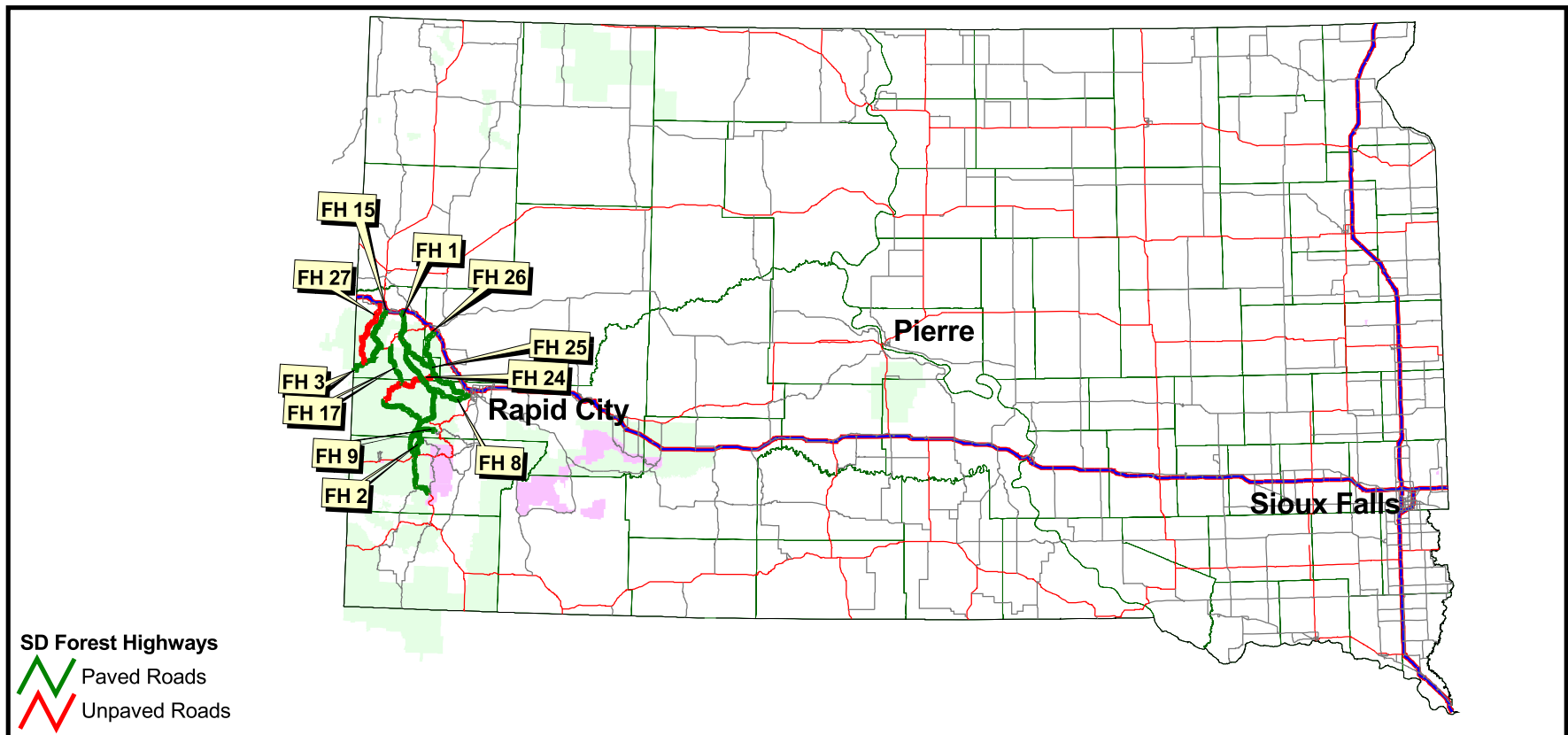




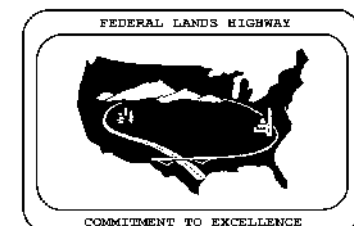
SOUTH DAKOTA

Forest Highway Network and Planning Data 2007



Prepared by:
Federal Highway Administration
Central Federal Lands Division

September 2007



SUMMARY:

The following is a report on the status of the Forest Highway Network in the State of South Dakota. The data was taken from an automatic data collection contract in the summer of 2006. The purpose of the report is to document the condition of the Forest Highway Network and provide data for pavement and bridge management systems. The report identifies potential sections for 3R projects. Nonetheless, the sections should be reviewed in the field by those involved in programming and project development before any specific projects are selected. The sections are based on political boundaries (county lines) and HPMS traffic data rather than condition changes. Therefore, each section should be scrutinized before project limits are determined. Lengths of segments have been scrutinized for errors and changed where needed. All the bridges are in the National Bridge Inventory System and therefore have the data for structural deficiency and functional obsolescence and have been assigned a sufficiency rating by the Headquarters of the FHWA.

The South Dakota Forest Highway Network contains 11 routes amounting to 292.98 miles (471.4 km).

CONTENTS AND DESCRIPTION OF THIS REPORT:

Graphs: Shows the average conditions of all state-owned highways over time, starting in 1998. There are three sections: miles-by-condition rating, average condition by route, and average condition by county.

Description Sheets: Shows a basic map of the route with segments plus a description of the route's termini, functional class, and other useful information.

Pavement Condition Sheets: Shows the condition data, averaged by segment, of the route along with traffic data. The map shows the condition of the route by color code, plus termini descriptions and other features along the route. The map shows the actual un-averaged condition of the route which may not correspond to the averaged data. This change was made to allow for faster evaluation of potential projects.

Bridge Condition Sheets: Shows the bridge locations and length, width, and condition information from the National Bridge Inventory.

POTENTIAL 3R PROJECTS:

All the South Dakota FH routes were inspected by the contracted Planning and Pavement Management personnel. The contractor uses the International Roughness Index (IRI) to evaluate their pavements. IRI is measured directly in inches of vertical roughness per mile of pavement. Vertical mounted accelerometers over each wheel path are used to measure the roughness over the full length of each section. The values reported are the “half car simulation” IRI. This factors both the left and right wheel path providing the ride quality felt by the vehicle occupants, not the roughness of the individual wheel paths.

Pavement Condition Ratings (PCR) are determined using distress ratings based primarily on the IRI. With the current formulas, a road is considered failed when its PCR falls to 40 or below. Poor roads have a PCR between 41 and 50, fair roads have a PCR between 51 and 70, good roads have a PCR between 71 and 80, and excellent roads have a PCR of 81 and above.

FH Route	Segment	Local Route #	Route Name	County	Start MP	End MP	Length (mi)	Length (km)	ADT	Width (ft)	IRI	PCR	Distress
1	11	US-85	Wind Cave-Deadwood	Lawrence	26.04	27.73	1.69	2.72	6092	26	247	36	Failed
8	3	SR-44	Rim Rock Road	Pennington	41.24	43.95	2.71	4.36	15699	50	209	42	Poor
24	4	CR-237	Rochford-Estes Camp	Lawrence	11.29	11.66	0.37	0.60	260	22	206	43	Poor
25	3	CR-234	Rapid Ctiy-Nemo-Brownsville	Meade	12.86	13.48	0.62	1.00	500	24	196	45	Poor
27	4	CR-134	Iron Creek-Spearfish	Lawrence	28.78	29.00	0.22	0.35	250	20	191	46	Poor
25	5	CR-234	Rapid Ctiy-Nemo-Brownsville	Pennington	8.65	9.67	1.02	1.64	500	24	187	46	Poor
2	2	SR-87	Sylvan Lake Road	Custer	73.40	75.91	2.51	4.04	465	18	175	49	Poor
17	1	CR-308	Hill City-Lead	Pennington	0.00	10.20	10.20	16.41	1430	24	171	50	Poor
25	4	CR-234	Rapid Ctiy-Nemo-Brownsville	Pennington	9.67	12.86	3.19	5.13	500	24	171	50	Poor

The following is the relative pavement rating based on the IRI value:

IRI Values	PCR	Pavement Rating
Below 53	81 to 100	Excellent
53 to 86	71 to 80	Good
87 to 166	51 to 70	Fair
167 to 220	41 to 50	Poor
Above 220	40 and Below	Failed

POTENTIAL BRIDGE REPLACEMENT PROJECTS:

There are 54 bridges on the Forest Highway Network in South Dakota. All the bridge data was taken from the National Bridge Inventory System (NBIS). Bridges having a sufficiency rating less than 50, or 80 and less and structurally deficient or functionally obsolete qualify for the National Bridge Replacement Program and should be considered for replacement. Note that some bridges are in the recent or current construction program.

FH	State or Local Route	NBIS Number	MP	Facility	Owner	Width (ft)	Width (m)	Length (ft)	Length (m)	SD	FO	SR
17	CR-306	000000052162272	30.2	Rapid Creek	Pennington Co	6.90	8.80	22.63	28.86	X		47.7
8	SR-44	000000052374318	40.5	Cleghorn Canyon	SDDOT	15.90	18.40	52.15	60.35	X		61.7
25	CR-404	000000041195226	1.7	Elk Creek	Lawrence Co	7.30	6.70	23.94	21.98		X	66.8

Definition of terms:

Structurally deficient (SD): A bridge that (1) has been restricted to light vehicles only, (2) is closed, or (3) requires immediate rehabilitation to remain open.

Functionally obsolete (FO): A bridge for which the deck geometry, load carrying capacity (comparison of the original design load to the State legal load), clearance, or approach roadway alignment no longer meets the usual criteria for the system of which it is an integral part.

Sufficiency rating (SR): The numerical rating of a bridge based on its structural adequacy and safety, essentiality for public use, and its serviceability and functional obsolescence.

CHANGES SINCE LAST REPORT:

There are no significant changes since the last report.

PAVED CONDITION RATING CHANGES

In order to more accurately define potential 3R projects, significant changes have been made to the condition rating scale used to determine fair and poor roads. While the formula used to transform IRI to PCR has not changed, the limits used to define fair and poor roads has. These new limits also closely resemble those used by the Federal Highway Administration in their effort to report road conditions based solely on IRI. The new rating scale as defined on pages iii-iv puts the majority of road segments into the fair category. Poor category road segments are now split between poor and failed categories, where failed is anything with an IRI above 220. The new color code for poor is orange, while failed is now red. In addition, all historical ratings have been adjusted to this new scale in the succeeding graphs in this report. Please see the following web document for more information on ride quality and the new rating scale: <http://www.fhwa.dot.gov/policy/2002cpr/ch3b.htm> (Exhibit 3-3).

Please note that FHWA has since simplified their rating scale for their Highway Condition and Performance Reports to include only three categories: Good, Acceptable, and Unacceptable. These categories are useful for reporting generalities in road condition, but for finding potential 3R projects, we feel that their older, diversified condition rating scale is more suitable.

**LIST OF THE CURRENT APPROVED FOREST HIGHWAY NETWORK IN THE STATE
OF SOUTH DAKOTA**

(as of September 2007)

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
South Dakota Forest Highway Route Descriptions
(As of September 2007)**

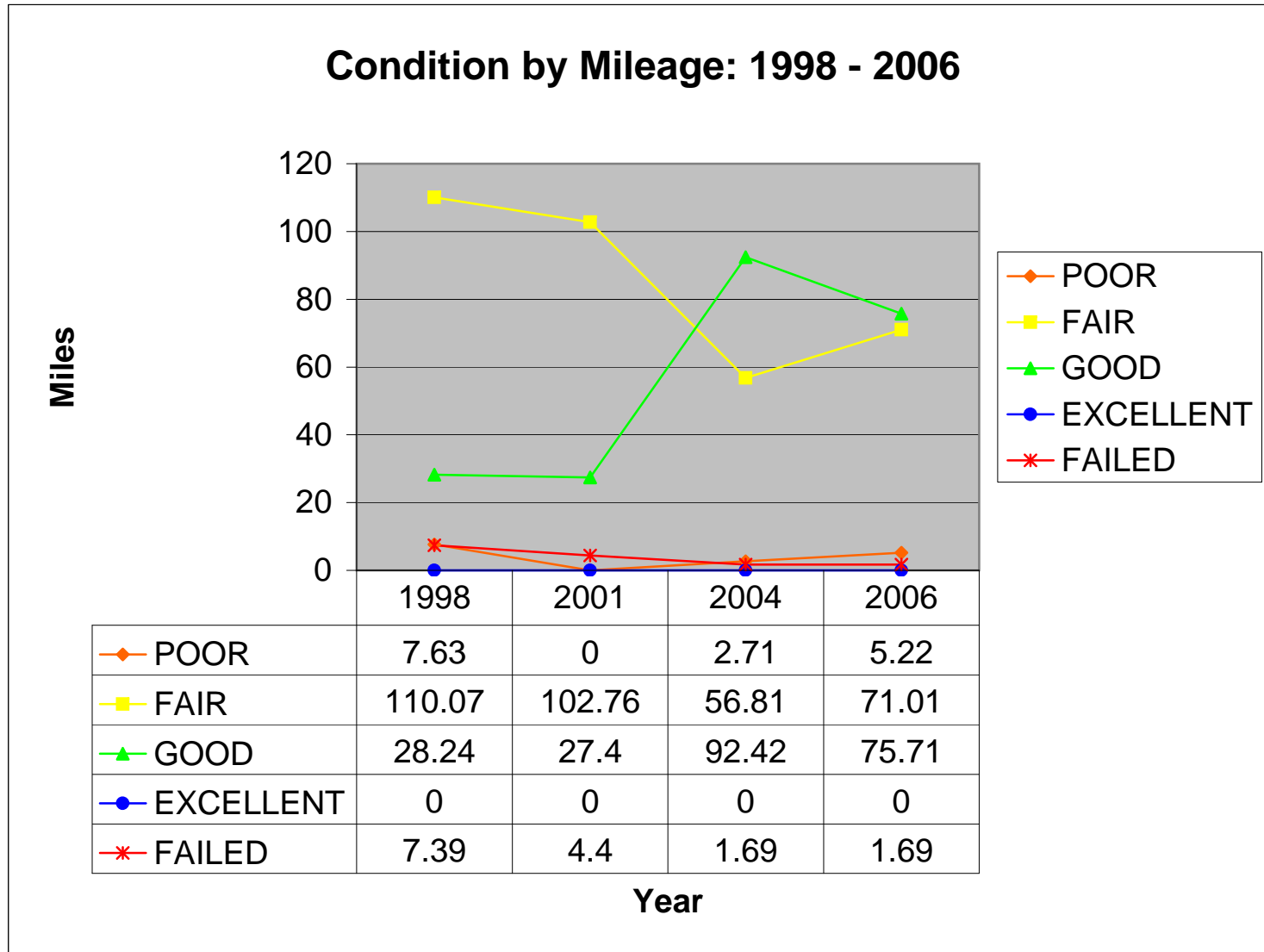
**TOTAL
ROUTES**
11

**TOTAL
MI/KM**
292.98
471.40

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
1	Wind Cave-Deadwood	This route starts at the west entrance to Wind Cave National Park and proceeds northerly 17.54 miles (28.22 km) on US-385, 18.12 miles (29.16 km) on US-16/385, 36.6 miles (58.89 km) on US-385 and 10.45 miles (16.81 km) on US-85 to exit 17 of I-90 north of Deadwood.	Black Hills	Lawrence Pennington Custer	82.71	133.08
2	Sylvan Lake Road	This route starts at the junction of US-16A east of Custer and proceeds northerly 5.94 miles (9.56 km) on SR-89 and 5.79 miles (9.32 km) on SR-87 to the junction with US-385 (FH-01) south of Hill City.	Black Hills	Pennington Custer	11.73	18.87
3	Ice Box Canyon	This route starts at the Wyoming State Line and proceeds northeasterly 16.25 miles (26.15) on US-85 to the junction with US-14A (FH-15) at Cheyenne Crossing.	Black Hills	Lawrence	16.25	26.15
8	Rim Rock Road	This route starts at the junction with US-385 (FH-01) and proceeds easterly 17.05 miles (27.43 km) on SR-44 to the junction with SR-79 in Rapid City.	Black Hills	Pennington	17.05	27.43
9	Horsethief Lake Road	This route starts at the junction with US-385/16 (FH-01), south of Hill City, and proceeds easterly 7.34 miles (11.81 km) on SR-244 to the west boundary of Mt. Rushmore National Memorial.	Black Hills	Pennington	7.34	11.81
15	Spearfish Canyon	This route starts at the junction with US-85 (FH-03) at Cheyenne Crossing and proceeds northerly 18.55 miles (29.85 km) on US-14A to the junction with the I-90 Business Loop (E Colorado Blvd) in Spearfish.	Black Hills	Lawrence	18.55	29.85
17	Hill City-Lead	This route starts at the junction with US-385/16 (FH-01) in Hill City and proceeds northerly 10.2 miles (16.41 km) on Pennington CR-308, 20.74 miles (33.37 km) on Pennington CR-306 via Deerfield and Rochford and 13.58 miles (21.85 km) on Lawrence CR-17 to the junction with US-85 South of Lead.	Black Hills	Lawrence Pennington	44.52	71.63

FH ROUTE NO.	ROUTE NAME	DESCRIPTION OF TERMINI	NATIONAL FOREST	COUNTY	LENGTH MI.	LENGTH KM.
24	Rochford-Estes Camp	This route starts at the junction with Pennington CR-306 (FH-17) in Rochford and proceeds easterly 8.11 miles (13.05 km) on Pennington CR-312 and 3.55 miles (5.71 km) on Lawrence CR-237 to US-385 (FH-01) and then, excluding the 0.15 mile segment on US-395 (FH-01), easterly 5.35 miles (8.61 km) on Lawrence CR-208 to the junction with Lawrence CR-404 (FH-25) south of Nemo.	Black Hills	Lawrence Pennington	17.01	27.37
25	Brownsville- Nemo-Rapid City	This route starts at the junction US-385 (FH-01) near Brownsville and proceeds southeasterly 18.38 miles (29.57 km) on Lawrence CR-404 and 13.14 miles (21.14 km) on Pennington CR-234 to the junction with SR-79 in Rapid City.	Black Hills	Lawrence Pennington	31.86	51.26
26	Nemo-Sturgis	This route starts at the junction with Lawrence CR-404 (FH-25) in Nemo and proceeds northerly 4.41 miles (7.10 km) on Lawrence CR-26 and 12.64 miles (22.34 km) on Meade CR-3S to the Junction with I-90 at exit 32 in Sturgis.	Black Hills	Lawrence Pennington	17.05	27.43
27	Iron Creek- Spearfish	This route starts at the Junction with US-85 (FH-03), near the Episcopal Church Camp, and proceeds northerly 25.28 miles (40.68 km) over FDR-134 to the Forest Boundary, and then continues northerly 3.63 miles (5.84 km) over CR-134 to I-90 at exit eight, west of Spearfish.	Black Hills	Lawrence	28.91	46.52

