

# Public Meeting Open House 3 Summary

Oct. 4, 2023

<https://deadwoodbox.com/>



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## Meeting Background

The public meeting open house was held to discuss the study, provide updates to the public and stakeholders, and gather input on a Visual Impacts Assessment (VIA). The public meeting was informal and consisted of two identical presentations given by Stacia Slowey (HDR), a brief Q&A, and time for one-on-one conversations at informational display boards (Appendix A). The public meeting open house took place on Wednesday, Oct. 4, 2023 from 4:30 p.m. to 6:30 p.m. at the Homestake Adams Research and Cultural Center in Deadwood.

### Public Meeting Open House

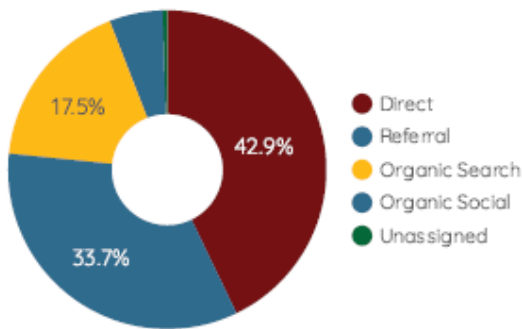


# Website Analytics

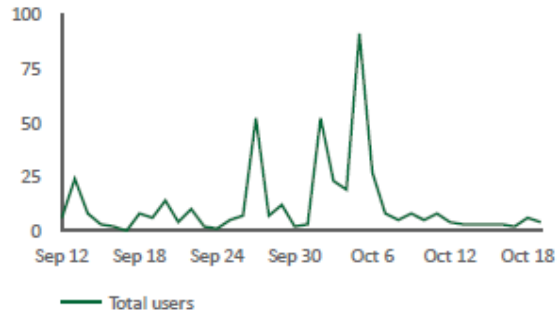
Sept. 12 – Oct. 19, 2023

Total users	New users	Engaged sessions	Views	Average Session Duration
397	392	244	694	00:00:53

## Users by Acquisition Type



## Users per Day



## Referrals & Social Media Sources

Session source	Total users
1. (direct)	178
2. rapidcityjournal.com	44
3. google	35
4. kotatv.com	35
5. msn.com	31
6. dot.sd.gov	27
7. blackhillsfox.com	19

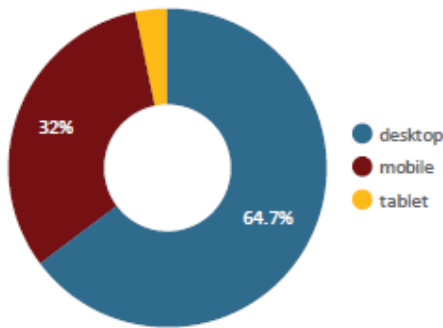
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## Users & Sessions by Regional Cities (SD)

City	Total users	Engaged sess...
1. Rapid City	70	55
2. Deadwood	27	27
3. Pierre	17	14
4. Spearfish	23	14
5. Sioux Falls	17	12
6. Lead	13	10

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## Users by Device Type



## Promotions

### Press Release

A press release was distributed by the South Dakota Department of Transportation on Sept. 29, 2023.

### Stakeholder Communications

A postcard was mailed and an email was sent to an existing stakeholder list on Sept. 13, 2023. A copy of the postcard and email can be viewed in **Appendix A: Promotions**.

### Social Media

Social media was used by the SDDOT to promote the public meeting open house. A Facebook post was made on Sept. 27, 2023. The social media post can be viewed in **Appendix A: Promotions**.

### Legal Ads

Legal display ads were published in the Black Hills Pioneer on Oct. 4 and Oct. 18, 2023.

Black Hills Pioneer: The legal ad can be viewed in **Appendix A: Promotions**.

## Presentation Slides

A presentation was given twice by Stacia Slowey (HDR) during the public meeting open house. The presentations took place at 4:45 and 5:45 p.m.

The title slide features a dark blue background with a white border. At the top center is the 'DEADWOOD BOX' logo, which includes the text 'US14A = US85' above a shield-shaped emblem containing a building and a bridge. Below the logo, the text 'U.S. 14A/U.S. 85/DEADWOOD BOX STUDY AND ENVIRONMENTAL STUDY' is displayed in white, followed by 'DEADWOOD BOX STUDY' in a larger font. The event details 'PUBLIC MEETING # 3' and 'October 4, 2023' are centered below. At the bottom, logos for SD DOT, HDR, Albertson Engineering Inc., the City of Deadwood, and the U.S. Department of Transportation Federal Highway Administration are arranged horizontally.

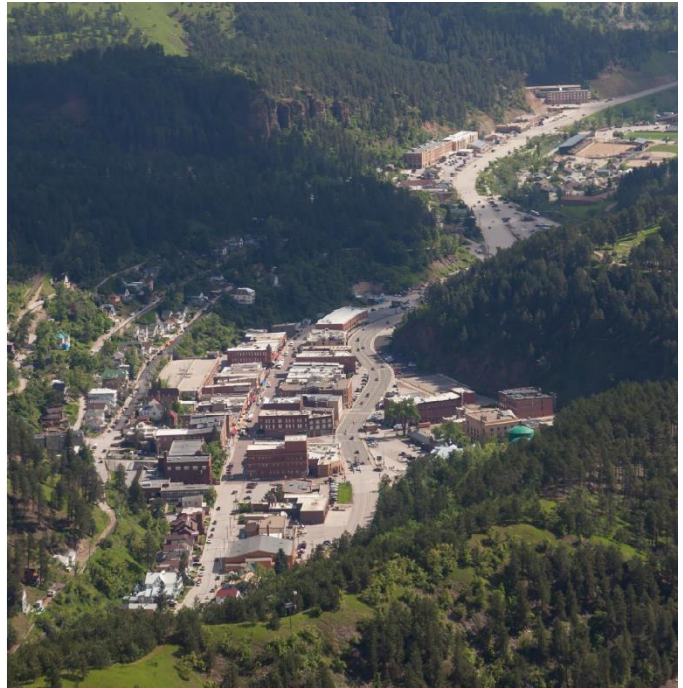
The slide is titled 'STUDY AREA' in large, bold, white letters on a dark blue background. To the left of the title is the 'DEADWOOD BOX' logo. The main content area has a light tan background. On the left, there are two bullet points: a red square followed by 'Study Area: Area of analysis that encompasses potential environmental effects associated with the project', and a blue square followed by 'Project Area: General "footprint" of potential improvements.' To the right is a map of the Deadwood area. The map shows a winding road (US 14A/US 85) and a river. A red outline indicates the 'STUDY AREA', and a blue outline indicates the 'PROJECT AREA'. A legend in the bottom right corner of the map defines the symbols: Original Corridor Study Area (red outline), Deadwood Box Project Area (blue outline), Deadwood Box (blue square), Project Area (blue square), Original Features (orange circle), Municipal Boundary (dashed line), Bureau of Land Management (BLM) (green square), and US Forest Service (USFS) (yellow square). An inset map in the top left of the main map shows the location of the study area within a larger regional context.



## Welcome

The Deadwood Box is a concrete box that supports U.S. Highways 14A & 85 and conveys Whitewood Creek beneath the highway.

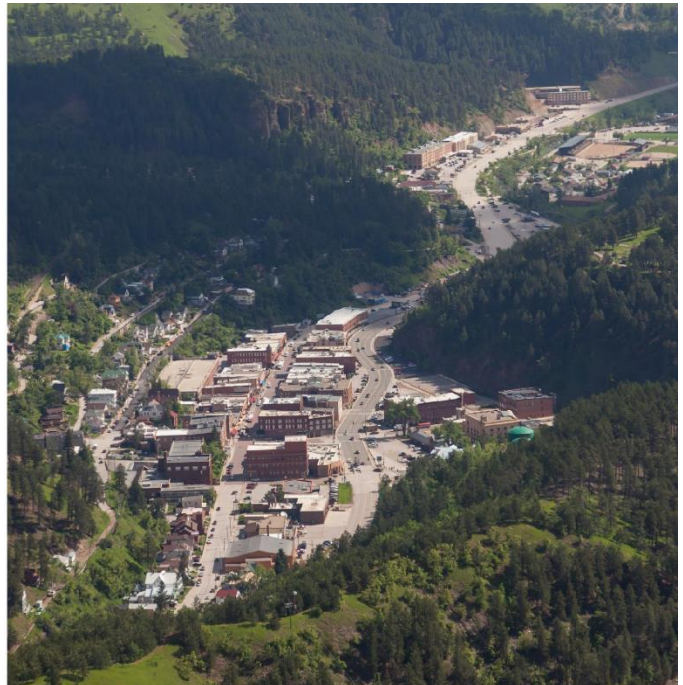
The study is evaluating alternatives for the redesign and replacement of the structure and roadway corridor while protecting the history and landmarks along the highway.




## Today's Meeting

- Provide a brief study overview and update
- Present Deadwood Box project alternatives and visualizations
- Review the updated visual impact assessment & survey
- Gather feedback and answer questions

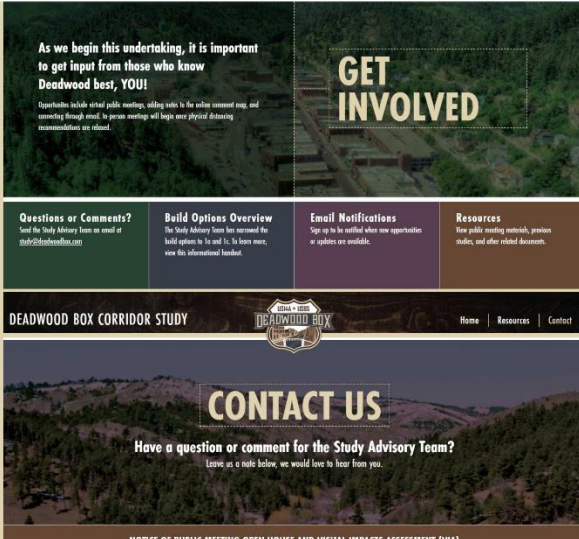
*Your feedback will assist in the refinement, analysis, and development of recommendations.*






# Housekeeping Items

- Please sign-in
- Study website  
<https://www.DeadwoodBox.com>
- Meeting format
  - *Introductory presentation*
  - *Open house*
- Methods to provide feedback
  - *Comment cards*
  - *VIA survey – online or printed*
  - *Study website*
  - *Study contact (email, phone, mail)*

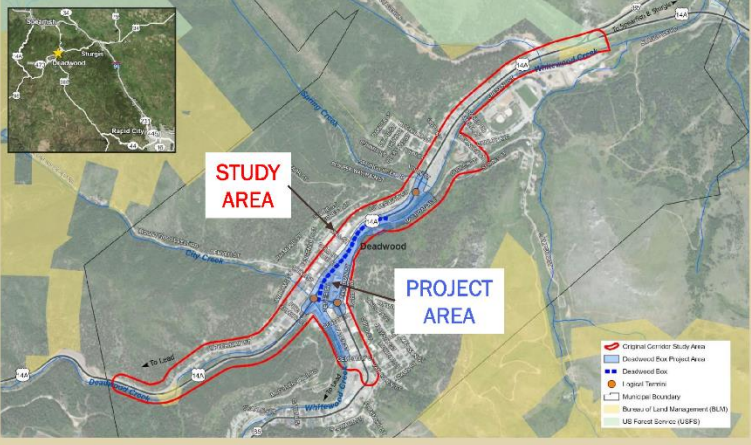


The screenshot shows the website layout. At the top right is the 'GET INVOLVED' section with a 'GET INVOLVED' button. Below it are four columns: 'Questions or Comments?' (with an email icon), 'Build Options Overview' (with a document icon), 'Email Notifications' (with an envelope icon), and 'Resources' (with a folder icon). A navigation bar below these columns includes 'DEADWOOD BOX CORRIDOR STUDY', the logo, and links for 'Home', 'Resources', and 'Contact'. Below the navigation bar is a 'CONTACT US' section with the text 'Have a question or comment for the Study Advisory Team?' and a 'Leave us a note below, we would love to hear from you.' prompt. At the very bottom of the screenshot, it says 'NOTICE OF PUBLIC MEETING OPEN HOUSE AND VISUAL IMPACTS ASSESSMENT (VIA)'.



# STUDY AREA

- **Study Area:**  
Area of analysis that encompasses potential environmental effects associated with the project
- **Project Area:**  
General “footprint” of potential improvements.



The map shows the geographic context of the study. A red outline indicates the 'STUDY AREA', which follows the Deadwood Box corridor through the town of Deadwood. A blue outline indicates the 'PROJECT AREA', which is a narrower section of the corridor. The map includes labels for 'Deadwood', 'City Creek', and 'Deadwood Box'. A legend in the bottom right corner identifies symbols for 'Original Corridor Study Area' (red outline), 'Discontinued Run Project Area' (blue outline), 'Deadwood Box' (blue square), 'Project Terminus' (blue square), 'Municipal Boundary' (dashed line), 'Bureau of Land Management (BLM)' (green square), and 'US Forest Service (USFS)' (light green square). An inset map in the top left shows the location of the study area within the larger region of Rapid City, South Dakota.

