, identifies both short- and long-term County project priorities.

Purpose

The ***purpose*** of the MTP is to **correlate growth to future transportation system needs.**

The South Dakota Department of Transportation (SDDOT), in collaboration with Lawrence County, and the Federal Highway Administration (FHWA) initiated this Master Transportation Plan (MTP) update to examine current and projected future traffic conditions while promoting a livable community that will enhance the economic and social well-being of Lawrence County residents.

This MTP can effectively place Lawrence County in position to provide sound decisions for County projects, policies, and development proposals that support a strong transportation system.

Objectives

The objectives of the MTP include the following items:

1. **Complete a list** of transportation issues and needs facing Lawrence County.
2. **Develop feasible solutions** to address those issues and needs that meet current design standards and/or traffic level of service expectations under both the current and predicted future traffic conditions while promoting a livable community that will enhance the economic and social wellbeing of Lawrence County residents.
3. **Create final products** for use by Lawrence County and the SDDOT which will provide guidance to implement recommended improvements and react to future development plans within the area.

Study Advisory Team

The Study Advisory Team (SAT) met on six occasions and provided overall direction and input during the MTP study process. SAT members included the following individuals:

Amber Vogt Lawrence County Planning and Zoning	**John Bey** Lawrence County Highway Department
Rick Tysdal Lawrence County Board of Commissioners	**Richard Sleep** Lawrence County Board of Commissioners
Bruce Outka Lawrence County BOCC Assistant, Deputy States Attorney	**Katrina Burckhard** SD Department of Transportation
Brandon Soulek SD Department of Transportation	**Steve Gramm** SD Department of Transportation
Steve Grabill, PE Project Manager, KLJ Engineering	**Ian Butler-Severson** Lead Planner, KLJ Engineering
Wade Kline, AICP Senior Planner, KLJ Engineering	**Jamie Olson** Public Engagement Specialist, KLJ Engineering

ES-2 PUBLIC AND STAKEHOLDER ENGAGEMENT

Introduction

Two sets of two Public Input Meetings (PIMs) and two Stakeholder Meetings were held over the course of the study. Online material was provided to support the public involvement processes. The final MTP incorporates all input received.

#1: April 2024- Understand Issues and Needs

#2: October 2024- Present project findings, projects and draft MTP.

Stakeholders

Stakeholder groups were identified as follows:

Stakeholder Group:	Represented By:
Brownsville Fire	City of Central City
City of Deadwood	City of Lead
City of Spearfish	City of Whitewood
Deadwood Fire	Lead Fire
Lead/ Deadwood Eco Dev	Lead/Deadwood School
Mead County School	Nemo Fire
Nieman Trucking	Prairie Hills Transit
Sanford	Spearfish Canyon Fire
Spearfish School	Spearfish Sant District
Lead/ Deadwood Sant District	St. Onge Township
St. Onge Fire	State Wildland
USFS	Whitewood Fire

A special Stakeholder Meeting was held between Lawrence County, the SDDOT, and the United States Forestry Service (USFS) on July 17, 2024, to discuss road ownership and maintenance issues.

Project Website

Stakeholder and the public could participate in the planning efforts through the project website: https://inputcentral.com/lawrence-mtp.

The website was active from March through November 2024 and had 487 views and 92 contributions in total.

All in-person and online feedback is included in the final MTP report.

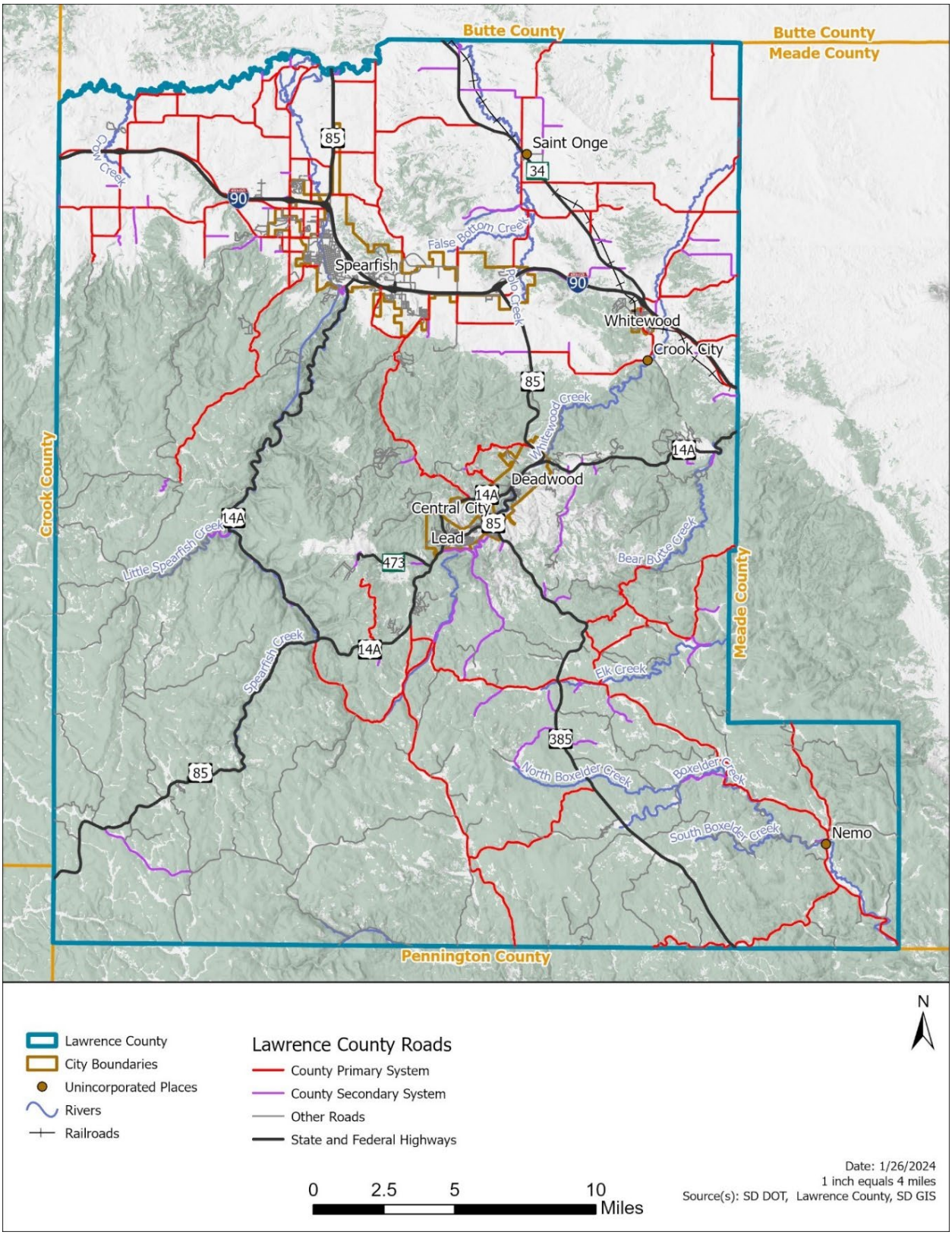
ES-3 TRANSPORTATION SYSTEM OVERVIEW

Study Area

The study area encompasses all of Lawrence County, South Dakota indicated in the following map (FIGURE ES-1), with emphasis on the County Highway System, indicated in red and purple. The Primary County Highway System is shown in red, and the Secondary County Highway System is shown in purple. The study did not assess the road systems within the city limits of Spearfish, Deadwood, or Lead.

About fifty (50%) of the County is publicly owned by the US Forest Service, US Department of Agriculture, Bureau of Land Management, State of South Dakota, and local governments.

Figure ES-1 - Study Area Map



Baseline Conditions

The baseline conditions analysis provides a multi-modal comprehensive inventory of the condition of existing transportation facilities within Lawrence County. This analysis of the existing the transportation network will help Lawrence County officials to understand the system's current strengths, weaknesses, and areas for improvement. Additionally, an evaluation of population totals, distributions, and historical growth trends is necessary to anticipate where transportation investment can best support future development and growth.

