

**SOUTH ROBBINSDALE CORRIDOR STUDY
RAPID CITY, SOUTH DAKOTA**

**Prepared for
Rapid City Metropolitan Planning Organization
City of Rapid City**

**Prepared by
Galyardt Associates, Inc.**

**In Association With
Benshoof & Associates, Inc.**

**Original Submittal May, 1994
Revised August 30, 1994
GAI No. 930204**

5th St. No direct private access is recommended; however, if private access is unavoidable, a maximum of one driveway between intersecting public streets would be allowed.

- The recommended spacing between public streets is 1320' with a minimum spacing 660'. This is based on access spacing guidelines used by a number of governing agencies in the Minneapolis/St. Paul area. If a private drive is allowed between public streets, a minimum distance of 230' is recommended from the nearest public street, as referenced in the Rapid City Street Design Criteria Manual.

ROADWAY WIDTH CONSIDERATIONS

In determining the recommended roadway and right-of-way widths for the study area, it was necessary to 1) follow the standards presented in the Rapid City Subdivision Regulations and 2) consider what width would provide the space needed for the required number of lanes for each roadway based on the expected traffic volumes. Figure 21 shows the number of lanes by roadway segment needed by the year 2015. The recommendations include:

- U.S. 16 and S.D. 79 will require two through lanes in each direction with center medians and left turn lanes at intersections.
- Fairmont Blvd., 5th St., the Southwest Connector, and the South and Southeast Truck Routes will require two through lanes in each direction with left turn lanes.
- Elm Ave., Minnesota St., and the access road will require one through lane in each direction with turn lanes as needed. Limited on-street parking will be allowed on Elm Ave. and Minnesota St. until traffic volumes require additional width.
- Parkview Dr. and the new east-west street will require one lane in each direction.

Figure 22 shows the recommended roadway and right-of-way widths. The following observations can be made from the figure:

- Considerable roadway widening will be needed on 5th St., Cathedral Dr., and Fairmont Blvd. in the future to accommodate the expected traffic increases. The existing right-of-way, however, will be adequate.
- Smaller amounts of roadway widening will be required on portions of Parkview Dr., Elm Ave., and Minnesota St. Once again, the existing right-of-way will be adequate.
- New roadways will be constructed to widths that meet both the expected traffic needs and applicable City Code requirements.

<u>Roadway</u>	<u>Roadway Section</u>	<u>Existing Roadway Surface Width (Ft.)¹</u>	<u>Future Roadway Surface Width (Ft.)¹</u>	<u>Existing Right-of-Way Width (Ft.)</u>	<u>Future Right-of-Way Width (Ft.)</u>
US 16 (NB)	S. Truck Route to Cathedral Dr.	26	26	265	265
US 16 (SB)	Cathedral Dr. to S. Truck Route	26	26	265	265
5th Street	Cathedral Dr. to Texas St.	44	60	100	100
5th Street	Texas St. to Nebraska St.	28	60	100	100
5th Street	Nebraska St. to S. Truck Route	N/A	60	N/A	100
Cathedral Drive	Mount Rushmore Rd. to 5th St.	36	60	100	100
Cathedral Drive	5th St. to Fairmont Blvd.	35	60	100	100
Fairmont Blvd.	Cathedral Dr. to Maple Ave.	36	60	100	100
Fairmont Blvd.	Maple Ave. to Fairlane Dr.	36	60	100	100
Fairmont Blvd.	Fairlane Dr. to Anaconda Rd.	36	60	120	120
Fairmont Blvd.	Anaconda Rd. to Elm Ave.	36	60	100	100
Fairmont Blvd.	Elm Ave. to SD 79	36	60	100	100
Fairmont Blvd.	SD 79 to S.E. Truck Route	N/A	60	N/A	100
Parkview Drive	Fairmont Blvd. to Centennial St.	28	28	60	60
Parkview Drive	Centennial St. to Minnesota St.	22	28	60	60
Parkview Drive	Minnesota St. to Frontage Rd.	N/A	28	N/A	60
Elm Avenue	Fairmont Blvd. to Liberty St.	36	40	80	80
Elm Avenue	Liberty St. to Centennial St.	32	40	80	80
Elm Avenue	Centennial St. to Minnesota St.	32	40	80	80
Elm Avenue	Minnesota St. to S. Truck Route	N/A	40	N/A	80
Minnesota St.	SD 79 to Hampton Court	36	40 ²	80	80
Minnesota St.	Hampton Court to Wingate Court	36	40 ²	80	80
Minnesota St.	Wingate Court to Parkview Drive	36	40 ²	80	80
Minnesota St.	Parkview Drive to 5th St.	N/A	40 ²	N/A	80
Minnesota St.	5th St. to East/West St.	N/A	28	N/A	80
East/West St.	5th St. to Elm Ave.	N/A	28	N/A	60
East/West St.	Elm Ave. to Minnesota St. (north leg)	N/A	28	N/A	60
East/West St.	Elm Ave. to S. Truck Route (south leg) ³	N/A	28	N/A	60
Access Rd.	5th St. to Minnesota St. ³	N/A	28	N/A	60
Cambell St.	Fairmont Blvd. to SD 79 (Matching SD 79 south of Minnesota St.)	52	68	100	100
SD 79	Cambell St. to S. Truck Route	68	68	100	100

