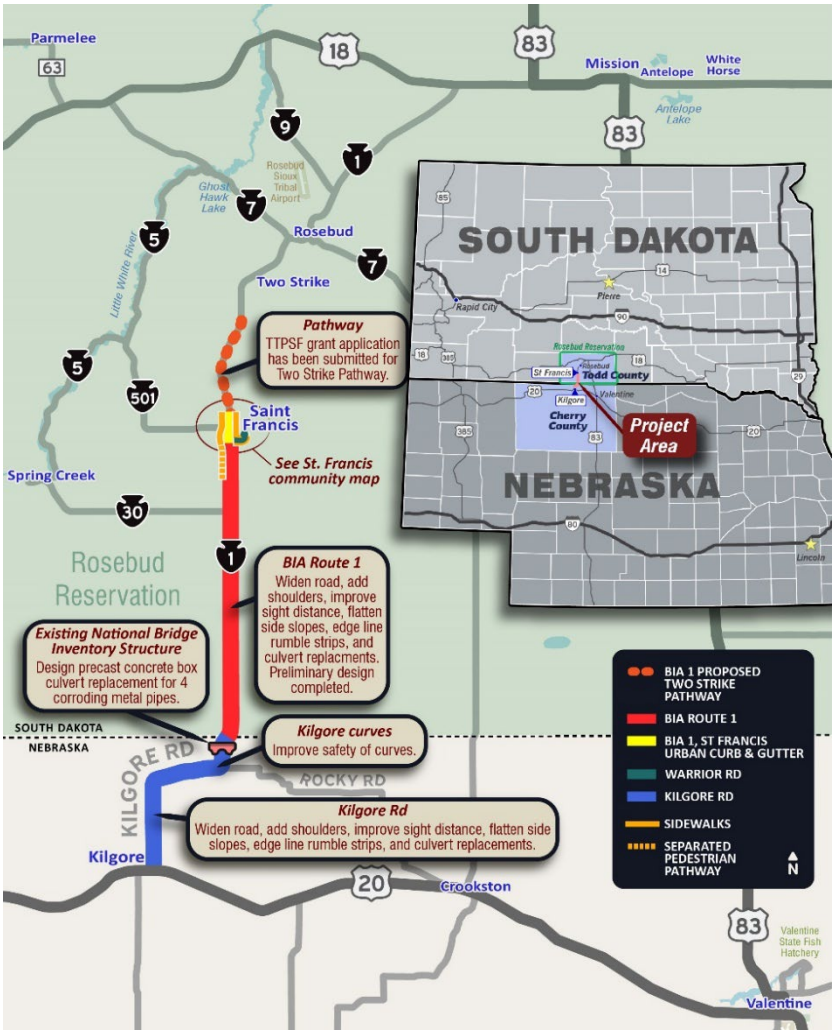
BIA Route 1/Kilgore Road to US-20 Regional Improvement Project

ROSEBUD SIOUX TRIBE • 2026

Project Description

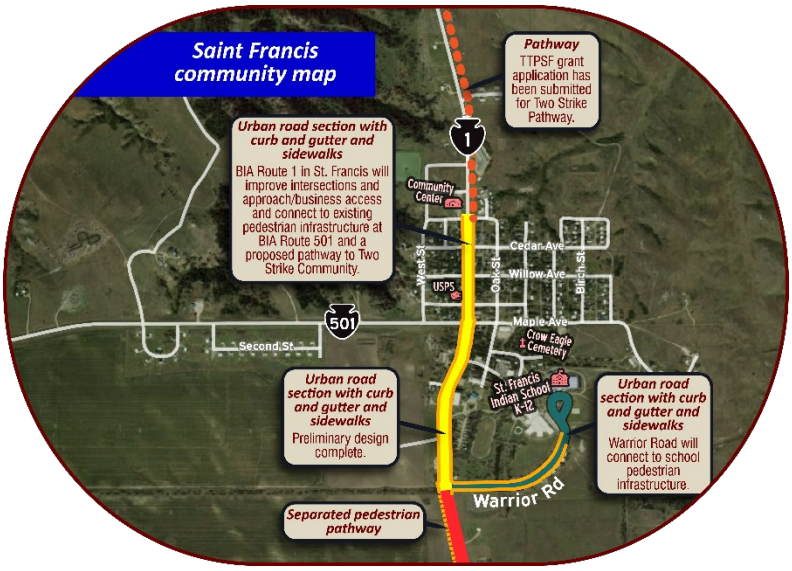
Rosebud Sioux Tribe (RST) is requesting $1,768,900 in BUILD grant program funds to complete the planning and preconstruction activities for the BIA Route 1/Kilgore Road to US-20 Regional Improvement Project (the Project). RST will contribute $93,100 (5%) toward the Project. While a match is not required because the Project is located in a rural, area persistent poverty, and historically disadvantaged community, this contribution represents a significant commitment for RST given its limited TTP funding and underscores both the Project's importance and RST's dedication to supporting its completion. The Project connects the communities of St. Francis, South Dakota on the Rosebud Indian Reservation to Kilgore, Nebraska located along US Highway 20. The Project includes 10.3 miles of BIA Route 1, 6.2 miles of Cherry County's Kilgore Road, 0.5 miles of Warrior Road (BIA 15), and approximately 3.5 miles of pedestrian infrastructure.