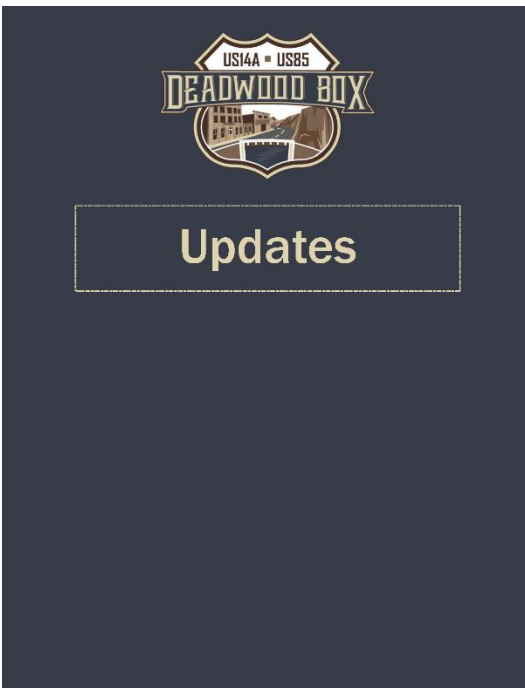




## Study Advisory Team

The Study Advisory Team includes representatives from:

- FHWA
- SDDOT
- City of Deadwood
  - Deadwood Historic Preservation Commission
- Lawrence County
- Consultant Team
  - HDR
  - Albertson Engineering



- Completed Environmental Scan
  - Identified preliminary purpose and need and project alternatives
  - 2 Virtual Public meetings held
  - Stakeholder meetings
- Began National Environmental Policy Act (NEPA) Process
  - Additional Need brought forward regarding pedestrian connectivity
  - Developed additional alternative
  - Updating Visual Impact Assessment



## PURPOSE & NEED

The Project has three main purposes:

- 1 ADDRESS** the deteriorating structure conditions in order to provide a durable structure
- 2 REDUCE** long-term maintenance costs of the Deadwood Box over Whitewood Creek along U.S. 14A/U.S. 85/Pioneer Way.
- 3 IMPROVE** the connectivity of the pedestrian and bicycle network along and across U.S. 14A/U.S. 85/Pioneer Way within the central core of Deadwood.



### Basis for Need


- Structure deterioration
  - *Deck Condition*
  - *Substructure Condition*
- Increasing Maintenance Costs

Condition Rating		
Item	Rating	Description
Deck	5	Fair Condition (all primary structural elements are sound but may have minor section loss)
Superstructure	7	Good Condition (some minor problems)
Substructure	5	Fair Condition (all primary structural elements are sound but may have minor section loss)
Culvert	NA	NA

Condition inspections rate the structure as "Fair" but the structure continues to deteriorate.

Maintenance Costs have also continued to increase and without major repairs, load limits will eventually need to be implemented.

Repairs alone will not address the deterioration issues and replacement is required.




## Basis for Need

### Pedestrian Connectivity

- Comfort
- Convenience
- Continuity
- Safety

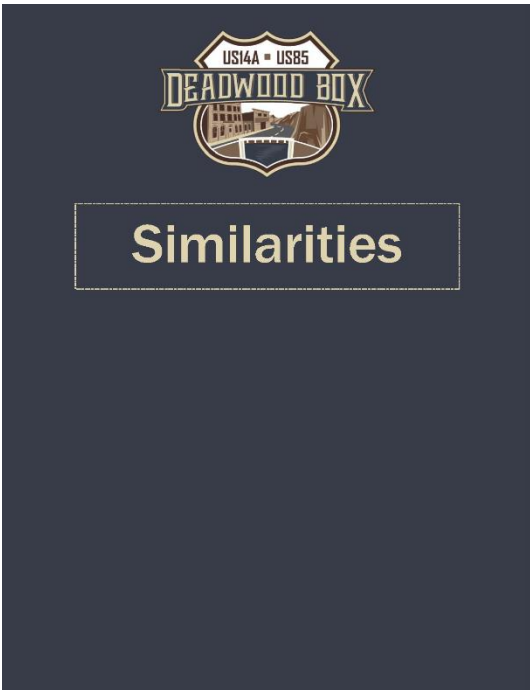
<b>Comfort</b>	<ul style="list-style-type: none"> <li>• U.S. 14A/U.S. 85/Pioneer Way was noted as a <b>‘barrier’ to pedestrian travel</b> noting that the highway is <b>intimidating to cross</b> due to traffic volumes, speeds, and crosswalk distances (2008 Ped Study)</li> </ul>
<b>Convenience &amp; Continuity</b>	<ul style="list-style-type: none"> <li>• A more <b>complete pedestrian network</b> is needed (2018 Comp Plan)                         <ul style="list-style-type: none"> <li>• The current pedestrian network requires people to <b>backtrack</b> hundreds of feet depending on where they parked (Deadwood Box Study);</li> <li>• Pedestrians often want to walk the <b>shortest route</b>. If pedestrians must walk more than 3 minutes out of their way, they are more likely to <b>engage in risker behavior</b>. (National Association of City Transportation Officials (NACTO) Urban Street Design Guide)</li> <li>• Pedestrian access to Main Street needs to be improved between the tourist attractions and the parking areas (2008 Ped Study)</li> </ul> </li> <li>• Connection between the Mickelson Trail to the Whitewood Creek Trail is desired (2018 Comp Plan)</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Pedestrian volumes continue to <b>grow over time</b> during both normal conditions and special events. (2008 Ped Study versus Deadwood Box Study Counts)</li> <li>• <b>Highly varied pedestrian demographics</b> depending on time of day in terms of age, mobility, familiarity to the area, etc. (2008 Ped Study)</li> <li>• Intersection improvements are needed to increase pedestrian safety and contribute to enhanced pedestrian movement (2008 Ped Study)</li> </ul>



## Alternatives

Alternative 1A and 1C-1 (previously named 1C) have both been shown in previous presentations. Alternative 1C-3 is a new build alternative that is a variation of 1C-1 that attempts to minimize the environmental, geological, visual, utility, and private landowner impacts while maintaining the benefits of 1C-1.

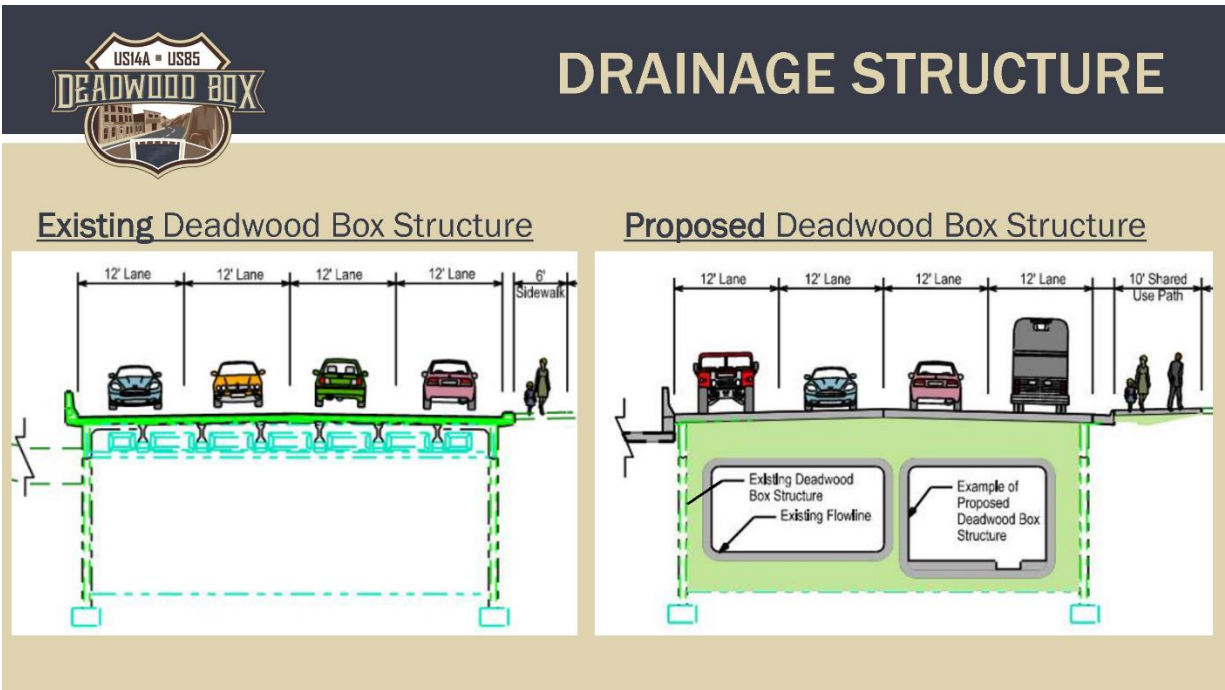
- **Alternative 1A**  
→ minor revisions
- **Alternative 1C-1**  
→ minor revisions
- **Alternative 1C-3**  
→ New



- The build alternatives have several similarities to each other including:
- Location of the drainage structure
  - Typical section (number of lanes)
  - Sherman Street conversion
  - The addition of a shared use path on southwest side of highway
  - Pedestrian Hybrid Beacon at Wall Street

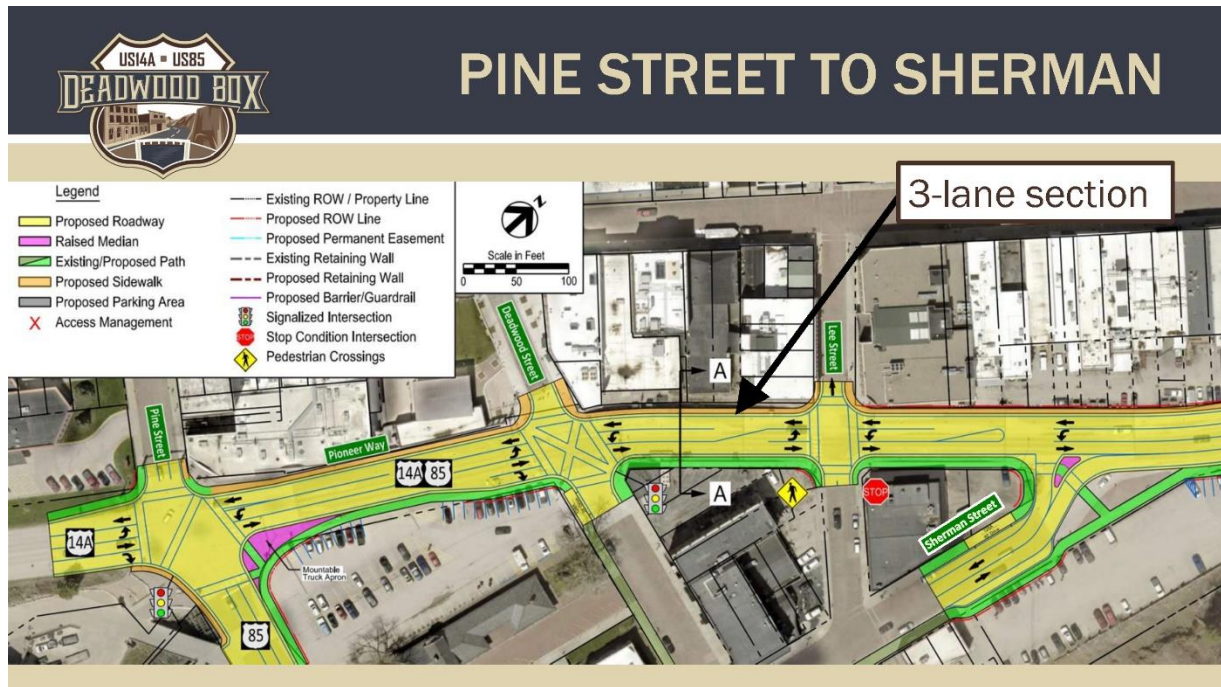
**SUMMARY OF ALTERNATIVES**

Alt. No.	Drainage Structure	Location of Transportation Facilities		Typical Section		Bicycle/Pedestrian Amenities		Sherman Street Direction of Traffic
		Parking Side	Highway Side	Pine St to Sherman St	Sherman St to Lower Main St	North 6-foot Sidewalk Limits	South 10-foot Shared Used Path Limits	
No Build	N/A	South	North	4-lane	4-lane	Pine St to Deadwood St	None	One-Way
1A	Replaced within Existing Structure (Temporary Extension)	South	North	3-lane	4-lane	Pine St to Wall St	Pine St to Railroad Ave	Two-Way
1C-1	Replaced within Existing Structure (Permanent Extension)	North	South	3-lane	4-lane to 5-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way
1C-3	Replaced within Existing Structure (Permanent Extension)	North	South	3-lane	4-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way