The following sections are included:

- Population
- Future Growth Areas
- Roadway
- Bridges and Culverts
- Multi-Modal Transportation

Population

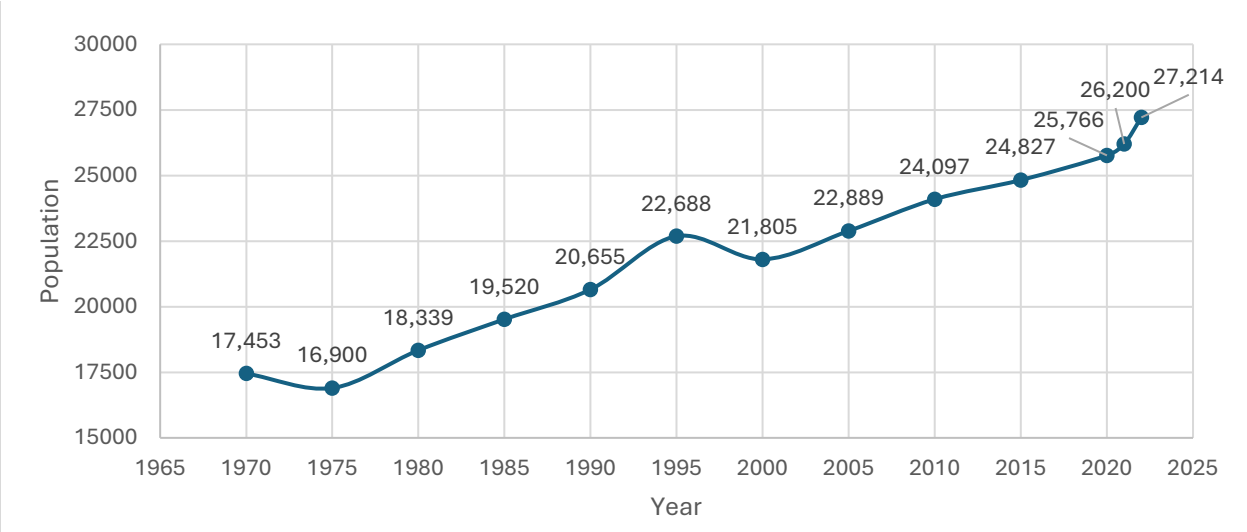
Future Growth Areas

Urban

The population growth is significantly attributed to the growth in and around the City of Spearfish. The city's population was estimated to be 13,635 on July 1, 2024, while the 2010 population was 10,494. See FIGURE ES-2 below for Lawrence County population growth from 1970 to 2022.

The SAT has also indicated that the Whitewood area is ripe for potential growth. Boulder Canyon, Boulder Heights, Apple Springs, Crook City Road, and Valhalla are additional areas that have organized water and/or sewer districts similar to small, urbanized communities. Spearfish also has developments that are planned but not ready for construction. These developments may not be annexed, but due to the vicinity to Spearfish it is probable they will have urban-like roads.

Figure ES-2 - Lawrence County Population Growth 1970–2022



Rural

Approximately 45% of the County's population is outside municipal limits. Growth outside city limits is mostly from existing developments that have been planned, designed, and platted throughout the County and that are filled in with new construction. Powder House Pass and Deer Mountain are a couple of the larger developments that have consistently filled in over the past few years.

Roadway

Lawrence County maintains 322.5 miles of roadway. Mileages of each functional class, on the County system and on all systems, can be found below. The County System is largely 2-lane, with 12.6 miles of single lane roads and the balance 2-lane. See TABLE ES-1.

Table ES-1- Lawrence County Roadway Miles by Functional Classification

FUNCTIONAL CLASS	JURISDICTION			
	ALL		LAWRENCE COUNTY	
	MILES	PERCENT	MILES	PERCENT
INTERSTATE				
Urban	16.7	1.8%	0	0.0%
Rural	21.5	2.3%	0	0.0%
EXPRESSWAY				
Urban	0.5	0.1%	0	0.0%
Rural	4.5	0.5%	0	0.0%
PRINCIPAL ARTERIAL				
Urban	1.1	0.1%	0	0.0%
Rural	67.9	7.4%	0	0.0%
MAJOR COLLECTOR				
Urban	24.3	2.6%	10.8	3.3%
Rural	139.5	15.1%	100	31.0%
MINOR COLLECTOR				
Urban	0.0	0.0%	0	0.0%
Rural	74.5	8.1%	52.8	16.4%
LOCAL ROADS				
Urban	77.4	8.4%	5.9	1.8%
Rural	492.2	53.5%	153	47.4%
TOTAL	919.8	100.0%	322.5	100.0%

Table ES-2 - Lawrence County Roadway Miles

SURFACE TYPE	MILES	PERCENT
Paved	98.1	30.4%
Gravel	220.2	68.3%
Graded & Drained	3.7	1.1%
Primitive (Trail)	0.5	0.2%
TOTAL	322.5	100%

In Lawrence County, the most common type of County-owned roadway surface is gravel, which accounts for 68% of the roadway system, while paved roads make 30% (See TABLE ES-2).

Bridges and Culverts

There are 135 total bridges and culverts in Lawrence County. Forty-four bridges and culverts are listed as County responsibility: 6 culverts and 38 bridges. Minor culverts are not included in this inventory. Condition ratings for the County's bridges and culverts are listed as either "good," "fair," or "poor." The County's bridges are somewhat equally distributed among the three categories, while culverts are either good or fair, with none listed as being in poor condition. There are:

- 14 Bridges in Good Condition
- 10 Bridges in Fair Condition
- 14 Bridges in Poor Condition
- 3 Culverts in Good Condition
- 3 Culverts in Fair Condition

Multi-Modal Transportation

Trucks

Interstate 90, US Highway 85, and a portion of US Highway 14A are the designated freight corridors in Lawrence County. Traffic from mining and logging are significant industrial activities and their truck traffic is mostly on SDDOT roads. However, trucks sometimes use Spearfish Canyon Highway as a 'short cut' between I-90 and US Highway 85.

ATV/UTV

Demand for ATV and UTV facilities has grown in Lawrence County. ATV and UTV use are primarily recreational. While the County does not specifically designate ATV/UTV roadway facilities within the Lawrence County roadway system, these vehicles are increasingly being driven on paved and unpaved roads designated for all vehicle types.

Bike/Pedestrian

Lawrence County highways are primarily rural sections, meaning that they have ditches for drainage and that no curb, gutter, or sidewalk is typically provided. Individuals seeking to travel on bike or foot throughout the County typically utilize the edge of the roadway or available shoulder width.

The County has indicated that the Mickelson Trail and Spearfish Canyon are seeing more bikers and walkers. The existing trails are within the County's right of way; however, the County is not responsible for maintenance or installation of the trails.

ES-4 TRAFFIC CONDITIONS: VOLUMES, OPERATIONS, AND SAFETY

The project team assembled traffic volume information provided by SDDOT for County roadway segments within the study area. Traffic count data is current, with count locations providing counts from 2021.

The highest recorded traffic volumes were counted on US 14A through Deadwood, with 2021 ADTs exceeding 10,000 vehicles per day (VPD). Truck and heavy vehicle ADT were also highest on US 14A through Deadwood, as well as I-90 through Whitewood and Spearfish, with truck ADT exceeding 1,000 heavy vehicles per day at these locations.

The following bullet points in TABLE ES-3 provide details regarding key existing County Road ADT volumes for Gravel and Paved Roads.

Table ES-3 - Paved and Gravel Road ADT

GRAVEL ROADS	PAVED ROADS
• Crow Peak Bench Road – 100 ADT • Homestake Road – 150 ADT • Merritt Estes Road – 200 ADT • Red Hill Road – 173 – 210 ADT • Johnson Lane – 210 ADT • Higgins Gulch Road – 260 ADT • N. Tinton Road – 310 ADT • Brownsville Road – 322 ADT • McGuigan N. of Tinton – 360 ADT • Two-Bit Road – 430 ADT • McGuigan S. of Tinton – 530 ADT	• North Rochford Road – 379 ADT • Maitland Rd. by US85 – 520 ADT • Old Belle Rd N. – 547 ADT • St. Onge Road – 587 ADT • Vanocker Canyon Road – 680 ADT • Nemo Road North of Vanocker – 720 ADT • Maitland Road by Christensen Dr. – 790 ADT • Nemo Road E. of 385 – 810 ADT • Hillsview Road W. of Higgins – 860 ADT • Whitewood Valley Rd – 1014 ADT • Hillsview Rd E. of Higgins: 1000 – 3000 ADT

Study Intersections

Sixteen study intersections were chosen by Lawrence County for detailed analysis. TABLE 4 below identifies those intersections labeled with Intersection Number. These intersection numbers correspond with those shown graphically in FIGURE 26 and FIGURE 27 found in the full MTP report.