The RST Transportation Program receives a limited amount of annual funding from the Tribal Transportation Program (TTP). They manage approximately 313 miles of Bureau of Indian Affairs (BIA) and Tribal roads within the Reservation. The Tribe's federal annual allocation for administration, planning, construction, and maintenance are significantly lower than the national average for state transportation departments. This funding disparity hinders essential projects such as road reconstruction to address deteriorating conditions, shoulder widening to reduce crashes, resolving drainage issues, and making repairs and upgrades for safe pedestrian facilities. RST seeks to provide a transportation system that can safely and efficiently move people and goods and provide quality multimodal access to Tribal housing, services, and employment opportunities. Completion of the Project will result in "shovel ready" plans to address existing and projected traffic capacity, safety issues, lack of multimodal accessibility due to minimal shoulder widths, limited pedestrian and bicycle access that do not meet ADA compliance, and deteriorating pavement conditions that no longer meet the needs for the current traffic load.



Detailed Scope of Work

The Project will improve vehicular and pedestrian safety and connectivity for Tribal and non-Tribal members traveling between South Dakota and Nebraska and in and around the towns of St Francis, SD and Kilgore, NE. The project begins at the north edge of St. Francis where the existing road will be transformed to a traffic calming 24-foot-wide paved 2-lane roadway top with curb and gutter, storm sewer, and ADA compliant sidewalks on both sides, which will connect to existing sidewalks at BIA Route 501 to 0.7-miles south where it connects to Warrior Road and continues 0.3 miles to the St. Francis Indian School. At the intersection of BIA Route 1 and Warrior Road to US Highway 20 in the community of Kilgore, NE, BIA Route 1 (9.6 miles) and Kilgore Rd (6.2 miles) will be a rural section with 12-foot lanes, 4-foot shoulders, recoverable side slopes, and roadside ditches large enough to carry stormwater and hold snow. A 1-mile pedestrian pathway will extend south from sidewalks at Warrior Rd connecting numerous home sites to the community and school.



The planning and preconstruction activities will include:

- Cadastral/boundary survey
- Topographic and environmental surveys
- Cultural resource survey
- Geotechnical investigation that includes soil borings, geologic testing, and pavement structure recommendations
- Preliminary engineering for roadways, grading, culverts, storm sewer, traffic control, erosion controls, and signage and striping
- Preliminary engineering of ADA-compliant pathways and sidewalks with amenities that have a Native American influence, such as lighting, park benches, and landscaping
- Public, landowner, and stakeholder engagement
- Coordination with Cherry County, NE and Kilgore, NE for Kilgore Rd
- Coordination with St. Francis community leaders for BIA Route 1 through St. Francis
- Coordination with St. Francis Indian School for Warrior Rd
- Identification of utility impacts and coordination with utility owners for relocation
- Environmental Assessment and related agency consultations/approvals
- Final engineering
- Creation of right-of-way plats, temporary construction easement exhibits, and appraisals for acquisition

Current Design Status

Preliminary engineering is at 10 percent for 10 miles of BIA Route 1 from BIA Route 501 to the Nebraska/South Dakota state line. No work has been completed for the remaining 7 miles of the project. While the design has begun for BIA Route 1, the RST Transportation Program has limited TTP funding and other projects requiring significant financial resources, so the design has been on hold until additional funds can be secured.