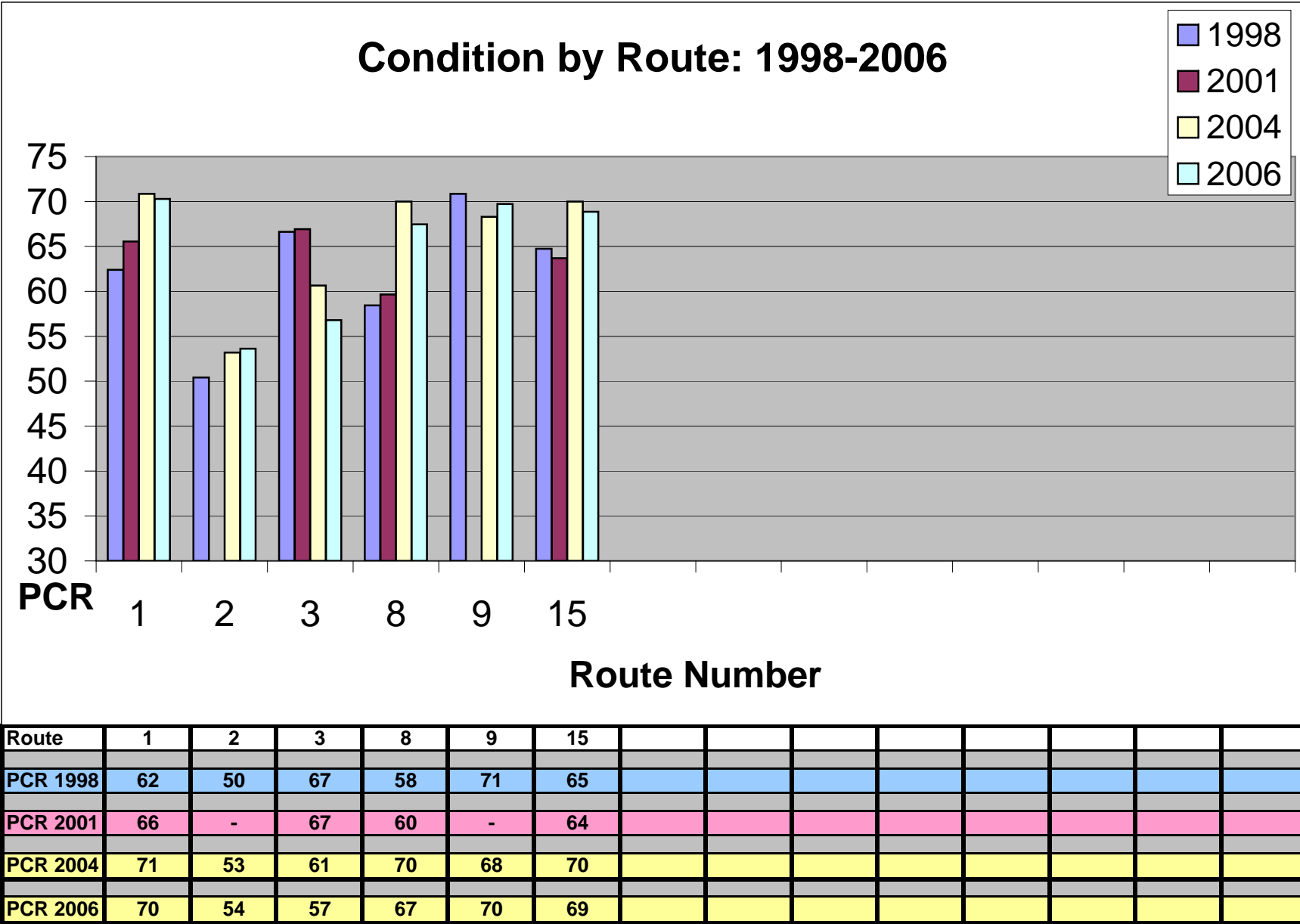
South Dakota Forest Highway Network - Condition by Mileage



Note: For comparison, road segments with no rating data for one or more years are not included in the above graph.

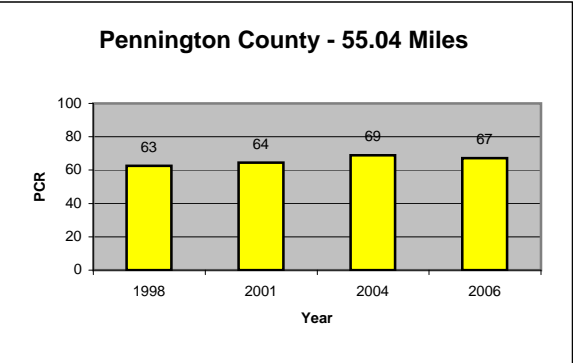
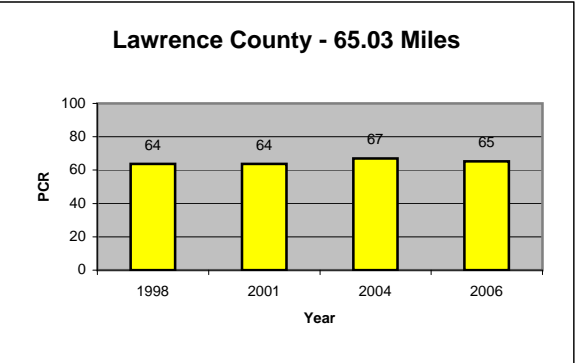
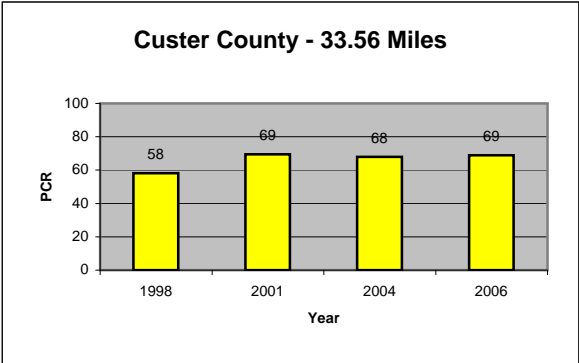
(Figure 1)

South Dakota Forest Highway Network -Condition by Route

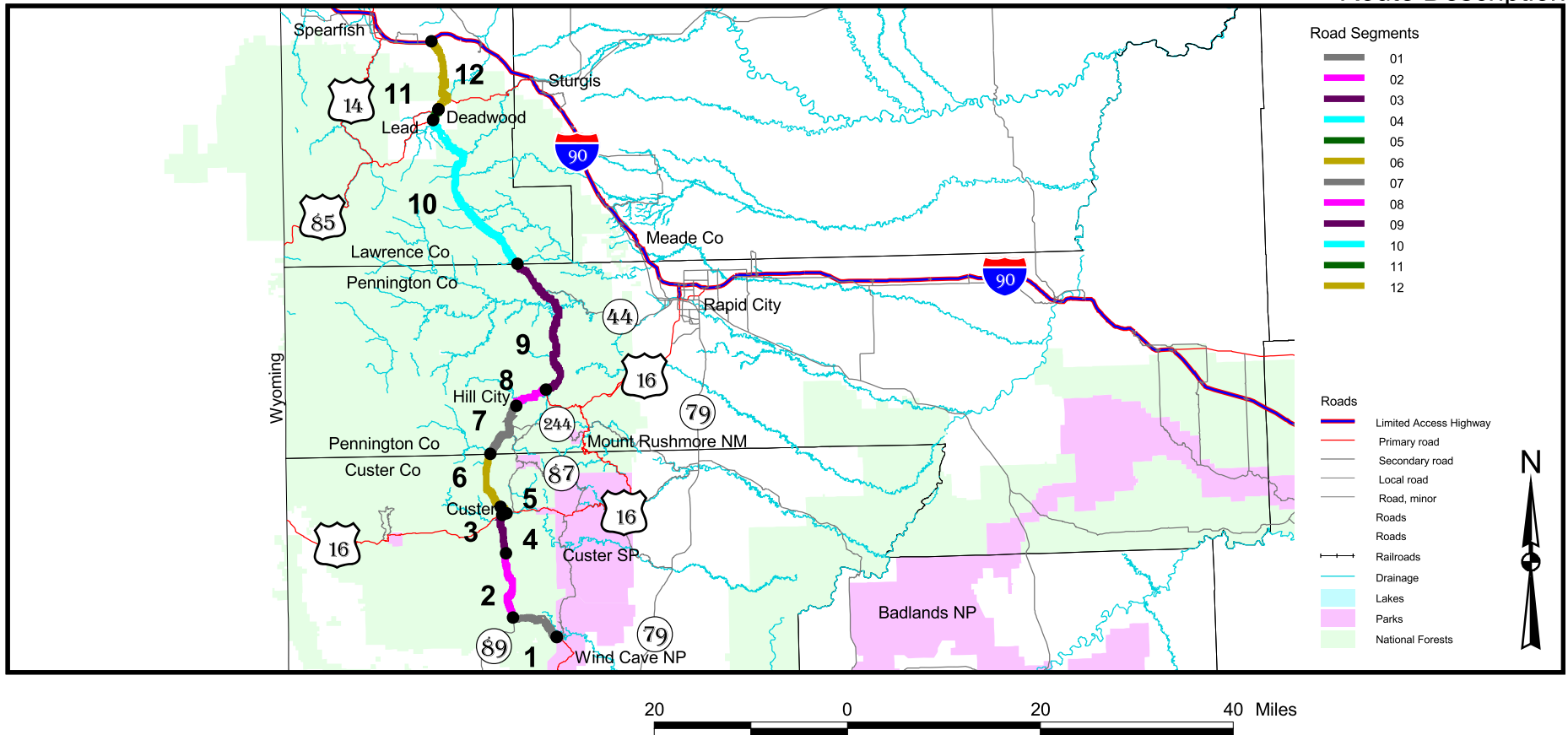


(Figure 2)

South Dakota Forest Highway Network - Pavement Condition Ratings by County



(Figures 3 -5)

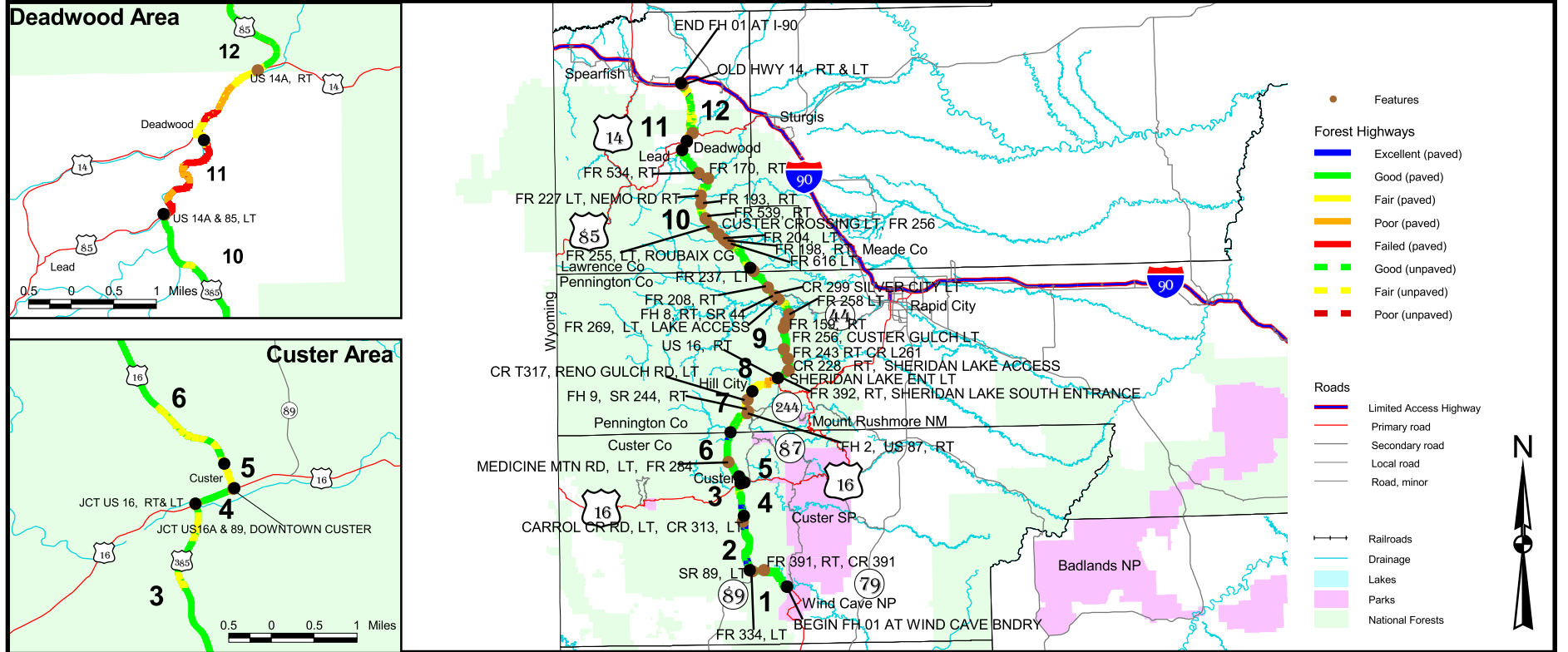


FH-01, Wind Cave-Deadwood. This route starts at the west entrance to Wind Cave National Park and proceeds northerly 17.54 miles (28.22 km) on US-385, 18.12 miles (29.16 km) on US-16/385, 36.6 miles (58.89 km) on US-385 and 10.45 miles (16.81 km) on US-85 to exit 17 of I-90 north of Deadwood.

Evaluation: US-16, US-385, and US-85 are owned and operated by the South Dakota Department of Transportation. It is functionally classified as a principal arterial serving the Black Hills National Forest. The section between Custer and Sheridan Lake, where US-16 and US-385 are coincident, is on the National Highway System. According to Forest Service data, 75% of the traffic is Forest related. Much of the summer traffic is related to tourism. The principal Forest resources served are recreation and timber. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves 13 Forest Service owned campgrounds, the Forest Supervisor's Office in Custer, Ranger Stations in Hill City and Deadwood and the Sheridan Lake and Pactola Lake Recreation Areas. From Pringle to Hill City, the route provides access to the Mickelson Trail which is a showcase example of the "rails-to-trails" program where the Burlington and Quincy Railroad bed has been converted to a non-motorized trail that traverses the Black Hills National Forest. The route also provides direct or indirect access to Wind Cave National Park, Jewel Cave National Monument, the Crazy Horse Memorial and the Mount Rushmore National Memorial.