Table ES-4 - Study Intersections

INTERSECTION NUMBER	ROAD #1	ROAD #2
1	Old Belle Rd	W. Hwy 14
2	McGuigan Rd	Hillsview Rd
3	Upper Valley Rd	W. Hwy 14
4	Upper Valley Rd	Hillsview Rd
5	Homestake Rd	Red Hill Rd
6	McGuigan Rd	N Tinton Rd
7	Nemo Rd	Vanocker Canyon Rd
8	Maitland Rd	Christensen Dr
9	Two Bit Rd	US Hwy 14A
10	Crow Peak Bench Rd	Homestake Rd
11	Johnson Ln	US Hwy 85
12	Maitland Rd	US Hwy 14A
13	Whitewood Valley Rd	SD Hwy 34
14	Higgins Gulch Rd	Hillsview Rd
15	Nemo Rd	US Hwy 385
16	Nemo Rd	Merritt Estes

Projected Future Traffic Volumes/ADT

The results of this analysis provided the basis for future ADT volumes, projected 20 years to 2044. Future Peak hour ADT/traffic volumes with extrapolated daily volumes for the 16 study intersections are shown in FIGURE ES-3 and FIGURE ES-4.

Figure ES-3 - Projected Future ADTs (2044) on County System Roads

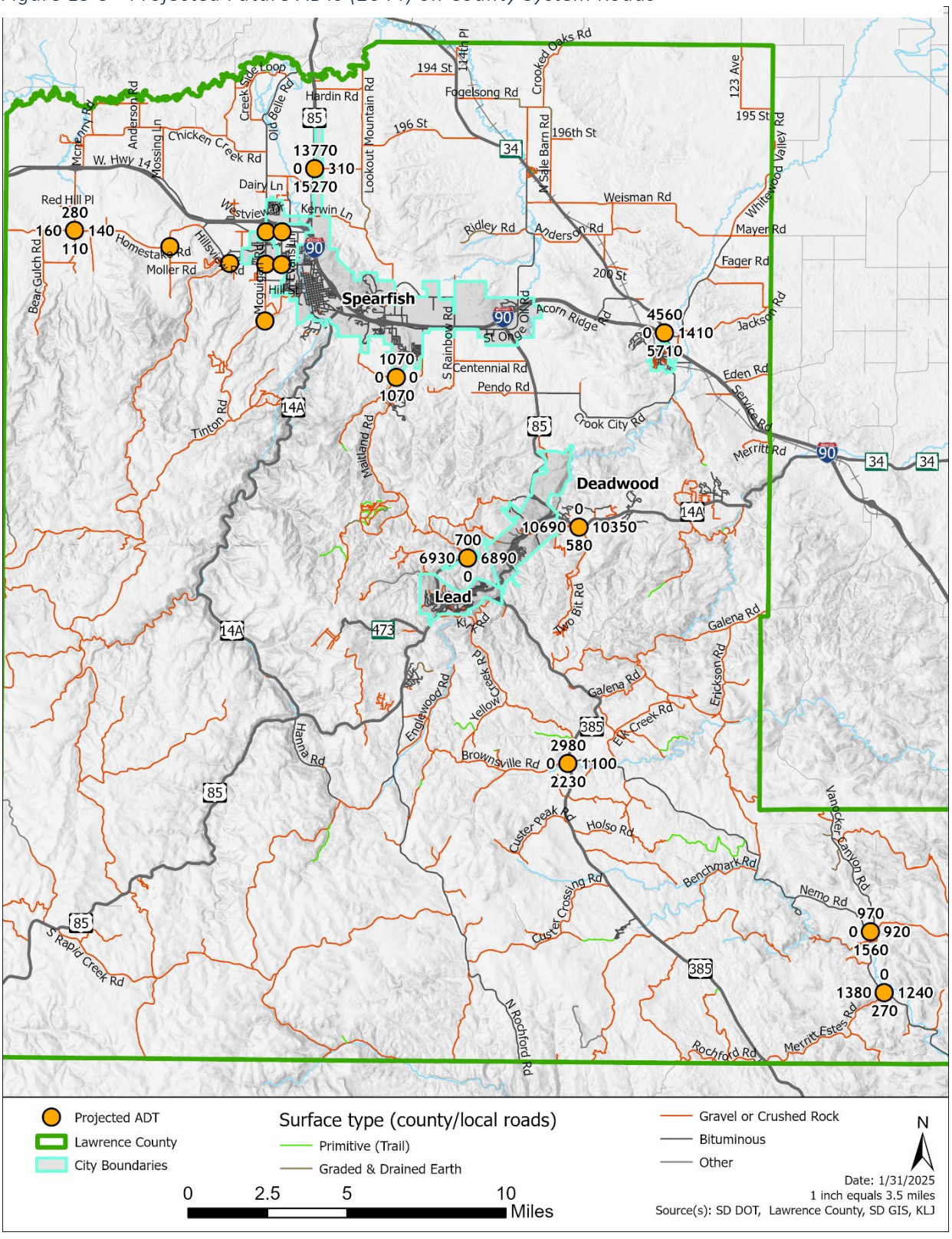
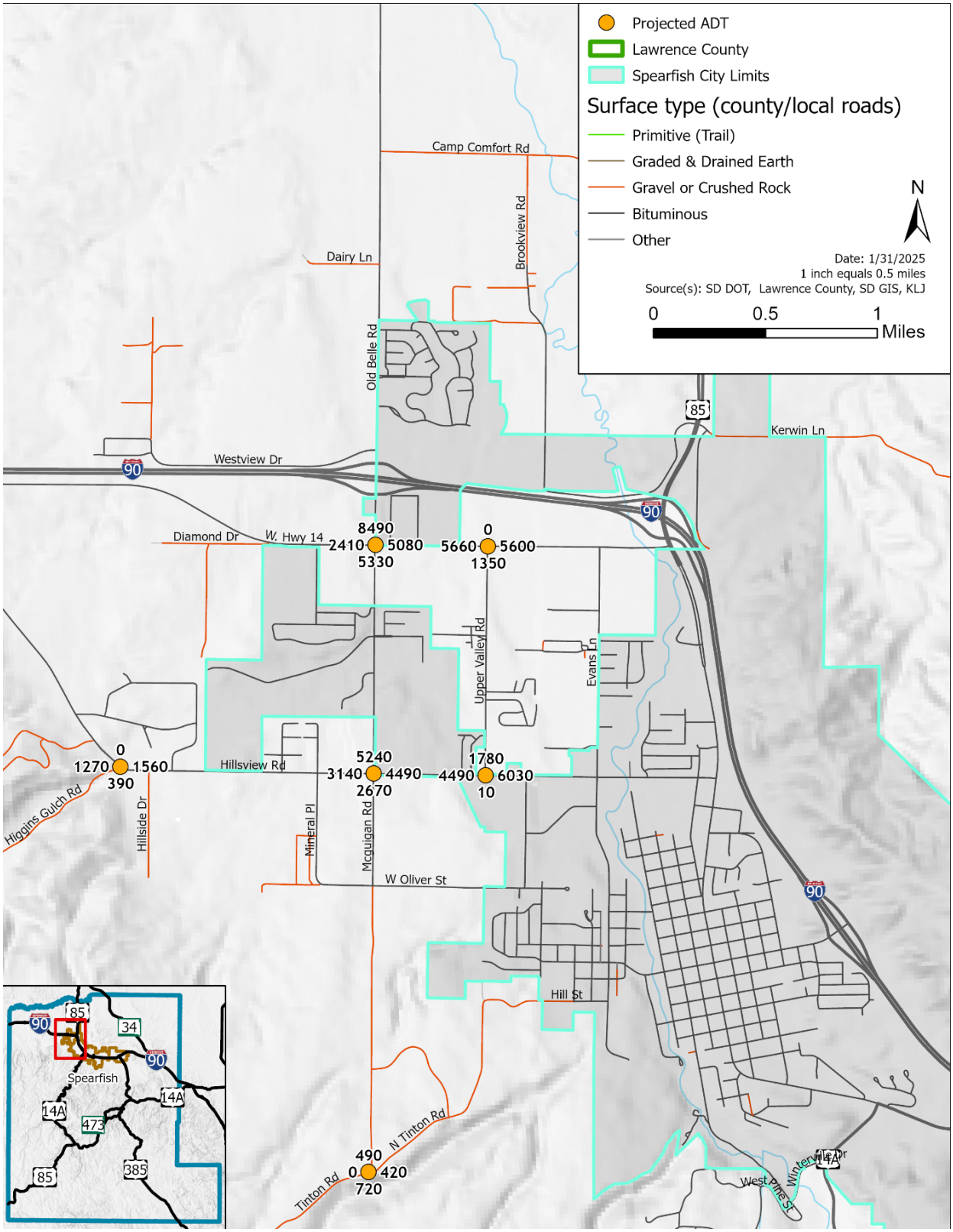


Figure ES-4 - Projected Future ADTs (2044) on County System Roads – Spearfish



Level of Service

Level of Service (LOS) analysis was conducted on 15 study intersections to evaluate the operational performance and efficiency of road intersections. LOS capacity results for each of the study intersections are shown in TABLE ES-5, for existing and 20-year (2044) projected analysis years. For intersections that are side-street stop-controlled, the worst approach LOS was assumed to represent the intersection LOS.

