

Omaha Street Corridor Enhancement Project Master Plan



Founders Park

Executive Golf Course



Memorial Park



West Memorial Park

Pressler Junction

**Omaha Street Corridor Enhancement Project
Master Plan
Rapid City, South Dakota**

Prepared For:

Project Task Force

Rod Johnson, Project Coordinator

Task Force Members:

**Jerry Cole
Lon VanDeusen
Steve Doshier
Keith Johnson
Joel Jundt
Van Lindquist
Jim White**

Prepared By:

**Designworks, inc.
Rapid City, South Dakota**

Date: May 2005

CONTENTS

PAGE

EXECUTIVE SUMMARY

BACKGROUND	1
PROJECT AREA	1
PROJECT INTENT	1
PROJECT TEAM	2
PLANNING PROCESS.....	3
PROBABLE COST OF CONSTRUCTION.....	3

MASTER PLANS

AREA A—FOUNDERS PARK	4
AREA B—GOLF COURSE	7
AREA C—WEST MEMORIAL PARK.....	9
AREA D—MEMORIAL PARK.....	11
AREA E—PRESSLER JUNCTION.....	13

STORMWATER MANAGEMENT

STORM WATER OVERVIEW.....	15
---------------------------	----

Executive Summary

BACKGROUND

The master plan serves as a guide for improvements to Rapid City Greenway Tracts in accordance with Federal Highway Administration Transportation Enhancement Grant—POENH(131) PCN H107 Agreement 712390 between the South Dakota Department of Transportation and the City of Rapid City.

Improvements to the project area include landscape enhancements, irrigation, lighting, pedestrian / bicycle pathways, restroom facility, historic renovation and interpretation projects, and storm water mitigation.

The master plan also recommends future improvements within the project area, but outside the funding for the above referenced agreement.

PROJECT AREA

The project area encompasses a parkway

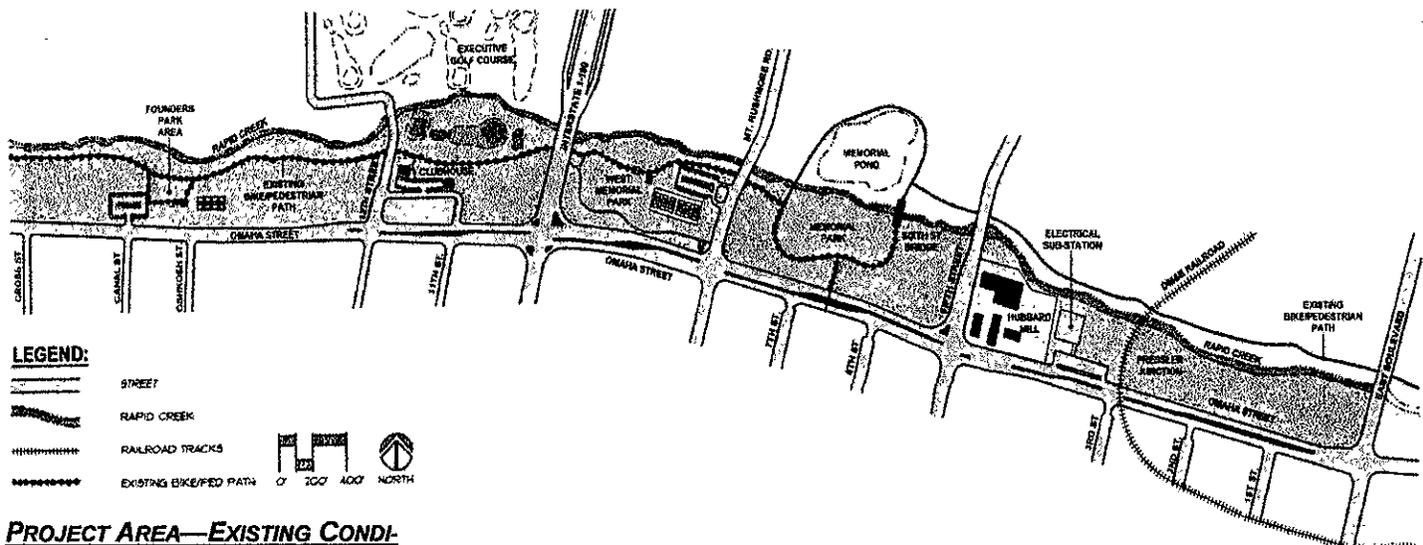
corridor approximately 1 1/2 miles in length. Project boundaries are as follows:

- North—Rapid Creek
- South—Omaha Street
- East—East Boulevard
- West—Cross Street

Parks and interest areas within this corridor include Founders Park, Executive Golf Course, West Memorial Park, Memorial Park, and Pressler Junction. A substantial portion of the project area lies within the 100-year floodway boundary. A bike path links this parkway corridor with other parks to the west and east.

PROJECT INTENT

A highway reconstruction project, completed in 2004, widened Omaha Street (Highway 44) from 4 drive lanes to 6 along most of the project area. The road expansion occurred primarily on the north side of Omaha resulting in disturbance to the parkway's path system and landscape. The



road project included a signalized pedestrian crosswalk between Sixth and Seventh Streets. The crosswalk is intended to serve as the primary pedestrian link between the central business district on the south side of Omaha and Memorial Park, Rushmore Plaza Civic Center and other facilities to the north.

Parkway improvements focused on the following issues:

Community Image: Visual enhancement is a key factor of this master plan. The project area is adjacent to the primary east-west arterial (Highway 44) through Rapid City; the I-190 gateway to Rapid City bisects the park corridor. This project provides the opportunity to portray a positive, well-cared-for community image for the benefit of both local citizens and visitors to Rapid City.

Historic Preservation / Interpretation: Memorial Park, centrally located within the project area, is dedicated to the victims of the 1972 flood. In an earlier project, the vehicular bridge over Rapid Creek at Sixth Street was converted to a pedestrian plaza. Improvements to the bridge refocus on its historic role as a route over Rapid Creek. The redesign of the bridge will allow for views of the creek and will provide a greater sense of connectivity between the north and south areas of Memorial Park. Interpretive displays regarding the 1972 flood, landscaping, and seating areas will be incorporated.

Founders Park is located very near the 1876 campsite of Rapid City's founding pioneers. An interpretive plaza depicting the original 1-square mile plat of Rapid City will be constructed to serve as an educational reminder of the past. The plaza will be funded by others.

Pedestrian / Bicyclist Circulation / Safety: Safe and efficient circulation is a challenge not only within the park, but also

to adjacent areas. Major north/south thoroughfares—1-190, Eighth Street, and Fifth Street—plus a DM&E rail line at Pressler Junction present physical barriers to the continuity of the park corridor and create safety issues for pedestrians and bicyclists. Omaha Street and Rapid Creek, in essence, seal the project area from the Central Business District on the south side of Omaha and from the residential district and numerous facilities to the north. Central High School, Rushmore Plaza Civic Center, Rushmore Plaza Hotel, Minneluzahan Senior Center, Rapid City Club for Boys, and Journey Museum are all located just north of project area.

Storm Water Mitigation: Several storm water drainage basins empty directly into Rapid Creek within the project area. The size of these basins range from very small—5 acres or less—to several hundred acres in size. The master plan recommends storm water treatment options to improve the water quality of Rapid Creek and protect its role as a cold water fishery by reducing non-point source (NPS) pollution. Limitations on land availability and existing and planned land use dictated 1/2-inch storm event design criteria. However, this will mitigate runoff generated by 75 to 80% of typical storm events occurring in Rapid City.

Landscaping / Irrigation: Much of the parkway will remain as is with its landscape of mature cottonwoods and white poplars, non-irrigated turf, and creek side riparian areas. Landscape plantings, earthwork, and irrigation will concentrate along Omaha Street and in special use areas visible to the traveling public.

Other Challenges: A preponderance of utility corridors and the 100-year floodway presented challenges to siting improvements.

PROJECT TEAM

The consultant team included two Rapid City based firms, Designworks, a landscape architecture firm, as prime design consultant, and FMG, a civil engineering firm, as sub-consultant.

The consultant team worked with a Project Task Force that included individuals from the Parks and Recreation Department, Beautification Committee, and S.D. Department of Transportation. Rod Johnson of the Public Works Department managed the project. Keith Johnson, Engineering Department, was also very involved. Other input groups included Founders Park Committee, Urban Forestry Board, Rapid City Police Department, Rushmore Plaza Civic Center, Dale Lamphere—Lasting Legacy Sculptor, Park and Recreation Advisory Board, Beautification Committee, other city staff, special interest groups, and citizens-at-large

PLANNING PROCESS

The master plan evolved over a 3-month period from mid-December 2004 to mid-March 2005. To more efficiently manage the planning process of this large project area, the parkway was divided into the following sub-areas from west to east:

AREA A—FOUNDERS PARK: Cross Street to Twelfth Street.

AREA B—EXECUTIVE GOLF COURSE: Twelfth Street to I-190.

AREA C—WEST MEMORIAL PARK: I-190 to Eighth Street.

AREA D—MEMORIAL PARK: Eighth Street to Fifth Street.

AREA E—PRESSLER JUNCTION: Fifth Street to East Boulevard.

This approach proved to work well and allowed the Task Force and Consultant Team to effectively focus on unique issues and aspects along the parkway during the weekly design input and review meetings.