FH 1 Wind Cave-Deadwood

Pavement Condition

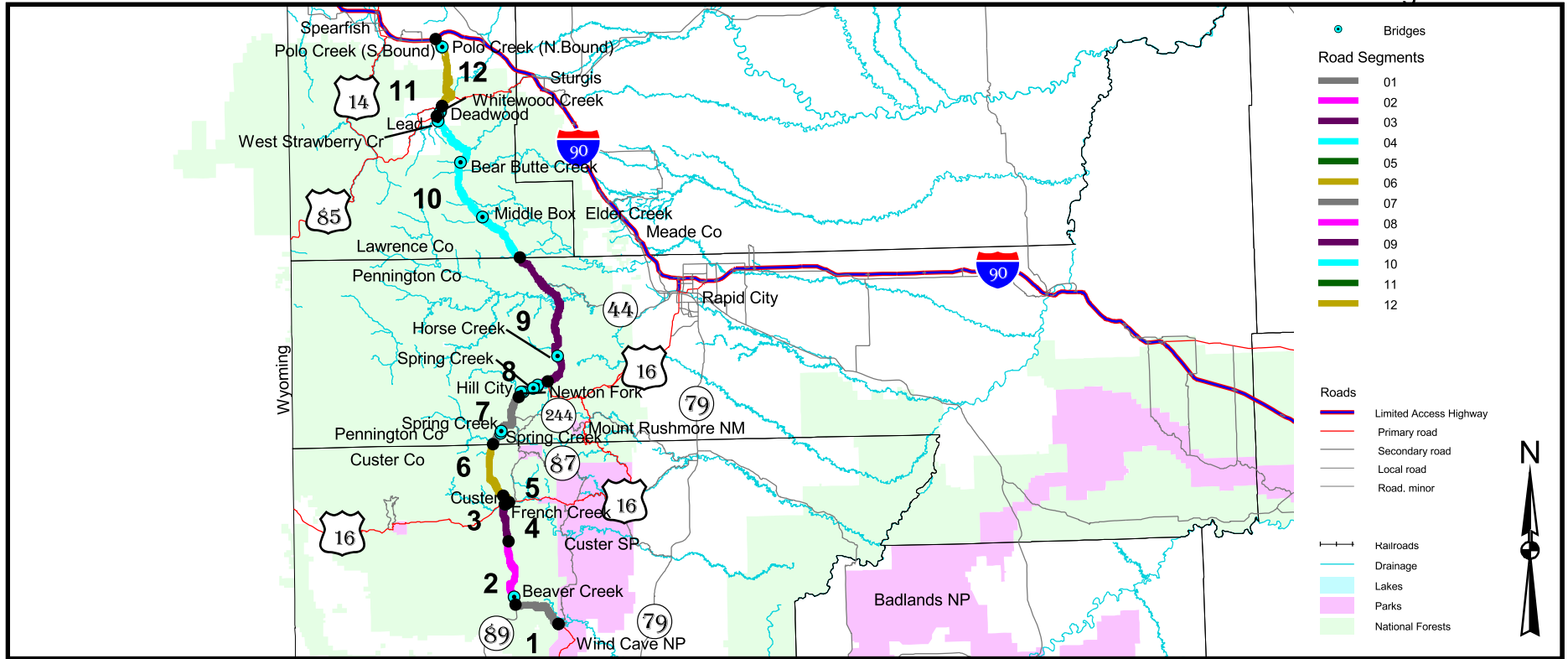


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

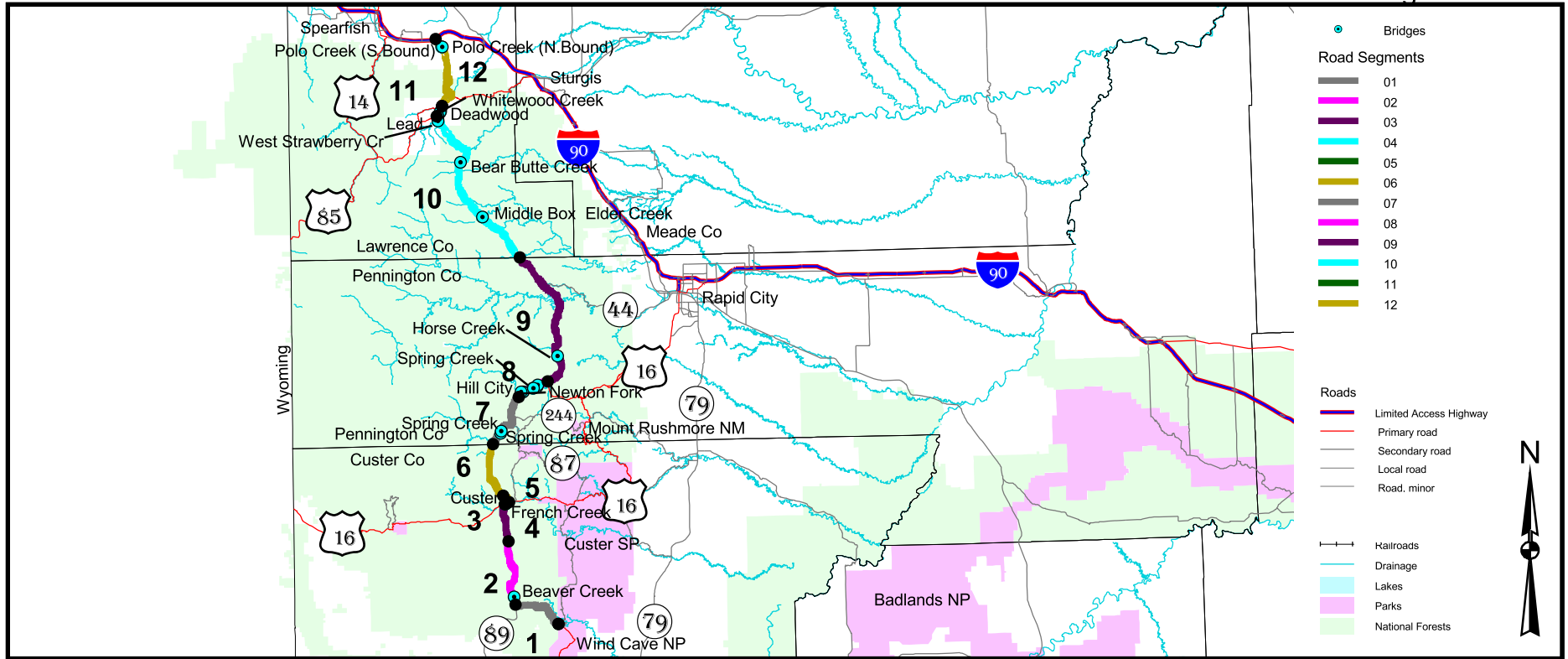


TOTAL ROUTE LENGTH: 82.71 Miles

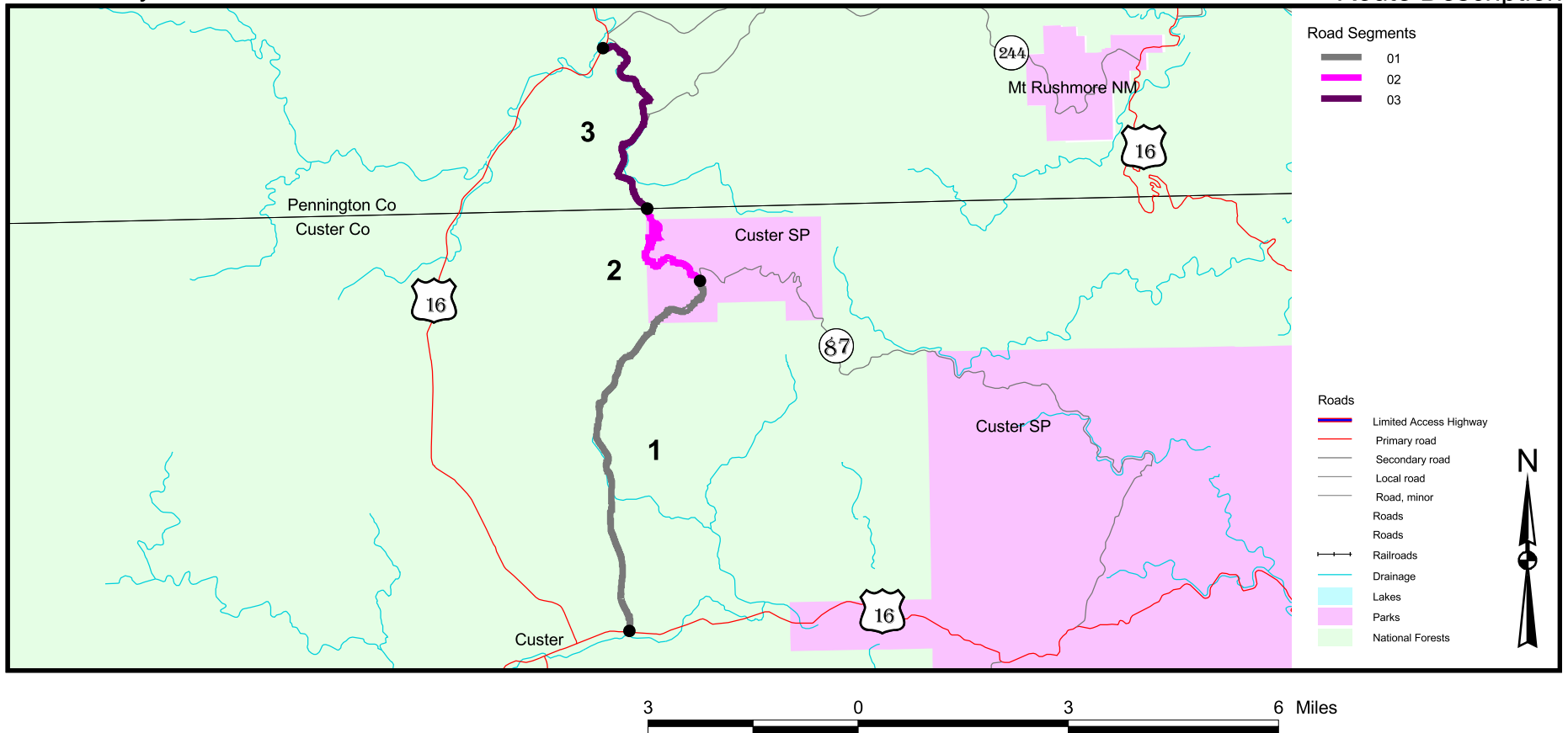
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
1	1	US-385	49.20	55.36	6.16	1214	53	42	Flexible	69	17	75	Good
1	2	US-385	55.36	62.59	7.23	2016	44	28	Flexible	62	18	78	Good
1	3	US-385	62.59	66.74	4.15	2804	44	28	Flexible	67	17	76	Good
1	4	US-385/16	26.46	26.96	0.50	9938	30	24	Flexible	80	16	72	Good
1	5	US-385/16	26.96	27.30	0.34	6155	30	24	Flexible	156	7	53	Fair
1	6	US-385/16	27.30	34.03	6.73	3666	30	24	Flexible	76	16	73	Good
1	7	US-385/16	34.03	40.47	6.44	3547	40	28	Flexible	88	15	70	Fair
1	8	US-385/16	40.47	44.58	4.11	5694	40	28	Flexible	160	6	52	Fair
1	9	US-385	85.51	95.25	16.82	1526	44	28	Flexible	79	16	72	Good
1	10	US-385	102.33	113.37	19.78	1586	26	24	Flexible	75	16	74	Good
1	11	US-85	26.04	27.73	1.69	6092	34	26	Flexible	247	0	36	Failed
1	12	US-85	27.73	36.49	8.76	5075	56	56	Flexible	106	13	65	Fair



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
1	US-385	000000017234172	56.8	Beaver Creek	SDDOT	40.02	62.32	-	-	97.2
1	US-385	000000017226073	27.0	French Creek	SDDOT	52.15	67.24	-	-	65.7
1	US-16/385	000000052221447	35.1	Spring Creek	SDDOT	43.95	52.81	-	-	99.5
1	US-16/385	000000052221445	35.3	Spring Creek	SDDOT	43.95	22.96	-	-	99.5
1	US-16/385	000000052243404	40.7	Spring Creek	SDDOT	49.86	38.38	-	-	94.7
1	US-16/385	000000052244404	40.9	Spring Creek	SDDOT	47.89	40.02	-	-	94.7
1	US-16/385	000000052245405	41.0	Newton Fork	SDDOT	47.89	21.98	-	-	94.7
1	US-16/385	000000052256401	42.2	Spring Creek	SDDOT	43.95	106.93	-	-	92.0
1	US-16/385	000000052257401	42.3	Spring Creek	SDDOT	43.95	53.14	-	-	93.1
1	US-16/385	000000052261398	43.0	Spring Creek	SDDOT	43.95	29.19	-	-	93.1
1	US-16/385	000000052261397	43.1	Spring Creek	SDDOT	43.95	29.19	-	-	93.1
1	US-385	000000052282363	89.2	Horse Creek	SDDOT	40.02	32.14	-	-	84.5

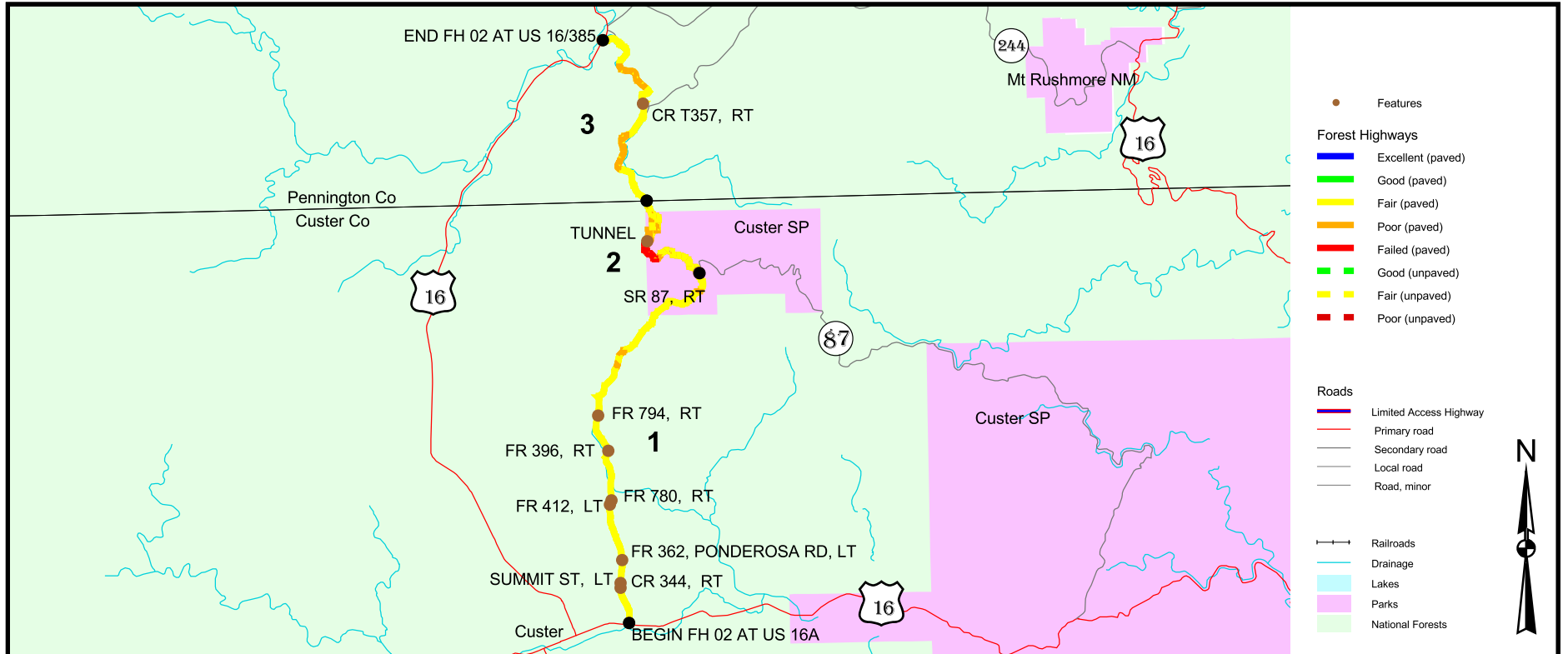


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
1	US-385	000000041204277	108.4	Middle Box Elder Cre	SDDOT	40.02	28.21	-	-	95.3
1	US-385	000000041187214	114.9	Bear Butte Creek	SDDOT	40.02	26.24	-	-	94.3
1	US-385	000000041156177	121.6	West Strawberry Cr	SDDOT	40.02	34.77	-	-	94.3
1	US-385	000000041156176	121.7	Whitewood Creek	SDDOT	40.02	54.78	-	-	94.5
1	US-85	000000041156169	26.1	Whitewood Creek	SDDOT	40.02	54.45	-	-	97.3
1	US-85	000000041158166	26.7	Whitewood Creek	SDDOT	40.02	51.82	-	-	97.3
1	US-85	000000041159165	26.9	Whitewood Creek	SDDOT	40.02	63.96	-	-	97.3
1	US-85	000000041162096	35.3	Polo Creek (S.Bound)	SDDOT	38.05	93.15	-	-	99.7
1	US-85	000000041161096	35.4	Polo Creek (N.Bound)	SDDOT	38.05	93.15	-	-	99.7



FH-02, Sylvan Lake Road. This route starts at the junction of US-16A east of Custer and proceeds northerly 5.94 miles (9.56 km) on SR-89 and 5.79 miles (9.32 km) on SR-87 to the junction with US-385 (FH-01) south of Hill City. This route is part of the Peter Norbeck Scenic Byway.

Evaluation: SR-89 and 87 are owned and operated by the South Dakota Department of Transportation. The route is functionally classified as a minor arterial serving the Black Hills National Forest. According to Forest Service data, 75% of the traffic is Forest related. Much of the summer traffic are tourists driving for pleasure. The principal Forest resources served are recreation and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves one Forest Service owned campground. The route also provides access to Custer State Park.

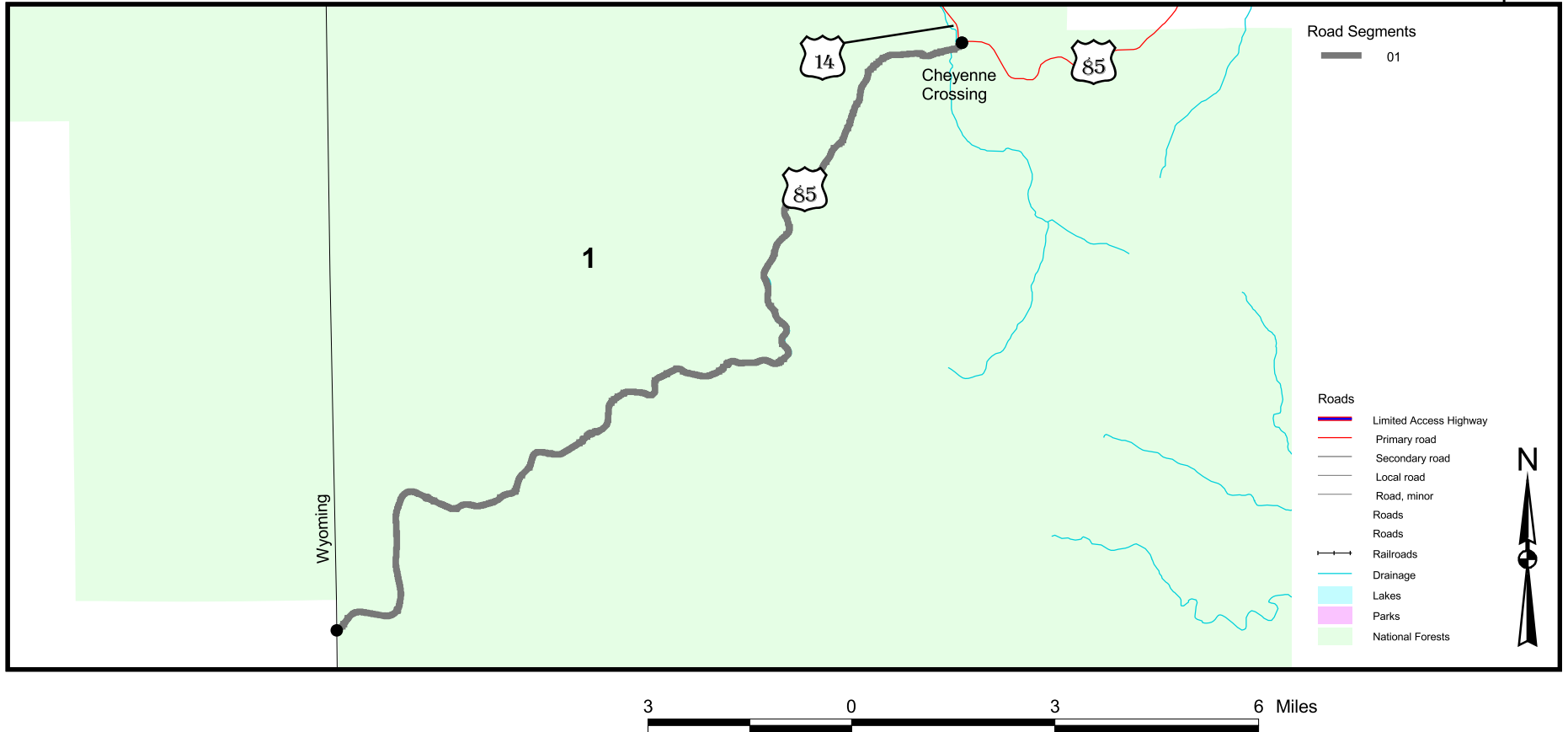


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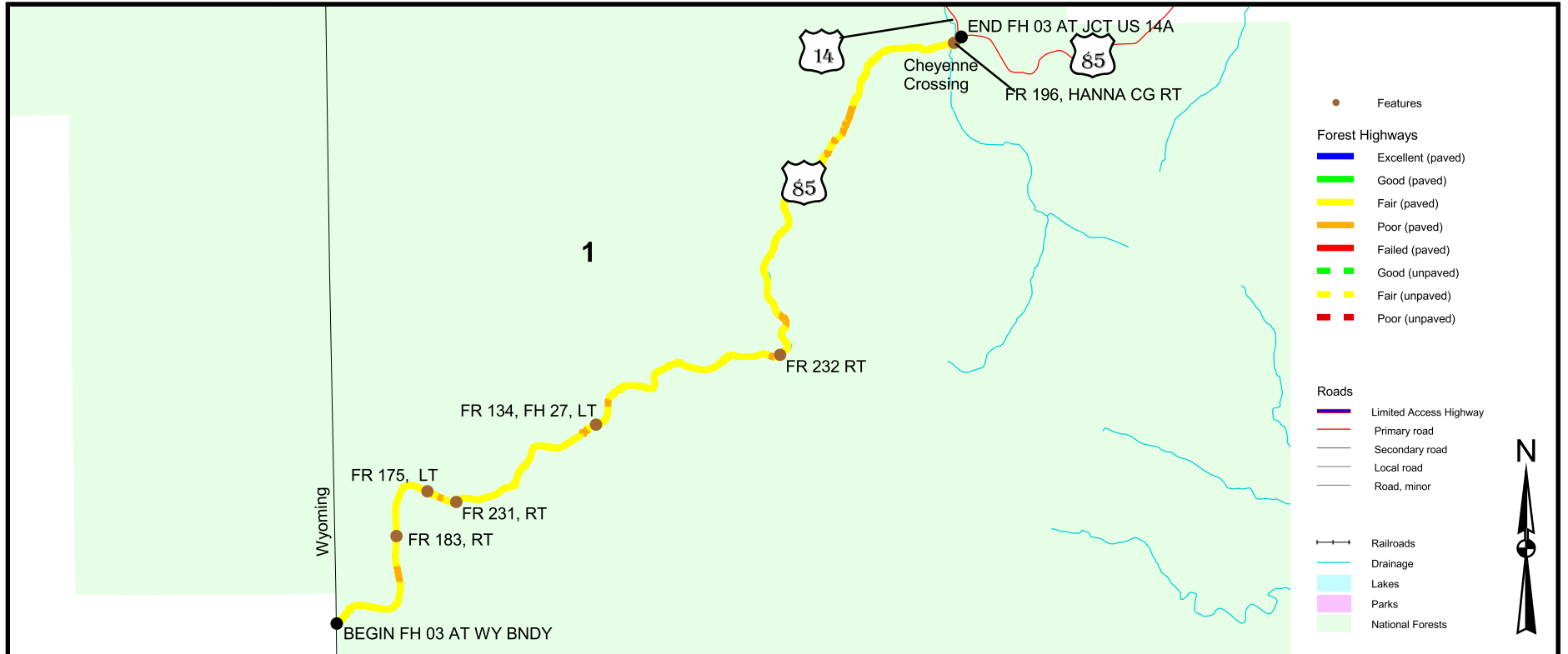
TOTAL ROUTE LENGTH: 11.73 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
2	1	SR-89	58.51	64.45	5.94	485	18	18	Flexible	140	9	56	Fair
2	2	SR-87	73.40	75.91	2.51	465	18	18	Flexible	175	5	49	Poor
2	3	SR-87	75.91	79.19	3.28	465	18	18	Flexible	155	7	53	Fair



FH-03, Ice Box Canyon. This route starts at the Wyoming State Line and proceeds northeasterly 16.25 miles (26.15) on US-85 to the junction with US-14A (FH-15) at Cheyenne Crossing.