Table ES-5 - LOS Capacity Analysis Results

ID	INTERSECTION	EXISTING INTERSECTION CONTROL	EXISTING (2024)		FUTURE (2044)	
			AM Peak	*PM Peak*	*AM Peak*	*PM Peak*
1	Old Belle Rd and W. Hwy 14	AWSC	A (9.6)	B (10.3)	B (12.3)	C (15.0)
2	McGuigan Rd and Hillsview Rd	AWSC	A (9.2)	A (8.7)	B (11.3)	B (10.2)
3	W. Hwy 14 and Upper Valley Rd	SSS	A (9.6)	B (10.7)	B (10.5)	B (12.7)
4	Hillsview Rd and Upper Valley Rd	AWSC	A (9.1)	A (8.3)	B (11.4)	A (9.4)
5	Homestake Rd and Red Hill Rd	SSS	A (9.1)	A (8.6)	A (9.2)	A (8.8)
6	McGuigan Rd and Tinton Rd	SSS	A (8.6)	A (8.3)	A (8.8)	A (8.4)
7	Nemo Rd and Vanocker Canyon Rd	SSS	A (8.9)	A (9.1)	A (9.0)	A (9.3)
8	Maitland Rd and Christensen Dr	AWSC	-	-	-	-
9	US Hwy 14A and Two Bit Rd	SSS	B (11.9)	B (12.6)	B (13.8)	C (15.3)
10	Homestake Rd and Crow Peak Bench Rd	SSS	A (8.4)	A (8.4)	A (8.4)	A (8.4)
11	US Hwy 85 and Johnson Ln	SSS	B (10.4)	B (12.8)	B (11.3)	C (15.0)
12	US Hwy 14A and Maitland Rd	SSS	A (9.5)	A (9.3)	B (10.6)	B (10.4)
13	SD Hwy 34 and Whitewood Valley Rd	SSS	B (10.3)	B (10.7)	B (11.5)	B (11.9)
14	Hillsview Rd and Higgins Gulch Rd	SSS	A (8.6)	A (8.7)	A (8.8)	A (8.9)
15	US Hwy 385 and Nemo Rd	SSS	A (8.8)	A (9.0)	A (9.0)	A (9.2)
16	Nemo Rd and Merritt Rd	SSS	A (9.0)	A (8.9)	A (9.2)	A (9.1)

AWSC – All-way stop-control; SSS – Side-street stop-control

Crash and Safety Analysis

Five years of crash records from January 1, 2018, through December 31, 2022, were provided by the SDDOT to aid in the analysis of traffic crash trends within the study area. There were 2,016 crashes reported during the five-year analysis period (2018 to 2022), including 137 crashes that resulted in an incapacitating injury, and 26 crashes that resulted in a fatality. Approximately 8.3% of crashes were intersection related. TABLE ES-6 and TABLE ES-7 on the next page provide tabular data for crashes by severity and jurisdiction.

Table ES-6 - Crashes by Severity

YEAR	FATAL INJURY	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	NO INJURY	WILD ANIMAL HIT	N/A	TOTAL
2018	3	26	30	20	163	171	0	413
2019	3	20	37	20	163	176	0	419
2020	9	33	25	28	145	159	0	399
2021	7	26	36	33	152	167	0	421
2022	4	32	40	18	140	128	2	364
TOTAL	26	137	168	119	763	801	2	2,016

Table ES-7 - Crashes by Roadway Jurisdiction

YEAR	CRASHES BY ROADWAY JURISDICTION				ALL ROADS
	COUNTY	STATE	CITY	OTHERS	
2018	108	282	21	2	413
2019	104	291	22	2	419
2020	104	280	14	1	399
2021	104	299	18	0	421
2022	89	254	20	1	364
TOTAL	509	1,406	95	6	2,016

Crash Analysis of Study Intersections

The safety performance of each of the study intersections was analyzed by crash frequency, severity, and crash type. There were 16 crashes occurring at the 16 study intersections between January 1, 2018, and December 31, 2022 (See TABLE ES-8 on the following page).

Table ES-8 - Crash Frequencies at Study Intersections (2018–2022)

ID	INTERSECTION	CRASHES	CRASH SEVERITY TYPE					
			K	A	B	C	PDO	WILD ANIMAL
1	Old Belle Rd and W. Hwy 14	4				1	3	
2	McGuigan Rd and Hillsview Rd	0						
3	W. Hwy 14 and Upper Valley Rd	1					1	
4	Hillsview Rd and Upper Valley Rd	1					1	
5	Homestake Rd and Red Hill Rd	1					1	
6	McGuigan Rd and Tinton Rd	0						
7	Nemo Rd and Vanocker Canyon Rd	2			1	1		
8	Maitland Rd and Christensen Dr	1						1
9	US Hwy 14A and Two Bit Rd	0						
10	Homestake Rd and Crow Peak Bench Rd	0						
11	US Hwy 85 and Johnson Ln	0						
12	US Hwy 14A and Maitland Rd	0						
13	SD Hwy 34 and Whitewood Valley Rd	2					2	
14	Hillsview Rd and Higgins Gulch Rd	0						
15	US Hwy 385 and Nemo Rd	3		3				
16	Nemo Rd and Merritt Rd	1						1

K – Fatal; A – Incapacitating Injury; B – Non-Incapacitating Injury; C – Possible Injury; PDO – Property Damage Only

Site visits were conducted in July 2024 for each of the sixteen study intersections chosen by Lawrence County for detailed analysis. Site visits enabled evaluators to identify operational issues, such as traffic signing or intersection design issues, or issues related to pedestrian and cyclist access. Additionally, evaluators identified potential safety hazards, such as visibility issues or inadequate lighting that may not be apparent from reports or statistical data alone. For analysis the 15 study intersections, refer to the full MTP report.

ES-5 TRANSPORTATION STANDARDS

Functional Classification

The functional classification system for Lawrence County was analyzed to determine how closely their percentages of roadways for each classification falls within the percentages recommended by the FHWA. Based on this review, it appears that Lawrence County functional classification percentage approximate federal recommendations fairly well. A visual review of functionally classified County roadways indicated that the roads on the system make sense, as they have logical termini and appear to provide good placement according to classification definitions of level of access, trip length and connectivity.

Cross Section Standards

County road design standards should be based on the current editions of the American Association of State highway Transportation Officials (AASHTO) and SDDOT's Standard Specifications for Roads and Bridges. If new roads are being built or existing roads are being renovated, the current planning standards and recommendations should be used. TABLE ES-9 presents the typical cross-section standards for roadways in Lawrence County.

Table ES-9 - County Roads Typical Cross Sections

ROAD CLASSIFICATION ->	COLLECTOR			LOCAL		
TYPE ->	RURAL[A]	RURAL[B]	URBAN	RURAL[A]	RURAL[B]	URBAN
Surface Material	Gravel	Paved	Paved	Gravel	Paved	Paved
Surface Width (feet)	26	26	30	26	26	30
Lane Width (feet)[D]	11	11	11	11	11	11
Shoulder Material	Gravel	Paved	Paved	Gravel	Paved	Paved
Min Shoulder Width (feet)	2	2	4[C]	2	2	4[C]
Crown Rate	4%	2%	2%	4%	2%	2%
Max Super Elevation	6%	6%	6%	6%	6%	6%
In-Slope	4 to 1	4 to 1	-	4 to 1	4 to 1	-
Back Slope	3 to 1	3 to 1	-	3 to 1	3 to 1	-
Walk Width (feet)	-	-	5	-	-	5
Shared Use path (feet)	-	-	-	-	-	-
Minimum ROW (feet)	66	66	66	66	66	66

A - < 250 ADT; B - >250 ADT; C - Consider 6' On-Street Parking; D - Minimum 10 feet

Access Management Guidelines

Efficient management of driveway access throughout the entire road network necessitates coordinated efforts among County, City, and State authorities, as well as development interests. Lawrence County access guidelines have been prepared to offer direction in making decisions regarding the type and placement of access points across the County's road system. These guidelines are typically employed in situations involving safety or operational concerns, evaluations of access during permit issuance or plat review processes, and in conjunction with development proposals, planning studies and improvement initiatives. TABLE ES-10 summarizes proposed access spacing standards for Lawrence County, including direction for signal spacing, intersection spacing, driveway access density, and direct property access.