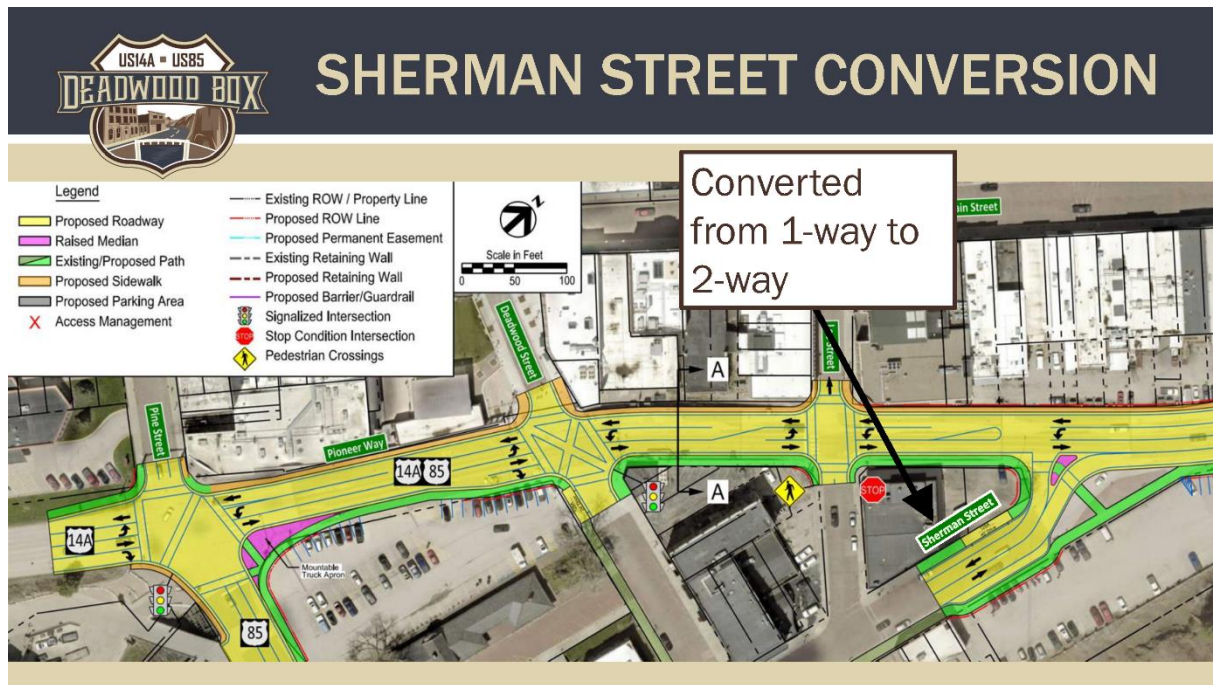


## SUMMARY OF ALTERNATIVES

Alt. No.	Drainage Structure	Location of Transportation Facilities		Typical Section		Bicycle/Pedestrian Amenities		Sherman Street Direction of Traffic
		Pine St to Railroad Ave	Parking Side	Highway Side	Pine St to Sherman St	Sherman St to Lower Main St	North 6-foot Sidewalk Limits	
No Build	N/A	South	North	4-lane	4-lane	Pine St to Deadwood St	None	One-Way
1A	Replaced within Existing Structure (Temporary Extension)	South	North	3-lane	4-lane	Pine St to Wall St	Pine St to Railroad Ave	Two-Way
1C-1	Replaced within Existing Structure (Permanent Extension)	North	South	3-lane	4-lane to 5-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way
1C-3	Replaced within Existing Structure (Permanent Extension)	North	South	3-lane	4-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way

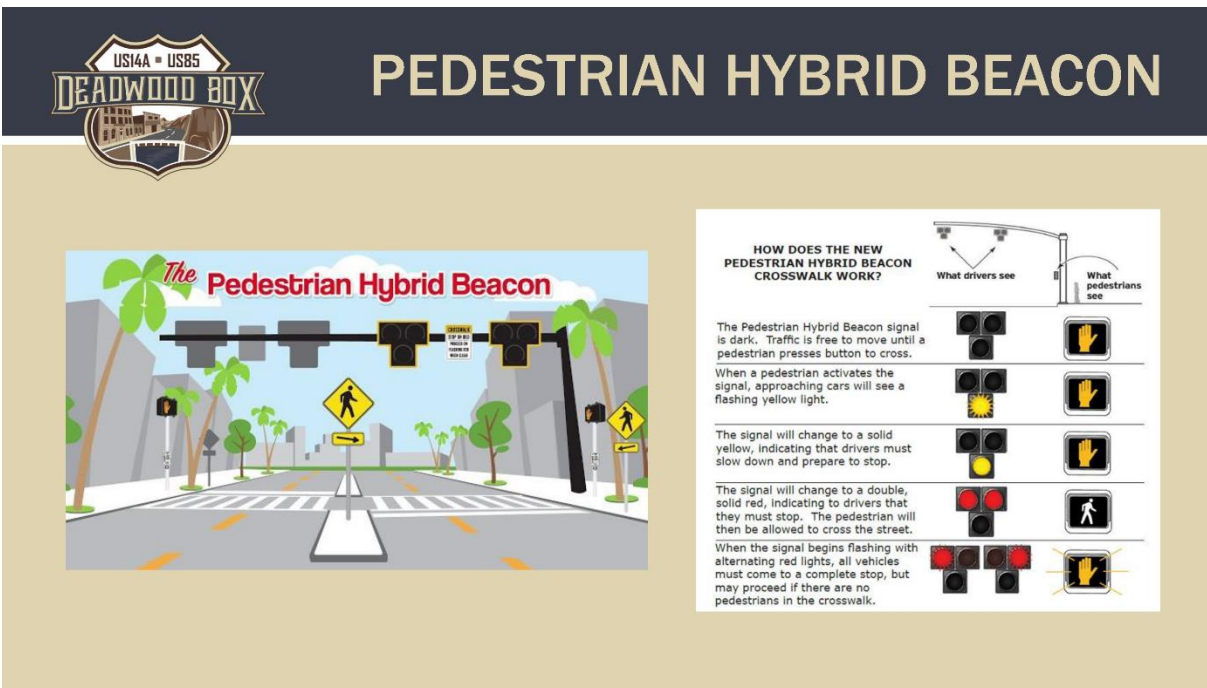
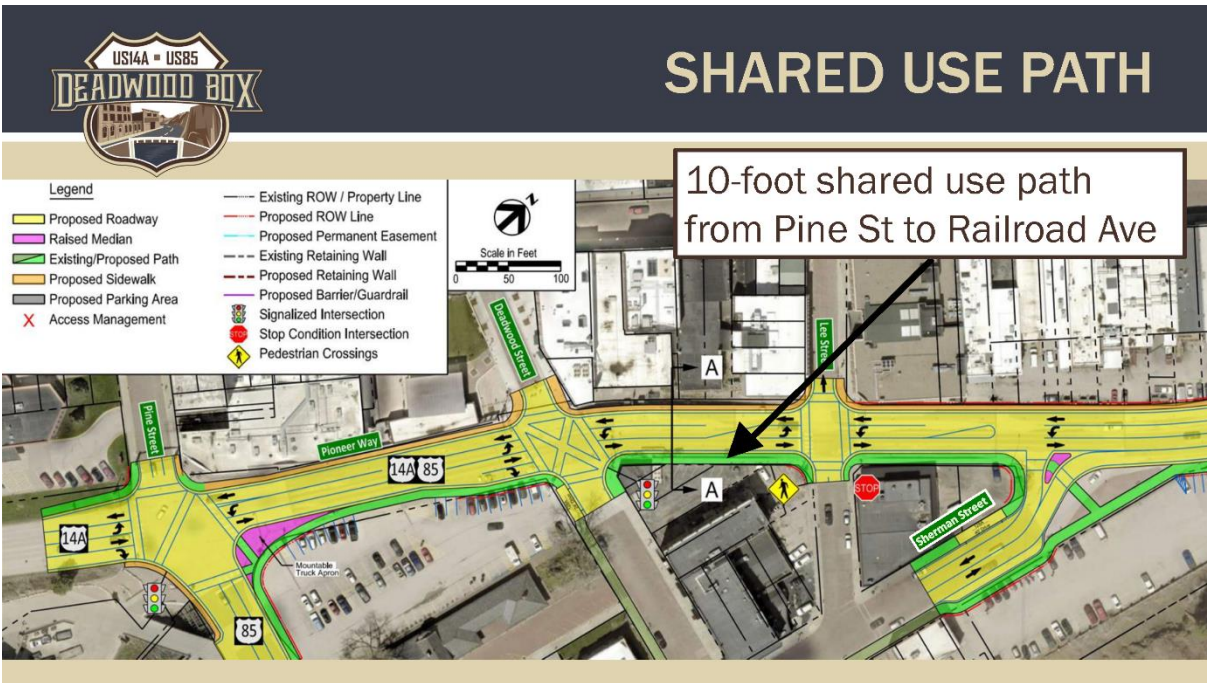


Ait. No.		Drainage Structure		Location of Transportation Facilities		Typical Section		Bicycle/Pedestrian Amenities		Sherman Street Direction of Traffic
		Pine St to Railroad Ave		Parking Side	Highway Side	Pine St to Sherman St	Sherman St to Lower Main St	North 6-foot Sidewalk Limits	South 10-foot Shared Used Path Limits	
No Build		N/A		South	North	4-lane	4-lane	Pine St to Deadwood St	None	One-Way
1A		Replaced within Existing Structure (Temporary Extension)		South	North	3-lane	4-lane	Pine St to Wall St	Pine St to Railroad Ave	Two-Way
1C-1		Replaced within Existing Structure (Permanent Extension)		North	South	3-lane	4-lane to 5-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way
1C-3		Replaced within Existing Structure (Permanent Extension)		North	South	3-lane	4-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way



## SUMMARY OF ALTERNATIVES

Ait. No.	Drainage Structure	Location of Transportation Facilities		Typical Section		Bicycle/Pedestrian Amenities		Sherman Street Direction of Traffic
	Pine St to Railroad Ave	Parking Side	Highway Side	Pine St to Sherman St	Sherman St to Lower Main St	North 6-foot Sidewalk Limits	South 10-foot Shared Used Path Limits	Lee St to US14A
No Build	N/A	South	North	4-lane	4-lane	Pine St to Deadwood St	None	One-Way
1A	Replaced within Existing Structure (Temporary Extension)	South	North	3-lane	4-lane	Pine St to Wall St	Pine St to Railroad Ave	Two-Way
1C-1	Replaced within Existing Structure (Permanent Extension)	North	South	3-lane	4-lane to 5-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way
1C-3	Replaced within Existing Structure (Permanent Extension)	North	South	3-lane	4-lane	Pine St to Lower Main St	Pine St to Railroad Ave	Two-Way





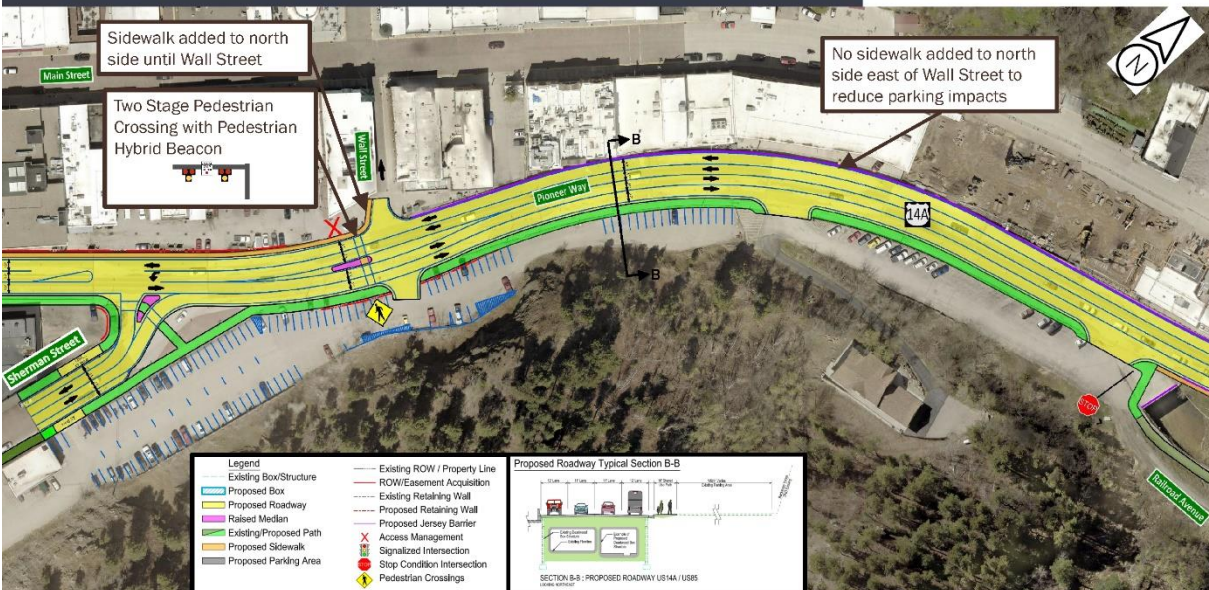


The build alternatives have several dissimilarities to each other including:

- The relation of the Holiday Inn/Bullock/Railroad Parking Lots to the highway
- The extent of sidewalk to northwest of highway
- Temporary or permanent extension of box
- Cost
- Parking impacts
- Impacts to hillside