¹ Represents driving surface width

² May change to width of 36 feet, which is the width used for recent construction on Minnesota St.

³ Further analysis will be needed at the time of development to determine if additional width is needed, especially at major intersections.

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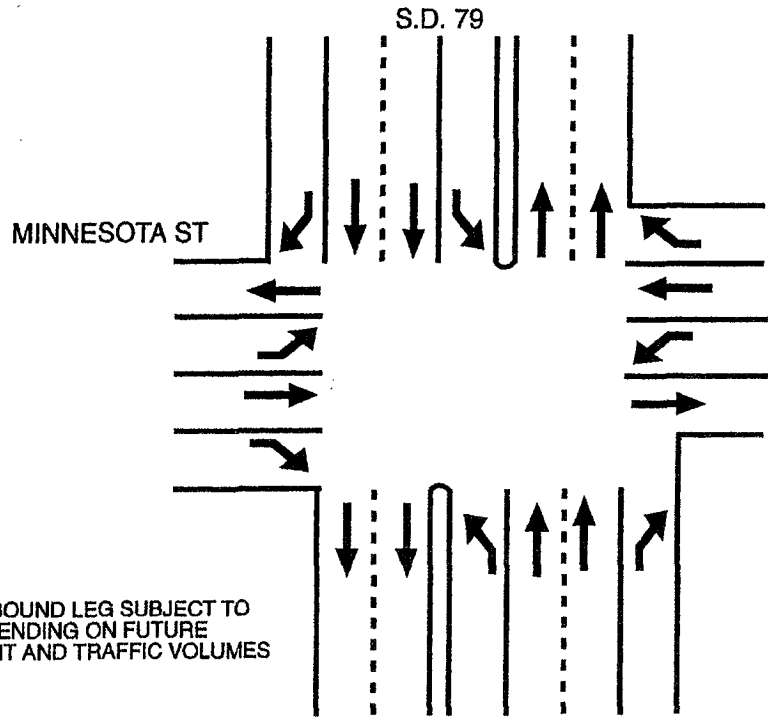
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SOUTH ROBBINSDALE
CORRIDOR STUDY

FIGURE 22

RECOMMENDED ROADWAY
AND RIGHT-OF-WAY WIDTHS

S.D. 79/MINNESOTA STREET INTERSECTION



NOTE: WESTBOUND LEG SUBJECT TO CHANGE DEPENDING ON FUTURE DEVELOPMENT AND TRAFFIC VOLUMES

N
↑
NOT TO SCALE

NOTE:
TRAFFIC VOLUMES SHOULD
BE UPDATED AT THE TIME
CONSTRUCTION DOCUMENTS
ARE PREPARED IN ORDER
TO ESTABLISH FINAL
GEOMETRICS