Table ES-10 - SDDOT Access Spacing Guidelines

CLASS	SUB CLASS	CROSS STREET (FEET)	SIGNAL (MILE)	ACCESS DENSITY (PER MILE)	DIRECT ACCESS
Collector	Rural	1,000	1/4	5	Yes
	Urban	1,320	1/4	5	Yes
Local	Local	Not applicable			

F – Full Movement; D – Directional Only

Intersection Control Warrants

Intersection control evaluations should adhere to the principles outlined in the Manual of Uniform Traffic Control Devices (MUTCD), which is a comprehensive guide that governs the design and use of traffic control devices on roads and highways. In accordance with the MUTCD, guidelines are employed for assessing and determining appropriate intersection control measures, with additional insights available in the 2024 11th Edition of the MUTCD. Refer to the full MTP report for further details.

Need for Turn Lanes

It is often beneficial to install turn lanes at intersections to improve traffic operations and safety, and especially along roadway segments with high traffic volumes or high volumes of turning vehicles. Turn lanes contribute to safer, more efficient intersections by separating turning and through traffic, reducing conflicts, and minimizing delays. This results in an overall improvement in the performance and safety of the transportation system. Refer to the full MTP report for further details.

Transportation Policy and Ordinance Recommendations

The following are recommendations for departmental policies, ordinances, or office procedures that may help to implement the goals and objectives of the MTP and other County plans.

UTV/ATV:

KLJ recommends consideration of writing a new ordinance to regulate UTV/ATC traffic. A draft sample ordinance is included in Appendix A of the full MTP report, which details components gleaned from Ouray and Montrose Counties in Colorado. These two counties have a similar environment and share the concern about the impact these vehicles have on the condition and traffic on County roads.

- Coordinate with law enforcement, municipalities, and federal agencies, in the drafting of ordinances, policies and the allocation of resources.

Traffic Impact Studies:

A Traffic Impact Study (TIS) is a tool used to manage roadway access and objectively evaluate anticipated safety and operational impacts of proposed development on the surrounding transportation system. The primary responsibility for assessing the traffic impacts associated with a proposed development rests with the developer, with the Lawrence County Highway Department serving in a review and approval capacity.

- Define Traffic Impact Study in the County code.
- Codify when a Traffic Impact Study is to be required. Establish a criterion and the ability to waive certain elements for unique circumstances. The waiver process should be like the variance process, whereas applicants must justify the reasons why a study is not necessary. The ordinance may provide for a condensed study requirement, or a temporary waiver that includes conditions when the study will be required in the future, an example is a project developed in phases.
- Establish a listing of consultants who are qualified to prepare the studies.
- Require the developer/applicant to pay for the traffic impact study.

Roadway Ownership and Maintenance Responsibilities

Based on discussion from the Ownership meeting held on July 17, 2024, the following action items are recommended by this plan:

- The USFS and Lawrence County will meet annually to discuss coordination and opportunities to advance roadway ownership and maintenance solutions.
- County Transportation staff checked internally on the SDDOT inventory listing for Mount Roosevelt Road and requested it not be listed as a *County Primary* roadway and has redlined SDDOT maps to note that it is not a hard surfaced [paved] road.
- Lawrence County will provide the USFS a list of roads that will never receive winter maintenance or will always be designated as USFS roads.

- Lawrence County and the USFS will determine which roads, if any, should be researched to find ROW or easement/maintenance agreement documents that are currently missing. For all other roads it may be best to develop new documents that will supersede those that may exist elsewhere.
- It is recommended that Lawrence County and the USFS, perhaps at their next annual meeting, prioritize roads that should have a new road agreement prepared. Top priorities will receive attention. Moving forward, once precedent is set with the preparation of new road agreements, it should be easier to provide a new agreement for each road that requires one.

ES-6 PROJECTS, PRIORITIZATION, & PROGRAMMING

A crucial step in the MTP process is identifying and prioritizing projects for future implementation. Projects recommended for implementation were selected from Lawrence County's current 5-year plan (2025-2029) and findings from previous chapters, using metrics such as ADT, LOS, and crash/safety analysis. These projects are categorized into near-term (2025-2029) and long-term (2030+) implementation timeframes. *TABLE ES-11* lists the totals for types and number of projects by short- and long-term identified in the MTP, while *TABLE ES-12* provides a detailed project list.

Table ES-11 - Lawrence County 2024 MTP Project Inventory

PROJECT TYPE	PROJECT SOURCE		PROJECT TOTALS
	5-YEAR PLAN (2025–2029) CARRIED FORWARD	NEW IDENTIFIED PROJECTS (2024 MTP)	
SHORT TERM (2025-2029)			
Roadway	35	0	35
Intersection	0	5	5
Bridges	7	1	8
Bike/Pedestrian	0	8	8
		Total Short-Term Projects	56
LONG TERM (2030+)			
Roadway	0	12	12
Intersection	0	11	11
Bridges	0	2	2
Bike/Pedestrian	0	5	5
		Total Long-Term Projects	30
2024 LAWRENCE COUNTY MASTER TRANSPORTATION PLAN (MTP) TOTAL ROAD, INTERSECTION, BRIDGE, & BIKE/PEDESTRIAN PROJECTS:			86

Project Cost Estimations

Cost estimates for short-term road and bridge projects were carried over from the current County 5-year plan. For other roadway pavement and intersection projects, Rough Order Magnitude (ROM) cost estimates were based on the maintenance and construction costs listed in TABLE ES-12. For projects not included in the 5-year plan, costs were extrapolated based on the project's mileage, if known. All lighting recommendations were estimated at a base cost of $50,000 per addition to an intersection or roadway project.

Table ES-12 - Roadway Improvement Costs Per Mile by Improvement Type

IMPROVEMENT TYPE	COST PER MILE
Complete Reconstruction (Gravel to Pavement Conversion)	$2,500,000
Reconstruction	$2,200,000
Structural Overlay w/ Dig Outs	$1,200,000
Structural Overlay	$1,000,000
Non-Structural Overlay	$600,000
Crack and Fog Seal	$60,000
Rout and Crack Seal	$9,000

Roadways and Intersections Projects

Roadway Planning Level Capacity

Two-lane roads can typically manage at least 12,000 vehicles per day and depending on the level of access and types of surrounding traffic control, even higher ADT's can be observed on some two-lane roads. The highest existing volume on any Lawrence County Road was found to occur on Old Belle Road, with an existing ADT of 5,730 and a future 2044 ADT of 8,490. Given the existing ADT condition, and after LOS and ADT analysis of projected future ADT volumes, it is not anticipated that any Lawrence County roads will need to be widened to provide additional through lanes within the next 20 years (2044).

ATV/UTV Facilities Projects

It is recommended that the County incorporate the findings of the SDDOT study, *Development of Strategies for Shared Use of Roadways between ROV/ATV and Typical Highway Vehicles, and* update Lawrence County ordinances based on SDDOT study and guidance provided in the MTP.

Bridge Projects

Currently, of the 14 County bridges rated in poor condition there are eight (8) bridges included in the current 2025-2029 5-year plan in varying states of progress ranging from ID BIG Applications having been filed, pending applications, and/or projects having been awarded with construction pending. The remaining six (6) bridges currently in poor condition, and not currently listed in the current 5-year plan, are recommended for long term projects in years 2030 and beyond.

Freight/Aviation Projects

Lawrence County should continue to support improvements along State and US highway systems to maintain existing and future designated freight routes. Additionally, a new Heliport Ordinance should be incorporated. A report titled "Private Use Heliports/Vertiports in Lawrence County" is included in Appendix B.

Bicycle and Pedestrian Projects

Where feasible, and where there is available ROW, it is recommended that Lawrence County adopt a standard for 4-foot shoulders. Pedestrian and bicycle shoulder widening projects, while not currently programmed in the 2025-2029 5-year short term projects, should be considered where known pedestrian and bicycle safety issues are present. Where safety concerns exist in tandem with non-motorized roadway usage, efforts should be made to consider the addition of widened shoulders to accommodate and improve this mode of transportation.

Transit Projects

Wherever feasible, Lawrence County should continue to support Prairie Hills Transit to improve and maintain primary routes used by the transit agency.