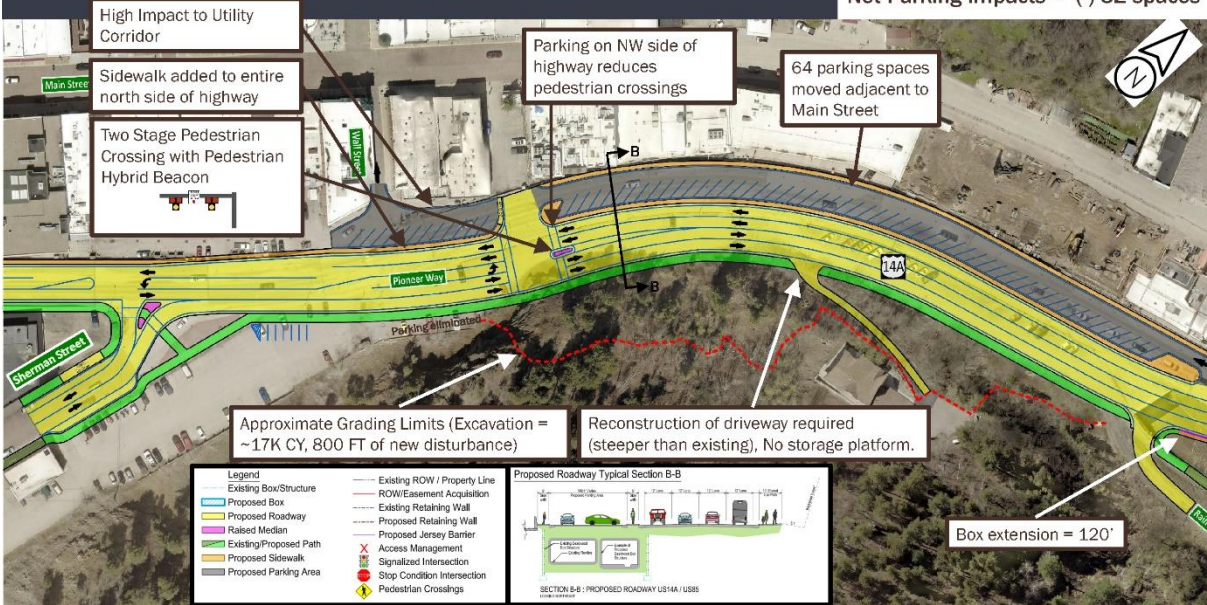
## Alternative 1A Key Differences

ROW Impacts = 0.4 Acres  
Total Cost = \$41.0 M  
Net Parking Impacts = (-) 21 spaces



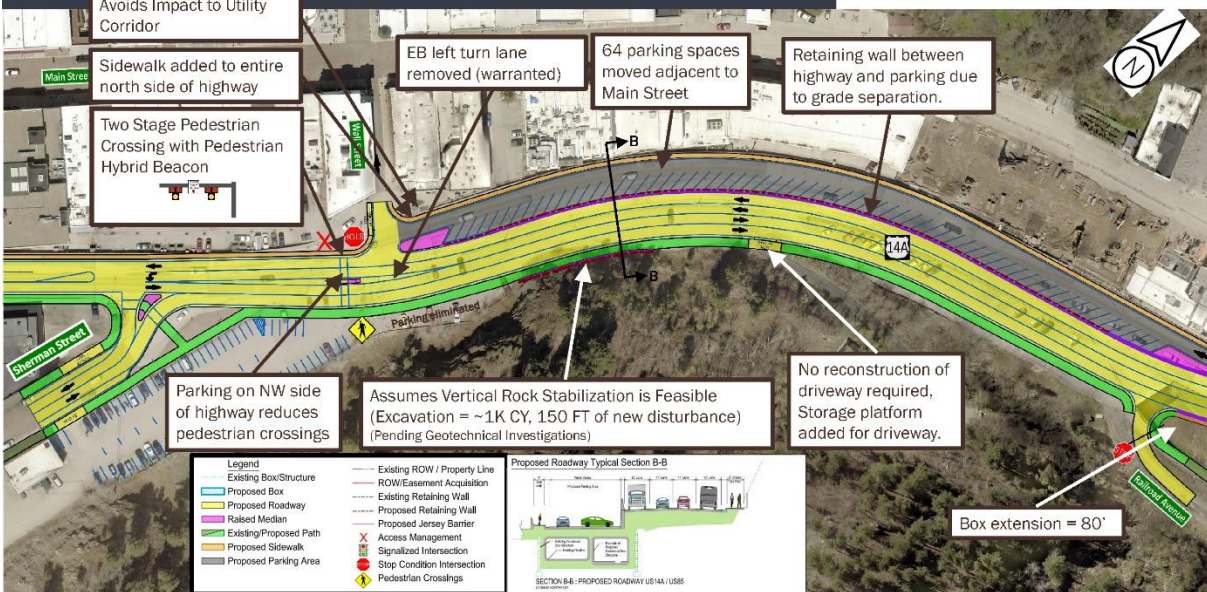
## Alternative 1C-1 Key Differences


ROW Impacts = 1.5 Acres  
 Total Cost = \$60.3 M  
 Net Parking Impacts = (-) 32 spaces



## Alternative 1C-3 Key Differences

ROW Impacts = 1.1 Acres  
 Total Cost = \$52.6 M  
 Net Parking Impacts = (-) 36 spaces





## PARKING IMPACTS

Build Alternative	Estimated Private Parking Stall Loss (-)		Estimated Public Parking Stall Loss (-)	Parking Stalls Added (+)	Net Parking Loss (-)
	Bullock Hotel Parking Lot	Holiday Inn Parking Lot	Railroad Parking Lot	New North Western Parking Lot	
1A	-18	-3	0	0	-21
1C-1	-41	-12	-43	64	-32
1C-3	-43	-14	-43	64	-36



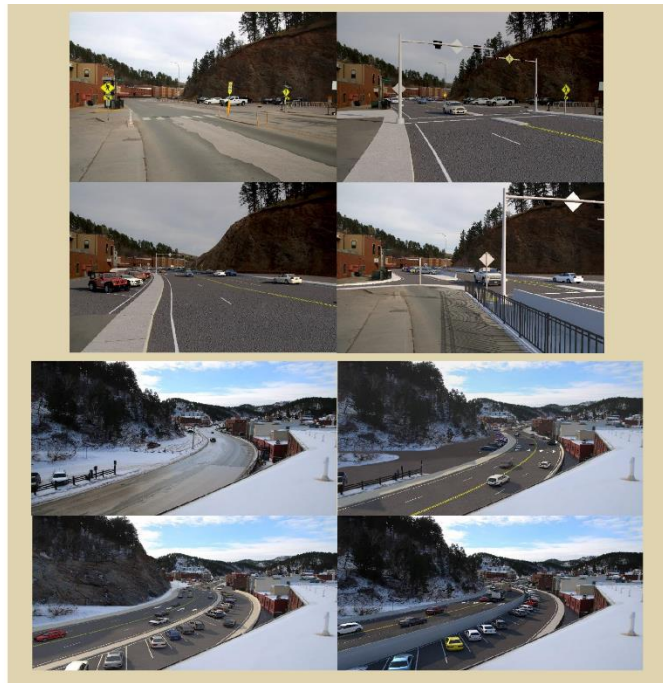
## COST COMPARISON

Build Alternative	Planning-Level Comparative Cost Estimate
1A	\$41.0 Million
1C-1	\$60.3 Million
1C-3	\$52.6 Million



## Visual Assessment

- Addition of new alternative created a need to update the visual impact assessment.
- Renderings of the alternatives have been created to get a visual representation of future conditions.
- Part of the impact assessment process is to solicit input from the public.
- These renderings have been made available to the public via the project website.




## VIA Survey

A short survey with renderings is available as a handout & at the project website:

[www.DeadwoodBox.com](http://www.DeadwoodBox.com)

PDF can be downloaded to better view renderings.

SAT is accepting survey responses/comments through **October 11<sup>th</sup>**.

**VIA SURVEY**

**Alternative 1A**

Alternative 1A would result in a noticeable change in the existing environment. Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1A would negatively impact the existing visual character (setting, feeling, context). Strongly Disagree Disagree Neutral Agree Strongly Agree

There are many concerns about Alternative 1A's features and construction impacts. Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1A has the potential to be very controversial. Strongly Disagree Disagree Neutral Agree Strongly Agree

After project completion (if Alternative 1A is chosen), people would notice the visual changes. Strongly Disagree Disagree Neutral Agree Strongly Agree

In general, if Alternative 1A is chosen, how do you believe the changes would be perceived? Negatively Disagree Neutral Agree Positively

**Alternative 1C-1**

Alternative 1C-1 would result in a noticeable change in the existing environment. Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1C-1 would negatively impact the existing visual character (setting, feeling, context). Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1C-1 would negatively impact the existing visual character (setting, feeling, context) because of the change to the hillsides. Strongly Disagree Disagree Neutral Agree Strongly Agree

There are many concerns about Alternative 1C-1's features and construction impacts. Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1C-1 has the potential to be very controversial. Strongly Disagree Disagree Neutral Agree Strongly Agree

After project completion (if Alternative 1C-1 is chosen), people would notice the visual changes. Strongly Disagree Disagree Neutral Agree Strongly Agree

In general, if Alternative 1C-1 is chosen, how do you believe the changes would be perceived? Negatively Disagree Neutral Agree Positively

**Alternative 1C-3**

Alternative 1C-3 would result in a noticeable change in the existing environment. Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1C-3 would negatively impact the existing visual character (setting, feeling, context). Strongly Disagree Disagree Neutral Agree Strongly Agree

Alternative 1C-3 would negatively impact the existing visual character (setting, feeling, context) because of the change to the hillsides. Strongly Disagree Disagree Neutral Agree Strongly Agree

There are many concerns about Alternative 1C-3's features and construction impacts. Strongly Disagree Disagree Neutral Agree Strongly Agree


Alternative 1C-3 has the potential to be very controversial. Strongly Disagree Disagree Neutral Agree Strongly Agree

After project completion (if Alternative 1C-3 is chosen), people would notice the visual changes. Strongly Disagree Disagree Neutral Agree Strongly Agree

In general, if Alternative 1C-3 is chosen, how do you believe the changes would be perceived? Negatively Disagree Neutral Agree Positively

Feel free to briefly summarize your input, or use the questions above to guide your response. Please indicate if you have a preference for an alternative and explain.


The qualifications of each alternative are available to view on the project website (<http://www.DeadwoodBox.com>). Please complete this survey and return it no later than **Oct. 11, 2023**. 700 Main Street #200 Rapid City, SD 57701







## General Feedback


There are several ways to provide your general feedback as well:

- Project Website  
[www.DeadwoodBox.com](http://www.DeadwoodBox.com)
- Comment Form
- Study Contact



## Comment Form


SD    <https://deadwoodbox.com/> 

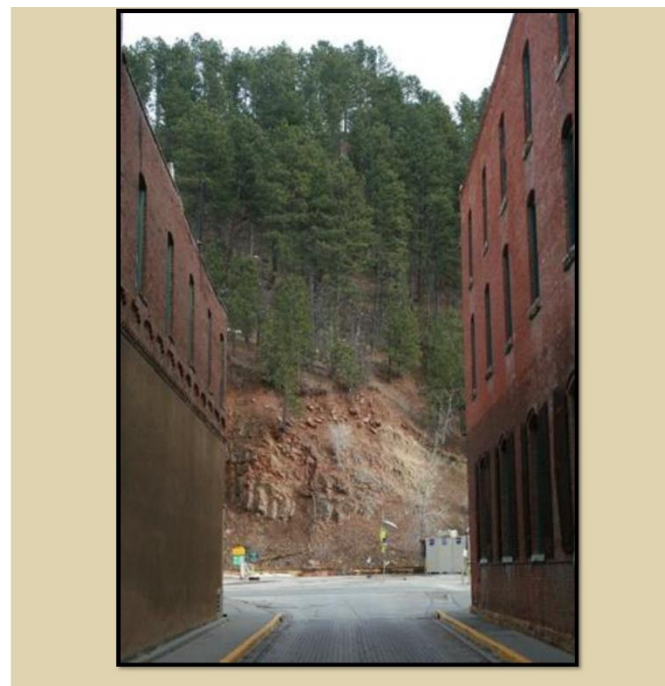


## Contact

**WEBSITE:** [www.DeadwoodBox.com](http://www.DeadwoodBox.com)  
**EMAIL:** [study@DeadwoodBox.com](mailto:study@DeadwoodBox.com)

**SDDOT PROJECT MANAGER**  
Steve Gramm  
[Steve.Gramm@state.sd.us](mailto:Steve.Gramm@state.sd.us)

**CONSULTANT PROJECT MANAGER**  
Steve Hoff  
[Steve.Hoff@hdrinc.com](mailto:Steve.Hoff@hdrinc.com)





## Next Steps


- Finalize Visual Impact Assessment
- Complete cultural review
- Select preferred alternative
- Complete NEPA Process
  
- Construction tentatively planned for 2028.



## Visual Impacts Assessment (VIA) Survey

A second Visual Impacts Assessment was conducted during this public meeting open house. A physical survey was provided to the attendees, and the same survey was also available online from Sept. 12, 2023 through Oct. 11, 2023. Full survey results are available in Appendix B.