MEETING SCHEDULE

Task Force Meeting Dates:

- 12/16/04
- 1/28/05
- 2/3/05
- 2/10/05
- 2/17/05
- 2/24/05
- 3/3/05
- 3/17/05
- 3/24/05
- 3/31/05

Master Plan Presentation Dates:

- 4/7/05—Park & Recreation Advisory Board
- 4/20/05—City Council Information Session
- 5/12/05—Urban Forestry Board
- 5/18/05—Beautification Committee
- 5/19/05—Public Input Meeting

PROBABLE COST OF CONSTRUCTION

Costs of improvements included in this master plan are preliminary and should be used only for budgetary and prioritization purposes. Detailed estimates will be prepared under the implementation phase (Phase II) in conjunction with preparation of construction documents.

All the costs indicated include materials, equipment, installation / labor, overhead, and profit for each item described. These estimates are based on 2005 construction costs.

Master Plans

AREA A—FOUNDERS PARK

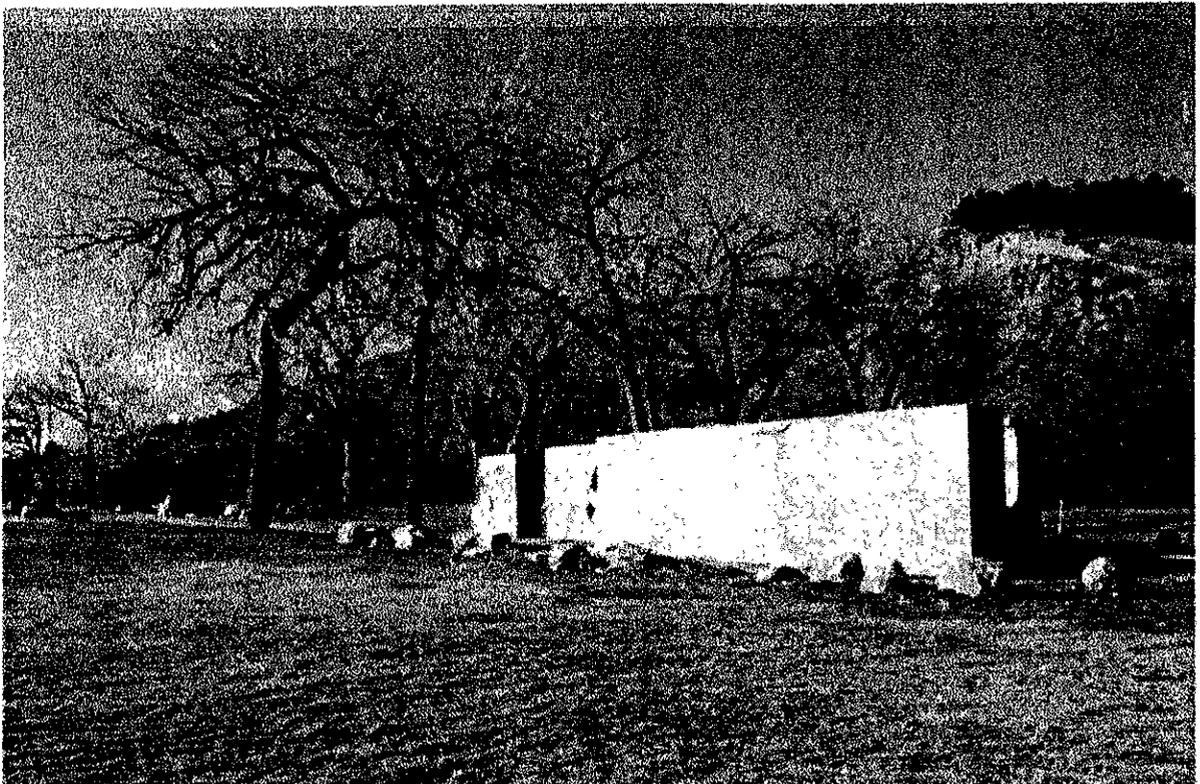
Park Interest Area to Twelfth Street to storm water management.

Design Criteria:

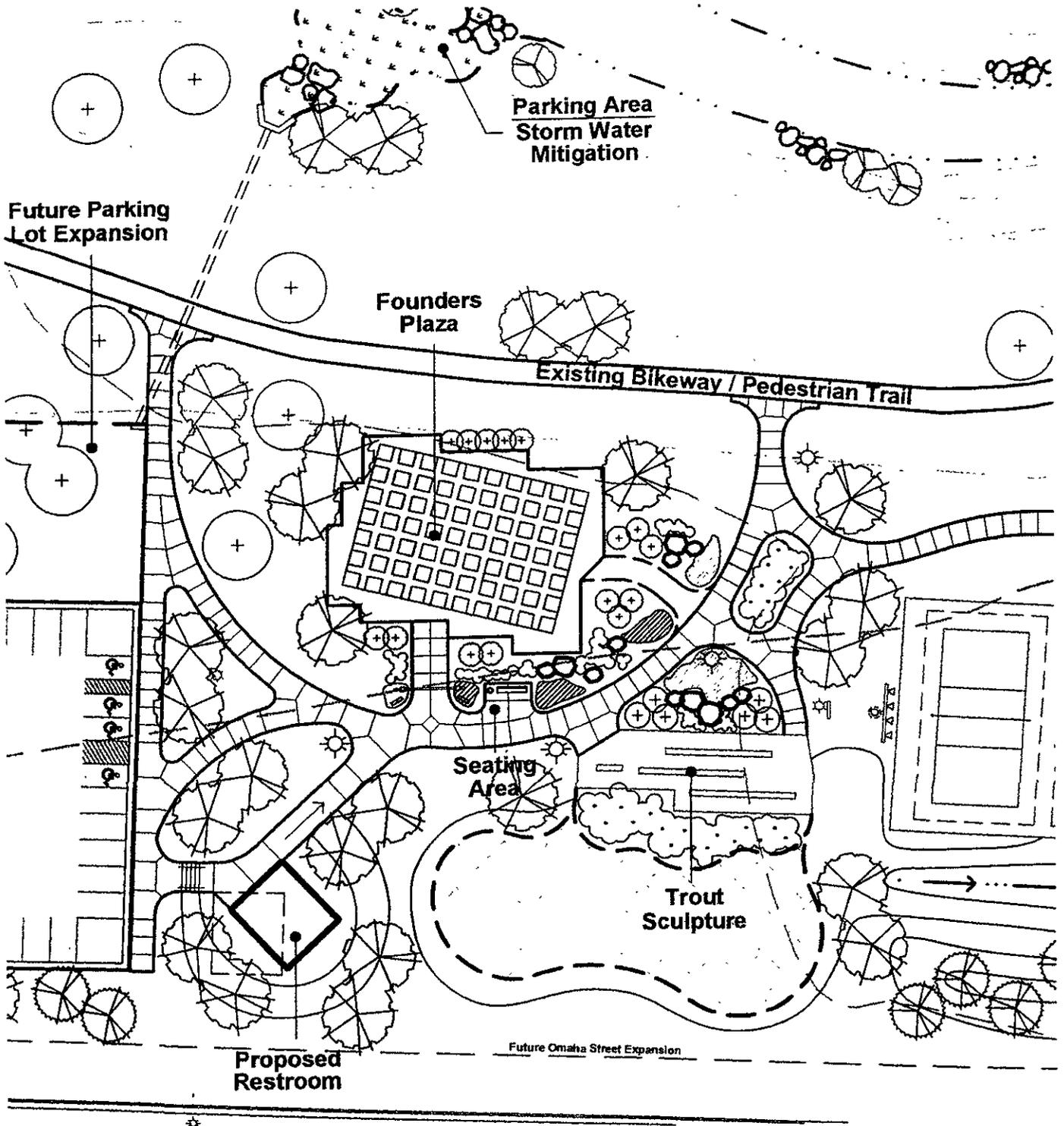
1. Provide area for Founders Plaza.
2. Improve access and circulation with Founders Plaza.
3. Provide public restroom facility.
4. Provide 2 additional volleyball courts.
5. Allow for future expansion of existing parking lot
6. Provide storm water mitigation:
 - Parking lot
 - Twelfth Street West Drainage Basin
 - Twelfth Street Drainage Basin
6. Plan right-of-way landscape enhancements compatible with future widening of Omaha Street.
7. Limit improvements east of Founders

Recommendations:

1. Existing features within the Interest Area—Trout sculpture, sand volley ball courts, parking lot, and bike path are integrated with improvements that include Founders Plaza, restroom facility, new volley ball courts, and picnic area.
2. Irrigation is provided within Interest Area and landscape buffer along Omaha.
3. Future parking lot expansion to the north of existing lot provides 42 additional spaces.
4. Three storm water wetlands intercept, treat, and reduce storm water volumes entering Rapid Creek.



Existing conditions at Founders Park. The majority of master plan recommendations are located within the vicinity of the Trout Sculpture.



A hub of features—existing and proposed—includes Founders Plaza, Trout sculpture, sand volleyball, and restroom facility. Existing trees are preserved to the greatest extent possible. Potential parking lot expansion northward is indicated. Landscape beds, tree plantings, and lighting enhance this area. To the immediate east, a picnic area and a future volleyball expansion of 2 additional courts are proposed.