Work completed on the 10 miles includes topographic and environmental surveys adjacent to the road up to the existing fences, new culvert design, preliminary road and pathway alignment, profile, typical sections, grading balance points, and preliminary cost estimate.

Transportation Challenges and Solutions



The need for improvements that better serves the Rosebud Sioux Tribe, Cherry County, communities of St. Francis and Kilgore, and the St. Francis Indian School is apparent. RST Council has discussed issuing a "State of Emergency" for BIA Route 1 due to its severe condition. Council has also discussed options such as closing the road to truck traffic and milling and grinding the existing asphalt to revert back to a gravel surface due to the cost to reconstruct the roadway and the Tribe having limited funding to complete the necessary improvements without grant funding. The options of closing the road to truck traffic and reverting back to a gravel road would significantly slow traffic and add 13 miles one way for truck traffic delivering goods to St Francis from Nebraska.


Severe deterioration and patchwork

Roadway Rehabilitation

The existing asphalt pavement is severely deteriorated, rutted and cracked and has been chip sealed and patched many times, but the potholes and cracks are transferring through the patches. The cracks have vegetation and are too wide for sealing. Due to significant truck traffic the roads are deteriorating at a rate which is increasingly unsafe, and RST Road Maintenance Program and Cherry County Highway Maintenance are not able to provide the necessary roadway reconstruction.

Sidewalks and Separated Pathways

There are limited pedestrian facilities in St. Francis and at the St. Francis Indian School, and no existing pedestrian facilities along BIA Route 1 where many businesses and homes are located. Warrior Road has some existing sidewalk but is broken and missing segments and is not ADA-compliant. There are parks and sports fields adjacent to the school which draw children and families. Additionally, the existing roadways currently have no pedestrian facilities or are too

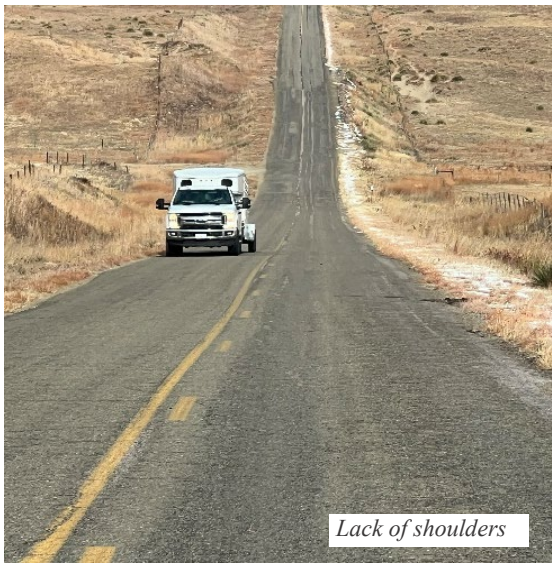
deteriorated to be useful. People will walk along the road, putting themselves and drivers at risk of a vehicle/pedestrian crash.


Limited pedestrian facilities to the St. Francis Indian School

This project will include replacement of existing sidewalk along Warrior Road with connection to the school, addition of sidewalk in St Francis on both sides of BIA Route 1 and extending a pathway south along BIA Route 1 south of Warrior Road to provide safe access for children and families in the St. Francis community.

Shoulder Widening

The shoulder widths along areas of BIA Route 1 and Kilgore Rd are insufficient. There is no room for drivers to maneuver to avoid crashes or have room to correct if the vehicle leaves the roadway. Adequate shoulder width is particularly important on higher speed roadways and areas where there is limited stopping distance. There is also limited room for emergency vehicles to safely pull over to address emergency situations or for safe storage of disabled vehicles along these roadways. The roadways will be designed to meet current highway safety standards and widened to incorporate 4-foot shoulders and a 4-asphalt taper.


Lack of shoulders

Sight Distance Limitations and Turning Lanes

BIA Route 1 and Kilgore Rd have many vertical hills which significantly reduce sight distance. One hill north of the intersection of BIA Routes 1 and 30 blocks sight distance. Lowering this hill will increase sight distance and improve vehicular safety, achieving current highway safety standard and increase sight distance. Engineering design will improve the vertical profile by lowering hills, raising low areas, and increasing sight distance at horizontal and vertical curves. Additionally, grading will flatten backslope hills and widen ditches for better drainage and snow storage resulting in less snow drifting over the new road.