Project Prioritization

A detailed prioritized project list is shown in the following TABLE ES-13 and mapped in FIGURE ES-5 and FIGURE ES-6. Project numbers in the table correspond to the numbers on the map. Finally, TABLE ES-13 provides the following details for each project type:

- Project #
  - Bicycle and pedestrian projects are denoted with a number and the abbreviation "BP" for "bike and pedestrian" – example: "1BP, 2BP, etc."
- Project source (e.g., 5-Year Plan or New project generated from analysis)
- Bridge # (for bridge and culvert projects)
- Road segments/project extents ("from" and "to") - *for roadway and bridge projects only, and where information was available
  - Miles of project roadway are quantified, where information was available
- Category (roads and intersections)
- Intersection name - *for intersection projects only
- Recommendation / Improvements
- Total Cost Estimates, subtotals and totals
- Estimated Project Program Year: 2025-2029 (short-term) or 2030+ (long-term)
- Project Status

Grant Funding Programs

The following Federal Discretionary Surface Transportation grant programs may be considered to increase money available for implementation of projects within Lawrence County:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Infrastructure for Rebuilding American (INFRA)
- National Infrastructure Project Assistance (MEGA)
- Rural Surface Transportation Grant Program (RURAL)
- Bridge Investment Program
- Safe Streets and Roads for All (SS4A)
- Reconnecting Communities and Neighborhoods Program
- Railroad Crossing Elimination
- National Culvert Removal, Replacement, & Restoration Grant
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program
- Wildlife Crossing Pilot Program
- SD Transportation Alternatives (TA)
- United States Rural Development (USDA) Community Facilities Program Grants/Loans
- Economic Development Administration (EDA) Public Works Program

As of the date of this report, detailed descriptions and guidance for currently available grant funding programs are provided in the full 2024 Lawrence County MTP report.

Table ES-13 - Lawrence County MTP Short- and Long-Term Projects

BRIDGES: Short- & Long-Term Projects 2025+											
PROJECT #	PROJECT SOURCE: 5-Yr. Plan (or) New Project	BRIDGE #	LOCATION	FROM	TO	MILES	RECOMMENDATION / IMPROVEMENT	TOTAL COST (ESTIMATE)	TIME FRAME (Short or Long Term)	PROJECT PROGRAM YEAR	PROJECT STATUS
NA	5-Yr. Plan	NA	County Wide	NA	NA	NA	Replacement and repairs of culverts and small bridges	$145,000.00	Short	2025	Incomplete
1	5-Yr. Plan	41-079-199	Elmore Rd - Spearfish	12.0 S	1.5 W	-	Construct New Bridge	$400,000.00	Short	2025	FHWA Grant Awarded 6-25-2020
2	5-Yr. Plan	41-228-112	Whitewood Service Rd	2.5 E	1.0 S	-	Construct New Bridge	$400,000.00	Short	2025	FHWA Grant Awarded 4-4-2021
NA	5-Yr. Plan	NA	County Wide	NA	NA	NA	Replacement and repairs of culverts and small bridges	$150,000.00	Short	2026	Incomplete
3	5-Yr. Plan	41-120-105	Christensen Dr - Spearfish	1.0 S	-	-	Construct New Bridge	$500,000.00	Short	2026	BIG Grant awarded 3-30-2023
NA	5-Yr. Plan	NA	County Wide	NA	NA	NA	Replacement and repairs of culverts and small bridges	$155,000.00	Short	2027	Incomplete
NA	5-Yr. Plan	NA	County Wide	NA	NA	NA	Replacement and repairs of culverts and small bridges	$160,000.00	Short	2028	Incomplete
4	5-Yr. Plan	41-249-268	Nemo Rd - Nemo	1.3 N	2.6 W	-	Construct New Bridge	$400,000.00	Short	2028	Apply for BIG-Bridge Replacement Grant
5	5-Yr. Plan	41-250-268	Nemo Rd - Nemo	1.3 N	2.5 W	-	Construct New Bridge	$400,000.00	Short	2028	Apply for BIG-Bridge Replacement Grant
6	5-Yr. Plan	41-118-111	Maintland Rd	NA	NA	NA	Construct new Bridge	$500,000.00	Short	2028	Incomplete
NA	5-Yr. Plan	NA	County Wide	NA	NA	NA	Replacement and repairs of culverts and small bridges	$165,000.00	Short	2029	Incomplete
7	5-Yr. Plan	41-015-040	West Hwy 14 - Spearfish	7.0 W	2.0 N	-	Construct New Bridge	$500,000.00	Short	2029	Pending 2025 BIG Grant Application
8	New	41-087-043	Camp Comfort Rd	1.5 N			Construct New Bridge	$500,000.00	Short	2029	Incomplete
5-YEAR PLAN (2025-2029) SUBTOTAL								$4,375,000.00			
NA	**New**	**NA2**	**County Wide**	**NA3**	**NA4**	**NA5**	**Replacement and repairs of culverts and small bridges**	**$170,000.00**	**Long**	**2030+**	**Incomplete**
9	New	41-214-100	I-90 Service Road	1 E		-	Construct New Bridge	$500,000.00	Long	2030+	Incomplete
10	New	41-239-259	Nemo Rd	2.4 N	3.5 W		Construct New Bridge	$500,000.00	Long	2030+	Incomplete
Long-Term (2030+) SUBTOTAL								$1,000,000.00			
SHORT- AND LONG-TERM BRIDGE PROJECT TOTAL								$5,375,000.00			

ROADS: Short-Term Projects 2025-2026										
PROJECT #	PROJECT SOURCE: 5-Yr. Plan (or) New Project	ROAD SEGMENT	CATEGORY	FROM	TO	MILES	RECOMMENDATION / IMPROVEMENT	TOTAL COST (ESTIMATE)	PROJECT PROGRAM YEAR	PROJECT STATUS
1 and **1BP**	5-Yr Plan	Nemo Rd	Partial Reconstruction **& Bike / Ped**	Tomahawk Ranch N	W to Old Ridge Rd	**3.63**	Asphalt mill and overlay. **Increase shoulder width if feasibile.**	$1,600,000.00	2025	Incomplete
2	5-Yr Plan	W. Highway 14	Maintenance			10.28	Chipseal and fogseal	$600,000.00	2025	Incomplete
3	5-Yr Plan	North Rochford Rd	Maintenance			1.79	Chipseal and fogseal	$104,450.00	2025	Incomplete
4	5-Yr Plan	Hanna Rd	Maintenance			0.50	Chipseal and fogseal	$29,000.00	2025	Incomplete
5	5-Yr Plan	Maitland Rd	Maintenance			1.27	Chipseal and fogseal	$74,125.00	2025 / 2026	Incomplete
6	5-Yr Plan	Brookview Rd	Maintenance			1.00	Rout and crackseal	$8,000.00	2025	Incomplete
7	5-Yr Plan	Hillsview Rd	Maintenance			1.40	Rout and crackseal	$11,200.00	2025	Incomplete
8	5-Yr Plan	Oliver St	Maintenance			0.57	Rout and crackseal	$5,000.00	2025	Incomplete
9	5-Yr Plan	Westview Dr	Maintenance			1.04	Rout and crackseal	$8,000.00	2025	Incomplete
10	5-Yr Plan	Whitewood Service Rd	Maintenance			4.46	Rout and crackseal	$35,680.00	2025	Incomplete
11	5-Yr Plan	Whitewood Valley Rd	Maintenance			4.20	Rout and crackseal	$33,600.00	2025	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	20.50	Regravel 20.50 miles of gravel roads	$645,750.00	2025	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	121.50	Mag Chloride	$801,900.00	2025	Incomplete
-	5-Yr Plan	Maintenance: Paved Roads	Maintenance	NA	NA	85.00	Striping 85 miles of pavements	$78,000.00	2025	Incomplete
					2025 SUBTOTALS	257.14		$4,034,705.00	2025	
12 and **2BP**	5-Yr Plan	Nemo Rd	Partial Reconstruction **& Bike / Ped**	Old Ridge Rd W	N to Hay Creek Ln	3.63	Asphalt mill and overlay. **Increase shoulder width if feasibile.**	$1,660,000.00	2026	Incomplete
13	5-Yr Plan	Brookview Rd	Maintenance			1.00	Chipseal and fogseal	$60,000.00	2026	Incomplete
14	5-Yr Plan	Hillsview Rd	Maintenance			1.40	Chipseal and fogseal	$84,000.00	2026	Incomplete
15	5-Yr Plan	Oliver St	Maintenance			0.57	Chipseal and fogseal	$35,000.00	2026	Incomplete
16	5-Yr Plan	Westview Dr	Maintenance			1.04	Chipseal and fogseal	$62,500.00	2026	Incomplete
17	5-Yr Plan	Whitewood Service Rd	Maintenance			4.46	Chipseal and fogseal	$223,000.00	2026 / 2027	Incomplete
18	5-Yr Plan	Whitewood Valley Rd	Maintenance			4.20	Chipseal and fogseal	$210,000.00	2026 / 2027	Incomplete
19	5-Yr Plan	Nemo Rd	Maintenance			3.88	Rout and crackseal	$29,680.00	2026	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	20.50	Regravel 20.50 miles of gravel roads	$660,000.00	2026	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	121.50	Mag Chloride 121.50 miles of gravel roads	$801,900.00	2026	Incomplete
-	5-Yr Plan	Maintenance: Paved Roads	Maintenance	NA	NA	85.00	Striping 85 miles of pavements	$79,200.00	2026	Incomplete
					2026 SUBTOTALS	247.18		$3,905,280.00	2026	