Probable Cost of Construction:

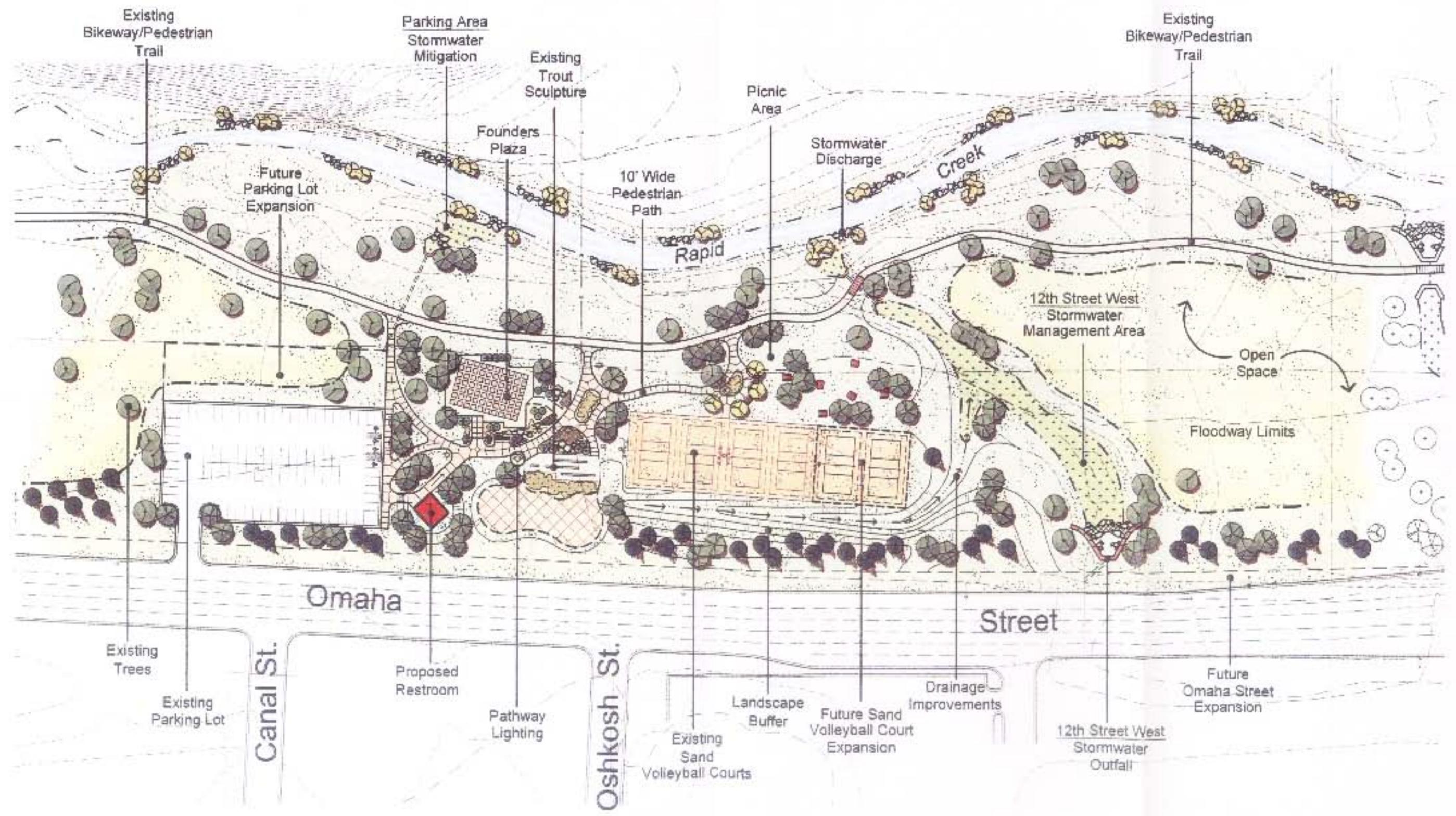
Mobilization & Site Preparation	\$ 12,000
Earthwork & Grading	\$ 16,000
Site Utilities	\$ 14,000
Site Electrical & Lighting	\$ 14,000
Site Paving & Surfacing—Walkways	\$ 36,000
Irrigation System	\$ 32,000
Landscape Work	\$ 38,000
Storm Water Management	\$ 68,000
Public Restrooms	\$ 96,000
Surveying & Design Services	\$ 28,000
Contingency	<u>\$ 34,000</u>
*Total for Founders Park =	\$ 380,000

=====

*** Founders Plaza is not included in cost estimate. The plaza will be funded and constructed by others through private donation and volunteer efforts.**

Area A

Founders Park Area



AREA B—GOLF COURSE

Design Criteria:

1. Provide storm water mitigation:
 - Eleventh Street Drainage Basin
 - West Boulevard Drainage Basin
2. Provide connection between bike path and curbside walk on west side of I-190.
3. Provide future development area north of new bike path alignment.
4. Provide landscape enhancements in high visibility areas along I-190 and Omaha Street.
5. Provide irrigation, as necessary, in high visibility areas. Tie into existing system on I-190 / Omaha corner.

Recommendations:

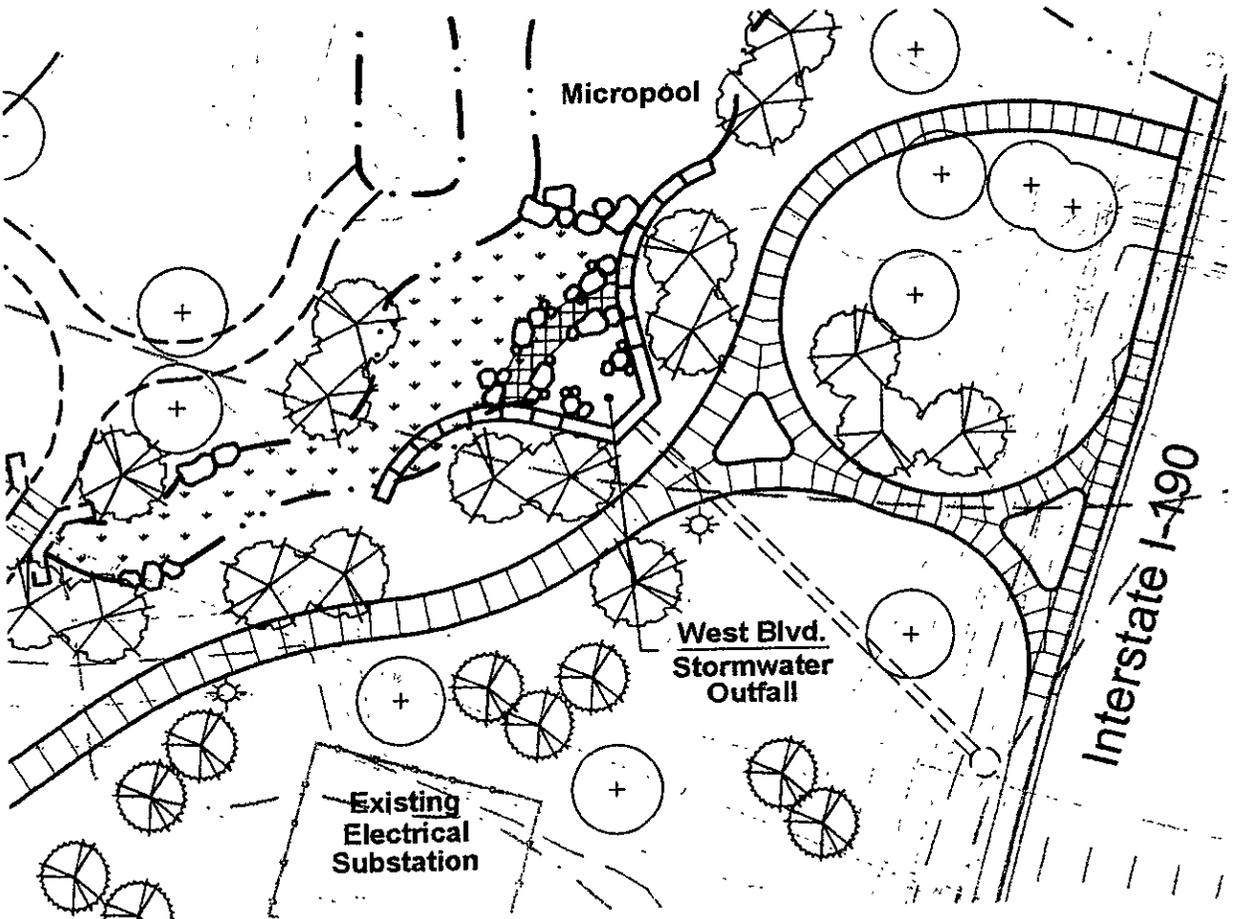
1. New sections of walkway connect the bike path to curbside walks on the west side of I-190 and north side of Omaha. This improves pedestrian and bicyclist access to the bike path from West Boulevard to the south and residential areas to the north.
2. Eleventh Street and West Boulevard storm water management area is integrated within Executive Golf Course.
3. The bike path is relocated south of its existing alignment to allow for storm water management and future golf course development area.
4. Irrigated, landscape buffer along Omaha provides positive visual impact.



Storm water mitigation is proposed for this portion of the golf course near the 1st hole.