CITY OF RAPID CITY

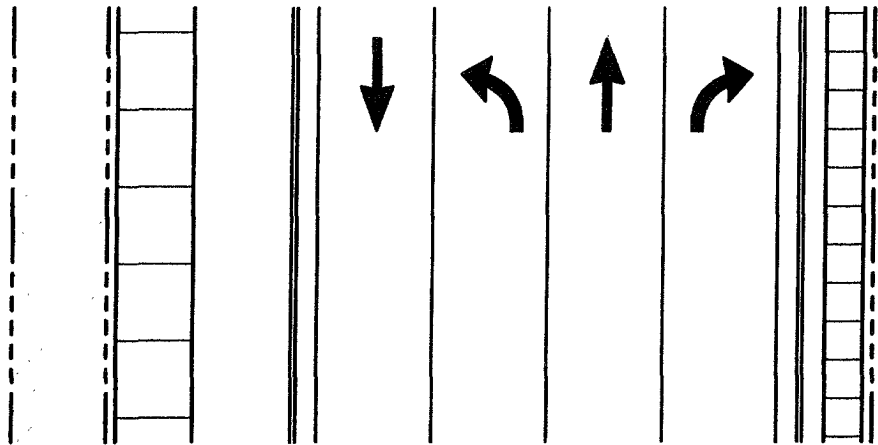
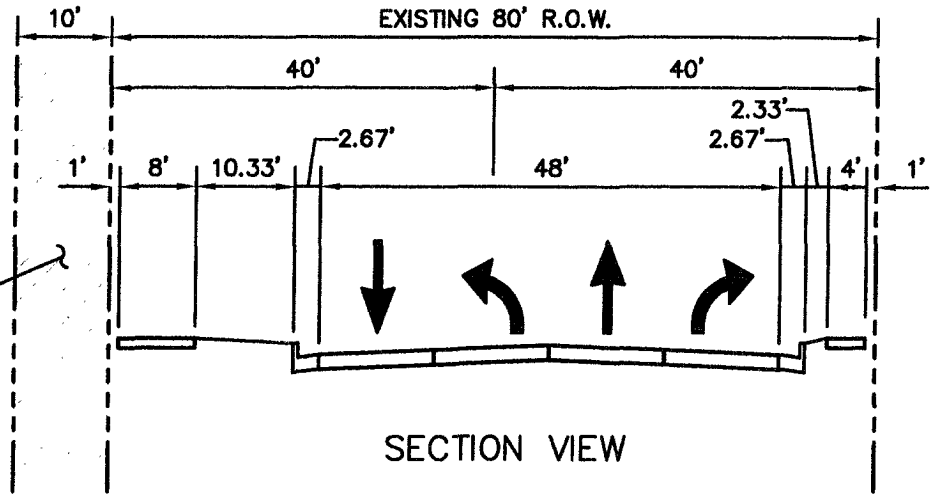
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CORRIDOR STUDY

FIGURE 26

RECOMMENDED TRAFFIC
LANES FOR
INTERSECTION OF
MINNESOTA ST. AND S.D. 79

NOTE: 10' WIDE PEDESTRIAN & UTILITY EASEMENT ON NORTH SIDE BETWEEN HIGHWAY 79 & TRIPLE CROWN DRIVE



PROPOSED 4 LANE MINNESOTA STREET
 OFFSET IN 80' R.O.W.