VIA Survey (Front):



# VIA SURVEY

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
<b>Alternative 1A</b>					
Alternative 1A would result in a noticeable change in the existing environment.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1A would negatively impact the existing visual character (setting, feeling, context).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are many concerns about Alternative 1A's features and construction impacts.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1A has the potential to be very controversial.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After project completion (if Alternative 1A is chosen), people would notice the visual changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In general, if Alternative 1A is chosen, how do you believe the changes would be perceived?	<b>Negatively</b> <input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Positively</b> <input type="radio"/>
<b>Alternative 1C-1</b>					
Alternative 1C-1 would result in a noticeable change in the existing environment.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1C-1 would negatively impact the existing visual character (setting, feeling, context).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1C-1 would negatively impact the existing visual character (setting, feeling, context) because of the change to the hillside.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are many concerns about Alternative 1C-1's features and construction impacts.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1C-1 has the potential to be very controversial.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After project completion (if Alternative 1C-1 is chosen), people would notice the visual changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In general, if Alternative 1C-1 is chosen, how do you believe the changes would be perceived?	<b>Negatively</b> <input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<b>Positively</b> <input type="radio"/>

VIA Survey (Back):



Alternative 1C-3	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
Alternative 1C-3 would result in a noticeable change in the existing environment.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1C-3 would negatively impact the existing visual character (setting, feeling, context).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1C-3 would negatively impact the existing visual character (setting, feeling, context) because of the change to the hillside.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are many concerns about Alternative 1C-3's features and construction impacts.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1C-3 has the potential to be very controversial.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After project completion (if Alternative 1C-3 is chosen), people would notice the visual changes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In general, if Alternative 1C-3 is chosen, how do you believe the changes would be perceived?	<input type="radio"/> <b>Negatively</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/> <b>Positively</b>

**Feel free to briefly summarize your input, or use the questions above to guide your response. Please indicate if you have a preference for an alternative and explain.**

The visualizations of each alternative are available for review on the project website: <https://deadwoodbox.com/>



Please complete this survey and return via mail by **Oct. 11, 2023**:  
 Deadwood Box Study  
 703 Main Street #200  
 Rapid City, SD 57701





## Sign In Sheets

Attendees of the public meeting open house were instructed to sign in and provide contact information for future use. Addresses, emails, and phone numbers were removed for privacy.

MICHAEL JOHNSON	CITY OF DEADWOOD COMMISSIONER	ALLY CARSON	HDR
GWEN OBERHOLTZER	N/A	Marc Hoelscher	FWA
Tom Horan	SDDOT	Michelle Fischer	Gold Dust
Bruce & Mary Ann Oberlander	Resident	Jill Rust	HDR
Jenna Corran Dietmar	SD SHOO	Andrea Bierle	SDDOT
Levessa Keehn	Resident	Tom Kehlkehl	FWA
Mark Hoines	FWA	Emily Calhoun	SDDOT
June Hansen	SDDOT	Sue Witt	
John Datka	VFW	Gary Witt	
Josh Thurmes	TinLizze	Keith Ewy	
Sharon Martinusko	Resident Dead Commissioner	Steve Gramm	SDDOT
Justin Lux	City of DW	Mike Redman	DGA
Peter Christel	Butch Cassioy Smith	Katina Burkhead	SDDOT
AL Christenson	Deadwood Chamber	Lance DeMers	FWA
Wuie Wolande	SALOON No 10	Kris Fenton	VFW
Rich Stenger	Myself	LAURA Lee	
Clara Ganin Grable	Chamber	Kevin Kuehnbecker	City of Dead
Sarah Krigger	Chamber	Lorie Stalder	City of Dead
Lisa Jorgensen	Woodsy's/Happy Days	Levi Kessler	Chamber Staff

Name	Organization	Name	Organization
Michael Johnson	City of Deadwood Commissioner	Ally Carson	HDR
Gwen Oberholtzer		Marc Hoelscher	FHWA
Tom Horan	SDDOT	Michelle Fischer	Gold Dust
Bruce & Mary Ann Oberlander		Jill Rust	HDR
Jenna Carlson Oletmeier	SD SHPO	Andrea Bierle	SDDOT
Lenessa Keehn		Tom Lehmkuhl	FHWA
Mark Hoines	FHWA	Emily Calhoun	SDDOT
June Hansen	SDDOT	Sue Witt	
John Datka	VFW	Gary Witt	
Josh Thurmes	Tin Lizze	Keith Ewy	
Sharon Martinisko	Deadwood Commissioner	Steve Gramm	SDDOT
Justin Lux	City of Deadwood	Mike Rodman	DGA
Peter Christeleit	Butch Cassidy Suites	Katrina Burckhard	SDDOT
Al Christenson	Deadwood Chamber	Lance DeMers	FHWA
Louie Calonde	Saloon No 10	Kris Fenton	VFW
Rich Stanger		Laura Lee	
Clara Garvin Grable	Chamber Staff	Kevin Kuchenbecker	City of Deadwood
Sarah Kryger	Chamber Staff	Lorelle Stadler	City of Deadwood
Lisa Jorgenson	Woody's Happy Days	Levi Kessler	Chamber Staff

## Comments

<b><u>Written Comments Received During Public Meeting</u></b>	
1	Like parking lot move closer to Main Street. Unfortunately can not be done near Outlaw Square
<b><u>Comments Received Via Online Comment Form</u></b>	
2	<p>Are you planning on moving Wall Street? The maps show that Wall street is where the parking lot is at present, and the present Wall street is not labeled. It would be confusing to label a different street Wall Street since historic writings mentioning Wall Street would become inaccurate documents.</p> <p>I am concerned about access to the parking lot behind the buildings next to the Bullock hotel. It looks like it would be a limited access, especially considering the Bullock has people loading and unloading there. Whereas there is presently a second entrance from the highway behind the South corner of the Bullock, it looks as if you are planning to close that and route all traffic through the land behind the Bullock between Wall Street and the parking lot. Don't know if delivery trucks will be able to get through, let alone a semi.</p> <p>Lastly, I encourage you to maintain as much parking as possible for our customers.</p>
<b><u>Comments Received Via Online VIA Survey</u></b>	
3	The entrance behind the Bullock into the parking lot for that block needs to have access for delivery trucks. Congestion will result both on Wall Street and the highway if you restrict that entrance. I like plan 1A. Don't move Wall Street or the main entrance to the parking garage.
4	I prefer the No-Build option. I don't like the change in scenery & the visual impact of the proposed options; particularly the options involving cutting into the hillside. It changes the character of what makes Deadwood so unique & appealing. The small-town atmosphere. And it allows for more people, more congestion, and more noise.
5	I believe 1C-1 would be better.
6	Prefer 1A due to fewer parking spaces lost. I do like the concept of parking on west side, saves time and distance for visitors. However, on many occasions visitors drive round and round looking for a place to park. Waste of visitor time and disruption of the pedestrian visitors heading to or already on main street. The option 1C-3 does not include raising only the two north bound lanes by the hill. Consideration of gradually "raising" north bound two lanes from north of Sherman to past the hill could result in no actual raise at all (relative to Sherman street intersection) as the slope is now downhill. Wouldn't this offer improved moisture runoff vs building a valley? Wouldn't this improve driver forward visibility vs making a hill when none is needed? Anyway, thanks to all those that made the public presentation in Deadwood on 10/4/23. I thought it was wonderful. Easy to see a lot of effort went into the production. Much appreciated.

7	Some changes are good, but not all of them. Some events during the summer double the amount of people in town. it's difficult for locals to get around and emergency vehicles to get around. People are moving out of town because of the changes.
8	no thanks
9	I want 1A to pass
10	A1 is the best option for Deadwood!
11	1c-3 is the preferred option.
12	Option 1A by far
13	1-A is simple, effective and does not change the look of the area. Changes don't need to be noticeable to make a difference. 1-A is the right update with very little visual change. 1-A is the best option.
14	<p>I believe 1A would have the needed lights added for pedestrians with little effect to the current parking and beauty of the hillside. I don't see that there is a need to move parking from one side of the street to the other as long as better lighting is added to alert drivers to people crossing the street.</p> <p>Also, taking into consideration, once the Box starts to be replaced. One never knows if there will be additional costs associated with the replacement. I feel that 1A is a less expensive approach in the event there is additional costs that would arise.</p> <p>1C-1 -- This option is nice, with the parking on the same side of the street as Main Street. However, there is the drawback of losing more parking. Plus adding additional cost to the project that isn't necessarily needed. I do have the opinion that if 1C-1 is chosen, we may as well be advantageous and just choose 1C-3 design as it has the protective wall. Allowing shelter to vehicles from accidents and flying debris.</p> <p>I also am not a fan of 1C-1 and 1C-3 because moving the parking lot would mean we have another road that would butt up against a hill side. We all know how rocks break loose from the hillsides occasionally and landing on the road. Currently, however misfortunes do occur to vehicles; but rocks are landing in a parking lot, not the road.</p> <p>Thank you for everyone's hard work and commitment to making Deadwood better for all!</p>
15	Creating parking availability on the main street side of the highway would make it more accessible for visitors and safer overall for people visiting deadwood. I like the idea of pushing the highway closer to the hillside. Technically that's more inline with the historic deadwood layout anyway as that's the path that the tracks took into and through town. The sidewalks and pedestrian access and parking available in 1C-3 not only seems safer, it is more visually and aesthetically pleasing in my opinion and alters the current set-up in a positive way
16	<p>Completely ridiculous to leave the parking on the current side of 14 for pedestrian safety and visitor convenience.</p> <p>Not only should the parking be on the Main St side of the road, it should be prioritized over the perceived negative visual impact as that argument is mostly baseless and</p>

	<p>seems to be politically motivated, not motivated by visitor safety, convenience, and positive impact to Main st businesses!</p> <p>The increased cost is a non-issue when looking at the next 75-100 year impact.</p>
17	<p>My office window points directly onto this area and the amount of people using unsafe tactics to try getting from Main St to the parking area, or from the parking area to Main St, is staggering. Countless people and families hop the guard rail and walk along the highway toward the visitor center. I have seen several fall, or nearly fall, and the fact no one has been seriously injured is surprising.</p>
18	<p>1C-3 is the best option. It provides more parking which is desperately needed in deadwood (as well as more taxable revenue for said parking) and the retaining wall provides more safety over 1C-1 as well as creates less distraction on the drivers part. I strongly recommend 1C-3</p>
19	<p>I work in Deadwood. I strongly support the 1C options. 1A is not a good option.</p>
20	<p>1-C3 is best option.</p>
21	<p>1A is the best option as it is the least expensive and impacts the least amount of parking for private businesses.</p>
22	<p>If 1C-3 is chosen and geotesting proves hillside/rock is instable, then what will happen?</p>
23	<p>moving parking to the main street side improves functionality and safety</p>
24	<p>Option 1A and no build do not account for pedestrian safety. When events are at the rodeo grounds or towards Lower Main, guests take an unsafe path towards Lower Main. They climb guardrails and walk on uneven ground in the ditch area towards that intersection. Please consider the C options that account for pedestrian safety.</p>
25	<p>I think the goals of 1C-3 are admirable. However, the added expense, unknown impact to the hillside, and brush off of added snow removal issues are concerning.</p>
26	<p>My choice would 1C-1. There would be less pedestrian traffic crossing the road. 1C-3 adds a retaining wall and fence which would require ongoing maintenance plus the possibility of plows throwing snow into the parking area. Plus, it's visually an issue for me.</p>
27	<p>It makes most sense to move parking to the Main Street side of Hwy 14A, where most of the attractions are already located. However, adding more barrier wall between traffic and parking detracts from the rustic feel of Deadwood. I would think events (Sturgis Rally, Kool Deadwood Nights, etc.) would oppose the wall as well as the wall does not allow highway traffic to see parked vehicles.</p>
28	<p>Safety-wise, the wall may be best, but raised median pavement should also be able to provide necessary buffer in this setting. The wall would also trap snow.</p>

## Press Coverage

[https://www.bhpioneer.com/local\\_news/dot-seeks-public-input-for-visual-impacts-assessment-for-deadwood-box-study/article\\_bbe075bc-5e33-11ee-9df2-afabb8a65af7.html](https://www.bhpioneer.com/local_news/dot-seeks-public-input-for-visual-impacts-assessment-for-deadwood-box-study/article_bbe075bc-5e33-11ee-9df2-afabb8a65af7.html)

*DEADWOOD — In July 2020, the South Dakota Department of Transportation (DOT), the Federal Highway Administration, and the City of Deadwood began a study of the U.S. Highway 14A / U.S. Highway 85 Corridor, referred to as the Deadwood Box.*

*The project partners are hosting a public meeting open house on Wednesday, Oct. 4, at the Homestake Adams Research and Cultural Center, located at 150 Sherman St., in Deadwood. The public meeting is scheduled from 4:30-6:30 p.m., with presentations provided at 4:45 p.m. and 5:45 p.m.*