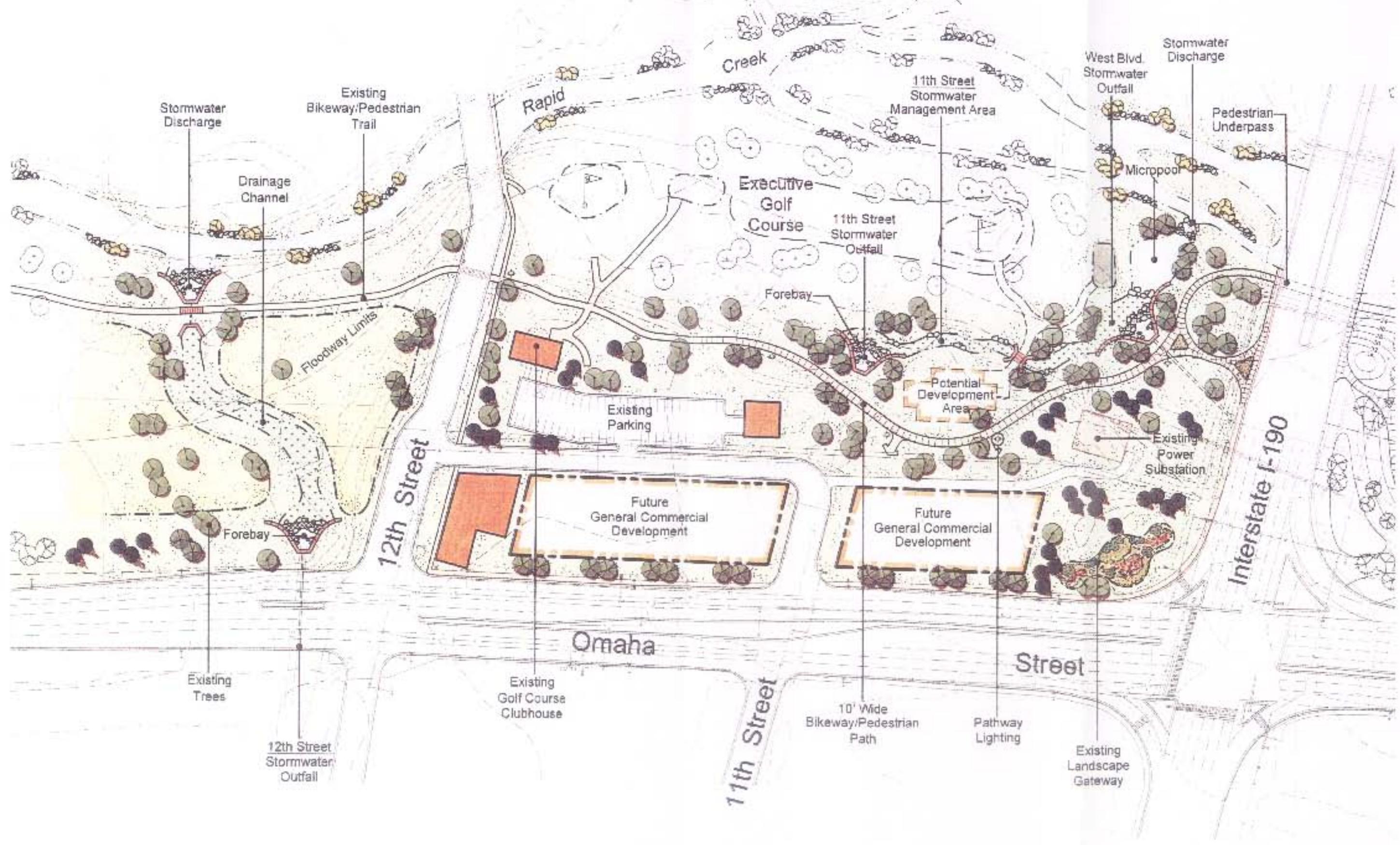
Probable Cost of Construction:

Mobilization & Site Preparation	\$ 10,000	Storm Water Management	\$ 40,000
Earthwork & Grading	\$ 36,000	Site Furnishings	\$ 1,000
Site Utilities	\$ 4,000	Surveying & Design Services	\$ 15,000
Site Electrical & Lighting	\$ 12,000	Contingency	\$ 18,000
Site Paving & Surfacing—Walkways	\$ 40,000	Total for Golf Course =	\$ 200,000
Irrigation System	\$ 8,000		=====
Landscape Work	\$ 16,000		



The existing bikeway / pedestrian trail is rerouted south of its present location. This new alignment allows room for storm water mitigation and for connection to the existing curbside sidewalk on the east side of I-190.

Area B Executive Golf Course



AREA C—WEST MEMORIAL PARK

Design Criteria:

1. Provide storm water mitigation:
 - Ninth Street Drainage Basin
 - Eighth Street Drainage Basin
 2. Provide landscape enhancement along I-190, Omaha and Eighth Streets.
 3. Provide irrigation in landscape enhancement areas.
 4. Provide small parking area.
 5. Relocate bike path out of floodway so that lighting and rest areas are provided along path.
 6. Provide safe and convenient pedestrian / bicyclist connection to Memorial Park, corner of Eighth and Omaha, and to curbside walk on east side on I-190.
4. An on-grade pedestrian crossing between West Memorial Park and Memorial Park is located north of parking lot to decrease potential for vehicular / pedestrian conflicts.
 5. Irrigated landscape buffers along I-190, Omaha, and Eighth provide positive visual impact.
 6. New 16-space parking lot provides trail-head type parking for park users and, to a lesser extent, a gathering place for the turn-around crowd. The bike path is separated from the parking lot with a landscape buffer to decrease potential conflicts with path users and turn-around crowd.

Recommendations:

1. Storm water management becomes the focus of this section of parkway corridor. The Ninth Street drainage basin, largest in the project area, drains into Rapid Creek in West Memorial Park. The Eighth Street drainage basin that currently enters Rapid Creek on the east side of Eighth Street will be intercepted and rerouted to the management area in West Memorial Park. This storm water management area will have the greatest impact on water quality in the project area. Because of the focus on storm water, the existing restroom is removed, and a future site for Character Counts Pavilion in West Memorial Park is not recommended
2. The bike path is relocated south of its existing alignment to allow for storm water management. Additionally, the new location takes the path outside of the floodway and, therefore, allows for enhancements of lighting and rest areas.
3. New sections of walkway connect the



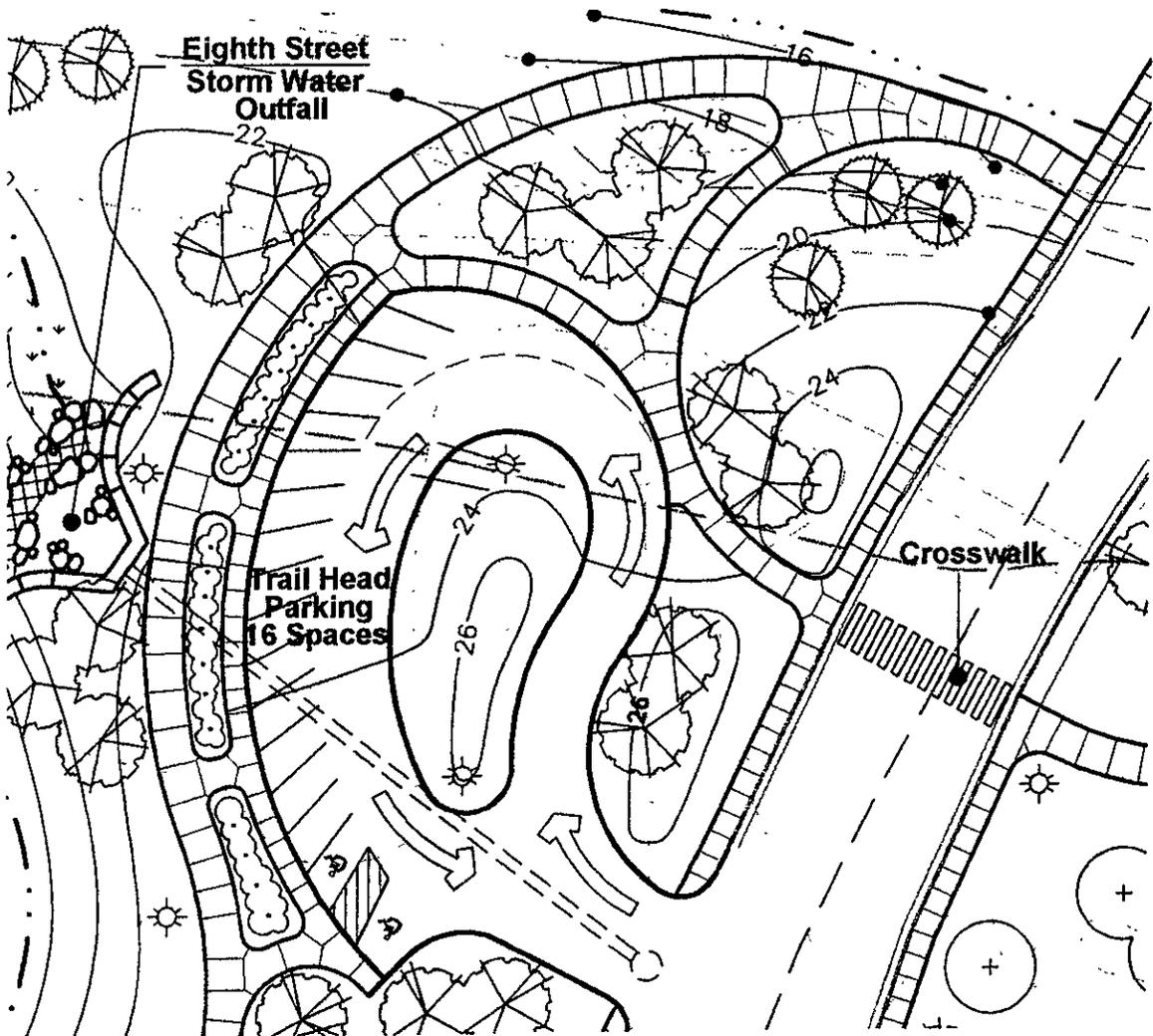
Most of this area will be converted to stormwater mitigation. Currently untreated stormwater from 650 acres drains into Rapid Creek from the Eighth and Ninth Streets outfalls.