SCALE: 1"=20'

RAPID CITY, SOUTH DAKOTA

Sheet Title:
FIGURE
 2

Location:
 XXX
 XXX

Surveyed By: XXX
 Date: XXX
 Designed By: JDF
 Drawn By: JRY
 Checked By: JDF

File Number:
 9540/9540.00DETAIL



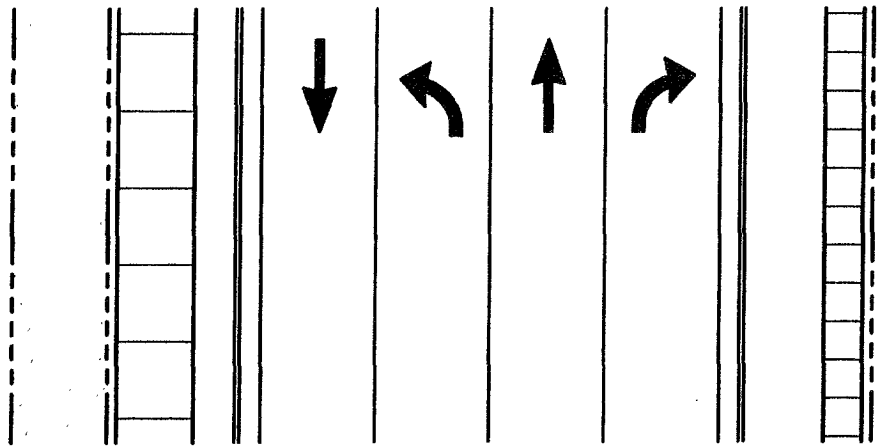
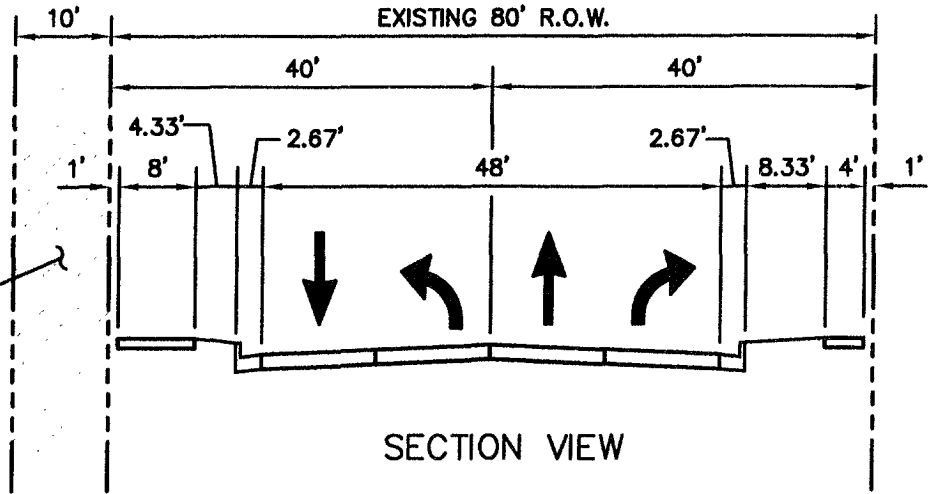
F M G, Inc.

3700 Sturgis Road
 Rapid City, SD 57702-0317
 (605) 342-4105 FAX (605) 342-4222
 www.fmgengineering.com

Sheet Number:
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Total Sheets:
 1

NOTE: 10' WIDE PEDESTRIAN & UTILITY EASEMENT ON NORTH SIDE BETWEEN HIGHWAY 79 & TRIPLE CROWN DRIVE



PROPOSED 4 LANE MINNESOTA STREET
CENTERED IN 80' R.O.W.

SCALE: 1"=20'

RAPID CITY, SOUTH DAKOTA

JANUARY 2007

Sheet Title:

FIGURE
1

Location:

XXX

XXX

Surveyed By: XXX

Date: XXX

Designed By: JDF

Drawn By: JK

Checked By: JDF

File Number:

8540/8540.0002/AL



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3700 Sturgis Road
Rapid City, SD 57702-0317
(605) 342-4105 FAX (605) 342-4222
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