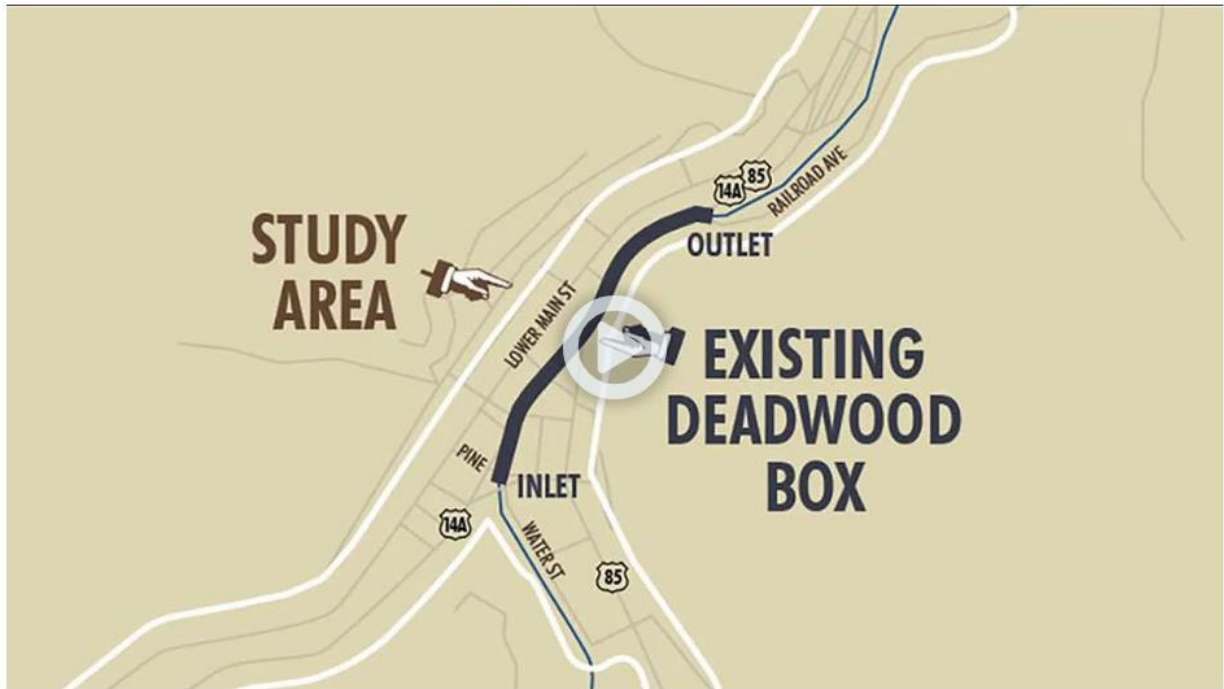
*The purpose of the public meeting is to discuss project updates and solicit comments as part of a visual impacts assessment (VIA). Three build alternatives, along with a no-build alternative, are being considered as part of the National Environmental Policy Act (NEPA) Environmental Assessment (EA). The VIA will review all four alternatives.*

*The study team is accepting public input as part of the VIA process from residents and visitors. A survey can be found at <https://www.DeadwoodBox.com>. The website includes renderings of potential visual impacts for each build alternative, as well as space for written comment. The survey will also be available in print at the public meeting. The VIA comment period is open through Oct. 11.*

*For more information regarding the U.S. Highway 14A / U.S. Highway 85 / Deadwood Box Study and Environmental Study, contact Steve Gramm, with the DOT at 605-773-3281 or Steve Hoff, Project Manager with HDR Engineering, Inc. at (605) 977-7740.*

<https://www.blackhillsfox.com/2023/10/05/deadwood-box-study-looking-public-opinion/>

## Deadwood Box study looking for public opinion



The late evening news on KEVN Black Hills Fox Monday-Friday

By [Cody Dennis](#)

Published: Oct. 4, 2023 at 11:30 PM MDT



RAPID CITY, S.D. (KEVN) - U.S. Highway 85 and 14A in Deadwood have a makeover on the horizon. The Deadwood Box, a drainage system that runs under the city of Deadwood is nearing the end of its life cycle.

In order to prepare for replacing the existing box, the South Dakota Department of Transportation contracted HDR Engineering to perform a study of the area to determine what the best solution would be. During the course of this study, HDR Engineering has come up with three plans to replace the box.

All of these plans would replace the existing box underneath the road but two of them would shift parking from where it is now to the other side of the road. Now, the South Dakota Department of Transportation and HDR Engineering are asking the public which plan they prefer.

"We've heard public support for all of the alternatives and right now we have not come to any selection, we don't have a preferred alternative at this point. So the alternatives are up for refinement, we can make alterations to them and then as well we just haven't actually finalized so there's nothing that's like a clear winner at this point and that's why we're looking for public input," said Stacia Slowey, a transportation engineer with HDR Engineering.

Work on the replacement box is expected to begin in 2028. Those looking for more detailed versions of the three proposed plans can find more information [here](#).

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<https://www.kotatv.com/video/2023/09/27/deadwood-box-study/>

## Deadwood Box Study

Updated: Sep. 27, 2023 at 11:53 AM MDT



The 10 p.m. news on KOTA Territory TV.



<https://www.kotatv.com/2023/10/05/deadwood-box-study-looking-public-opinion/>

## Deadwood Box study looking for public opinion



By [Cody Dennis](#)

Published: Oct. 4, 2023 at 11:14 PM MDT



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## Appendix A: Boards



**US14A = US85**  
**DEADWOOD BOX**

# WELCOME


## DEADWOOD BOX STUDY

### PUBLIC MEETING OPEN HOUSE

**SD**  
DEPARTMENT OF  
TRANSPORTATION

U.S. Department of Transportation  
Federal Highway  
Administration

**DEADWOOD**  
SOUTH DAKOTA



**PURPOSE AND NEED**


### Project Purpose

The Project has three main purposes:

- 1 ADDRESS** the deteriorating structure conditions in order to provide a durable structure.
- 2 REDUCE** long-term maintenance costs of the Deadwood Box over Whitewood Creek along US14A/US85/Pioneer Way.
- 3 IMPROVE** the connectivity of the pedestrian and bicycle network along and across US14A/US85/Pioneer Way within the central core of Deadwood.

### Project Need

The Project is needed because of the continuing deterioration of the Deadwood Box, resulting in low sufficiency and condition ratings. The project needs to address the increasing costs of maintaining the structure at a "Fair" or better condition. The Project is also needed to facilitate an increasing level of pedestrian traffic between parking facilities and tourist destinations across a highway system.



**SD**  
DEPARTMENT OF  
TRANSPORTATION

U.S. Department of Transportation  
Federal Highway  
Administration

**DEADWOOD**  
SOUTH DAKOTA

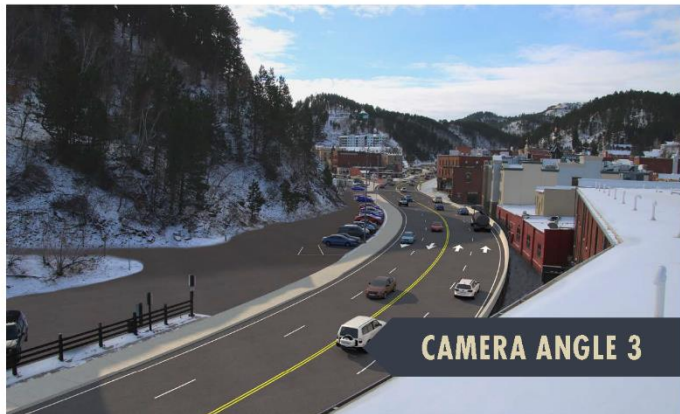


## CAMERA ANGLES AND LOCATIONS



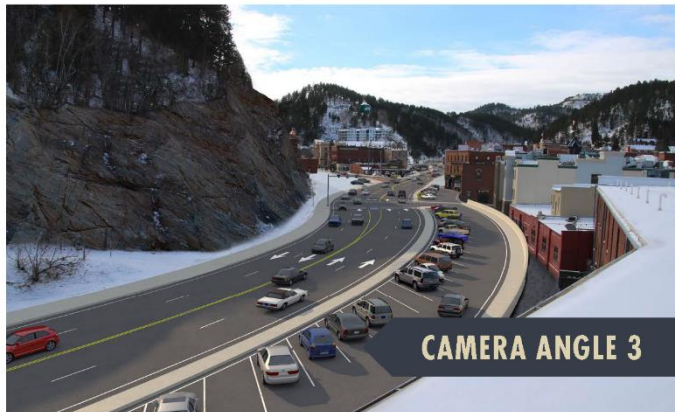
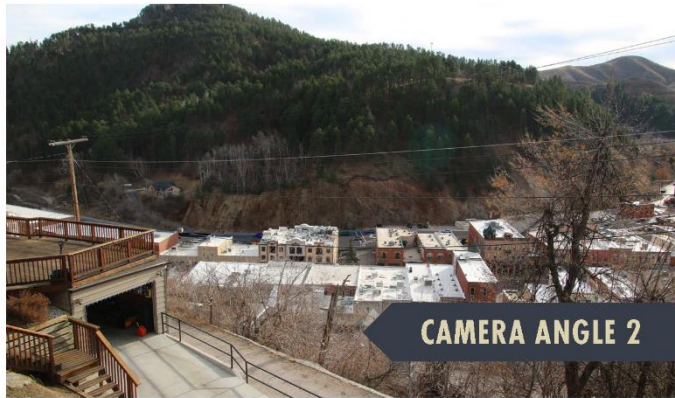


## ALTERNATIVE 1A VISUALIZATIONS





## ALTERNATIVE 1C-1 VISUALIZATIONS





## ALTERNATIVE 1C-3 VISUALIZATIONS



CAMERA ANGLE 1



CAMERA ANGLE 2

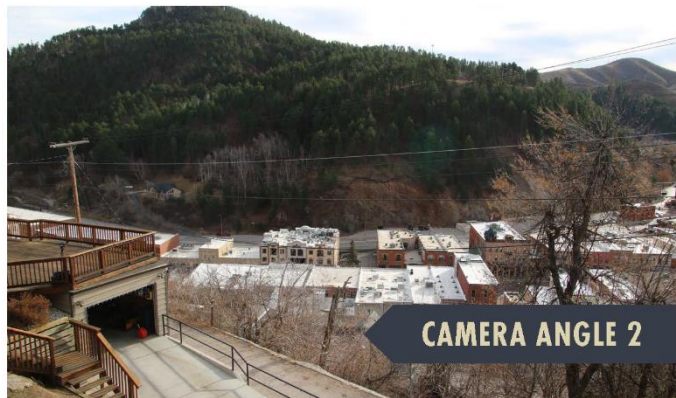


CAMERA ANGLE 3





## NO BUILD VISUALIZATIONS





## ALTERNATIVE 1C-3 VISUALIZATIONS



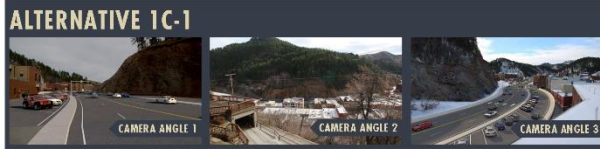
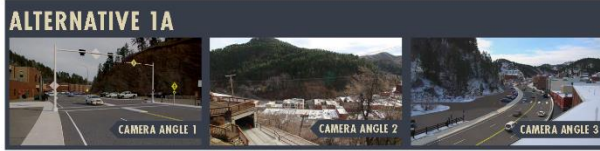




## NO BUILD VISUALIZATIONS



## VISUALIZATIONS COMPARISON MATRIX



## Appendix B: Promotions

### Stakeholder Postcard

**US14A = US85**  
**DEADWOOD BOX**

# PUBLIC MEETING

**Wednesday\*, Oct. 4, 2023**  
**4:30 - 6:30 p.m.**  
Presentations at 4:45 and 5:45 p.m.

**Homestake Adams  
Research and  
Cultural Center**  
150 Sherman St.  
Deadwood, SD 57732

**VISUAL IMPACTS ASSESSMENT  
COMMENT PERIOD:**  
Sept. 12 - Oct. 11, 2023  
<https://www.DeadwoodBox.com>

**STUDY AREA**  
**EXISTING DEADWOOD BOX**

\* correction to previous postcard

**SDDOT PROJECT MANAGER**  
Steve Gramm  
Steve.Gramm@state.sd.us

**HDR CONSULTANT PROJECT MANAGER**  
Steve Hoff  
Steve.Hoff@hdrinc.com

**DEADWOOD**  
SOUTH DAKOTA

**U.S. Department of Transportation  
Federal Highway  
Administration**

**US14A = US85**  
**DEADWOOD BOX**

**Deadwood Box Study**  
c/o HDR  
703 Main St, Suite 200  
Rapid City, SD 57701

In July 2020, the South Dakota Department of Transportation (SDDOT), the Federal Highway Administration, and the City of Deadwood began a study of the U.S. Highway 14A / U.S. Highway 85 Corridor, referred to as the Deadwood Box.

Three build alternatives along with a no-build alternative are being considered as part of the National Environmental Policy Act (NEPA) Environmental Assessment (EA). The project partners will host a Public Meeting to discuss project updates and solicit comments as part of a Visual Impacts Assessment (VIA).

## Social Media Post

 **South Dakota Department of Transportation**   
September 27 at 7:48 AM · 🌐

**NOTICE OF VISUAL IMPACTS ASSESSMENT AND PUBLIC MEETING OPEN HOUSE**

In July 2020, the South Dakota Department of Transportation (SDDOT), the Federal Highway Administration, and the City of Deadwood began a study of the U.S. Highway 14A / U.S. Highway 85 Corridor, referred to as the Deadwood Box. Three build alternatives along with a no-build alternative are being considered as part of the National Environmental Policy Act (NEPA) Environmental Assessment (EA).

