US14A • US85
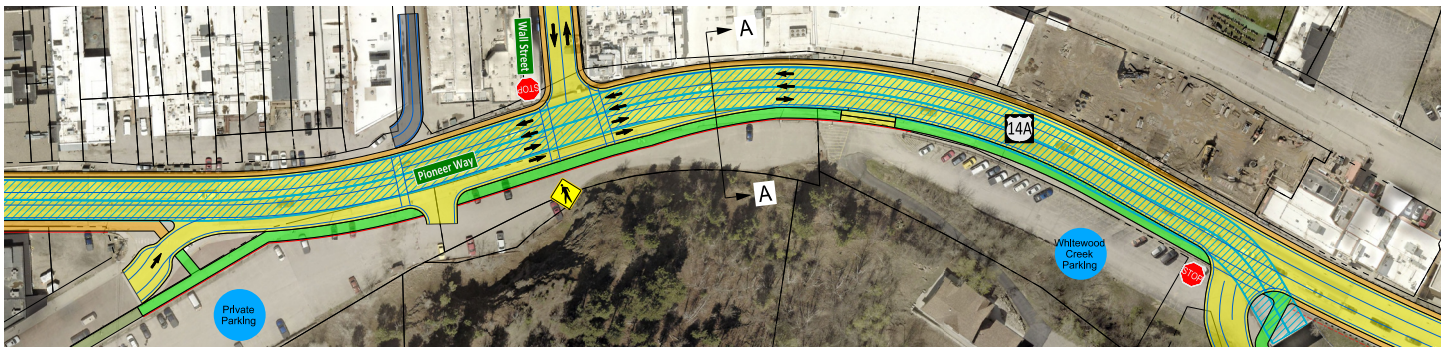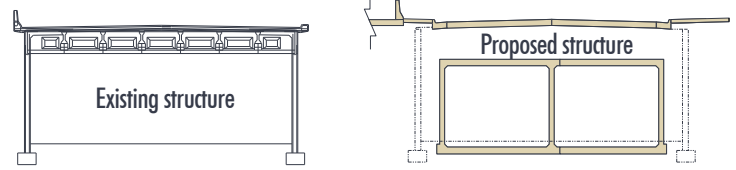DEADWOOD BOX

The Study Advisory Team recently identified two viable build options, 1a & 1c. Key features of each are included in this handout. Both options minimize private property impacts and keep the box in its current location. Differences between options occur between Lee Street and the Box Outlet.

The structure within the structure

Both options utilize a plan to construct a two-celled box within the walls of the existing structure. This will expedite the construction schedule and eliminate detouring traffic to Main Street during construction.
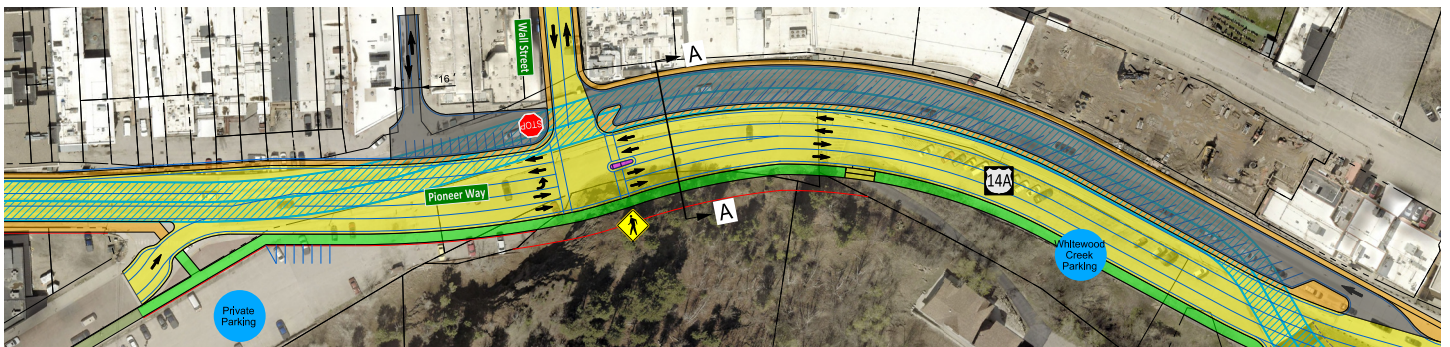
Existing structure

Proposed structure

SHOWN BELOW

INLET

OUTLET

1a

Total Cost
$60.6 M

Parking Spaces Change
-19

Parking Configuration
WEST ←→ EAST
Businesses   Highway   Parking

1c

Total Cost
$67.9 M

Parking Spaces Change
-24

Parking Configuration
WEST ←→ EAST
Businesses   Parking   Highway

FREQUENTLY ASKED QUESTIONS

When would construction likely begin?
Construction is tentatively scheduled to begin in the next 5-6 years.

How long will construction take?
A constructibility plan is still being developed, it is anticipated to be an 18 month project.

Can this be built in winter to minimize economic impact?
A large portion of the construction will have to take place over the winter months during the low-flow period of Whitewood Creek. However, at least one summer construction season will be necessary for performing the surfacing items.

Option 1a is most similar to what we currently have, why do we lose 19 spaces?
Between Sherman Street and Whitewood Creek Trailhead, a 10' shared use path has been added to the east side of the roadway that accommodates both bicyclists and pedestrians. The path is being added to enhance safety and provide connectivity between the Mickelson Trail and Whitewood Creek Trail. There is also a 5' sidewalk being added to the west side of the roadway where one currently doesn't exist.

Where will traffic be detoured to during construction?
Traffic is expected to be detoured using a combination of the parking areas, Sherman Street, Pine Street, and the existing US14A corridor.

INLET   OUTLET

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DEADWOOD SOUTH DAKOTA

U.S. Department of Transportation
Federal Highway Administration