



Office of Federal Lands Highway

U.S. Department of Transportation
Federal Highway Administration

Associate Administrator
John Baxter
202-366-9494
john.baxter@dot.gov
www.fhwa.dot.gov/flh/

Federal Lands Highway provides planning, design, and engineering services to support the highways and bridges that provide access to and within federally owned lands.



Central Federal Lands



Division Engineer
Ricardo Suarez
720-963-3448
ricardo.suarez@fhwa.
dot.gov
www.cflhd.gov

February 2008
See FLH website for sources

Federal Lands Highway Program (FLHP)

Improving transportation to and within federal and tribal lands

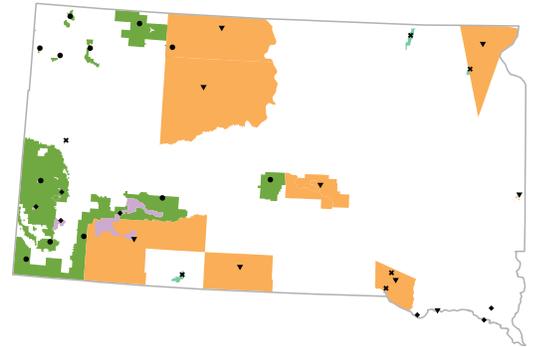


South Dakota FLHP

SD FLHP road miles: **9,112**
Funding Authorized FY 98 – 07:
\$154,010,000
Federal land acreage as percentage
of total state area: **26%***
SD population: **781,919**

- National Park Service (7 units)
- U.S. Forest Service (4)
- Bureau of Indian Affairs/
Tribal Governments (8)
- U.S. Fish and Wildlife Service (8)

* This percentage includes Federal lands that are not part of the FLHP core program and not depicted on the map.



The Federal Lands Highway Program

in South Dakota. South Dakota State Highway (SH) 87, which travels through Wind Cave National Park, includes two bridges listed on the National Register of Historic Places. Over time these unique bridges, constructed in 1929 and 1930, became deficient in their deck surfacing, structure, and guardrails.

In 2003, Central Federal Lands Highway Division (CFLHD), in partnership with the National Park Service (NPS), began work on SH 87 improvements using context-sensitive solutions. In 2007, a \$4.8 million dollar contract was authorized for the rehabilitation of 4.2 miles of SH 87 and the two bridges using Park Roads and Parkways Program funds. Bridge improvements addressed structural integrity, travel surfaces and guardrails. CFLHD utilized a multidisciplinary design process to address aesthetic, historical, and environmental concerns, which resulted in the preservation of the bridges while incorpo-



rating current design and safety factors. As part of the environmental process, CFLHD consulted with local Native American tribes. The guard rail system was designed by NPS and CFLHD in consultation with the South Dakota State Historic Preservation Office. The original bridge abutments and piers remained untouched. A slight adjustment to the northern alignment of the roadway was made by extending the centerline of the approach roadway and excavating protruding bedrock in a manner to maintain the natural stone appearance.