The project par... See more



**PUBLIC MEETING OPEN HOUSE  
AND VISUAL IMPACTS ASSESSMENT**

 **Tuesday, Oct. 4, 2023**  
**4:30 - 6:30 p.m.**  
Presentations at 4:45 and 5:45 p.m.

**Homestake Adams  
Research and Cultural Center**  
150 Sherman St.  
Deadwood, SD 57732

 **VISUAL IMPACTS ASSESSMENT  
COMMENT PERIOD:**  
Sept. 12 - Oct. 11, 2023  
<http://www.DeadwoodBox.com>

6 likes · 2 shares

Like Comment Share

Write a comment...

Legal Ad

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CITY OF DEADWOOD  
NOTICE OF PUBLIC MEETING OPEN HOUSE AND VISUAL IMPACTS  
ASSESSMENT**

US14A / US85 Corridor / Deadwood Box Study and Environmental Study  
Project HP5596(22) 3616 P and NH 014A(28)40 N, PCN 06Y6

**Date:** Wednesday, Oct. 4, 2023

**Time:** 4:30-6:30 p.m. Mountain Time

**Place:** Homestake Adams Research and Cultural Center  
150 Sherman St.  
Deadwood, SD 57732

In July 2020, the South Dakota Department of Transportation (SDDOT), the Federal Highway Administration, and the City of Deadwood began a study of the U.S. Highway 14A / U.S. Highway 85 Corridor, referred to as the Deadwood Box. Three build alternatives along with a no-build alternative are being considered as part of the National Environmental Policy Act (NEPA) Environmental Assessment (EA).

The project partners will host a Public Meeting Open House to discuss project updates and solicit comments as part of a Visual Impacts Assessment (VIA). Presentations will take place at 4:45 and 5:45 p.m.

The VIA will review all four sets of alternatives (three build alternatives and a no-build alternative). The study team is currently accepting public input as part of the VIA process from residents and visitors. A survey can be found at [www.DeadwoodBox.com](http://www.DeadwoodBox.com) and includes renderings of potential visual impacts for each build alternative as well as space for comment.

Any individuals with disabilities who will require a reasonable accommodation in order to view the website should submit a request to the SDDOT ADA coordinator at 605-773-3540 or 1-800-877-1113 (Telecommunications Relay Services for the Deaf). Please request accommodations no later than 2 business days prior to the meeting in order to ensure accommodations are available.

For further information regarding the U.S. Highway 14A / U.S. Highway 85 / Deadwood Box Study and Environmental Study, contact Steve Gramm, with the SDDOT at 605-773-3281 or Steve Hoff, Project Manager with HDR Engineering, Inc. at 605-977-7740

VIA Comment Period: Sept. 12 – Oct. 11, 2023

Website: <https://www.DeadwoodBox.com>

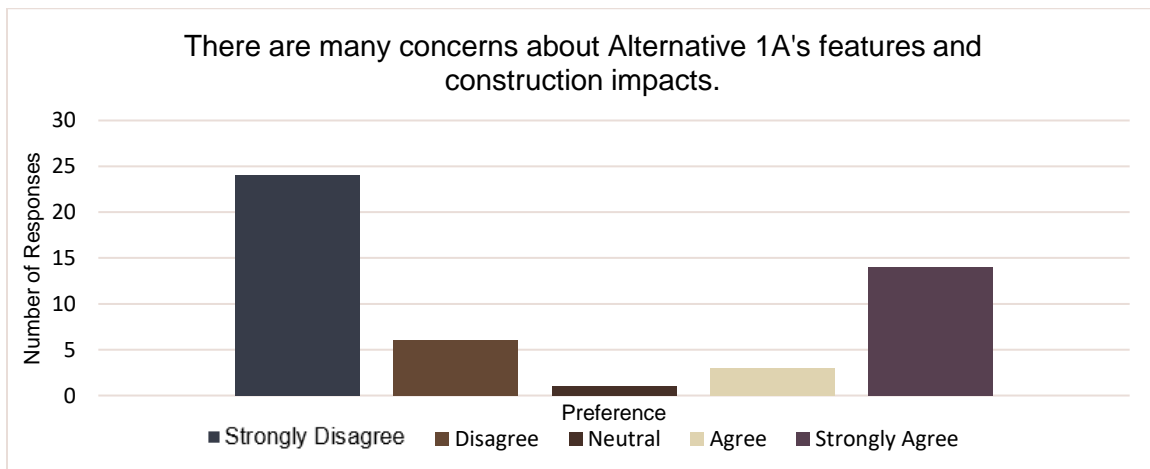
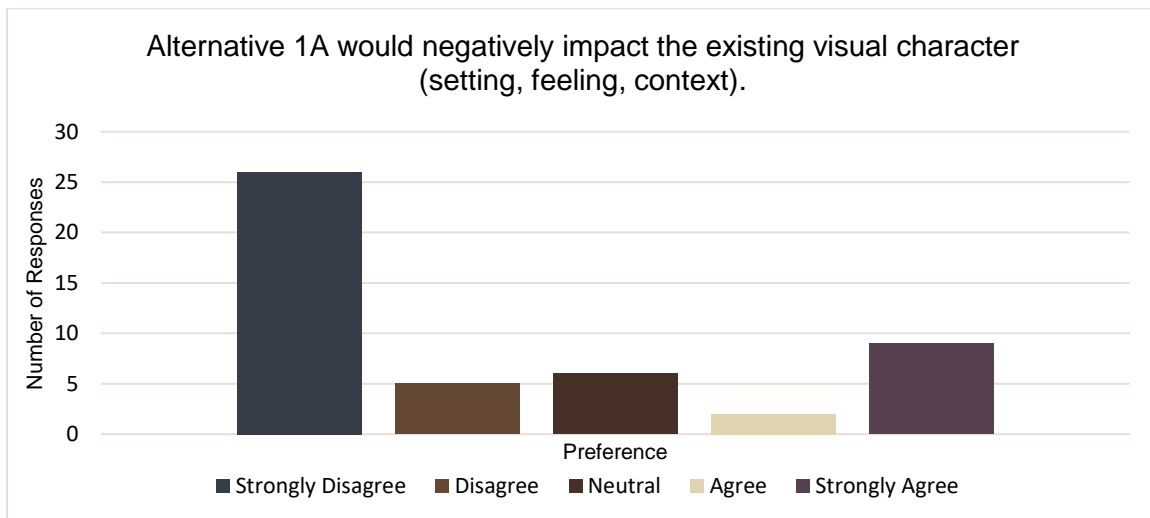
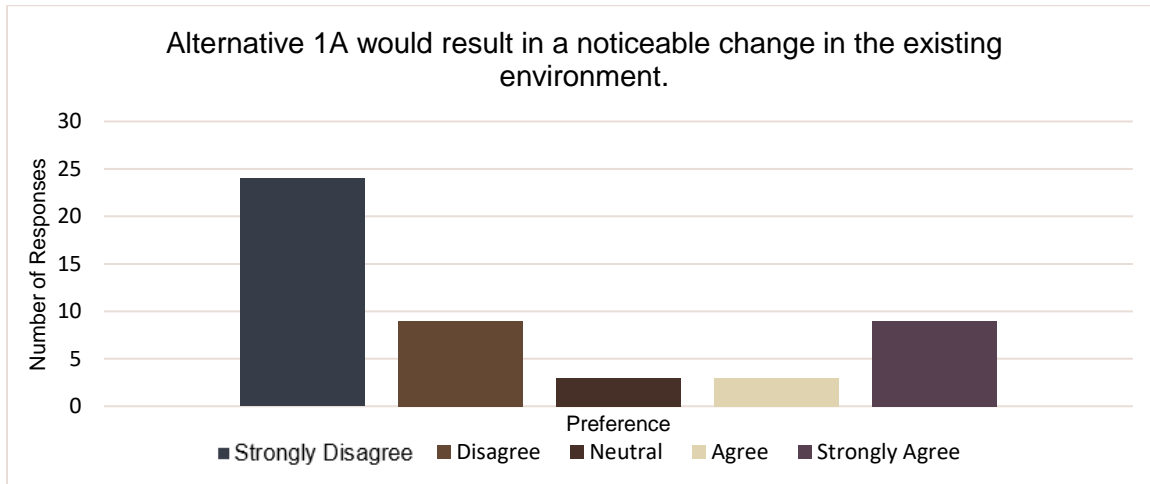
Public Meeting Open House Information will be posted  
at <https://www.DeadwoodBox.com>

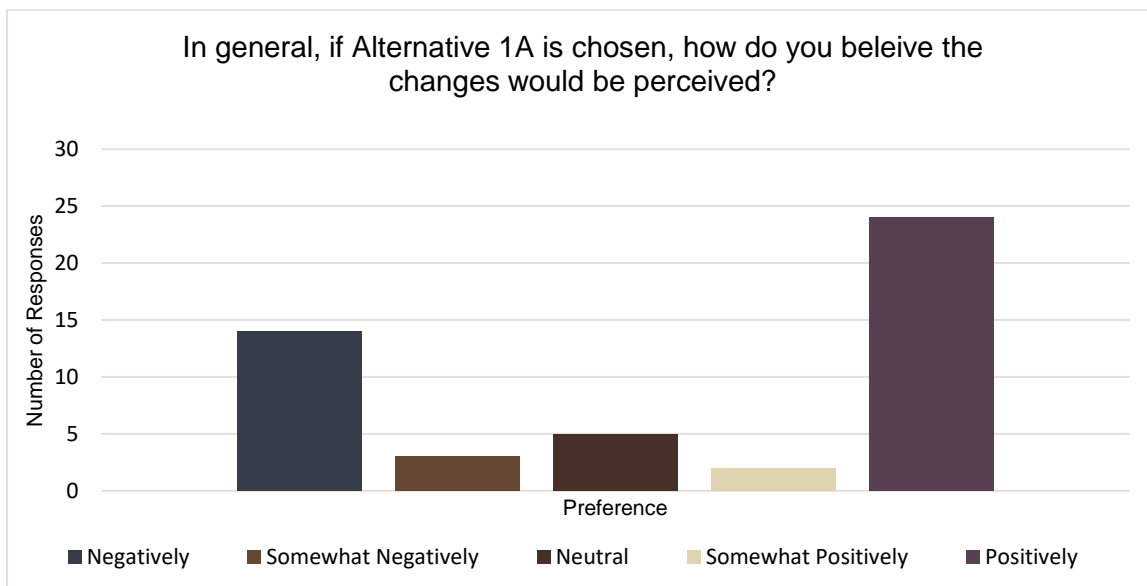
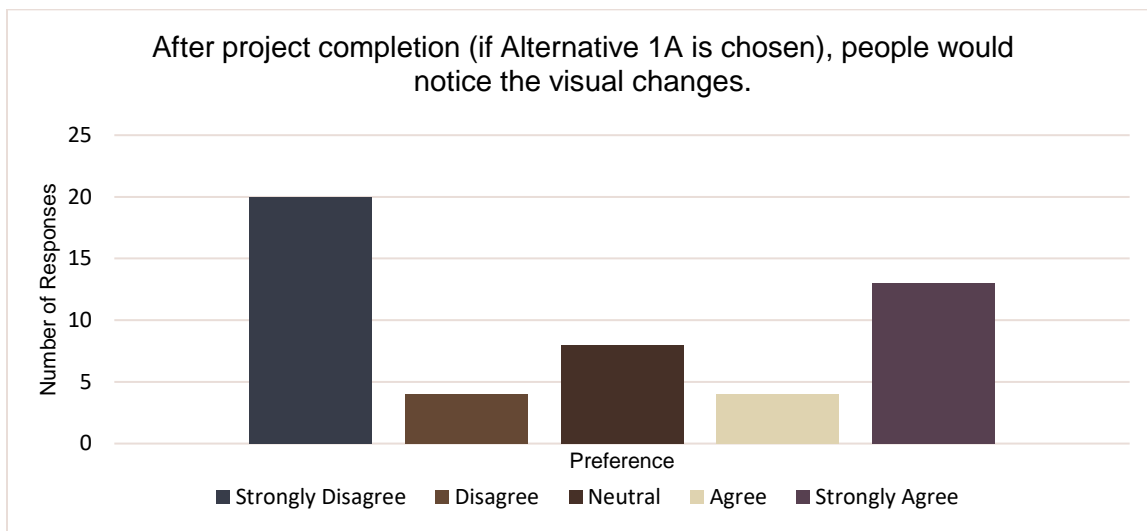
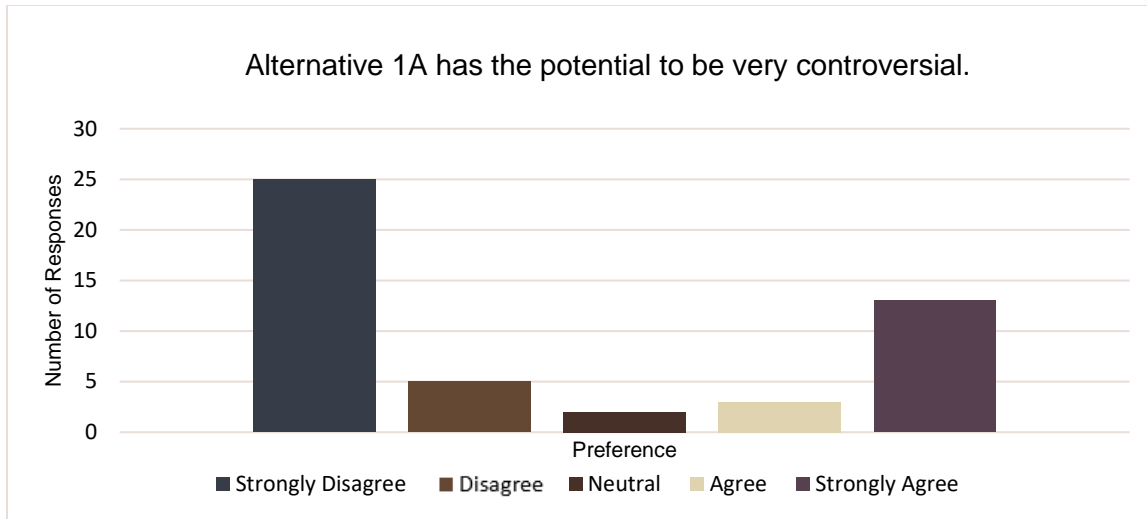


Published twice at the approximate cost of \$531.00 and can be viewed free of charge at  
[www.sdpublicnotices.com](http://www.sdpublicnotices.com).