Probable Cost of Construction:

Mobilization & Site Preparation	\$ 80,000
Earthwork & Grading	\$ 176,000
Site Utilities	\$ 8,000
Site Electrical & Lighting	\$ 28,000
Site Paving & Surfacing—Walkways	\$
Site Paving & Surfacing—Parking Lot	\$
Irrigation System	\$ 28,000
Landscape Work	\$ 52,000

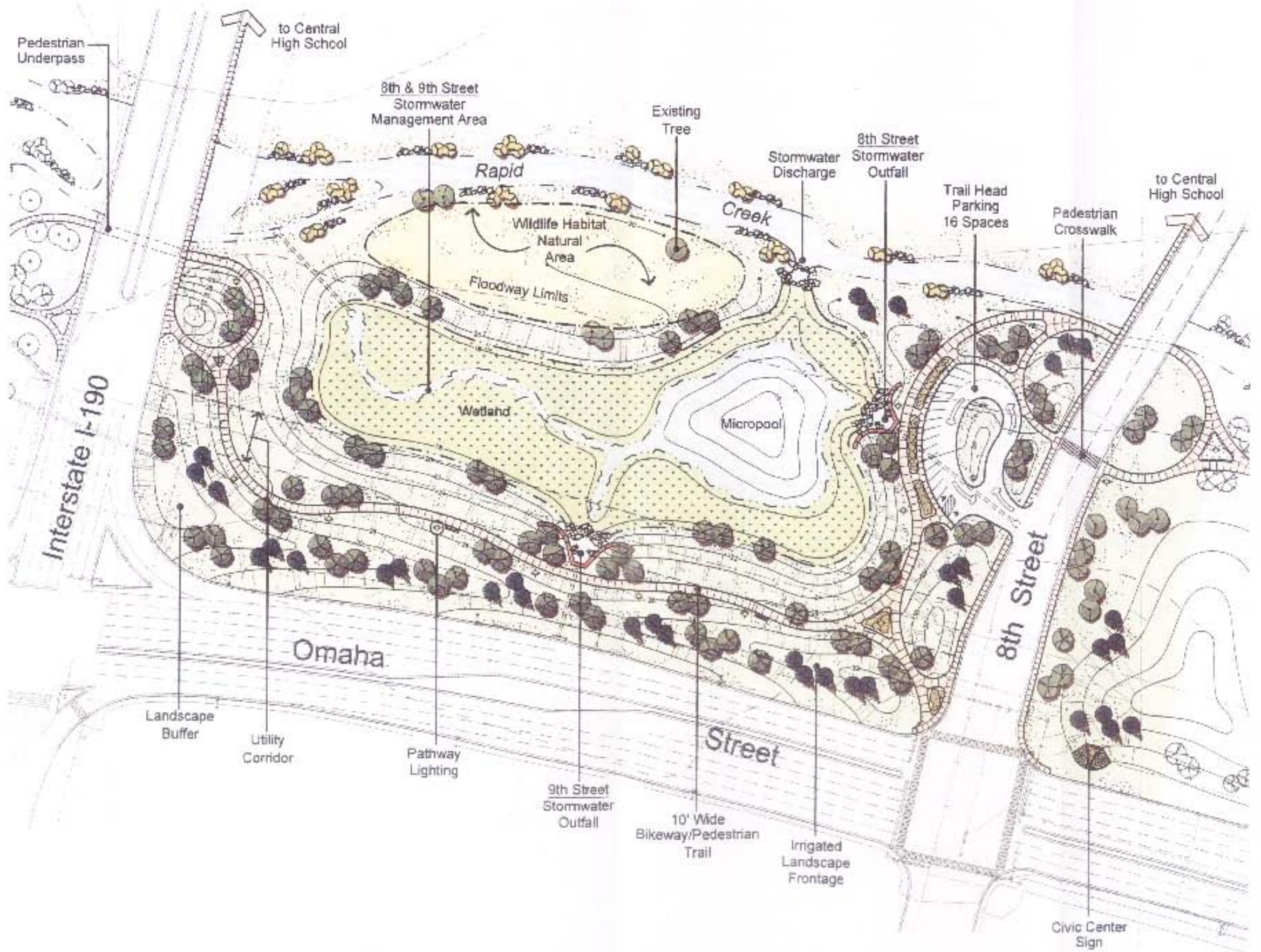
Storm Water Management	\$ 124,000
Site Furnishings	\$ 4,000
Surveying & Design Services	\$ 56,000
Contingency	\$ 68,000
*Total for West Memorial Park =	\$744,000
	=====

*Cost estimate does not include tennis court mitigation.



Proposed parking area provides 16 spaces. An on-grade pedestrian crossing links West Memorial and Memorial Park. The crosswalk is located north of the parking lot entry to reduce vehicular / pedestrian conflicts. An underpass also connects the parks, but at times is closed due to flooding.

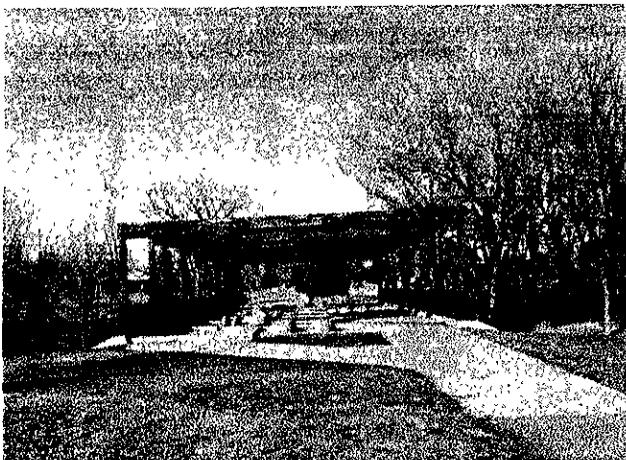
Area C West Memorial Park



AREA D—MEMORIAL PARK

Design Criteria:

1. Direct flow of pedestrian traffic to signalized crosswalk between Sixth and Seventh Streets.
2. Renovate Sixth Street Bridge to improve north / south connection, views from the bridge, and usability as a destination.



A previous project converted the bridge to a pedestrian plaza. The floor decking is missing from the aging renovation, lighting is poor, and the solid railings preclude views of the creek.

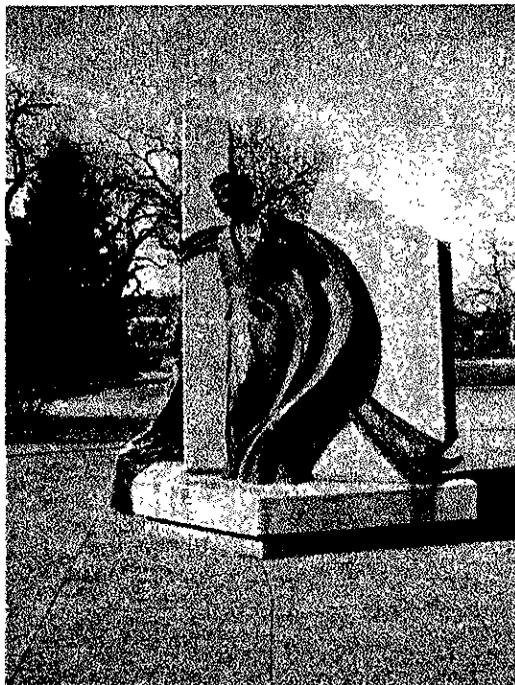
3. Improve lighting for both safety and aesthetic purposes.
4. Provide landscape enhancements in high visibility areas along Eighth, Omaha, and Fifth Streets.
5. Develop interest areas for Veterans Memorial and Lasting Legacy.
6. Provide storm water mitigation:
 - Fifth Street Drainage Basin
 - Sixth Street Drainage Basin
7. Provide picnic areas.
8. Provide park signage.