ROADS: Short-Term Projects 2027-2029										
PROJECT #	PROJECT SOURCE: 5-Yr. Plan (or) New Project	ROAD SEGMENT	CATEGORY	FROM	TO	MILES	RECOMMENDATION / IMPROVEMENT	TOTAL COST (ESTIMATE)	PROJECT PROGRAM YEAR	PROJECT STATUS
21 and **3BP**	5-Yr Plan	Nemo Rd	Partial Reconstruction **& Bike / Ped**	Hay Creek Ln W	N to Jct Hwy 385	3.63	Asphalt mill and overlay. **Increase shoulder width if feasibile.**	$1,725,000.00	2027	Incomplete
22	5-Yr Plan	Nemo Rd	Maintenance			3.88	Chipseal and fogseal	$225,500.00	2027	Incomplete
23	5-Yr Plan	Crook City Rd	Maintenance			1.00	Rout and crackseal	$61,000.00	2027	Incomplete
24	5-Yr Plan	Nemo Rd	Maintenance			3.63	Rout and crackseal	$37,700.00	2027	Incomplete
25	5-Yr Plan	W. Oliver, Mineral Pl, and Winterville	Maintenance			1.25	Rout and crackseal	$12,500.00	2027	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	20.50	Regravel 20.50 miles of gravel roads	$674,450.00	2027	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	121.50	Mag Chloride 121.50 miles of gravel roads	$801,900.00	2027	Incomplete
-	5-Yr Plan	Maintenance: Paved Roads	Maintenance	NA	NA	85.00	Striping 85 miles of pavements	$80,000.00	2027	Incomplete
					2027 SUBTOTALS	240.39		$3,618,050.00	2027	
20 and **4BP**	5-Yr Plan	Hill St and North Tinton Rd	Construction **& Bike / Ped**	Harvard St	McGuigan Rd	1.44	Pave. **Increase shoulder width if feasibile.**	$576,000.00	2028	Incomplete
27 and **5BP**	5-Yr Plan	Upper Valley Rd	Partial Reconstruction **& Bike / Ped**			1.00	Asphalt Mill and overlay. **Increase shoulder width if feasibile.**	$475,000.00	2028	Incomplete
28 and **6BP**	5-Yr Plan	West Highway 14	Partial Reconstruction **& Bike / Ped**			1.00	Asphalt Mill and overlay. **Increase shoulder width if feasibile.**	$475,000.00	2028	Incomplete
29	5-Yr Plan	Crook City Rd	Maintenance			6.10	Chipseal and fogseal	$353,800.00	2028	Incomplete
30	5-Yr Plan	Nemo Rd	Maintenance			3.63	Chipseal and fogseal	$210,540.00	2028	Incomplete
31	5-Yr Plan	W. Oliver, Mineral Pl, and Winterville	Maintenance			1.25	Chipseal and fogseal	$72,500.00	2028	Incomplete
32	5-Yr Plan	Nemo Rd	Maintenance			3.63	Rout and crackseal	$37,700.00	2028	Incomplete
33 and **7BP**	5-Yr Plan	St. Onge Rd	Maintenance **& Bike / Ped**			4.58	Rout and crackseal **Increase shoulder width if feasibile.**	$47,600.00	2028	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	20.50	Regravel 20.50 miles of gravel roads	$689,000.00	2028	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	121.50	Mag Chloride 121.50 miles of gravel roads	$801,900.00	2028	Incomplete
-	5-Yr Plan	Maintenance: Paved Roads	Maintenance	NA	NA	85.00	Striping 85 miles of pavements	$85,000.00	2028	Incomplete
					2028 SUBTOTALS	249.63		$3,824,040.00	2028	
26 and **8BP**	5-Yr Plan	McGuigan Rd	Construction **& Bike / Ped**	N. Tinton	Hillsview Rd	1.60	Pave. **Increase shoulder width if feasibile.**	$725,000.00	2029	Incomplete
34	5-Yr Plan	Nemo Rd	Maintenance			3.63	Chipseal and Fogseal	$210,540.00	2029	Incomplete
35	5-Yr Plan	Nemo Rd	Maintenance			3.63	Rout and Crackseal	$801,900.00	2029	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	20.50	Regravel 20.50 miles of gravel roads	$689,000.00	2029	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	121.50	Mag Chloride 121.50 miles of gravel roads	$801,900.00	2029	Incomplete
-	5-Yr Plan	Maintenance: Paved Roads	Maintenance	NA	NA	85.00	Striping 85 miles of pavements	$90,000.00	2029	Incomplete
					2029 SUBTOTALS	235.86		$3,318,340.00	2029	
							TOTAL SHORT-TERM ROADWAY PROJECT COST	$18,700,415		

INTERSECTIONS: Short-Term Projects 2025-2029							
PROJECT #	PROJECT SOURCE: 5-Yr. Plan (or) New Project	INTERSECTION: Location # and Name	CATEGORY	RECOMMENDATION / IMPROVEMENT	TOTAL COST (ESTIMATE)	PROJECT PROGRAM YEAR	PROJECT STATUS
1	New	1. Old Belle Rd & W. Hwy 14	Operations & Safety	WB Channelized Right Turn Lane. Add new Lighting.	$450,000.00	2025	Incomplete
2	New	6. McGuigan Rd & N. Tinton Rd	Operations & Safety	Realign the east approach of Tinton Rd. to eliminate skew	$600,000.00	2026	Incomplete
3	New	8. Maitland Road & Christensen Dr	Operations & Safety	Realign the intersection approach of Christensen Drive to reduce or eliminate intersection skew. Add Lighting and Wild Animal Signage	$2,500,000.00	2027	Incomplete
4	New	9. Two-Bit Rd & US Hwy 14A	Operations & Safety	Improve the vertical alignment of two-bit road by flattening the gradeline and realign to reduce or eliminate intersection skew. Add lighting.	$750,000.00	2028	Incomplete
5	New	10. Crow Peak Bench Rd & Homestake Road	Operations & Safety	Realign Crow Peak Bench Rd to center of Homestake Rd curve. Add lighting.	$650,000.00	2029	Incomplete
TOTAL SHORT-TERM INTERSECTION PROJECT COST					$4,950,000.00		

ESTIMATED TOTAL SHORT-TERM (2025-2029) PROJECT COST	**$28,025,415.00**

ROADS: Long-Term Projects 2030+										
PROJECT #	PROJECT SOURCE: 5-Yr. Plan (or) New Project	ROAD SEGMENT	CATEGORY	FROM	TO	MILES	RECOMMENDATION / IMPROVEMENT	TOTAL COST (ESTIMATE)	PROJECT PROGRAM YEAR	PROJECT STATUS
1 and **1BP**	New	McGuigan Rd	Construction **& Bike / Ped**	S. of Tinton	TBD	1.00	Gravel to Pavement Conversion. **Increase shoulder width if feasibile.**	$2,500,000.00	2030	Incomplete
2 and **2BP**	New	Brownsville Rd	Construction **& Bike / Ped**	N Rochford Rd	Englewood Rd	0.82	Gravel to Pavement Conversion. **Increase shoulder width if feasibile.**	$2,500,000.00	2030	Incomplete
3 and **3BP**	New	Evans Ln	Maintenance	Old US 14	Hillsview Rd	1.03	Chip seal and fog seal. **Add on-street bike facility in coordination with City of Spearfish.**	$13,000.00		
4	New	N Rochford Rd	Maintenance			1.80	Future ADT Thresholds	$110,000.00	2030	Incomplete
5	New	Maitland Rd	Maintenance			1.50	Rout and crackseal	$15,000.00	2030	Incomplete
6	New	Nemo Rd	Maintenance			3.70	Rout and crackseal	$45,000.00	2031	Incomplete
7 and **4BP**	New	Hillsview Rd	Maintenance **& Bike / Ped**			1.40	Rout and crackseal. **Add on-street bike facility in coordination with City of Spearfish.**	$93,000.00	2031	Incomplete
8	New	Kerwin Ln	Maintenance	US 85	Lookout Mt Rd	1.90	Regravel	$65,000.00	2031	Incomplete
9	New	Nemo Rd	Maintenance			3.90	Chip seal and fog seal	$240,000.00	2032	Incomplete
10	New	Higgins Gulch Rd	Maintenance	Hillsview Rd	NA	2.20	Regravel	$74,000.00	2033	Incomplete
11	New	McGuigan Rd	Maintenance	N. Tinton	Hillsview Rd	1.60	Rout and crackseal	$15,000.00	2034 / 2035	
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	20.50	Regravel 20.50 miles of gravel roads	$700,000.00	2030+	Incomplete
-	5-Yr Plan	Maintenance: Gravel Roads	Maintenance	NA	NA	121.50	Mag Chloride 121.50 miles of gravel roads	$825,000.00	2030+	Incomplete
-	5-Yr Plan	Maintenance: Paved Roads	Maintenance	NA	NA	85.00	Striping 85 miles of pavements	$100,000.00	2030+	Incomplete
5BP	New	Old Belle Rd	**Bike / Ped**	Brookview Rd	TBD	TBD	Ped and Bike Project: Shoulder Widening to 4' where feasible.	TBD	2030+	Incomplete
12	New	Two-Bit Rd	Gravel to Pavement Conversion	US Hwy 14	TBD	TBD	Future ADT Thresholds	TBD	2030+	Incomplete
TOTAL LONG-TERM ROADWAY PROJECT COST								**$7,295,000.00**		