Evaluation: US-85 is owned and operated by the South Dakota Department of Transportation. The route is functionally classified as a principal arterial serving the Black Hills National Forest. According to Forest Service data, 50% of the traffic is Forest related. The principal Forest resources served are recreation and timber. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. In the winter, it is an active snowmobile area.

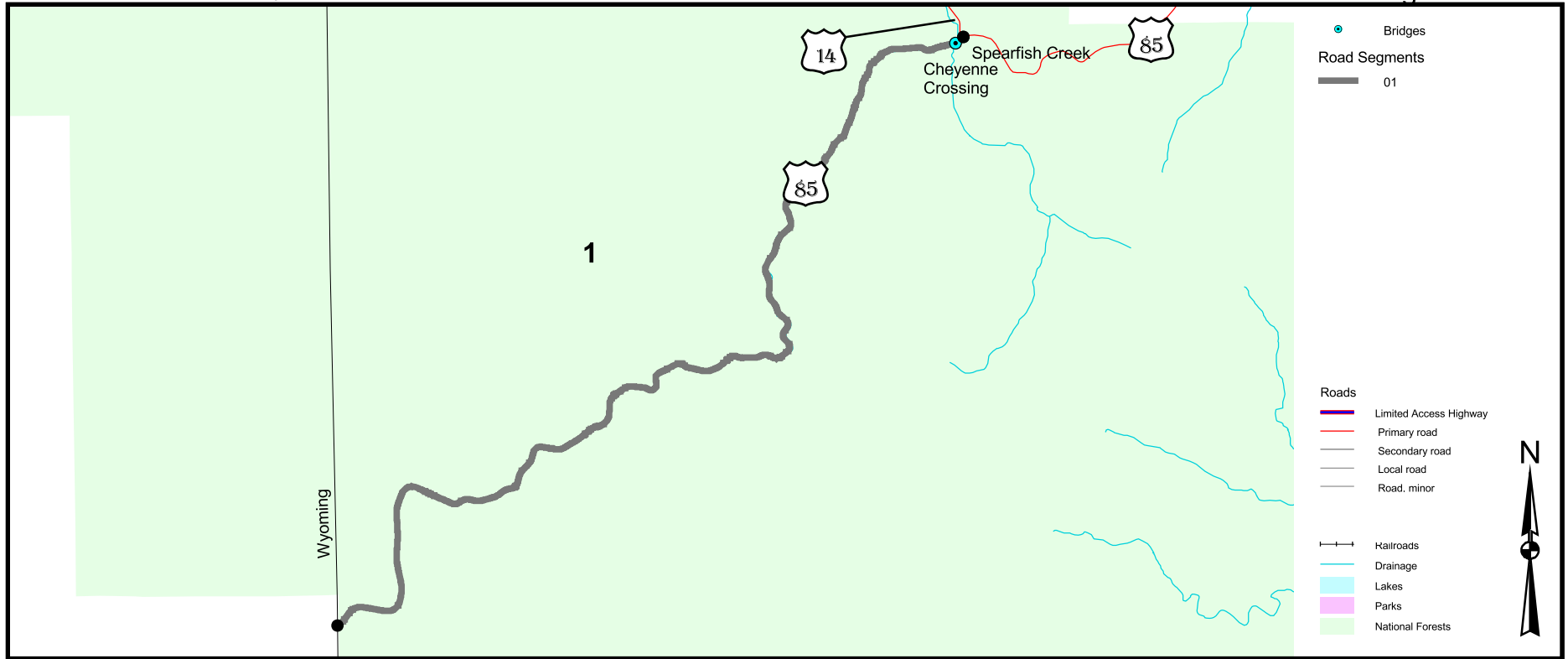


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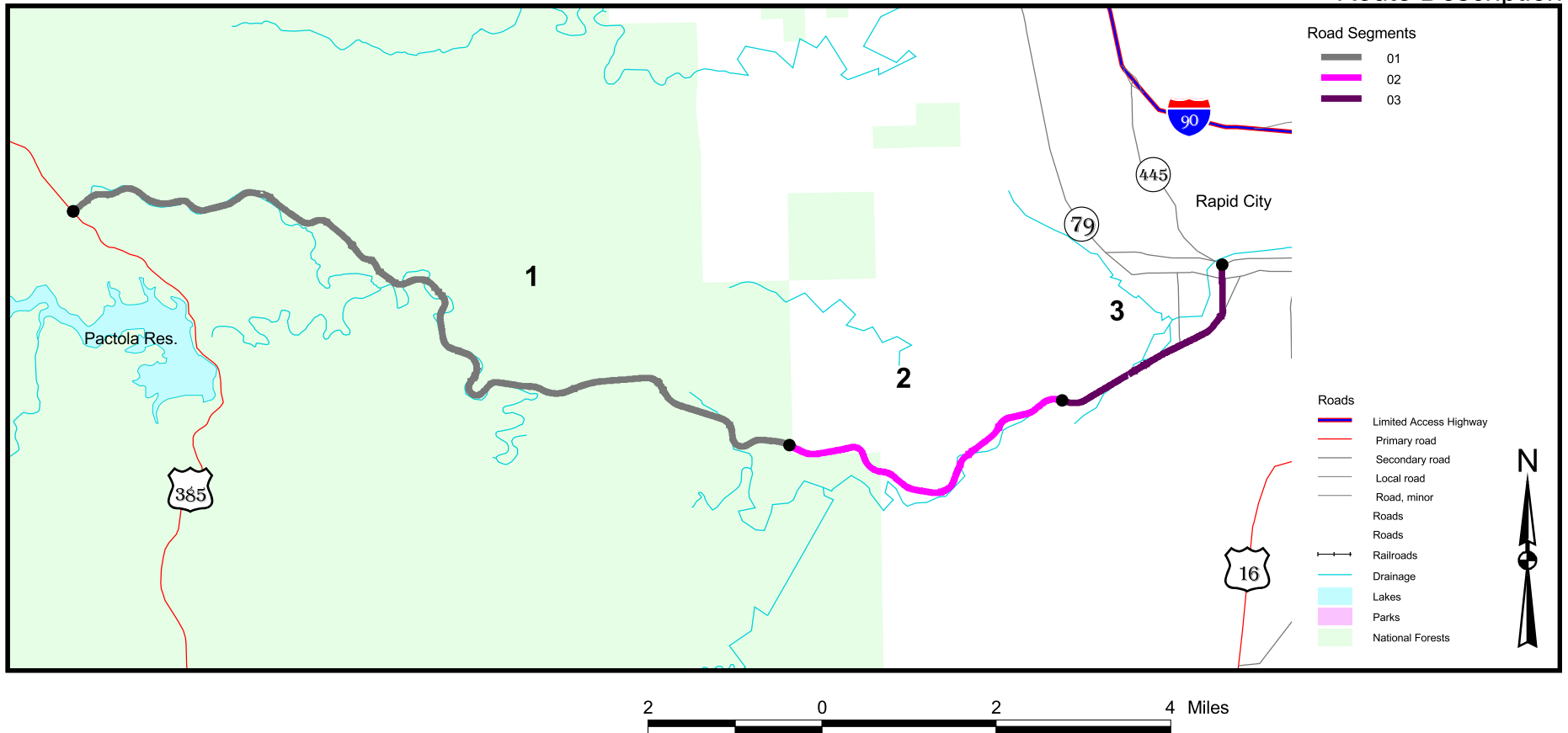


TOTAL ROUTE LENGTH: 16.25 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
3	1	US-85	0.00	16.25	16.25	700	25	23	Flexible	138	9	57	Fair

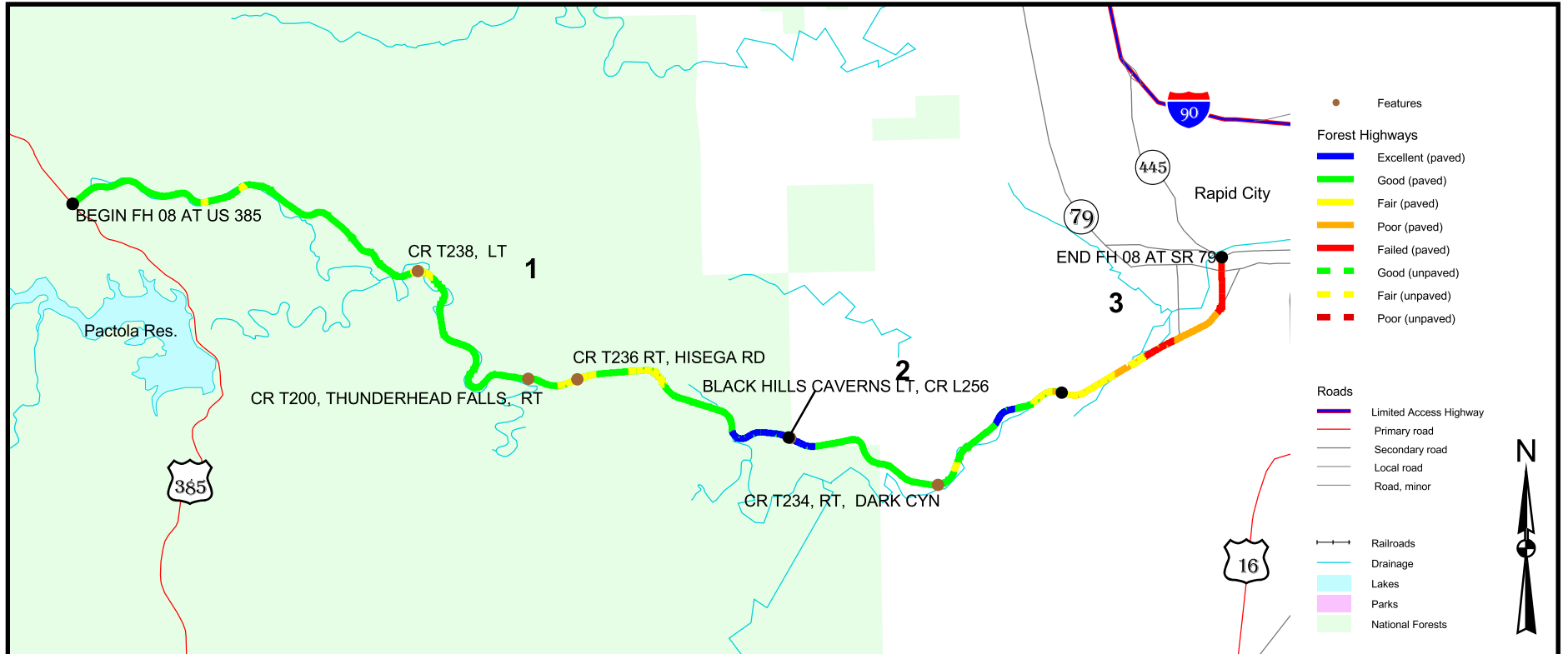


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
3	US-85	000000041091213	16.0	Spearfish Creek	SDDOT	29.85	67.24	-	-	92.4



FH-08, Rim Rock Road. This route starts at the junction with US-385 (FH-01) and proceeds easterly 17.05 miles (27.43 km) on SR-44 to the junction with SR-79 in Rapid City.

Evaluation: SR-44 is owned and operated by the South Dakota Department of Transportation. The route is functionally classified as a minor arterial. According to Forest Service data, 75% of the traffic is Forest related. This appears to be high since most of the route is now serving commuter traffic from the subdivisions along the route. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest.

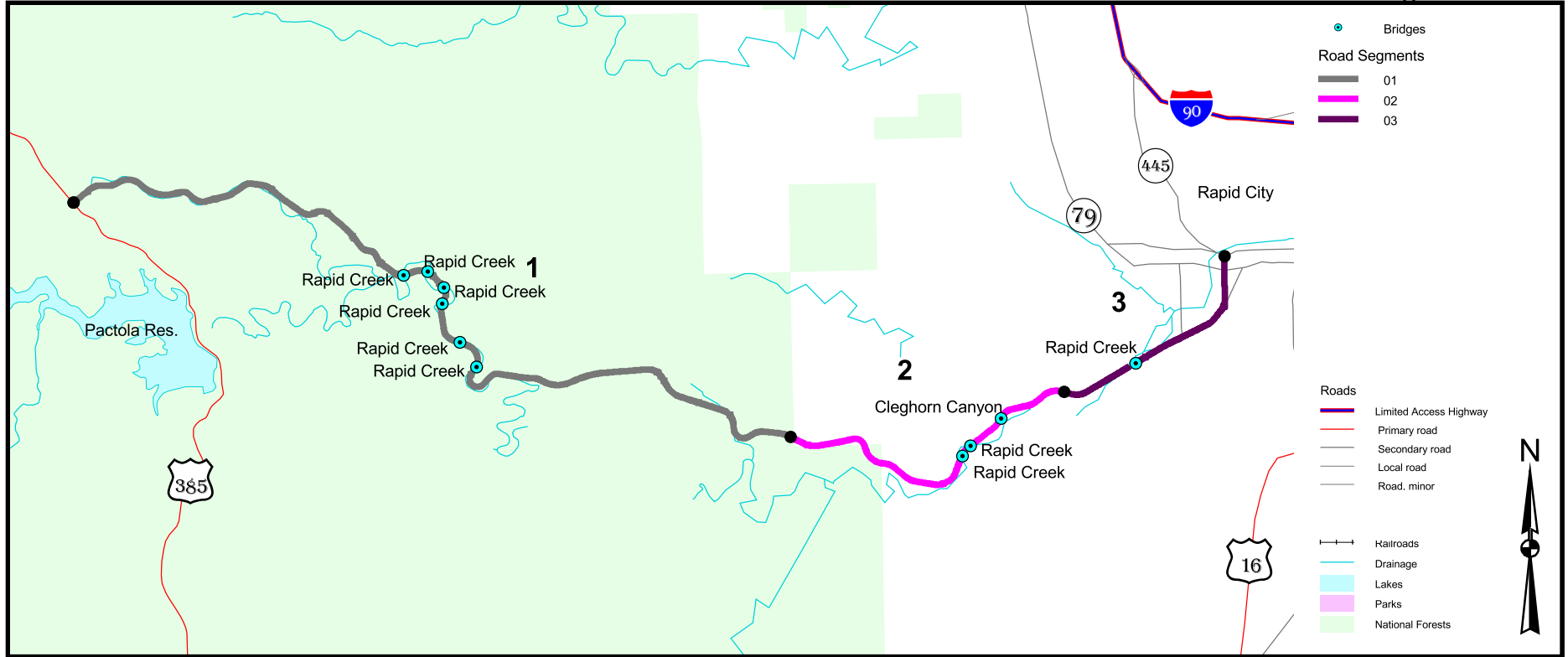


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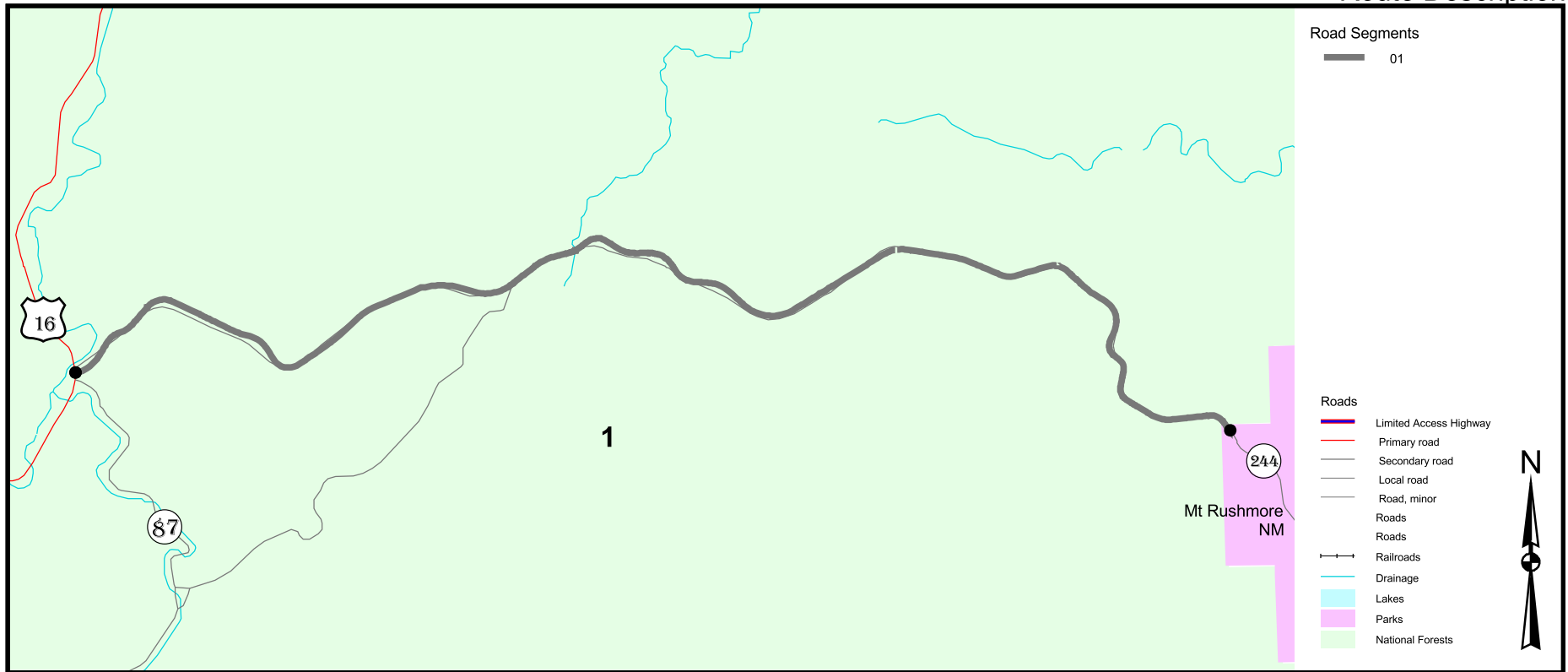