Recommendations:

1. The walkways are realigned to improve pedestrian circulation to special interest areas within the park: Veterans' Memo-

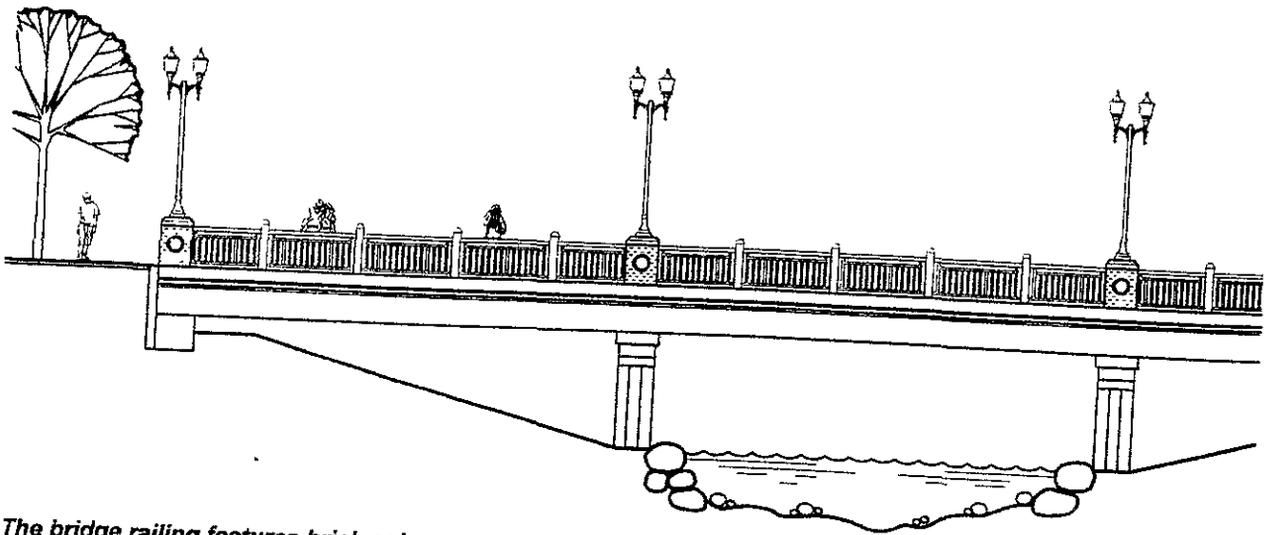
rial, Lasting Legacy, Sixth Street Bridge, picnic areas, and the Omaha Street pedestrian crossing. The new alignment also enhances connection to adjacent West Memorial Park and encourages the flow of pedestrian traffic from the Civic Center through the park to downtown.

2. Landscape buffer along Omaha provides positive visual impact from the street and shelters the park from Omaha Street traffic.
3. Walkway access and ornamental plantings enhance the Veterans' Memorial.
4. Lasting Legacy is relocated to a crossroads location within the park. The sculpture is incorporated into a landscaped plaza. The plaza will be slightly elevated to improve views to the sculpture from drive-by vehicular traffic.
5. New lighting along path will replace aging shoebox fixtures.



Lasting Legacy, a significant outdoor sculpture in the Rapid City community, is in need of renovation, better access, and visibility.

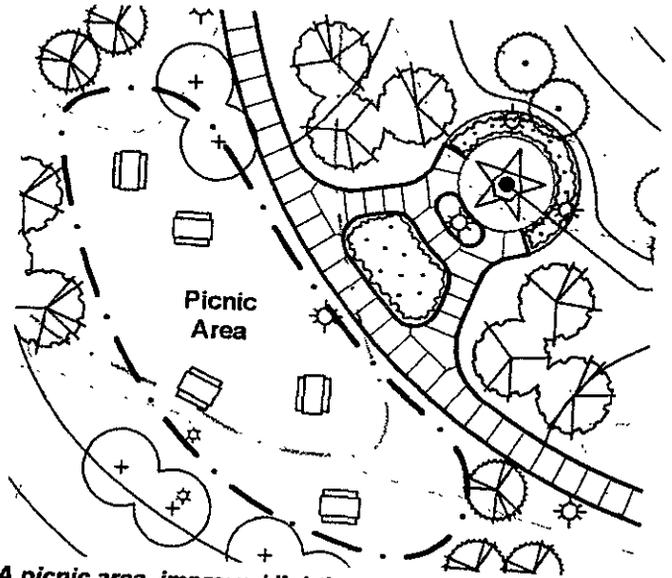
6. Improvements to the Sixth Street



The bridge railing features brick columns and vintage light fixtures to complement the architecture and building materials of downtown. The open railing design affords views of the creek and surrounding landscape.

Bridge include lighting, an open rail system, specialty paving, seating and creek viewing areas, and interpretive / special occasion display areas.

7. Interpretive signage is located at the Omaha Street pedestrian crossing.
8. A **'Memorial Park'** sign near the corner of Fifth and Omaha identifies the park.
9. Storm water management for Fifth and Sixth Streets drainage basin is located east of the Sixth Street bridge. The management area is designed to fit with the more formal landscape of Memorial Park and gradually blend into the existing creek side riparian zone.



A picnic area, improved lighting, landscaping, and pathway connections to the park's walk system enhance the immediate surroundings of existing Veterans' Memorial.

Probable Cost of Construction:

Mobilization & Site Preparation	\$ 40,000
Earthwork & Grading	\$ 220,000
Site Utilities	\$ 16,000
Site Electrical & Lighting	\$ 48,000
Site Paving & Surfacing—Walkways	\$
Site Paving & Surfacing—Plaza	\$
Irrigation System	\$ 60,000
Landscape Work	\$ 72,000

Storm Water Management	\$ 64,000
Sixth Street Bridge	\$ 50,000
Surveying & Design Services	\$ 60,000
Contingency	\$ 74,000
Total for Memorial Park =	\$ 804,000
	=====

Area D Memorial Park



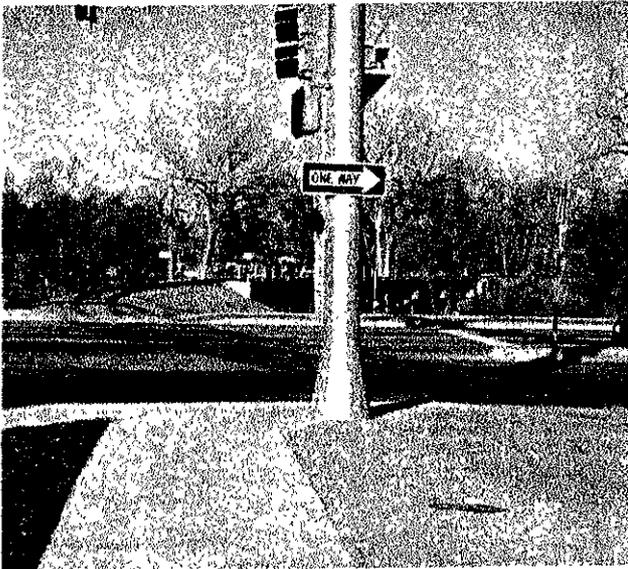
AREA E—PRESSLER JUNCTION

Design Criteria:

1. Provide storm water mitigation:
 - Fourth Street Drainage Basin
 - Third Street Drainage Basin
 - Second Street Drainage Basin
 - First Street Drainage Basin
2. Provide pedestrian bridge over Rapid Creek. The existing railroad bridge is routinely used as a pedestrian link between north and south side of creek.
3. Provide landscape enhancements in high visibility area along Omaha Street.
4. Provide safe, well-lit path between East Boulevard and Fifth Street.



The worn path at the top of the dike attests to its regular use by pedestrians. The master plan recommends a paved top-of-dike walkway. From Third Street to East Boulevard, the area between the dike and Rapid Creek is dedicated to storm water mitigation, native plantings, and wildlife habitat.



The DM&E railroad bridge at Third Street is regularly used by pedestrians to cross over Rapid Creek.

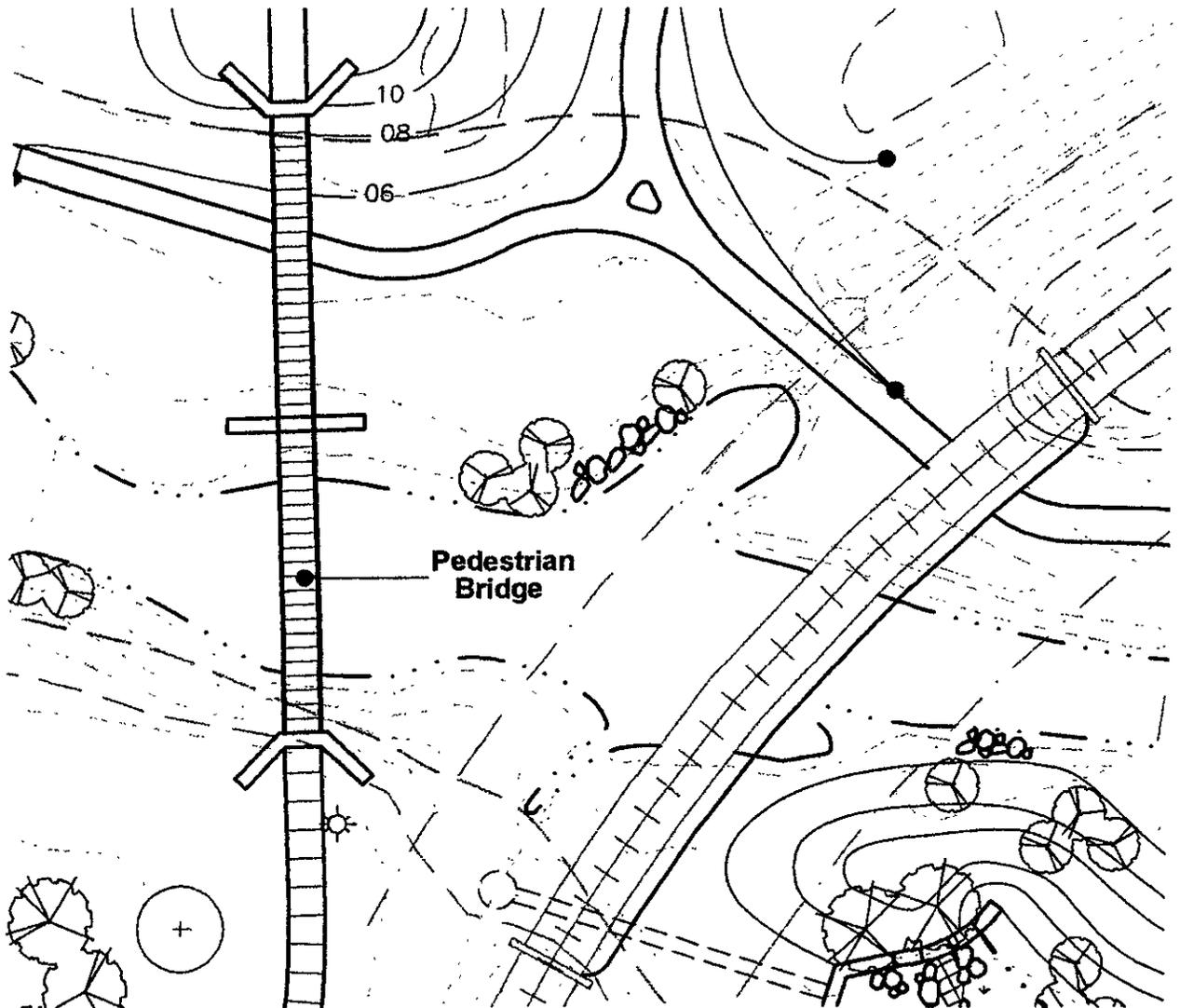
Recommendations:

1. A pedestrian bridge over Rapid Creek is located between the truck staging area and DM&E rail line. This alleviates the current unsafe use of the railroad bridge for pedestrian / bicycle traffic.

1. A top-of-dike walkway provides a highly visible, safe pedestrian route through this section of the project area. Lights are located along the walkway. The walkway ties into the existing curbside walk just east of the DM&E railroad track. The 10' width allows for emergency and police vehicle travel on walkway.
2. The area north of walkway to Rapid Creek is devoted to storm water management and wildlife enhancement areas.
3. An irrigated landscape buffer between the walkway and Omaha and between the truck staging area and Omaha provides positive visual impact.

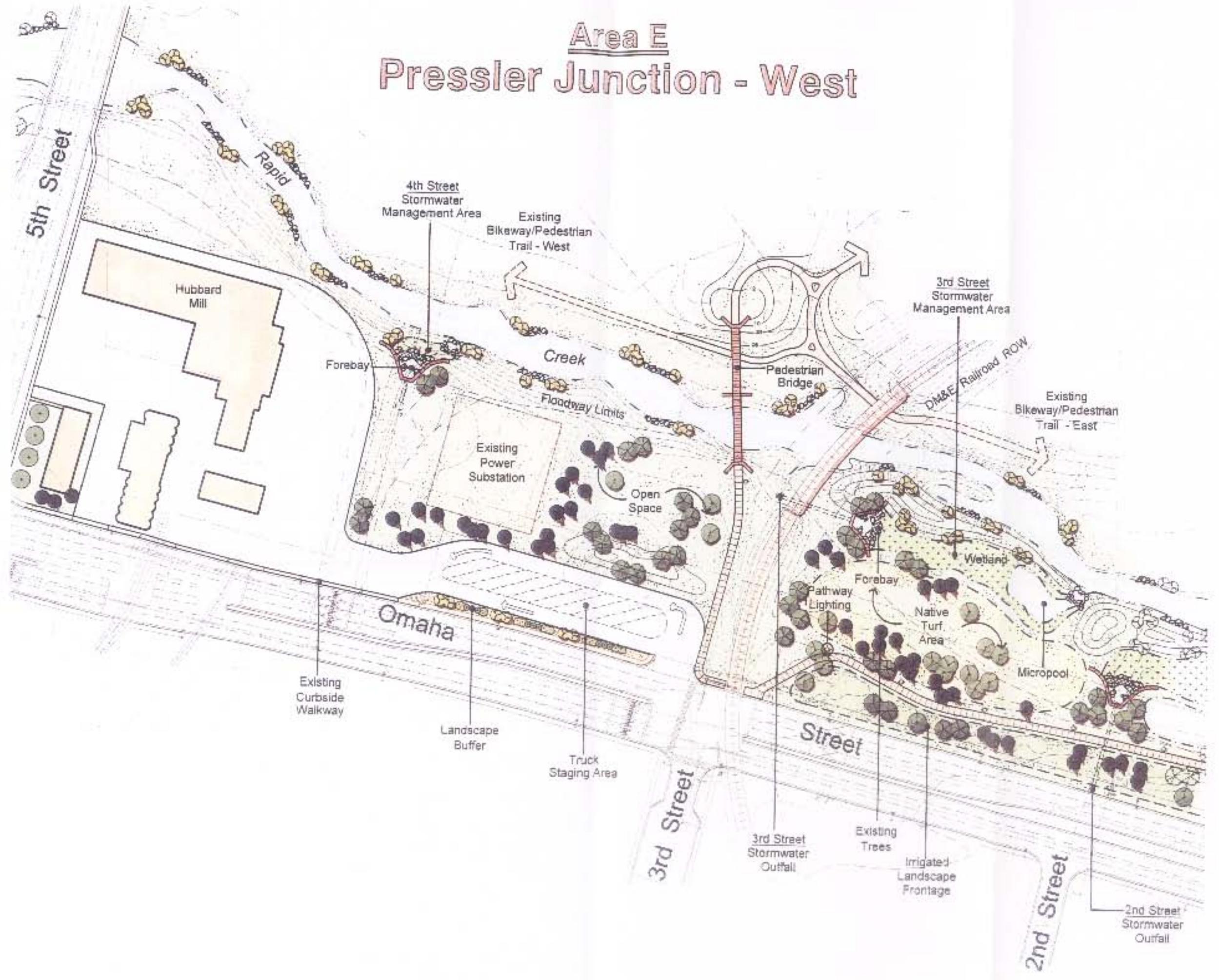
Probable Cost of Construction:

Mobilization & Site Preparation	\$ 28,000	Storm Water Management	\$ 124,000
Earthwork & Grading	\$ 36,000	Pedestrian Bridge	\$ 144,000
Site Utilities	\$ 6,000	Surveying & Design Services	\$ 44,000
Site Electrical & Lighting	\$ 30,000	Contingency	<u>\$ 54,000</u>
Site Paving & Surfacing	\$ 88,000	Total for Pressler Junction =	\$ 594,000
Irrigation System	\$ 24,000		=====
Landscape Work	\$ 16,000		



The pedestrian bridge aligns with the Third Street signalized intersection across Omaha to the south and with the existing bikeway / pedestrian path on to the north.

Area E Pressler Junction - West

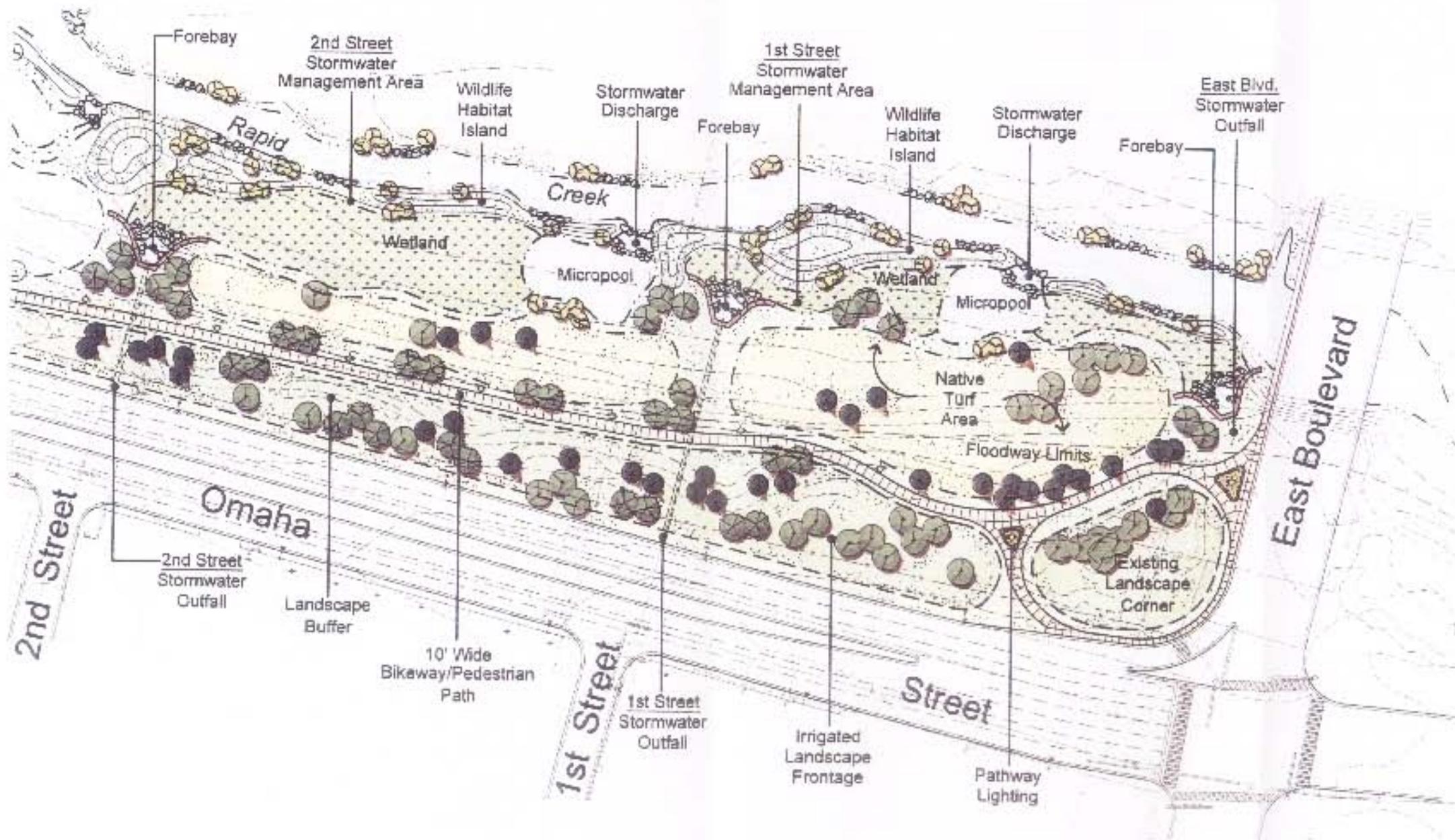
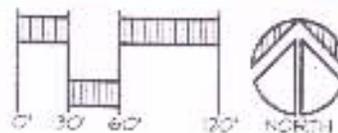