INTERSECTIONS: Long-Term Projects 2030+							
PROJECT #	PROJECT SOURCE: 5-Yr. Plan (or) New Project	INTERSECTION: Location # and Name	CATEGORY	RECOMMENDATION / IMPROVEMENT	TOTAL COST (ESTIMATE)	PROJECT PROGRAM YEAR	PROJECT STATUS
1	New	2. McGuigan Road & Hillsview Road	Operations & Safety	Consider installation of pedestrian and/or bicycle crossing signs. Add lighting.	$75,000.00	2030 +	Incomplete
2	New	3. Upper Valley Road & W. Highway 14	Operations & Safety	Clear sight triangle at stop-controlled approach of Upper Valley Road by removing foliage to improve sight distance. Add lighting.	$75,000.00	2030 +	Incomplete
3	New	4. Upper Valley Road & Hillsview Road	Operations & Safety	Clear sight triangle at stop-controlled approach of Upper Valley Road by removing foliage to improve sight distance. Add lighting.	$75,000.00	2030 +	Incomplete
4	New	5. Homestake Road & Red Hill Road	Operations & Safety	Add lighting.	$50,000.00	2030 +	Incomplete
5	New	7. Nemo Road & Vanocker Canyon Road	Operations & Safety	Add Lighting.	$50,000.00	2030 +	Incomplete
6	New	11. Johnson Lane & US Highway 85	Operations & Safety	Change the vertical alignment of the westbound approach of Johnson Ln to reduce grade. Add lighting.	$775,000.00	2030 +	Incomplete
7	New	12. Maitland Road & US Highway 14A	Operations & Safety	Clear the sight triangle at the stop-controlled approach of Maitland Road by removing foliage to improve sight distance and stop-sign visibility. Add lighting.	$75,000.00	2031+	Incomplete
8	New	13. Whitewood Valley Road & SD Highway 34	Operations & Safety	Add lighting.	$50,000.00	2032+	Incomplete
9	New	14. Higgins Gulch Road & Hillsview Road	Operations & Safety	Realign driveway approaches on the north side to combine to a single access point across from Higgins Gulch Road, which may also need to be realigned to eliminate skew. Flatten steep side-slopes along Higgens Gulch Road and widen roadway to improve vehicle stability and safety. Add lighting.	$950,000.00	2033+	Incomplete
10	New	15. Nemo Road & US Highway 385	Operations & Safety	Realign the intersection approaches of Nemo Road to eliminate skew and to create a more traditional four-legged intersection. Clear the sight triangle in the north quadrants of the stop-controlled approaches of Nemo Road to improve sight distance. Add lighting.	$950,000.00	2033+	Incomplete
11	New	16. Nemo Road & Merritt Estes Road	Operations & Safety	Realign the westbound approach of Merritt Estes Road to reduce or eliminate intersection skew. Add Lighting.	$200,000.00	2034+	Incomplete
TOTAL LONG-TERM INTERSECTION PROJECT COST					$3,325,000.00		

ESTIMATED TOTAL LONG-TERM (2030+) PROJECT COST	$11,620,000.00

Figure ES-5 - Lawrence County MTP Short- and Long-Term Projects

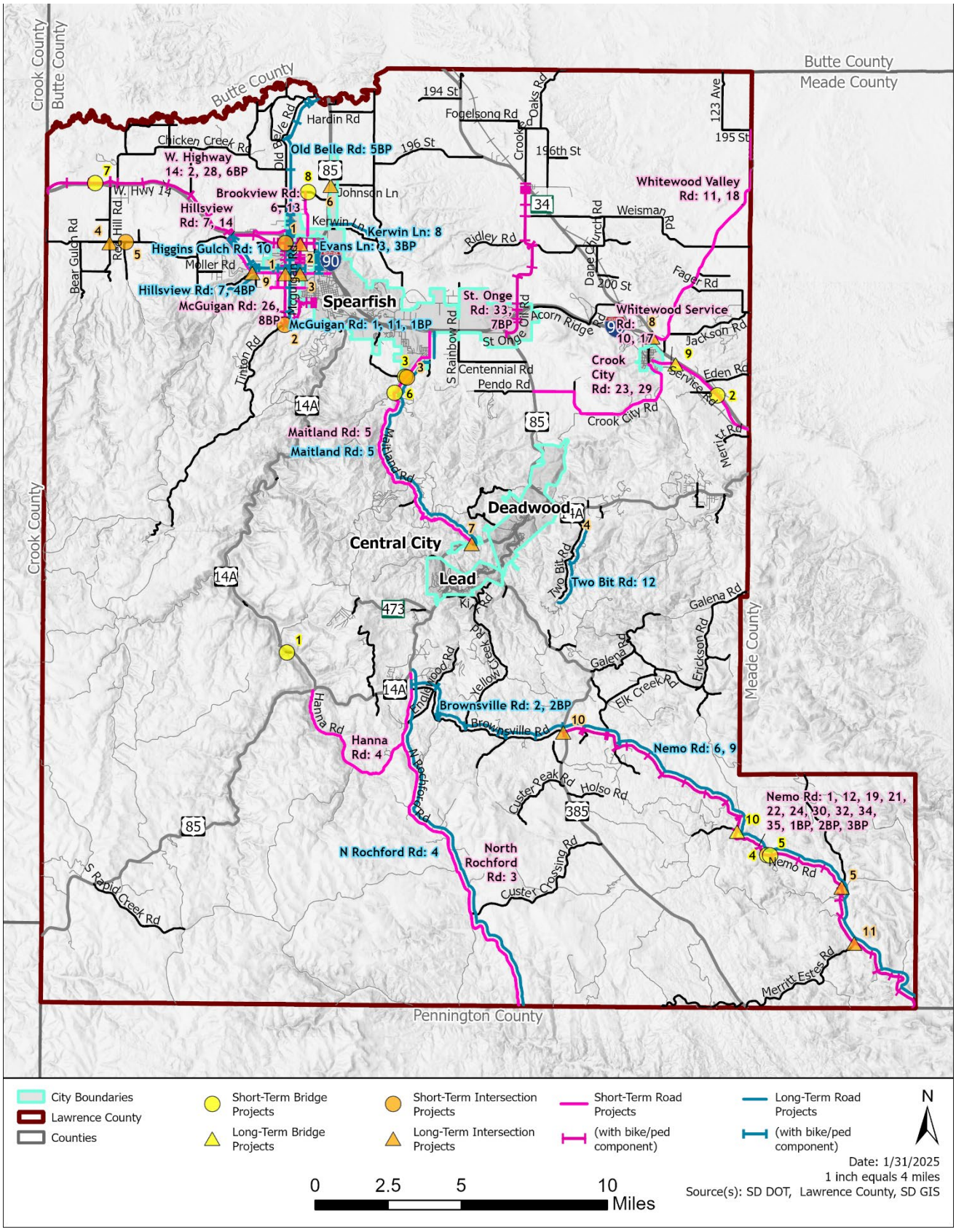


Figure ES-6 - Lawrence County MTP Short- and Long-Term Projects – Spearfish