TOTAL ROUTE LENGTH: 17.05 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
8	1	SR-44	26.90	37.39	10.49	2033	30	24	Flexible	75	16	74	Good
8	2	SR-44	37.39	41.24	3.85	4809	38	24	Flexible	76	16	73	Good
8	3	SR-44	41.24	43.95	2.71	15699	54	50	Flexible	209	1	42	Poor

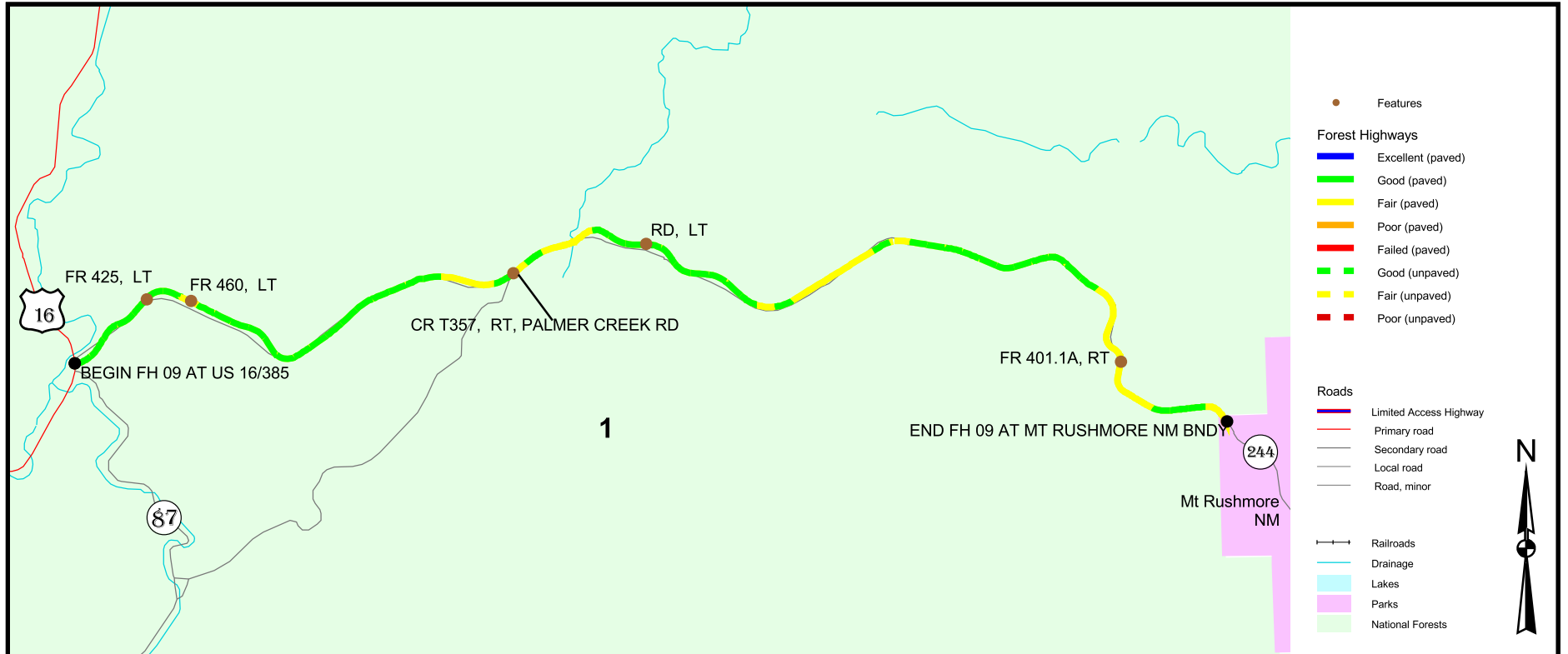


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
8	SR-44	000000052307300	31.3	Rapid Creek	SDDOT	52.15	25.58	-	-	98.2
8	SR-44	000000052309299	31.8	Rapid Creek	SDDOT	52.15	28.54	-	-	98.2
8	SR-44	000000052310301	32.0	Rapid Creek	SDDOT	52.15	25.58	-	-	98.2
8	SR-44	000000052310303	32.2	Rapid Creek	SDDOT	52.15	25.58	-	-	98.2
8	SR-44	000000052312307	32.5	Rapid Creek	SDDOT	52.15	35.10	-	-	98.2
8	SR-44	000000052313311	32.9	Rapid Creek	SDDOT	52.15	35.10	-	-	98.2
8	SR-44	000000052369321	39.9	Rapid Creek	SDDOT	83.31	116.11	-	-	92.4
8	SR-44	000000052371320	40.0	Rapid Creek	SDDOT	52.15	146.62	-	-	76.5
8	SR-44	000000052374318	40.5	Cleghorn Canyon	SDDOT	52.15	60.35	X	-	61.7
8	SR-44	000000052389311	42.2	Rapid Creek	SDDOT	54.12	127.92	-	-	81.3



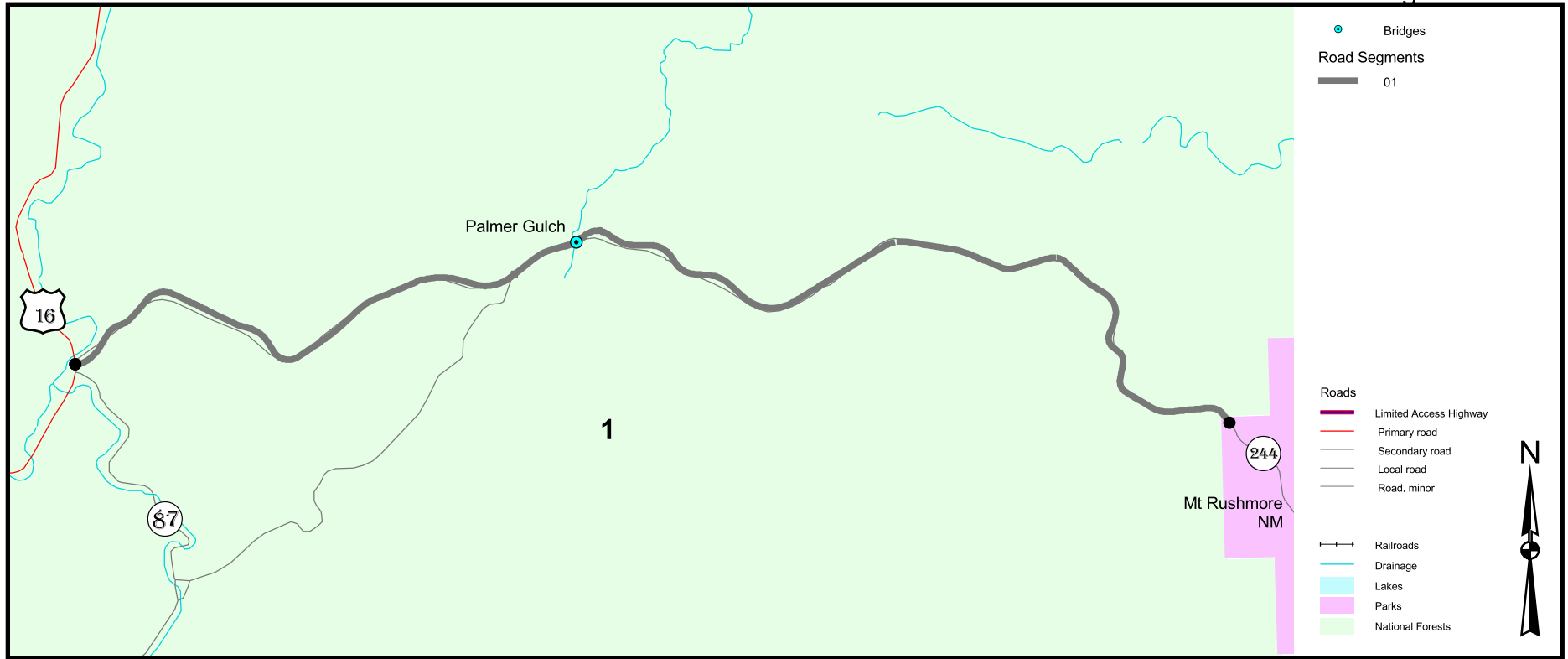
FH-09, Horsethief Lake Road. This route starts at the junction with US-385/16 (FH-01), south of Hill City, and proceeds easterly 7.34 miles (11.81 km) on SR-244 to the west boundary of Mt. Rushmore National Memorial. This is part of the Peter Norbeck Scenic Byway.

Evaluation: SR-244 is owned and operated by the South Dakota Department of Transportation. The route is functionally classified as a minor arterial serving the Black Hills National Forest and Mount Rushmore National Memorial. According to Forest Service data, 75% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves three Forest Service owned campgrounds and one major commercial resort.

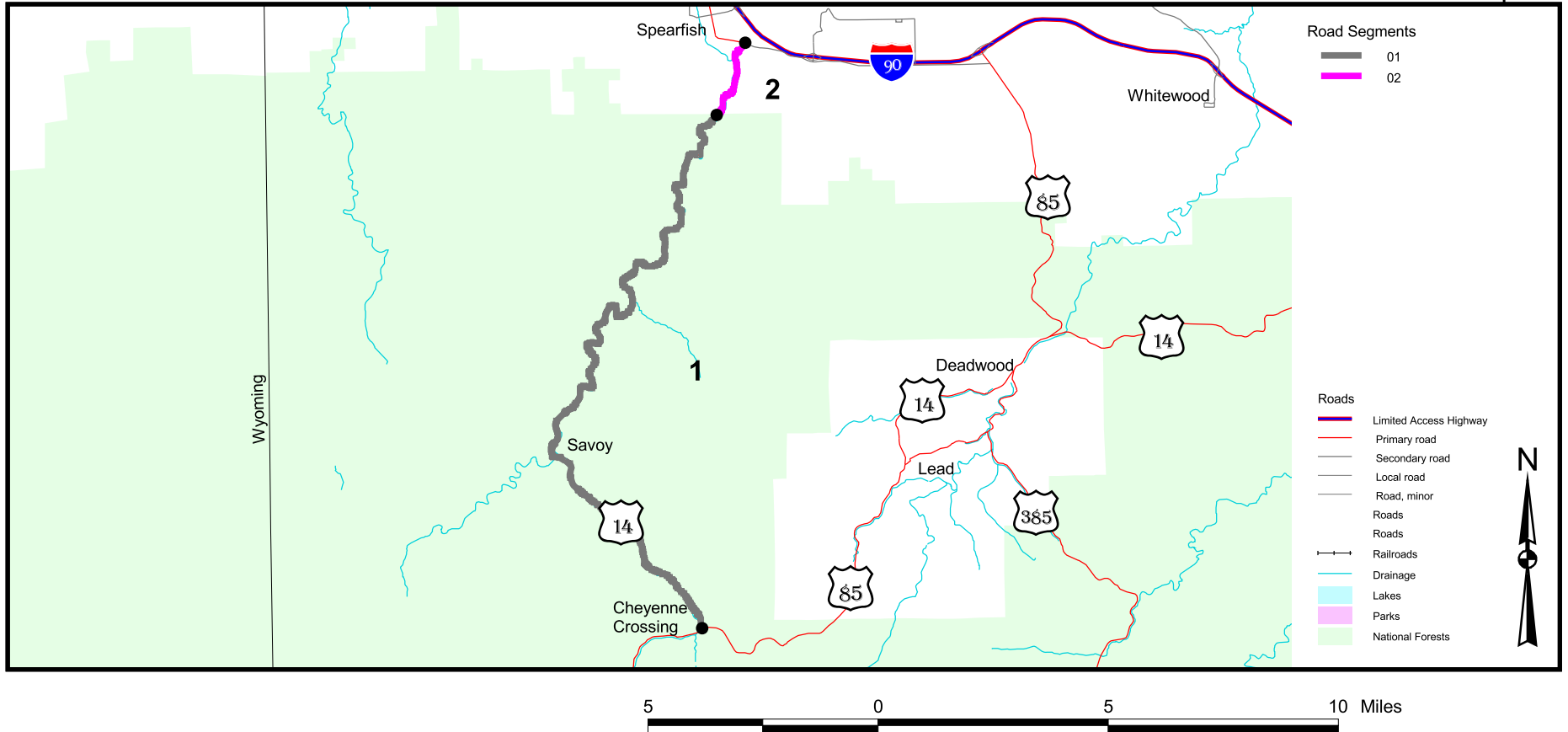


TOTAL ROUTE LENGTH: 7.34 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
9	1	SR-244	24.00	31.34	7.34	1166	30	24	Flexible	88	15	70	Fair



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
9	SR-244	000000052261428	27.1	Palmer Gulch	SDDOT	29.85	69.54	-	-	83.6

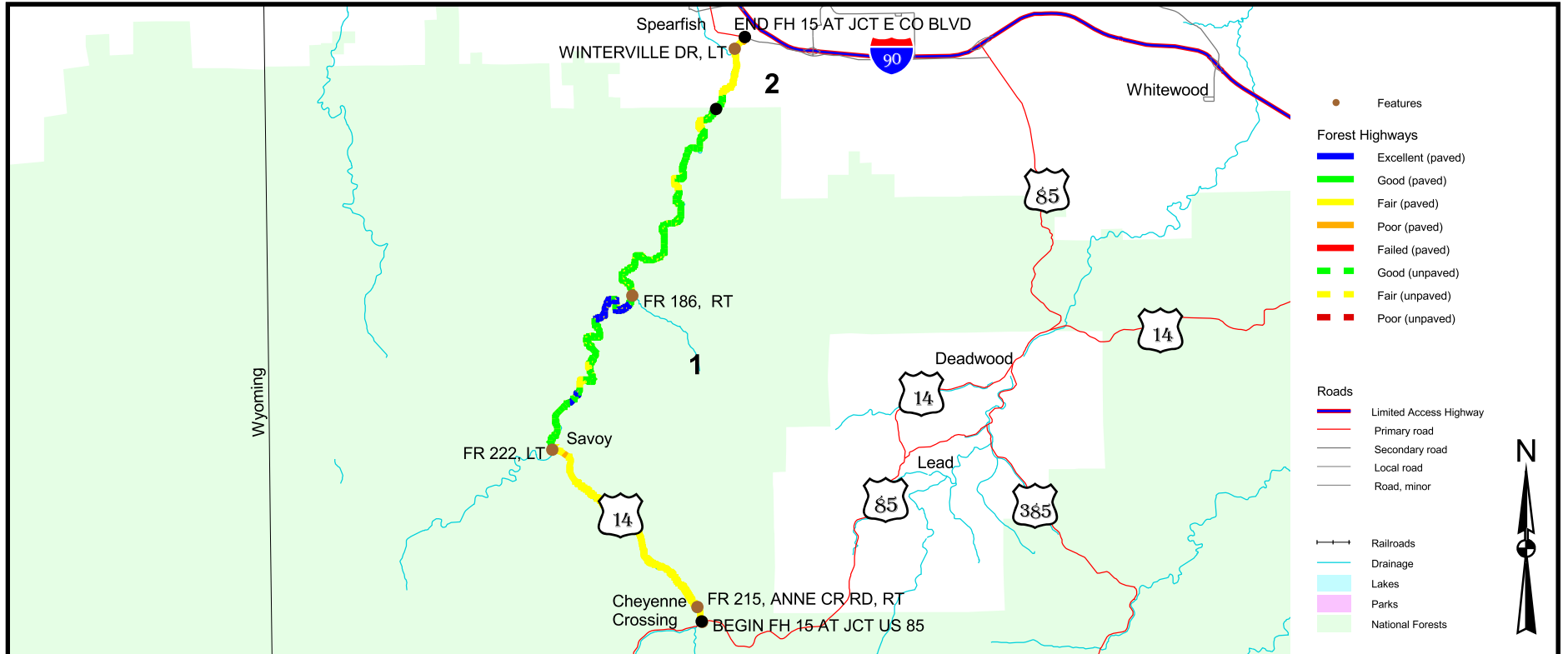


FH- 15, Spearfish Canyon. This route starts at the junction with US-85 (FH-03) at Cheyenne Crossing and proceeds northerly 18.55 miles (29.85 km) on US-14A to the junction with the I-90 Business Loop (E Colorado Blvd) in Spearfish. This is the Spearfish Canyon Scenic Byway.

Evaluation: US-14A is owned and operated by the South Dakota Department of Transportation. The route is functionally classified as a minor arterial serving the Black Hills National Forest. According to Forest Service data, 75% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves three Forest Service owned campgrounds.