Master Plan

Omaha Street Corridor Enhancement Project

Rapid City, South Dakota

PROJECT NO.: RC4-225
FILE NAME: MP-omaha_street.dwg
DATE: APRIL 2005



Area E

Pressler Junction - East

Storm Water Management

STORM WATER OVERVIEW:

Approximately 1,066 acres drain into Rapid Creek within the project area (see Drainage Basin Map in Appendix). Stormwater runoff from these drainage basins is collected and transported through underground stormwater pipes and ultimately discharged, without treatment, into Rapid Creek.

The master plan proposes a series of constructed stormwater wetland systems designed to mitigate the impacts of stormwater quality and quantity typical to urban areas. Stormwater wetlands offer many advantages as an urban best management practice such as reliable pollutant removal, longevity, adaptability to many development sites, and excellent wildlife potential. The wetland approach fits well into the park corridor since there is adequate, otherwise undevelopable (floodway) land in a naturalistic setting available.

The basic intent of a stormwater wetland is to create a shallow matrix of sediment, plants, water, and detritus (decaying plant material) that collectively removes multiple pollutants through a series of complementary physical, chemical, and biological pathways.



An example of stormwater wetlands incorporated into an urban landscape.

Pollutant Removal Pathways within Stormwater Wetlands:

1. Sedimentation or gravitational settling of particulate pollutants—wetlands slow runoff velocities and provide hydraulic resistance. The root systems of emergent plants stabilize sediments and reduce the potential for resuspension.
2. Adsorption of pollutants to the surfaces of suspended sediments, bottom sediments, vegetation, and organic detritus. This is a key removal pathway for phosphorous, trace metals, and some hydrocarbons.
3. Physical filtration—plants capture trash, debris, and other floatables.
4. Microbial activity—microbes consume carbon and nitrogen compounds within the water and organic sediments. Microbial activity consumes oxygen and produces conditions that convert trace metals into less mobile sulfide oxide or hydroxide compounds.
5. Uptake by Wetland Plants—emergent plants take up nutrients and metals previously deposited in the sediments through their root systems.
6. Uptake by Algae—planktonic or benthic algae remove nutrients and soluble pollutants such as phosphate and ammonia.
7. Augmented Retention or Detention—permanent pools or temporary extended detention augment sedimentation and algal uptake, and increase contact time within the wetland system for more effective adsorption, filtration, and microbial activity.

Stormwater Management and West Nile Virus:

The best program for controlling West Nile Virus (WNV) is through integrated mosquito

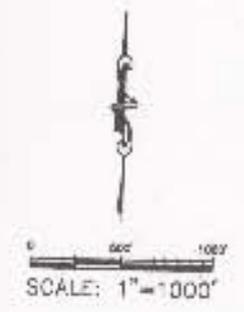
management, removal of breeding places, and public education. An integrated management program focuses on interrupting the mosquito life cycle at the early stages of development of mosquito larva. This can be effectively accomplished through water management or use of biological controls. Fish and frogs can play a key role in naturally controlling mosquito larva by feeding on them. *Bacillus thuringiensis israelensis* (Bti) is a naturally occurring bacterium that is most widely used for mosquito control. Mosquito larva is attracted to Bti as one of its major food sources. Bti attacks the mosquito's stomach wall and causes the insect to bleed to death. Growth regulators are chemical products that prevent the development of larva onto the adult stage.

Mosquitoes have four stages of their life cycle. The first three stages are egg, larva, and pupa, all of which are aquatic. The final stage is the adult; it is here transmission of WNV begins. Effective control of the virus must take place before the adult stage.

Shallow, vegetated stormwater wetlands areas that store or detain water for more than 72 hours can become mosquito breeding grounds. Some best management practices to minimize mosquito production include the following:

1. Provide routine maintenance to remove silt, vegetation, and other debris at the outlet structure of extended detention basins so they drain as intended.
2. Mechanically aerate permanent pools of water to discourage mosquito breeding.
3. Avoid shallow depths in permanent pools. Depths should be sufficient to prevent growth of wetland plants. Deep water, steep-sloped micro-pools are not likely breeding grounds.

4. Provide accessible route to maintain wetland (remove silt and vegetation as necessary), and to allow treatment with larvicide.



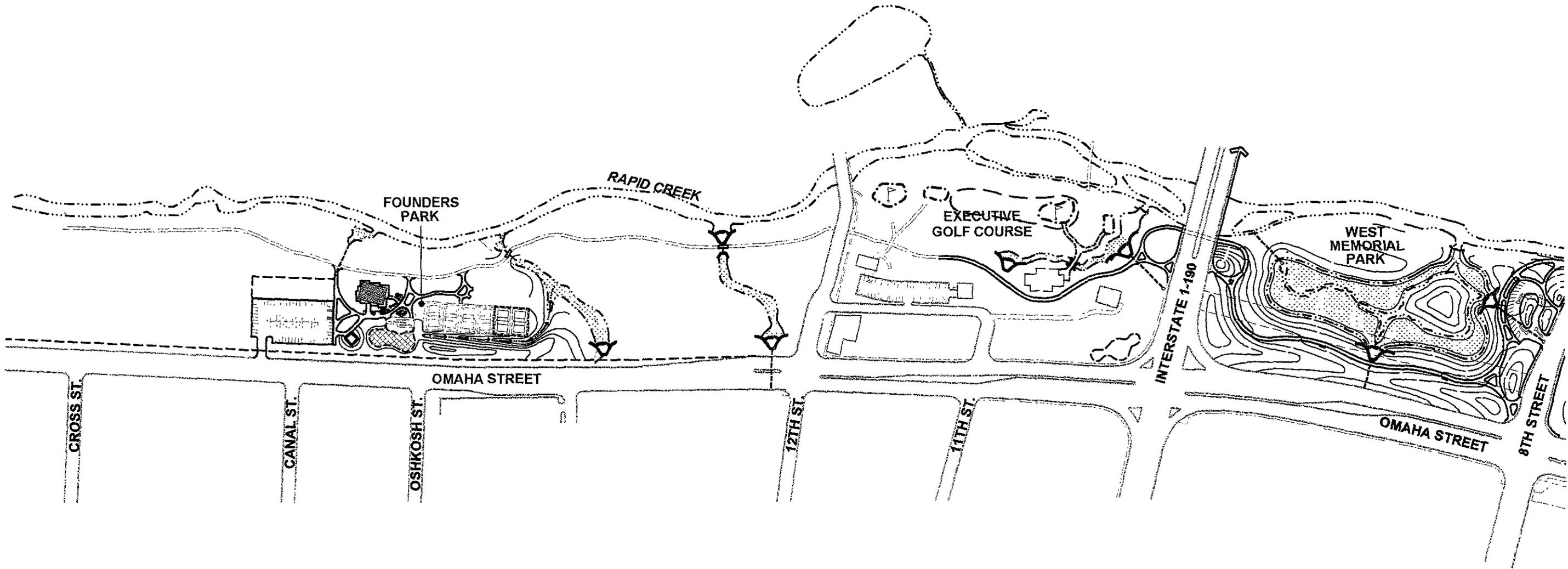
OUTFALL	BASIN AREA (ACRES)	IMPERVIOUS RATIO
1ST STREET	76	0.54
2ND STREET	173	0.75
3RD STREET	17	0.95
5TH STREET	14	0.95
6TH STREET	17	0.95
8TH STREET	91	0.72
9TH STREET	540	0.25
11TH STREET	92	0.45
12TH STREET	11	0.95
12TH WEST	27	0.71
WEST BLVD	6	0.85
MILL AREA	3	0.77

F M G, Inc.
 3700 Starple Road
 Rapid City, SD 57702-0317
 (605) 348-1100 FAX (605) 348-4332
 www.fmginc.com

File No: 10-11-00
 8820
 Project: 100704 28 A-10
 121, 122, 123, 124
 Drawn By: JCS
 Date: 2/24
 Checked By: JCS
 Date: 2/24

**OMAHA STREET
 BEAUTIFICATION
 CITY OF RAPID CITY
 RAPID CITY, SOUTH DAKOTA**

Sheet No: 1
 of 1
 Date: 1/11/07
 Scale: 1" = 1,000'
 Project No: 100704 28 A-10
 Drawing No: 100704 28 A-10
 Title: DRAINAGE BASIN MAP
 Revision: 1
 Date: 1/11/07



Omaha St. Beautification & Historic Preservation