Limited sight distance and minimal turning lane

Safety improvements to the intersections of BIA Route 1 with BIA Route 30 and Warrior Road will be made by adding turning lanes and improving sight distance.

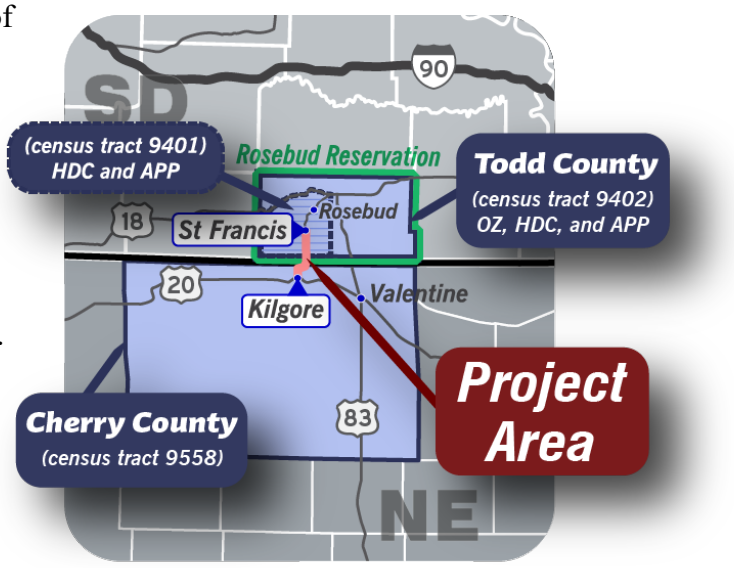
Project History and Related Infrastructure Investments

It is estimated the road between St. Francis and Kilgore was originally constructed approximately 90 years ago as a gravel roadway. Records of when it became an asphalt roadway could not be found, but poor pavement conditions indicate it is currently beyond its lifespan. This project has been a priority for RST for many years. It was listed as a priority project in the 2007 LRTP, draft 2026 LRTP, and 2024 Pavement Preservation Plan. It is listed in the current Tribal Transportation Improvement Program (TTIP) and lists Kilgore Road BIA Rt.1 to NE line as the No. 1 priority project. However, funding limitations have made it impossible to complete the Project.

A related project to add pathway along BIA Route 1 north of St Francis to Two Strike Community was submitted for a Tribal Transportation Program Safety Funds (TTPSF) grant in January 2025 for the engineering, design, NEPA, and easement acquisition. The Two Strike Community Pathway would connect Two Strike Community to Cherry Avenue in St. Francis and connect to the north end of the BIA Route 1/Kilgore Road to US-20 Regional Improvement Project. TTPSF grant awards are pending.

Project Location

This is a Rural Project connecting the communities of St. Francis, South Dakota, on the Rosebud Indian Reservation, to Kilgore, Nebraska. The Rosebud Indian Reservation, located in Todd County (Census Tracts #46121940100/46121940200), is one of the poorest Reservations in the nation. Both census tracts are Areas of Persistent Poverty and a Historically Disadvantaged Communities, and Census Tract #46121940200 is an Opportunity Zone. Kilgore is located in a rural area in Cherry County (Census Tract #31031955800). Through the completion of this project, Todd County, Tribal, and Kilgore residents will be connected to the many ladders of opportunity by providing multimodal transportation access to employment, educational institutions, essential services, healthcare facilities, job training centers and community social services. Reconstructing the route will have immediate impacts to the local community and surrounding region and will derive short-term and long-term benefits in safety, state of good repair, freight mobility, environmental sustainability, quality of life and community connectivity.



** Although the full project area is not within a designated Opportunity Zone, the Bureau of Indian Affairs Rosebud Agency, which represents the entire Rosebud Indian Reservation where the project is located, is situated in an Opportunity Zone (Census Tract 46121940200). The Rosebud Sioux Tribe is actively collaborating with state leadership to pursue Opportunity Zone designation for Census Tract 46121940100.*