FH 15 Spearfish Canyon

Pavement Condition

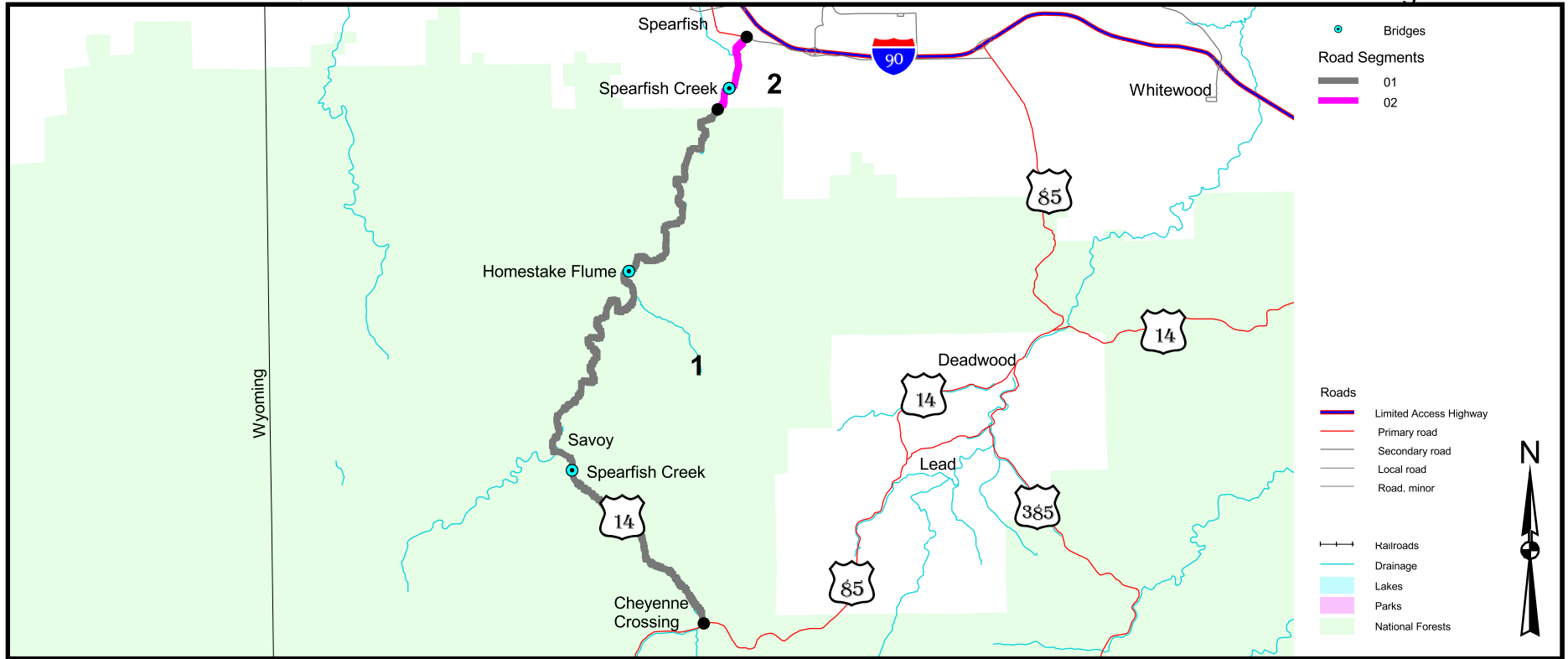


TOTAL ROUTE LENGTH: 18.55 Miles

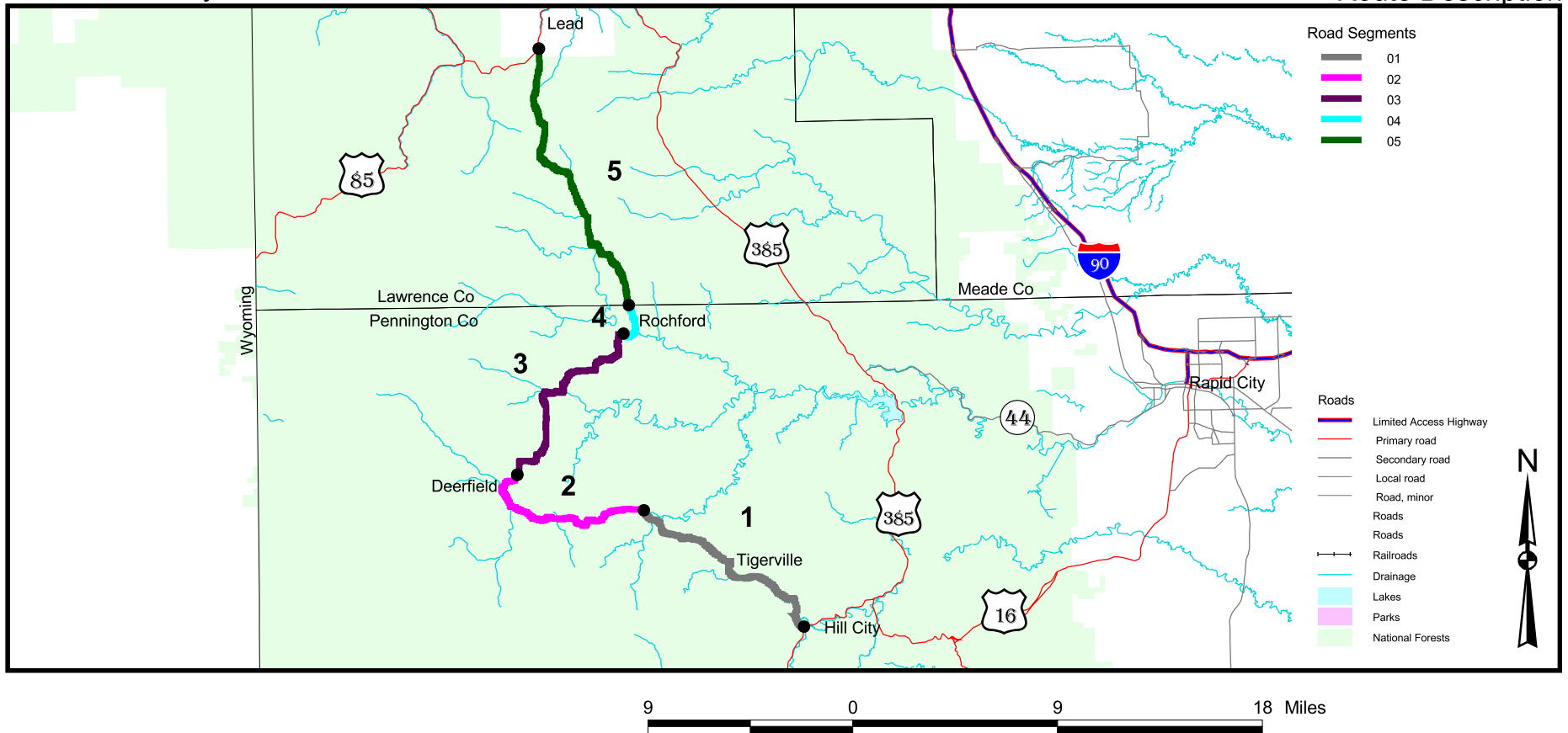
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
15	1	US-14A	29.15	45.86	16.71	602	24	22	Flexible	90	14	69	Fair
15	2	US-14A	45.86	47.70	1.84	762	24	22	Flexible	111	12	63	Fair

FH 15 Spearfish Canyon

Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
15	US-14A	000000041099096	11.8	Spearfish Creek	SDDOT	32.14	105.94	-	-	98.0
15	US-14A	000000041077137	17.7	Homestake Flume	SDDOT	32.14	39.69	-	-	98.3
15	US-14A	000000041063178	24.4	Spearfish Creek	SDDOT	36.08	84.95	-	-	99.5

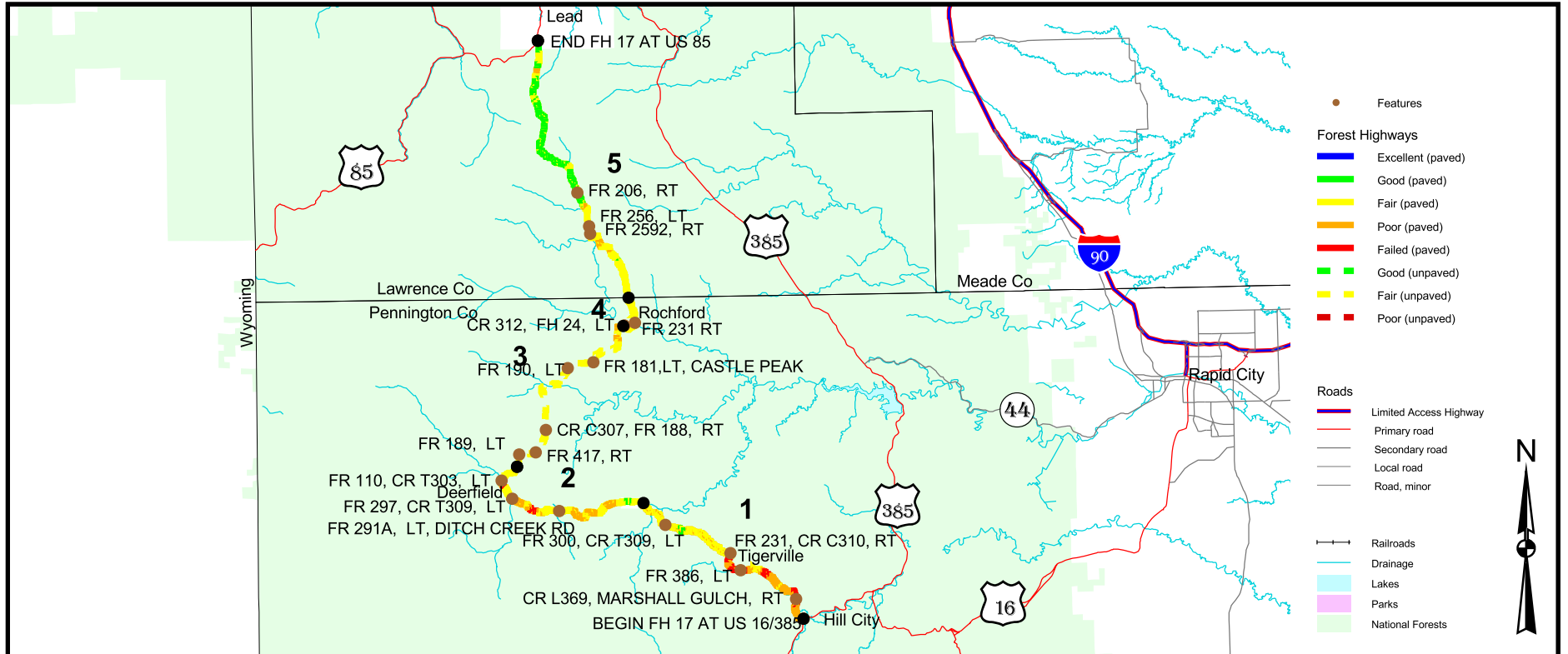


FH-17, Hill City-Lead. This route starts at the junction with US-385/16 (FH-01) in Hill City and proceeds northerly 10.2 miles (16.41 km) on Pennington CR-308, 20.74 miles (33.37 km) on Pennington CR-306 via Deerfield and Rochford and 13.58 miles (21.85 km) on Lawrence CR-17 to the junction with US-85 South of Lead.

Evaluation: CR-308 and 306 are owned and operated by Pennington County and CR-17 by Lawrence County. The route is functionally classified as a major collector serving the Black Hills National Forest. According to Forest Service data, 40% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. It serves four Forest Service owned campgrounds. The route also provides access to the Mickelson Trail which is a showcase example of the "rails-to-trails" program where the Burlington and Quincy Railroad bed has been converted to a nonmotorized trail that traverses the Black Hills National Forest.

FH 17 Hill City-Lead

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

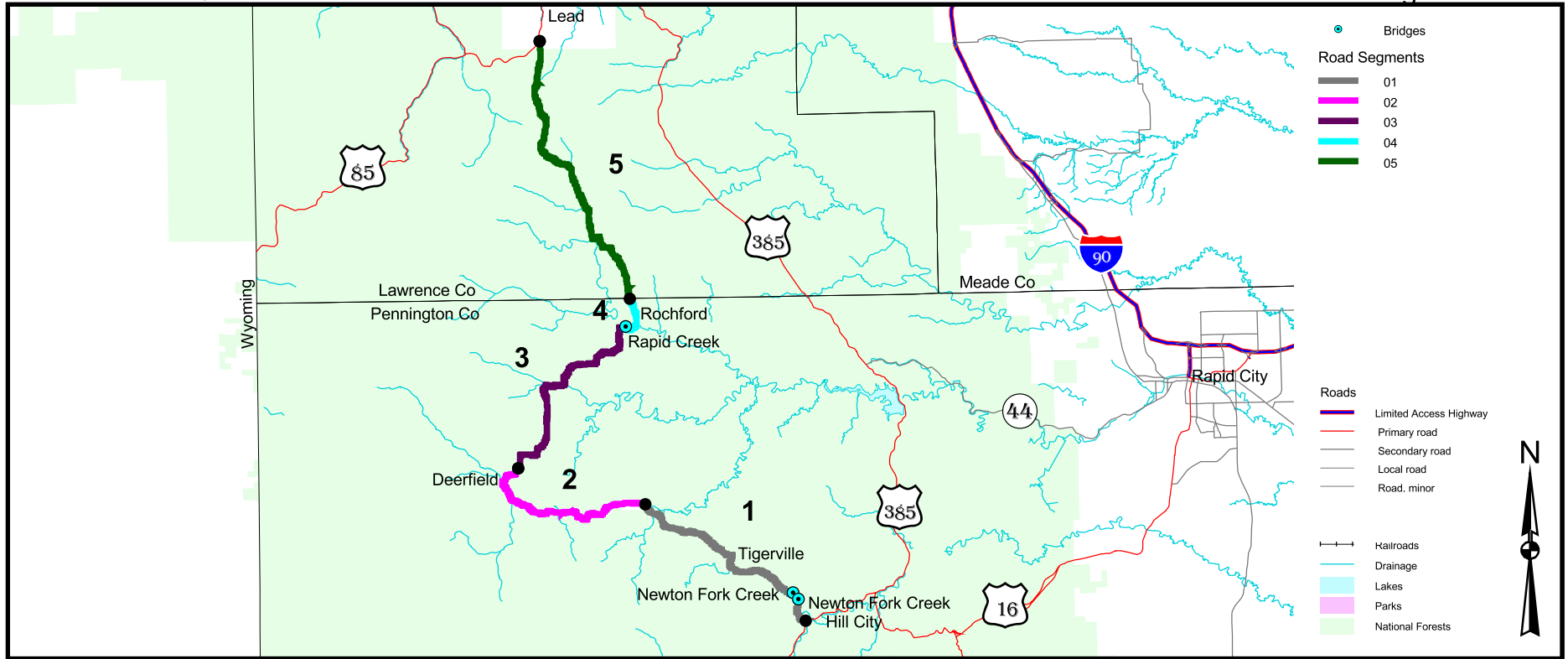


TOTAL ROUTE LENGTH: 44.52 Miles

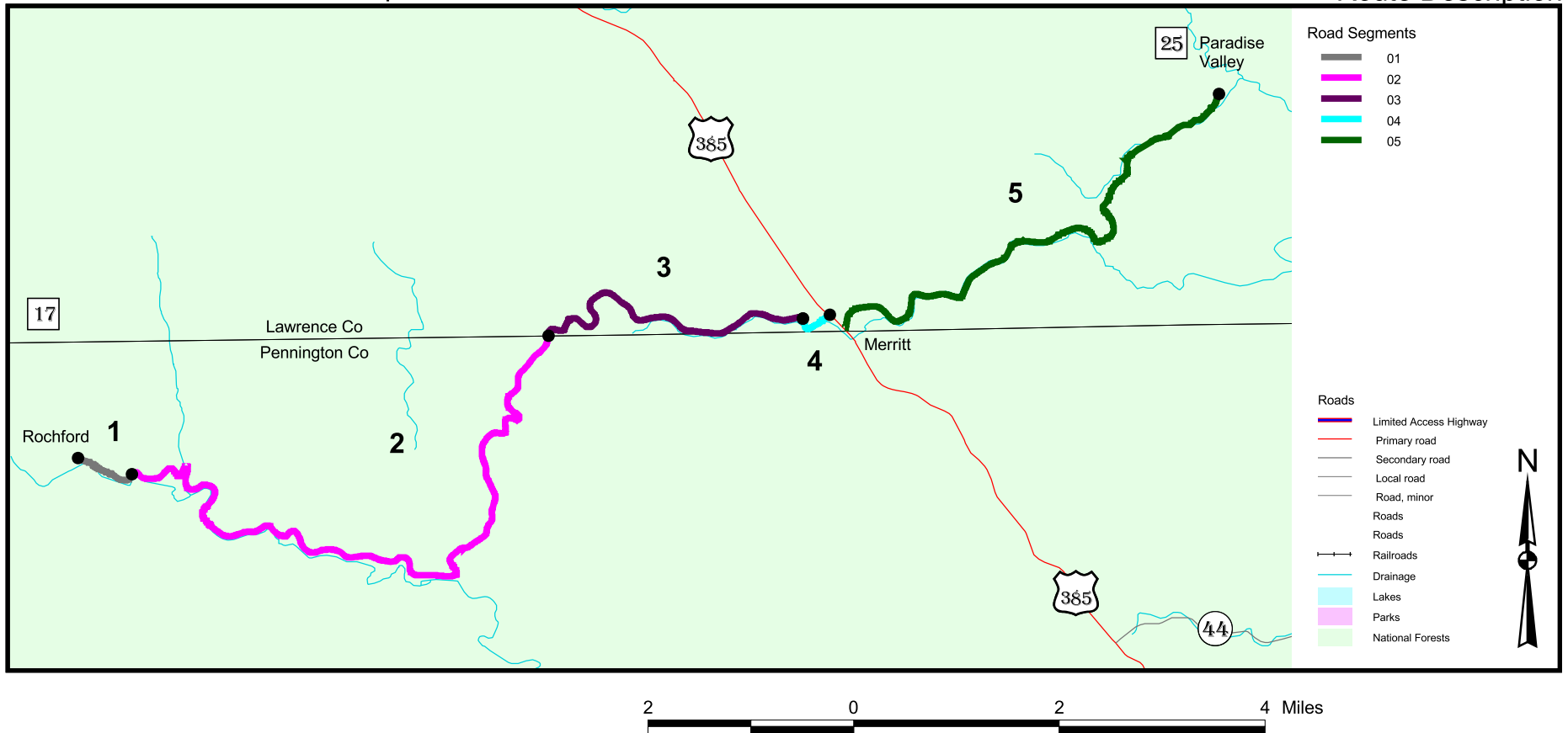
FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
17	1	CR-308	0.00	10.20	10.20	1430	24	24	Flexible	171	5	50	Poor
17	2	CR-306	10.20	18.74	8.54	125	24	20	Flexible	163	6	51	Fair
17	3	CR-306	18.74	29.01	10.27	260	24	N/A	Granular	N/A	0	N/A	Fair
17	3	CR-306	29.01	30.94	1.93	260	24	24	Flexible	153	7	53	Fair
17	4	CR-17	30.94	44.52	13.58	350	26	24	Flexible	105	13	65	Fair

FH 17 Hill City-Lead

Bridge Condition

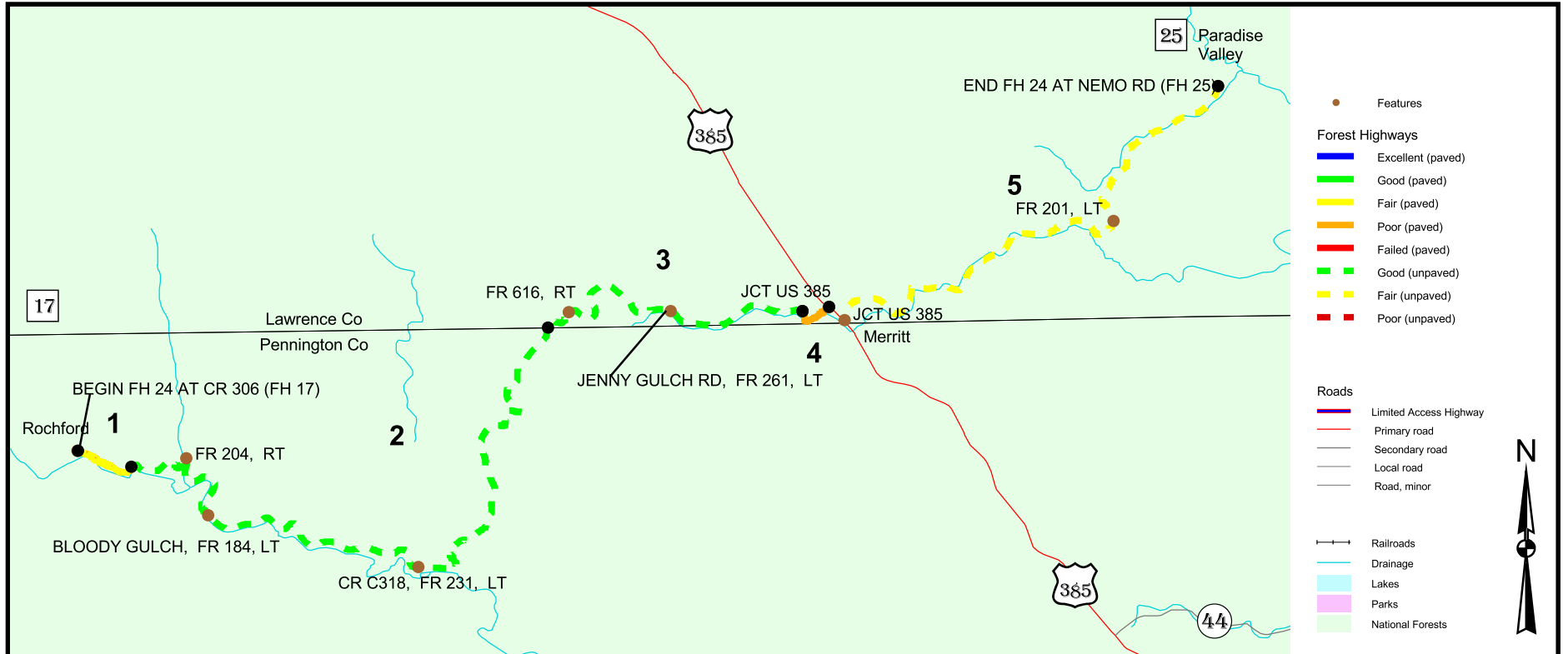


FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
17	CR-308	000000052239394	1.1	Newton Fork Creek	Pennington Co	32.14	24.93	-	-	98.9
17	CR-308	000000052236392	1.5	Newton Fork Creek	Pennington Co	32.14	24.93	-	-	98.9
17	CR-306	000000052162272	30.2	Rapid Creek	Pennington Co	22.63	28.86	X	-	47.7



FH-24.. Rochford-Estes Camp. This route starts at the junction with Pennington CR-306 (FH-17) in Rochford and proceeds easterly 8.11 miles (13.05 km) on Pennington CR-312 and 3.55 miles (5.71 km) on Lawrence CR-237 to US-385 (FH-01) and then, excluding the 0.15 mile segment on US-395 (FH-01), easterly 5.35 miles (8.61 km) on Lawrence CR-208 to the junction with Lawrence CR-404 (FH-25) south of Nemo.

Evaluation: CR-312 is owned and operated by Pennington County and CR-237 and 208 by Lawrence County. The entire route is functionally classified as a major collector serving the Black Hills National Forest. According to Forest Service data, 50% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest. The route provides access to the Mickelson Trail which is a showcase example of the "rails-to-trails" program where the Burlington and Quincy Railroad bed has been converted to a non-motorized trail that traverses the Black Hills National Forest.

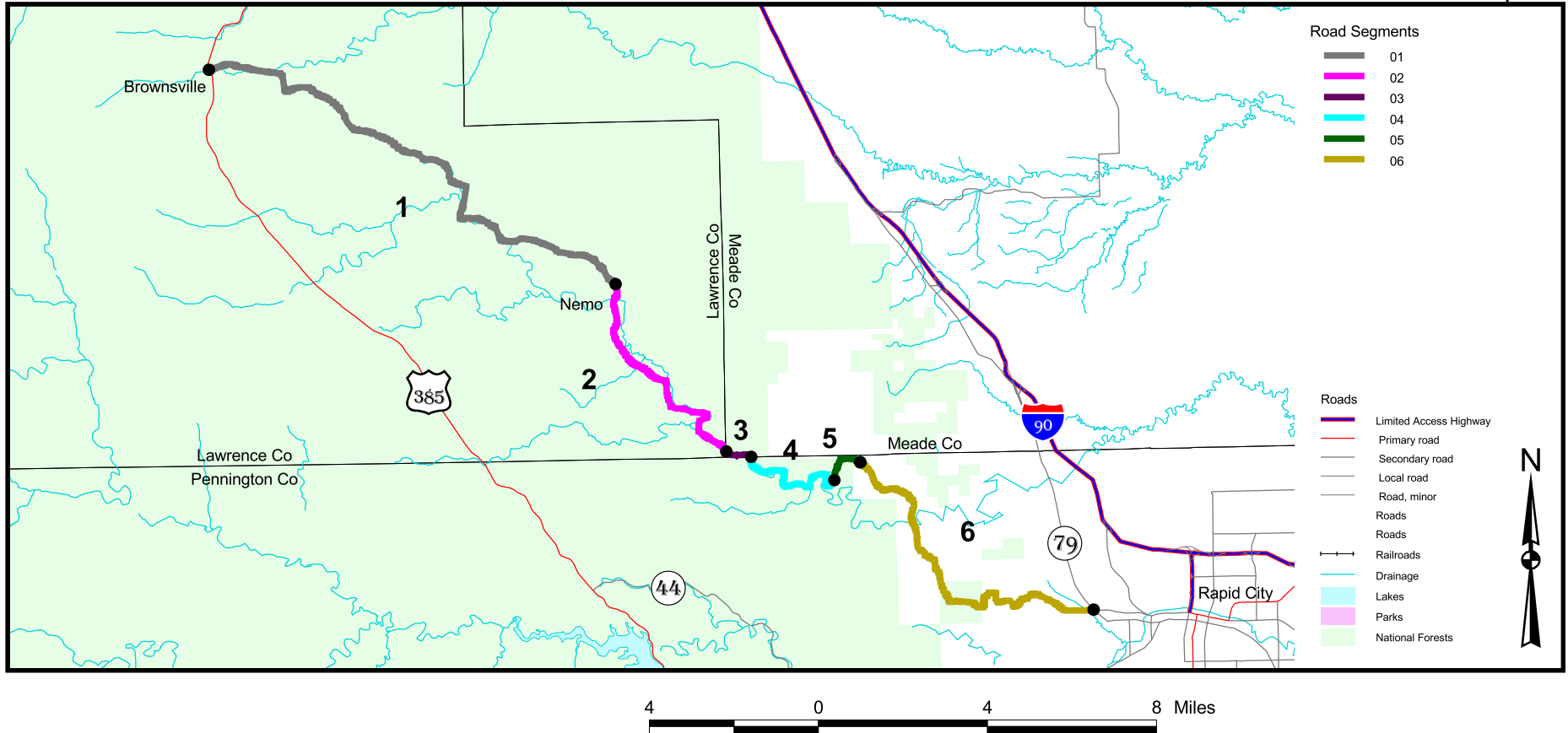


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH: 17.01 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
24	1	CR-312	0.00	0.60	0.60	260	22	22	Flexible	160	6	52	Fair
24	2	CR-312	0.60	8.11	7.51	260	24	N/A	Granular	N/A	0	N/A	Good
24	3	CR-237	8.11	11.29	3.18	260	22	N/A	Granular	N/A	0	N/A	Good
24	4	CR-237	11.29	11.66	0.37	260	22	22	Flexible	206	1	43	Poor
24	5	CR-208	11.66	17.01	5.35	40	18	N/A	Granular	N/A	0	N/A	Fair

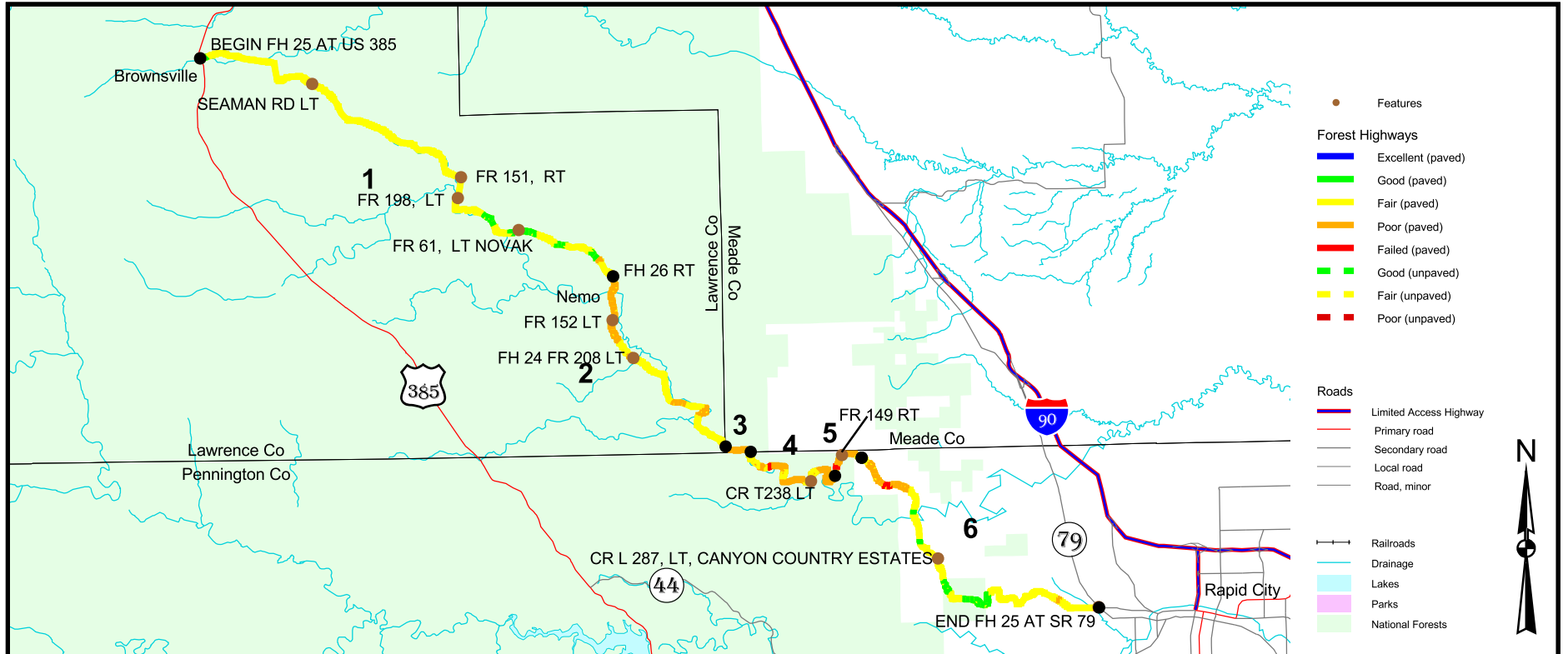


FH-25, Nemo Road. This route starts at the junction US-385 (FH-01) near Brownsuille and proceeds southeasterly 18.38 miles (29.57 km) on Lawrence CR-404 and 13.14 miles (21.14 km) on Pennington CR-234 to the junction with SR-79 in Rapid City.

Evaluation: CR-404 is owned and operated by Lawrence County and CR-234 by Pennington County. The first 7.9 miles of CR-404 were repaved in 1998. The entire route is functionally classified as a major collector serving the Black Hills National Forest. According to Forest Service data, 40% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route serves one Forest Service owned campground, one picnic area and the Boxelder Job Corps Center. The route also serves other local needs including schools, mail delivery, commercial supply and access to private property within the Forest.

FH 25 Brownsville-Nemo-Rapid City

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.

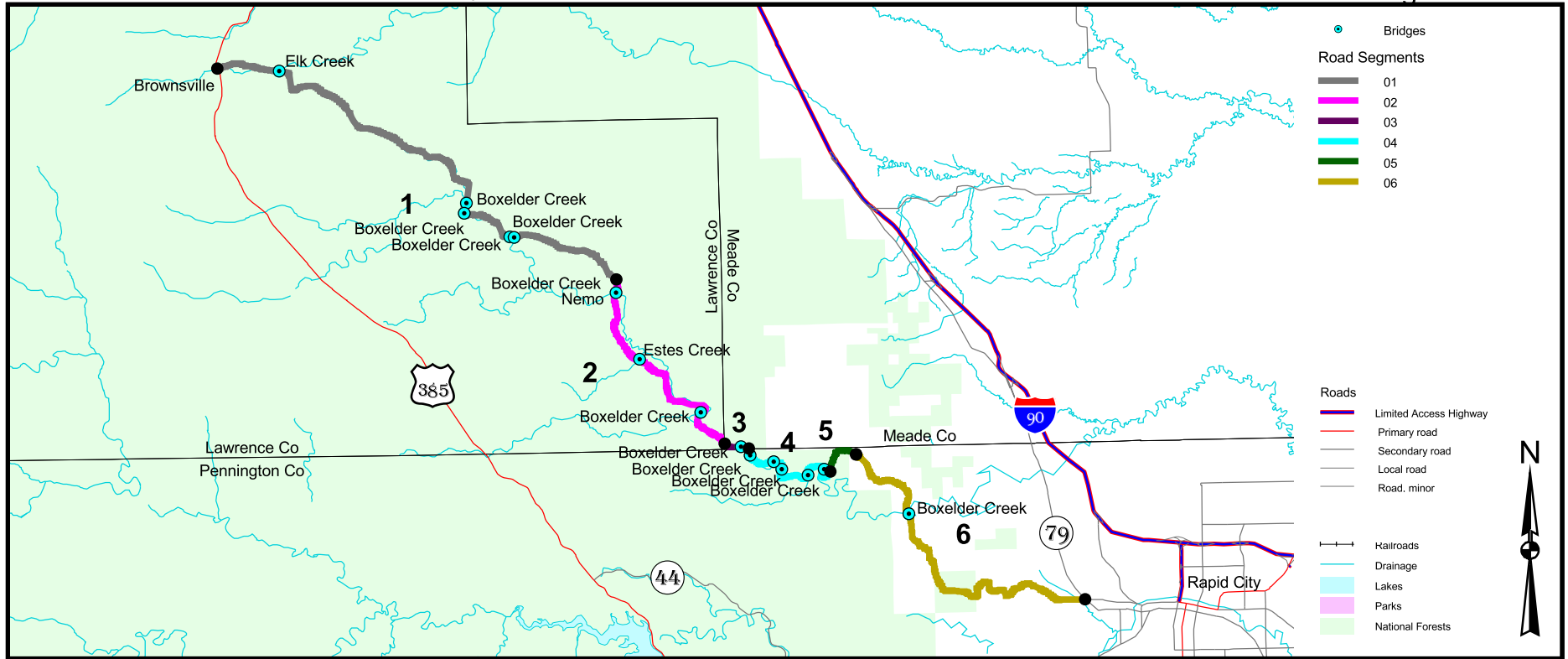


TOTAL ROUTE LENGTH: 31.86 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
25	1	CR-404	0.00	12.56	12.56	425	24	24	Flexible	104	13	65	Fair
25	2	CR-404	12.56	18.38	5.82	500	24	24	Flexible	163	6	51	Fair
25	3	CR-234	18.38	19.00	0.62	500	24	24	Flexible	196	2	45	Poor
25	4	CR-234	19.00	22.19	3.19	500	24	24	Flexible	171	5	50	Poor
25	5	CR-234	22.19	23.21	1.02	500	24	24	Flexible	187	3	46	Poor
25	6	CR-234	23.21	31.86	8.65	1400	24	24	Flexible	130	10	59	Fair

FH 25 Brownsville-Nemo-Rapid City

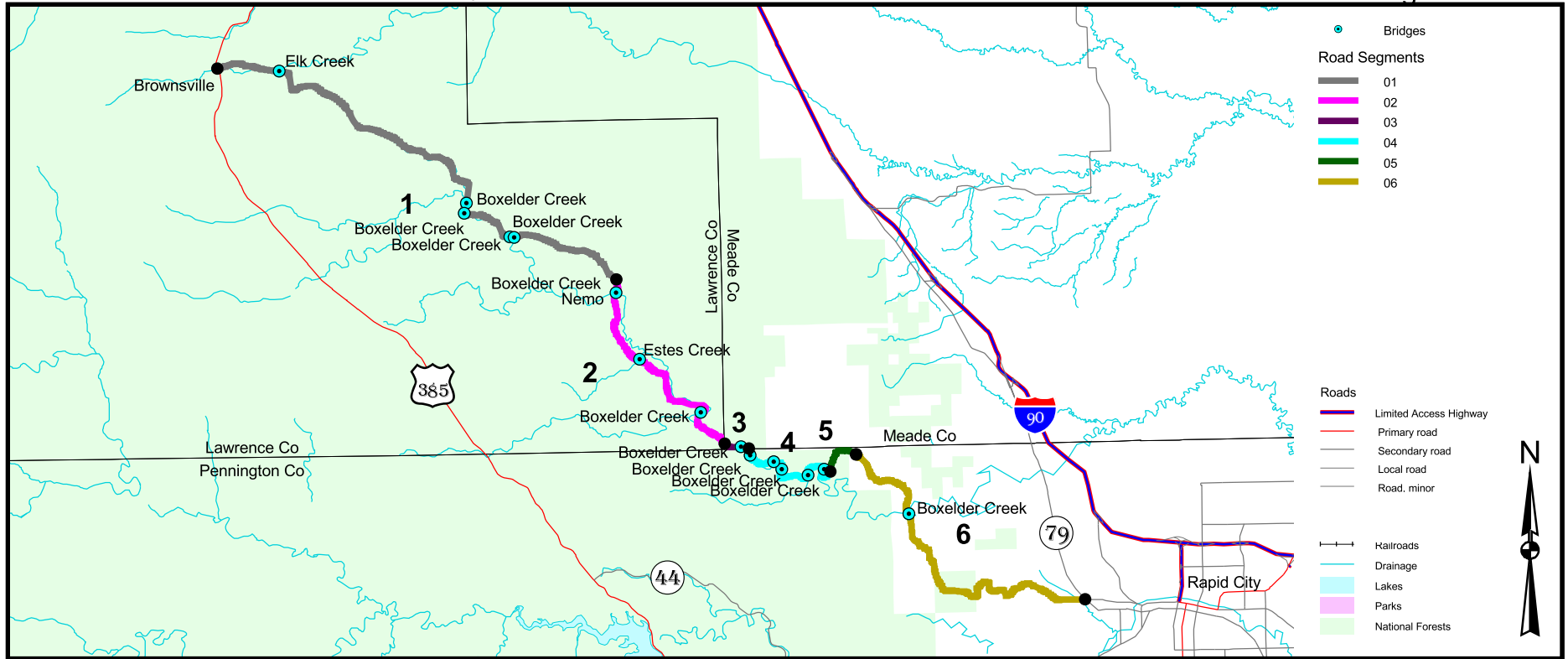
Bridge Condition



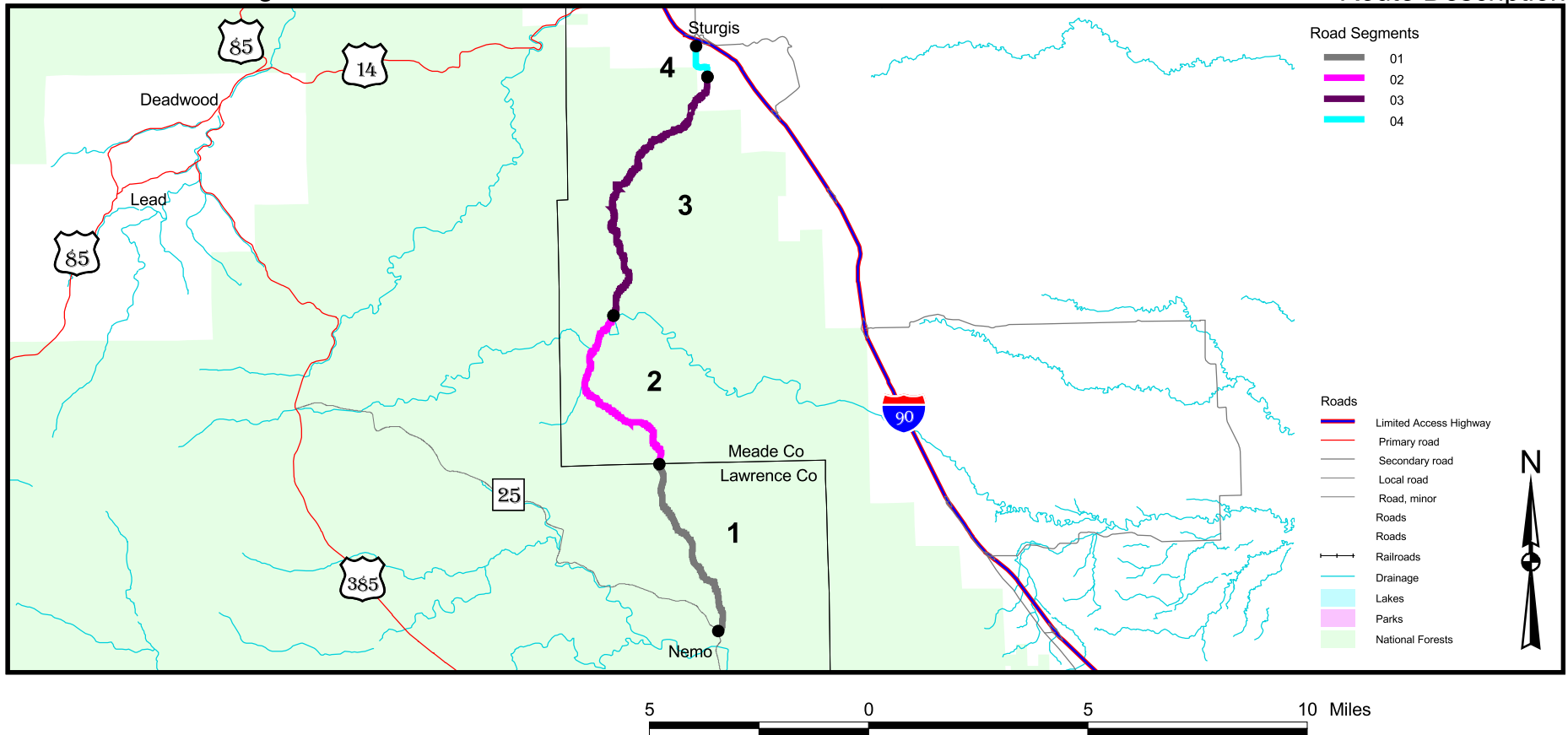
FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
25	CR-404	000000041195226	1.7	Elk Creek	Lawrence Co	23.94	21.98	-	X	66.8
25	CR-404	000000041239259	8.1	Boxelder Creek	Lawrence Co	29.85	69.86	X	-	87.8
25	CR-404	000000041238262	8.4	Boxelder Creek	Lawrence Co	29.85	67.24	-	-	91.3
25	CR-404	000000041249268	9.8	Boxelder Creek	Lawrence Co	29.85	61.99	-	-	90.3
25	CR-404	000000041250268	9.9	Boxelder Creek	Lawrence Co	29.85	65.93	-	-	79.2
25	CR-404	000000041274282	13.2	Boxelder Creek	Lawrence Co	29.85	80.03	-	-	90.7
25	CR-404	000000041280298	14.9	Estes Creek	Lawrence Co	29.85	51.50	-	-	90.9
25	CR-404	000000041294313	17.4	Boxelder Creek	Lawrence Co	25.91	39.03	-	-	83.1
25	CR-234	000000047065619	18.9	Boxelder Creek	Meade Co	29.85	105.94	-	-	76.5
25	CR-234	000000052306261	19.3	Boxelder Creek	Pennington C	30.18	110.86	-	-	89.0
25	CR-234	000000052311263	20.0	Boxelder Creek	Pennington C	29.85	100.04	-	-	94.0
25	CR-234	000000052313265	20.4	Boxelder Creek	Pennington C	29.85	109.88	-	-	88.3

FH 25 Brownsville-Nemo-Rapid City

Bridge Condition



FH	STATE/LOCAL ROUTE	NBIS NUMBER	MP	FACILITY	OWNER	WIDTH (FEET)	LENGTH (FEET)	STRUCTURALLY DEFICIENT?	FUNCTIONALLY OBSOLETE?	SUFF. RATING
25	CR-234	000000052321266	21.3	Boxelder Creek	Pennington Co	30.18	130.87	-	-	87.3
25	CR-234	000000052324266	21.9	Boxelder Creek	Pennington Co	28.86	111.85	-	-	97.7
25	CR-234	000000052344276	25.5	Boxelder Creek	Pennington Co	29.52	110.86	-	-	98.7

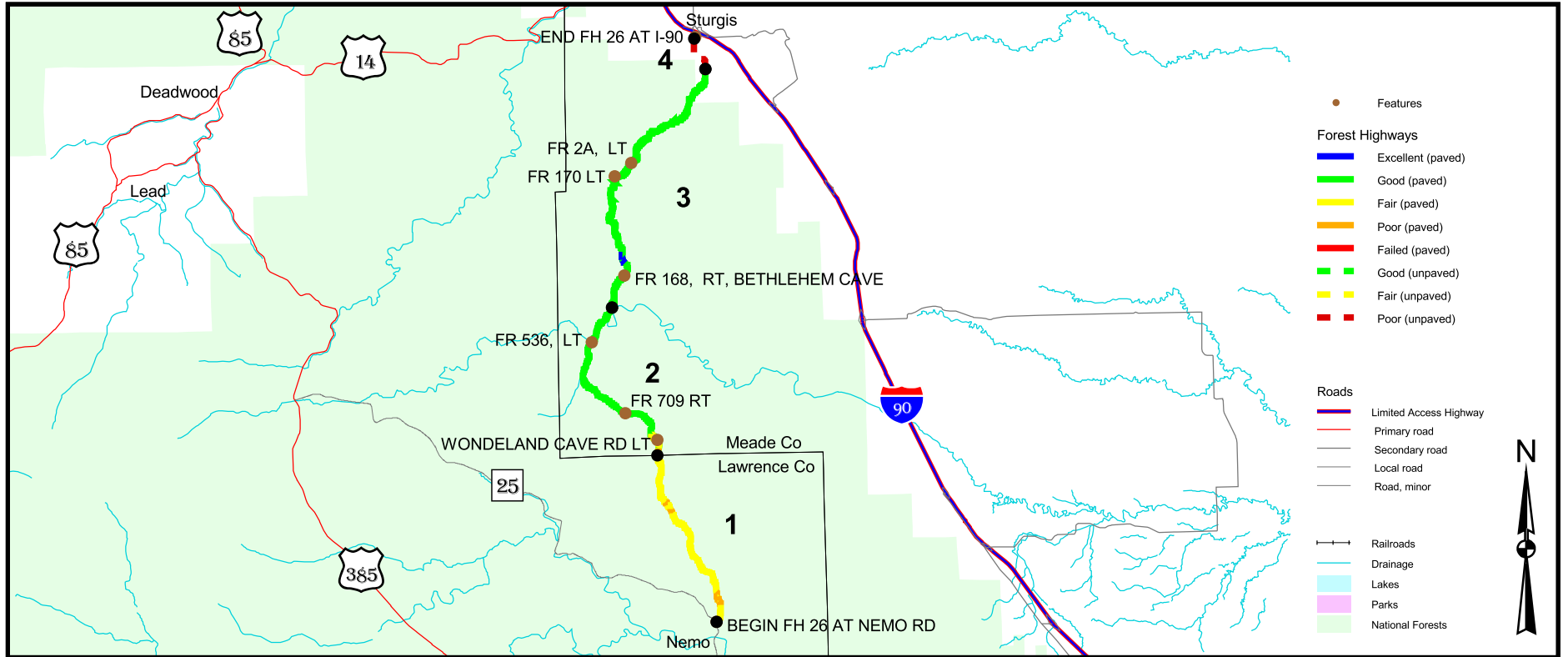


FH-26, Nemo-Sturgis. This route starts at the junction with Lawrence CR-404 (FH-25) in Nemo and proceeds northerly 4.41 miles (7.10 km) on Lawrence CR-26 and 12.64 miles (22.34 km) on Meade CR-3S to the Junction with I-90 at exit 32 in Sturgis.

Evaluation: CR-26 is owned and operated by Lawrence County and CR-3S by Meade County. The route is functionally classified as a major collector in Lawrence County and a minor collector in Mead County serving the Black Hills National Forest. According to Forest Service data, 40% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. This is the only access to Wonderland Cave which is a privately held point of interest. The route also serves local needs including schools, mail delivery, commercial supply and access to private property within the Forest.

FH 26 Nemo-Sturgis

Pavement Condition

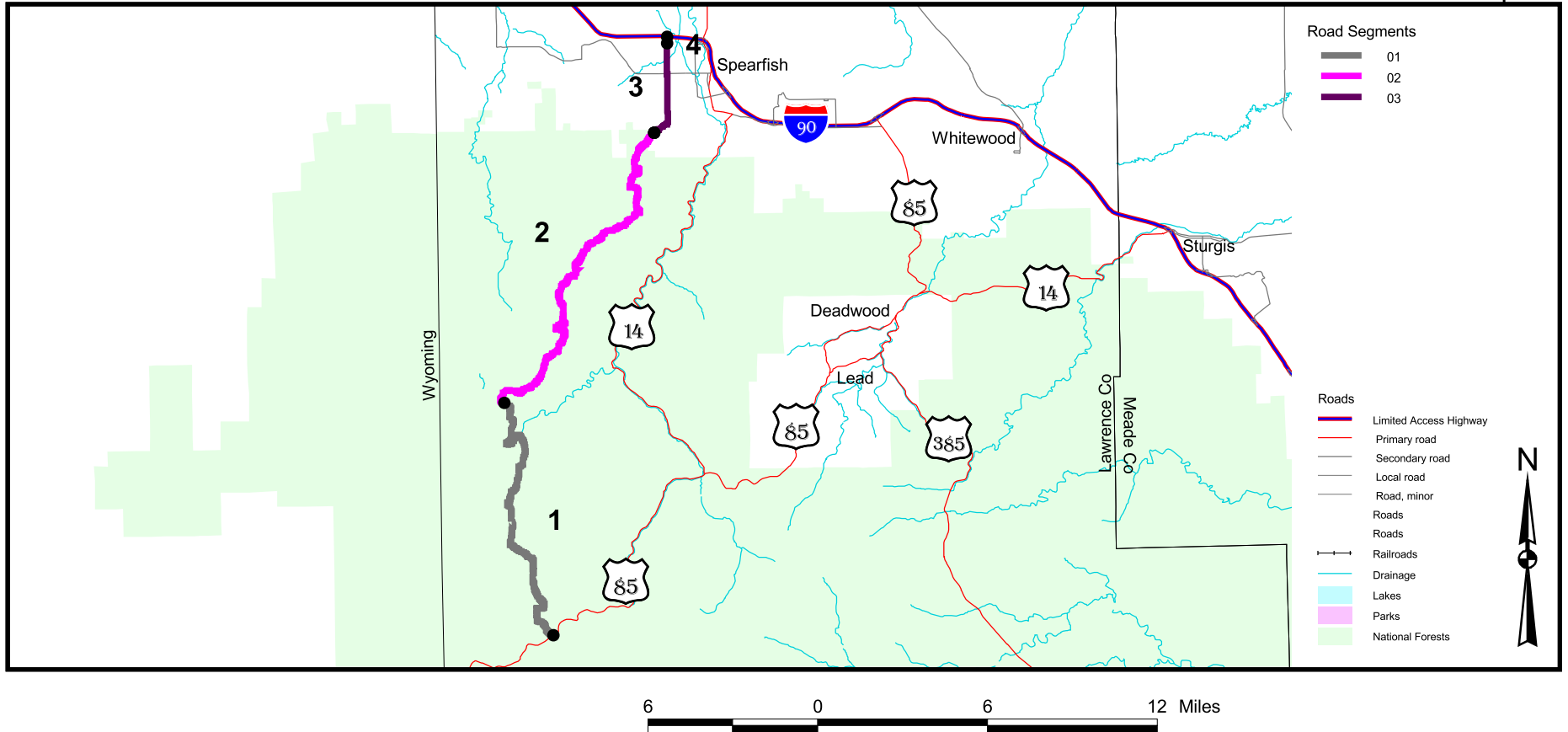


Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH: 17.05 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
26	1	CR-26	0.00	4.41	4.41	20	28	24	Flexible	142	8	56	Fair
26	2	CR-3S	4.41	9.04	4.64	23	28	24	Flexible	70	17	75	Good
26	3	CR-3S	9.04	16.09	7.05	23	28	24	Flexible	72	16	74	Good
26	4	CR-3S	16.09	17.04	0.95	100	18	N/A	Granular	N/A	0	N/A	Poor

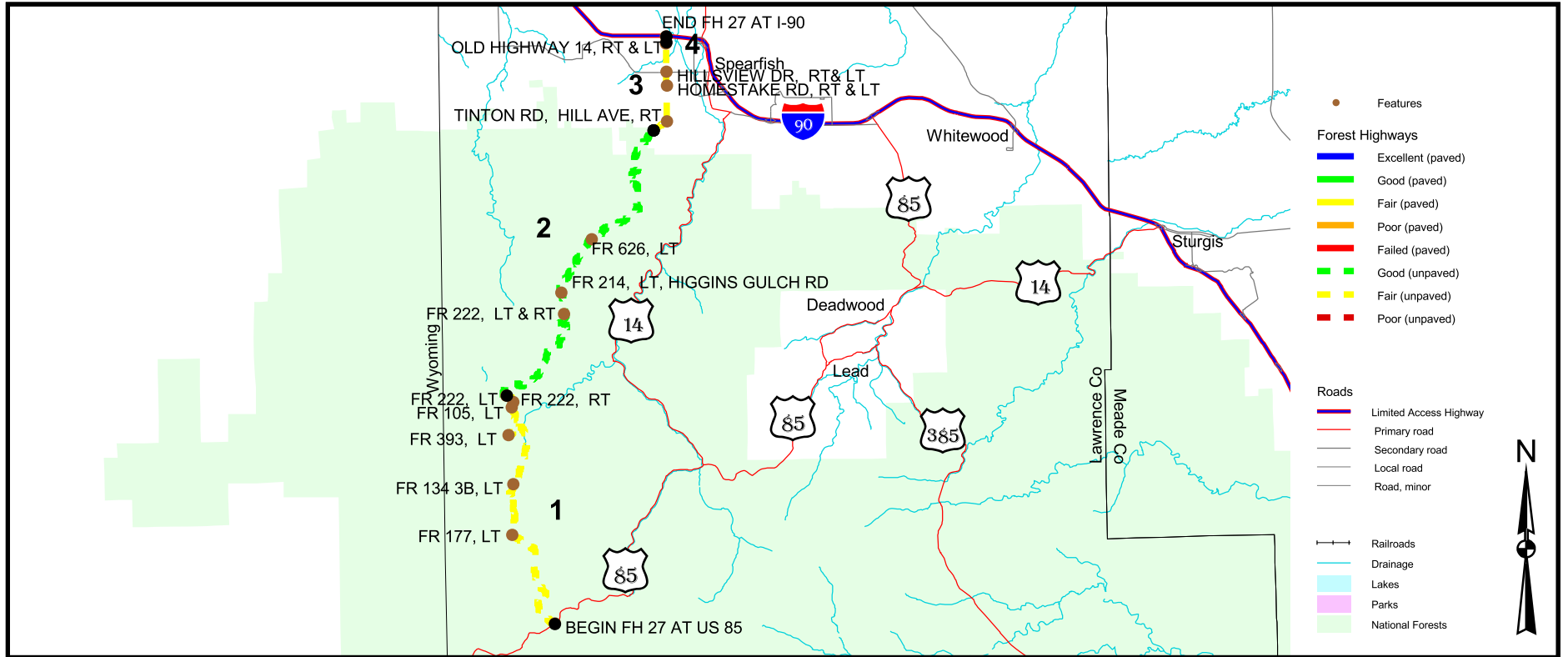


FH-27, Iron Creek - Spearfish. This route starts at the Junction with US-85 (FH-03), near the Episcopal Church Camp, and proceeds northerly 25.28 miles (40.68 km) over FDR-134 to the Forest Boundary, and then continues northerly 3.63 miles (5.84 km) over CR-134 to I-90 at exit eight, west of Spearfish.

Evaluation: FDR-134 is owned by the Forest Service and maintained, by agreement, by Lawrence County. CR-134 is owned and operated by Lawrence County. The route is functionally classified as a local road from US-85 (FH-03) to Iron Creek and a minor collector from the Forest Boundary north to I-90 serving the Black Hills National Forest. According to Forest Service data, 50% of the traffic is Forest related. The principal Forest resources served are recreation, timber and grazing. The route indirectly serves three campgrounds and a picnic area in the Little Spearfish Canyon and provides access to several trails. The route also serves local needs including schools, mail delivery, commercial supply and access to private property within the Forest.

FH 27 Iron Creek-Spearfish

Pavement Condition



Map above shows the actual condition (paved sections only) which may not correspond to the average condition reported for each segment in the chart below. See Summary page i for more information.



TOTAL ROUTE LENGTH: 28.91 Miles

FH	SEG NUM	STATE/LOCAL ROUTE	START MP	END MP	SEG LENGTH	ADT	WIDTHS		SURFACE TYPE	IRI	REMAINING SURFACE LIFE (YEARS)	CONDITION RATING	CONDITION
							ROADWAY	PAVED					
27	1	FDR-134	0.00	0.26	11.08	30	26	N/A	Granular	N/A	0	N/A	Fair
27	2	FDR-134	11.08	12.26	14.20	30	26	N/A	Granular	N/A	0	N/A	Good
27	3	CR-134	25.28	28.78	3.41	667	24	N/A	Granular	N/A	0	N/A	Fair
27	4	CR-134	28.78	29.00	0.22	250	20	20	Flexible	191	3	46	Poor