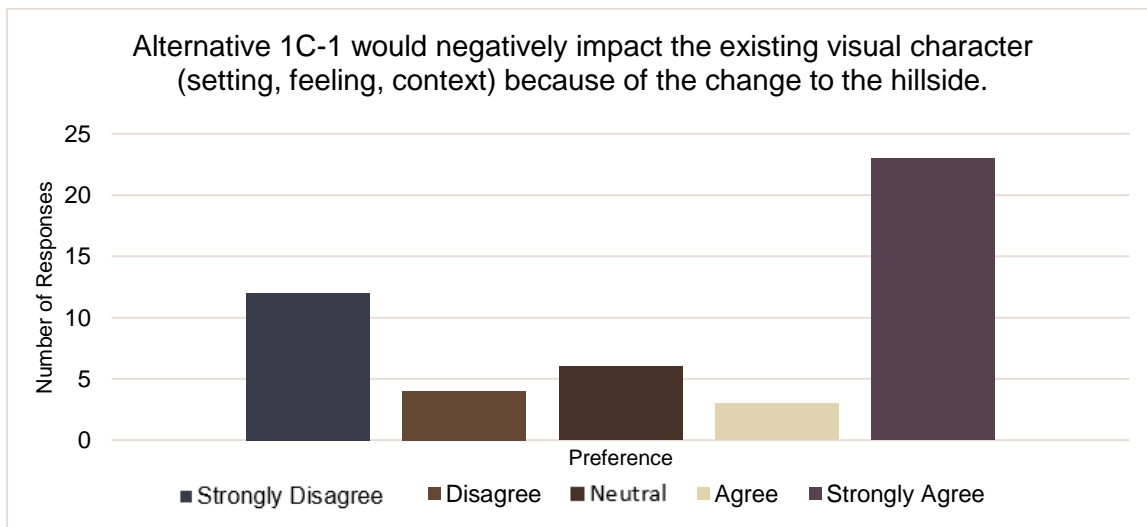
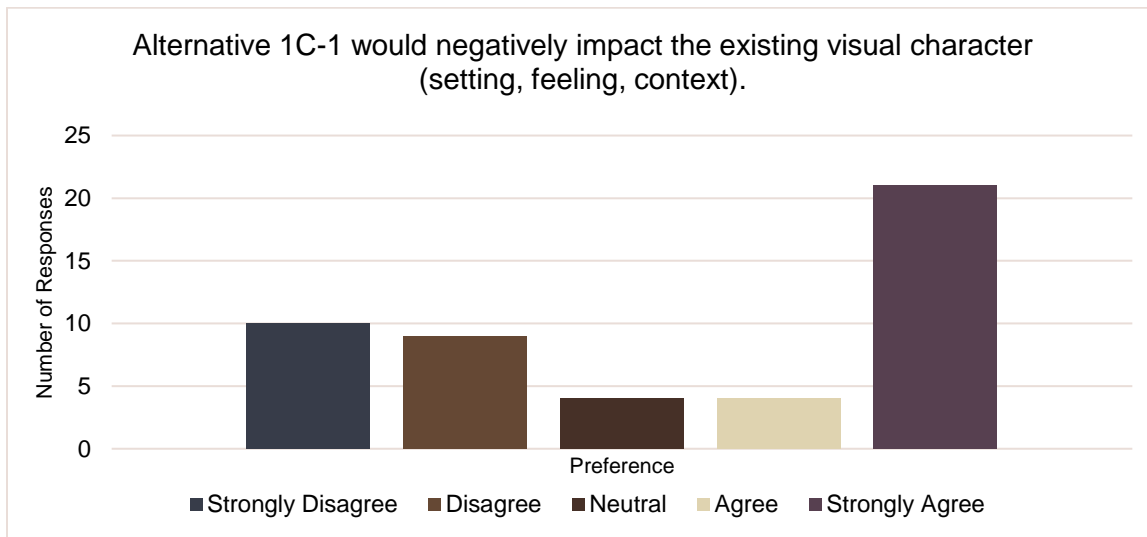
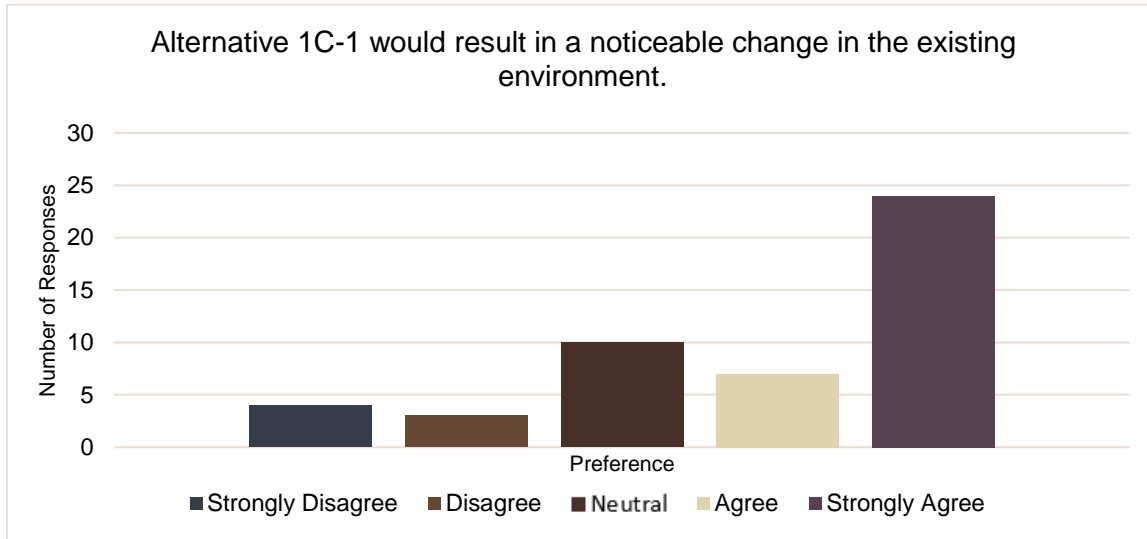
## Appendix C: Visual Impacts Assessment (VIA) Survey Results

### Alternative 1A Results:

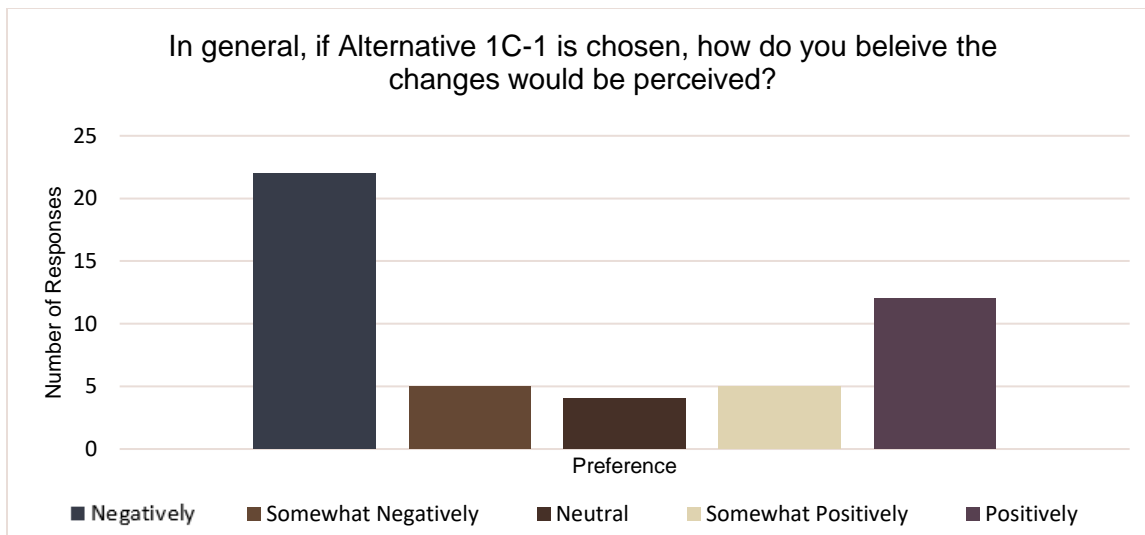
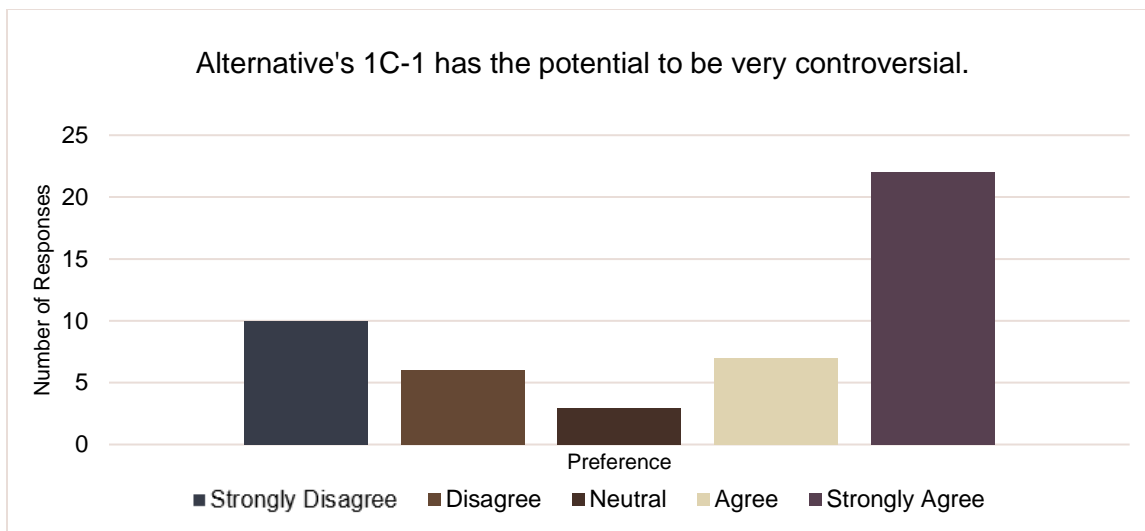
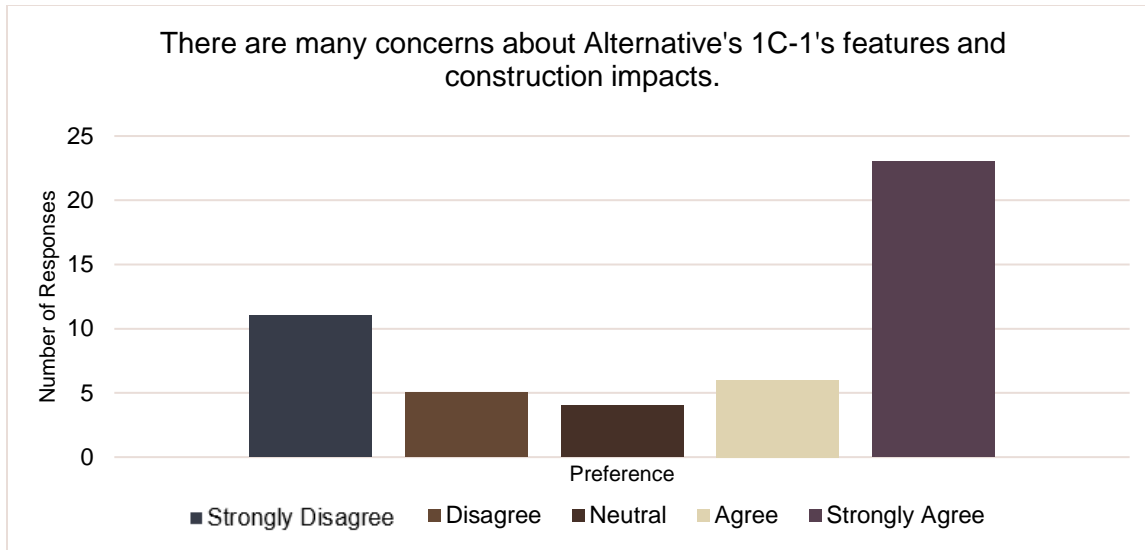




Alternative 1C-1 Results:







Alternative 1C-3 Results:

