

# **Rapid City Area Transportation Improvement Program**

(Fiscal Years 2009-2013)

## **Prepared By:**

Rapid City Transportation Planning Division

## **In Cooperation With:**

Rapid City Public Works Department  
Pennington County Highway Department  
Meade County Highway Department  
City of Box Elder  
South Dakota Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

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**Final Report  
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# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2009 - 2013)

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## **RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM**

**(Fiscal Years 2009 - 2013)**

### **- ABBREVIATIONS USED IN THIS DOCUMENT -**

<b>IM</b>	Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991.
<b>ADA</b>	Americans with Disabilities Act of 1990. Mandates changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. This act affects all existing and new public places, conveyances, and employers. The significance of ADA in transportation will be most obvious in transit operations, capital improvements, and hiring practices.
<b>CAAA</b>	Clean Air Act Amendments of 1990
<b>C &amp; G</b>	Curb and Gutter
<b>CIP</b>	Capital Improvement Plan
<b>CY</b>	Calendar Year
<b>DM&amp;E</b>	Dakota Minnesota and Eastern Railroad
<b>DOT</b>	United States Department of Transportation
<b>EPA</b>	United States Environmental Protection Agency
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>MPO</b>	Metropolitan Planning Organization
<b>NHS</b>	National Highway System
<b>PCCP</b>	Portland Cement Concrete Pavement

### **ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)**

<b>PL</b>	Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis.
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<b>RACT</b>	Reasonable Available Control Technologies which have been established by the EPA.
<b>RCATPP</b>	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
<b>ROW</b>	Right-Of-Way
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This five year highway bill was approved in August of 2005 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 and represents the largest surface transportation investment in our Nation's history.
<b>SEC 5307</b>	Federal Program for capital improvements, i.e. terminals, shelters, mechanical equipment other than buses, computers, office equipment, etc. These funds, formerly known as Section 9 funds, have been available since FY 1984 through the Urban Mass Transportation Act of 1964 as amended by the Federal Transit Act of 1991. They provide resources for planning, capital and operating assistance. The match on planning and capital is 80% federal and 20% local; while the operating subsidy is 50% federal and 50% local.
<b>SEC 5310</b>	These funds, formerly known as Section 16 funds, are available through the Urban Mass Transportation Act of 1964 as amended. This authorizes capital grants to non-profit organizations to assist in providing transportation for the elderly and the handicapped. FTA provides 80% of the costs for equipment, and the 20% match must come from other than federal funds.
<b>SDDOT</b>	South Dakota Department of Transportation
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TIP</b>	Transportation Improvement Program

**METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT**

In accordance with 23 CFR 450.334, the **South Dakota Department of Transportation** and the **Rapid City Area Metropolitan Planning Organization** for the **Rapid City, South Dakota urbanized area** hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Rapid City, South Dakota MPO  
Metropolitan Planning Organization

South Dakota Department of Transportation  
State Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

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Date

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2009 - 2013)

## I. INTRODUCTION

### A. The Transportation Improvement Program

A Transportation Improvement Program (TIP) is a staged, multi-year program of transportation improvements including highway and transit projects. The TIP is a five (5) year priority list, including a financial plan. The Metropolitan Planning Organization (MPO) and the State Department of Transportation (SDDOT) cooperate in project selection. All projects funded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) must be included in the TIP.

The TIP should contain at least the following basic elements:

1. Identification of the project;
2. Estimated total cost and amount of federal funds proposed to be obligated during the program period;
3. Proposed source of federal and non-federal matching funds;
4. Identification of the recipient and, state and local agencies responsible for carrying-out the project;
5. A priority list of projects and project segments; and,
6. A financial plan.

The TIP is a "living" document. It can be amended with the approval of the Executive Policy Committee. The TIP focuses on projects that will require five (5) or less years to implement. Within the first four (4) years of the TIP, projects may be delayed or accelerated according to present needs, without requiring an amendment. This flexibility provides coordination among local and state agencies, saves money and decreases disruptions to the transportation system. The TIP is evaluated at year-end, and an annual increment of improvements is added to maintain a full multi-year program.

The TIP does not constitute an appropriation of funds, nor does it replace the normal funding program. The TIP is intended to serve as a fiscal management tool to assist state and local agencies in matching needs with resources. All major projects eligible for placement in the TIP must be selected from an approved Long Range Transportation Plan.

In developing the program, the MPO shall provide citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private transportation providers, and other interested parties a reasonable opportunity to comment on the proposed program. Because public involvement is a very important component of the TIP process, the public is given several opportunities to comment. The TIP is brought before the Rapid City Planning Commission, the Rapid City Council, and the Metropolitan Planning Organization committees. Public notices are printed in the local newspaper for all of the above meetings, and special public meeting notices are printed specifically for review of the TIP before the Metropolitan Planning Organization committees. The public is given the opportunity to comment in person at the meetings or submit comments during a specified comment period. Responses are made in reply to any comment received, and significant

comments are discussed between the Staff involved in the TIP process and ultimately the MPO committees for further discussion as identified in 23 CFR 450.316 (a)(2).

A public hearing was held on July 30, 2008. During the public hearing, there was significant public comment on the need to move up the reconstruction of Jackson Blvd and Catron Blvd and to add the reconstruction of Mt. Rushmore Road and the construction of a pedestrian overpass on Omaha Street to the State Transportation Improvement Plan. Staff involved in the TIP process reviewed these requests and due to fiscal constraints were not able to accommodate them.

## **B. The Transportation Improvement Program In Perspective**

SAFETEA-LU projects in urbanized areas must be included in a TIP which is based on a continuing, comprehensive planning process carried on cooperatively by the state and local communities. The rationale for requiring a TIP can be summarized in three (3) key points.

1. Transportation issues should be approached in a comprehensive fashion with participation from all affected parties;
2. A systematic, comprehensive approach to planning and initiating transportation improvements assists decision-makers in determining the location, timing and financing of needed improvements; and,
3. A cooperatively developed program of transportation improvements should facilitate the coordination of public and private improvements thereby eliminating duplication of effort and expense. The TIP development provides local officials and the general public the opportunity to identify, evaluate, and select short-range community transportation improvements.

The Rapid City Area TIP includes all identifiable transportation related improvement projects that may be undertaken in the planning area over the next five (5) years. Emphasis has been on area needs stated in the Long Range Transportation Plan. The guiding principle used in developing the Rapid City Area TIP was that: "the document should be a comprehensive transportation planning and fiscal management tool designed to assist state and local officials in the task of matching needed transportation improvements with available resources to accomplish the community's transportation goals as efficiently and effectively as possible".

## **II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS**

### **A. Project Selection And Prioritization**

Candidate improvement projects were identified by the appropriate local and state staffs with input from elected officials, private transportation carriers, and the Citizen's Advisory Committee. This input was utilized in developing a Long Range Transportation Plan. Only major projects identified in the approved Long Range Transportation Plan are selected as potential TIP projects.

The evaluation of candidate improvement projects and the selection of those to be included in the FY 2009-2013 TIP was based on the following considerations:

1. **Prioritization of Projects:** Candidate projects are prioritized to assess the relative importance of the projects, and to determine the appropriate year for project initiation. Consideration was given to compatibility with adopted community goals and objectives.



Priority was given to those projects and programs, which have been documented as needs in recently completed transportation plans or studies.

2. **Economic Feasibility of Project:** This phase of the process consisted of an evaluation of the cost of each project relative to the community's "total" transportation needs and resources. The financial plan demonstrates what funding source will be utilized, and ensures adequate fund allocation to secure all selected projects.
3. **Other considerations:** These considerations included a subjective assessment of the potential environmental, social and energy related impacts of the candidate projects. Such concerns or impacts have been documented in the Long Range Transportation Plan. Finally, state projects were examined so that local projects could be coordinated.

In terms of selecting a project for construction, SAFETEA-LU provides additional flexibility within the period of the first four (4) years. Any projects identified within the initial four (4) year period may be accelerated or moved back based on current funds, needs or priorities. If a newly identified project is to be considered for placement in the TIP, then it must be presented to the transportation planning committees for approval. If approved, an amendment is then placed on the existing TIP to identify the new project.

## **B. Financial Constraint**

SAFETEA-LU requires that Metropolitan Planning Organization (MPO) Transportation Improvement Program be financially constrained and include a financial plan which demonstrates that funding is available for programmed projects. The Rapid City Area Transportation Improvement Program has been developed to meet this requirement, and outlines the available funding in the respective project categories.

All projects sponsored by the City of Rapid City are excerpts from the City's Capital Improvement Program (CIP). The CIP is a five-year plan for construction and infrastructure improvements and a committee develops and administers the plan. The five-year plan is revised and updated annually. Streets and Drainage, Government Buildings and the Parks and Recreation Subcommittees submit their requested five-year plan to the CIP Committee. The Committee reviews the requests and formulates the five-year plan based on available funding and priority. The plan is then presented to the Mayor, Planning Commission and City Council for approval. The City of Rapid City Capital Improvements Projects as they relate to transportation are found on Pages 7 and 8.

The following funding sources have been identified for funding street projects.

1. **Assessments** – Cost recoveries levied against real property based upon the cost of improvements made by the city.
2. **Bond funds** – Funds derived from the issuance of general obligation or revenue bonds by the City. These bonds constitute an obligation of the city to repay principal and interest over a specified number of years from general or other revenues of the City.
3. **Enterprise Funds** – Cost recoveries from user fees or surcharges against real property based upon the cost of improvement by the City. These costs are charged within a specific enterprise fund (water, wastewater, landfill, etc.).
4. **Federal Funds** – Grants or loans from the federal government which are required to be used for specific purposes or projects.
5. **General Fund** – The fund used to account for all financial resources, except those required to be accounted for in another fund. The City's general fund accounts for revenues and expenditures of general property taxes, first penny sales tax, licenses and permits, etc.

6. **Other Funds** – Special revenue or trust funds that account for revenues restricted for specific purposes.
7. **State Funds** – Grants or loans from the State of South Dakota for specific purposes or projects.
8. **Sales Tax (2<sup>nd</sup> Penny)** – An additional one percent tax levied on gross receipts of retail business and service within the City’s jurisdiction that may be used for specific purposes, primarily capital improvement projects and debt retirement.
9. **Tax Increment Financing** – Financing used to fund public investments in an area by capturing, for a time, all of the increased property tax revenue that results when public investment stimulates private investment.
10. **Infrastructure Development Partnership Fund** – Financing used to fund public improvements, including sewer and water system improvements, storm drainage improvements, street construction or street improvements and other public improvements.

Projects programmed for the upcoming year (2009) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2010-2013) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review.

Figure 1 – City of Rapid City Projected Funding Sources

Fund	2009	2010	2011	2012	2013	Total
Streets (8910)	\$3,836,766	\$3,978,237	\$4,140,966	\$4,310,205	\$4,486,213	\$20,752,387
Drainage (8911)	\$2,532,844	\$2,652,158	\$2,760,644	\$2,873,470	\$2,990,809	\$13,809,925
Misc Imprmnts (8913)	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Other	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
South Dakota DOT	\$1,624,000	\$235,000	\$361,000	\$0	\$202,000	\$2,422,000
Federal Funds	\$3,064,000	\$1,065,000	\$1,639,000	\$0	\$918,000	\$6,686,000
Total	\$11,357,610	\$8,230,395	\$9,201,610	\$7,483,675	\$8,897,022	\$45,170,312

Local funding will be provided by developer contributions, Tax Increment Financing and other local sources. The projected annual funding sources for the City of Rapid City’s Capital Improvements Plan identified in the 2009-2013 TIP (pages 7 and 8) are listed above. Adequate funds have been committed to fund the City’s local match for transportation projects.

Figure 2 below identifies the transportation expenditures within Rapid City, including both MPO TIP projects and Rapid City’s CIP projects. A comparison between Figure 1 and Figure 2 identifies an adequate funding level for the transportation projects within Rapid City’s total Capital Improvements Program.

Figure 2 – MPO TIP and City of Rapid City CIP  
2009-2013 Transportation Expenditures

Year	MPO TIP Projects	Rapid City CIP Projects	Transportation Expenditures
2009	\$4,688,000	\$6,693,500	\$11,381,500
2010	\$1,300,000	\$6,680,000	\$7,980,000
2011	\$2,000,000	\$7,639,800	\$9,639,800
2012	\$0	\$7,184,800	\$7,184,800
2013	\$1,120,000	\$7,725,250	\$8,845,250
Total	\$9,108,000	\$35,923,350	\$45,031,350

The South Dakota Department of Transportation has dedicated Federal funding and will provide the match using State Fuel Tax Revenue.

<b>State Projects</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>Total</b>
Federal	\$3,519,000	\$4,619,000	\$9,475,000	\$24,343,000	\$5,599,000	\$47,555,000
State Match	\$706,000	\$1,087,000	\$2,458,000	\$4,701,000	\$966,000	\$9,918,000
<b>Sub-Total</b>	<b>\$4,225,000</b>	<b>\$5,706,000</b>	<b>\$11,933,000</b>	<b>\$29,044,000</b>	<b>\$6,565,000</b>	<b>\$57,473,000</b>
<b>STP Urban Fund Projects</b>						
Federal	\$3,064,000	\$1,065,000	\$1,639,000	\$0	\$918,000	\$6,686,000
State Match	\$1,624,000	\$235,000	\$361,000	\$0	\$202,000	\$2,422,000
<b>Sub-Total</b>	<b>\$4,688,000</b>	<b>\$1,300,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$1,120,000</b>	<b>\$9,108,000</b>
<b>Roadway Safety Improvements</b>						
Federal	\$1,395,000	\$1,440,000	\$0	\$0	\$0	\$2,835,000
State Match	\$0	\$0	\$0	\$0	\$0	\$0
Local Match	\$155,000	\$247,000	\$0	\$0	\$0	\$402,000
<b>Sub-Total</b>	<b>\$1,550,000</b>	<b>\$1,687,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,237,000</b>
<b>Railroad Crossing Improvements</b>						
Federal	\$99,000	\$0	\$81,000	\$0	\$0	\$180,000
Local Match	\$11,000	\$0	\$9,000	\$0	\$0	\$20,000
<b>Sub-Total</b>	<b>\$110,000</b>	<b>\$0</b>	<b>\$90,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
<b>County and Secondary Projects</b>						
Federal	\$2,008,000	\$0	\$4,098,000	\$1,803,000	\$0	\$7,909,000
Local Match	\$442,000	\$0	\$902,000	\$397,000	\$0	\$1,741,000
<b>Sub-Total</b>	<b>\$2,450,000</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$9,650,000</b>
<b>Local Bridge Replacement</b>						
Federal	\$448,000	\$0	\$198,000	\$0	\$0	\$646,000
Local Match	\$112,000	\$0	\$50,000	\$0	\$0	\$162,000
<b>Sub-Total</b>	<b>\$560,000</b>	<b>\$0</b>	<b>\$248,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$808,000</b>
<b>Earmark (Local)</b>						
Federal	\$7,221,000	\$0	\$0	\$0	\$0	\$7,221,000
Local Match	\$1,855,000	\$0	\$0	\$0	\$0	\$1,855,000
<b>Sub-Total</b>	<b>\$9,076,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,076,000</b>
<b>Transportation Enhancements</b>						
Federal	\$137,000	\$0	\$0	\$0	\$0	\$137,000
Local Match	\$29,000	\$0	\$0	\$0	\$0	\$29,000
<b>Sub-Total</b>	<b>\$166,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$166,000</b>
<b>Total for Fiscal Year</b>	<b>\$22,825,000</b>	<b>\$8,693,000</b>	<b>\$19,271,000</b>	<b>\$31,244,000</b>	<b>\$7,685,000</b>	<b>\$89,718,000</b>

Rapid City Public transit receives funding from the Federal Transit Administration, the South Dakota Department of Transportation and the City of Rapid City. The breakdown of these funds and the Transit Program for 2009-2011 is included on page 9.

The City of Box Elder presently receives funding from the City's general fund. The City of Box Elder has committed funds to those SDDOT listed within this TIP. The City of Box Elder Five-Year Construction Program for 2009-2013 is included on page 10.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2009-2013 is included on page 11.

Pennington County presently receives funding from the County's general fund. Pennington County has committed funds to those County Secondary and Off System Projects (SDDOT) listed within this TIP. The Pennington County Five-Year Construction Program for 2009-2013 is included on page 12.

### III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2009 – 2013 follows. The projects are listed in order of priority as designated by private citizens, the Citizen's Advisory Committee, the Technical Coordinating Committee, the Executive Policy Committee, Planning Staff, and the South Dakota Department of Transportation (SDDOT). The recommended projects and programs have been grouped into "System or Functional Element" categories.

### IV. LIST OF PROJECTS

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**Capital Plan for  
Street, Drainage and MIP Projects  
2009 through 2013 Summary  
May 2008**

<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>Fund Total</b>
<b>8910 - Streets</b>							
44th St. & W. Main Intersection Reconstruction	50365-1435	565,000					565,000
44th Street Phase 2 - W. Main to W. Chicago	50719		50,000	460,000			510,000
Bridge Inspections	50630		2,500		2,500		5,000
Canyon Lake Dr. Watermain Reconstruction	50004-878				365,000		365,000
Centennial St Improvements, Elm to Michigan	50425				35,000		35,000
Centre St. Reconst., LaCross to Cambell	50141-990		600,000				600,000
Chapel Valley Area Street Improvements	50713					425,000	425,000
Contingency/Inflation for 8910 - Streets	8910Inflat	118,500	124,500	130,800	137,300	144,000	655,100
Corral Dr. Reconstruction	50151				150,000		150,000
Creek Drive Bridge Replacement	50309-1241	256,200					256,200
Downtown Alleys Reconstruction	50379	50,000	50,000	50,000	50,000	50,000	250,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432	868,000					868,000
Downtown Area Improvement Project - Phase 3 Const.	50119-1170			1,880,000			1,880,000
Downtown Area Improvement Project - Phase 4 Const.	50019				1,550,000		1,550,000
E. North Reconstruction, Rapid Creek to Cambell	50142-1511	1,227,000	1,227,000		1,150,000		3,604,000
East Blvd. Quincy to Rapid Creek Reconstruction	50565			25,000	500,000		525,000
Elm Ave. Reconstruction South - Phase 3	50130-1075	1,010,000					1,010,000
Elm Ave. Reconstruction South - Phase 4	50643-1076		700,000				700,000
Geotechnical Investigations Program	50592	10,000	10,000	10,000	10,000	10,000	50,000
Knollwood St Realignment at Haines	50380-1507				355,000		355,000
Materials Investigation/Testing Program	50591	10,000	10,000	10,000	10,000	10,000	50,000
Minnewasta Rd. Drainage Improvements	50707					75,000	75,000
Minnewasta St. Utilities	50383				79,000		79,000
Robbinsdale Reconstruction Project - Engineering	50134-1494	400,000	307,000		317,000	140,000	1,164,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494					2,295,000	2,295,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			1,605,000			1,605,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494		1,470,000				1,470,000
St. Andrews Reconstruction - Phase 2	50714		50,000	465,000			515,000
Staton Place Street and Utilities Reconstruction	50367				58,000		58,000
Street Rehabilitation	50549-1640	700,000	700,000	700,000	700,000	700,000	3,500,000
W. Omaha Water Transmission Main	50457					400,000	400,000
W. St. Cloud St. & Harmony Ln. Street & Utilities	50712				98,000	581,000	679,000
Woodlawn Drive Sanitary Sewer Replacement	50623			25,000			25,000
<b>Project Total 8910 - Streets</b>		5,214,700	5,301,000	5,360,800	5,566,800	4,830,000	26,273,300
<b>Budget for 8910 - Streets</b>		3,836,766	3,978,237	4,140,966	4,310,205	4,486,213	20,752,387
<b>Budget Minus Project Total</b>		(1,377,934)	(1,322,763)	(1,219,834)	(1,256,595)	(343,787)	(5,520,913)
<b>8911 - Drainage</b>							
44th St. & W. Main Intersection Reconstruction	50365-1435	590,000					590,000
44th Street Phase 2 - W. Main to W. Chicago	50719		30,000	185,000			215,000
Box Culvert @ Cambell (Element 5)	50020			390,000			390,000
Box Culvert @ SD 44 East of Cambell (Element 3)	50021			285,000			285,000
Box Elder Drainage Basin Plan	50360-1451					100,000	100,000
Canyon Lake Dr. Watermain Reconstruction	50004-878				105,000		105,000
Centre St. Reconst., LaCross to Cambell	50141-990		300,000				300,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	65,000	68,000	72,000	75,000	77,250	357,250
Deadwood Ave. Drainage Channel Outlet	50026					520,000	520,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432	112,800					112,800

**Capital Plan for  
Street, Drainage and MIP Projects  
2009 through 2013 Summary  
May 2008**

<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>Fund Total</b>
Downtown Area Improvement Project - Phase 3 Const.	50119-1170			238,000			238,000
Downtown Area Improvement Project - Phase 4 Const.	50019				270,000		270,000
E. North Reconstruction, Rapid Creek to Cambell	50142-1511	106,000	106,000		100,000		312,000
East Blvd. Quincy to Rapid Creek Reconstruction	50565			10,000	40,000		50,000
Elm Ave. Reconstruction South - Phase 3	50130-1075	395,000					395,000
Elm Ave. Reconstruction South - Phase 4	50643-1076		205,000				205,000
Erosion & Sediment Control Device Removal	50695	5,000	5,000	5,000	5,000	5,000	25,000
Idelwild Box Culvert	50715				15,000	150,000	165,000
Jackson Blvd Reconstr. Mt. View to Rapid Creek	50351-1509a		35,000	400,000			435,000
Lime Ck. Metering Dam (EI 389)	50010-856					490,000	490,000
Mall Drive Drainage Basin Design Plan	50711					150,000	150,000
Meade Channel, Birch St. Crossing Improvements	50378					165,000	165,000
Metering Dam Expansion, SLR & Minnewasta	50384				325,000		325,000
Midwestern Levee Swale Improvements	50706					25,000	25,000
Mt View Drainage Improvements	50349				385,000		385,000
Robbinsdale Reconstruction Project - Engineering	50134-1494	105,000	80,000		83,000	38,000	306,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494					575,000	575,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			510,000			510,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494		440,000				440,000
St. Andrews Reconstruction - Phase 2	50714		10,000	75,000			85,000
St. Martin's Detention Pond 305	50311				115,000	500,000	615,000
<b>Project Total 8911 - Drainage</b>		1,378,800	1,279,000	2,170,000	1,518,000	2,795,250	9,141,050
<b>Budget for 8911 - Drainage</b>		2,532,844	2,652,158	2,760,644	2,873,470	2,990,809	13,809,925
<b>Budget Minus Project Total</b>		1,154,044	1,373,158	590,644	1,355,470	195,559	4,668,875
<b>8913 - Misc Improvements</b>							
11th St. Railroad Crossing	50173-1504			9,000			9,000
Miscellaneous Improvement Projects (MIP)	50298	50,000	50,000	50,000	50,000	50,000	250,000
Out-of-the-Dust, Various Locations	50297	50,000	50,000	50,000	50,000	50,000	250,000
<b>Project Total 8913 - Misc. Improvements</b>		100,000	100,000	109,000	100,000	100,000	509,000
<b>Budget for 8913 - Misc. Improvements</b>		150,000	150,000	150,000	150,000	150,000	750,000
<b>Budget Minus Project Total</b>		50,000	50,000	41,000	50,000	50,000	241,000
<b>Budget Totals - Streets, Drainage, MIP</b>							
		6,519,610	6,780,395	7,051,610	7,333,675	7,627,022	35,312,312
<b>Project Totals - Streets, Drainage, MIP</b>							
		6,693,500	6,680,000	7,639,800	7,184,800	7,725,250	35,923,350
<b>Budget Totals Minus Project Totals</b>							
		(173,890)	100,395	(588,190)	148,875	(98,228)	(611,038)
<b>Total Cumulative Balance</b>							
		(173,890)	(73,495)	(661,685)	(512,810)	(611,038)	
<b>Legend</b>		Rescheduled	Revised Cost	Added			

Project Number	Project Description	Estimated Costs	Funding Sources
<b>CALENDAR YEAR 2009</b>			
<b>Rcpts. 09-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$732,473.00 \$631,598.00 <u>\$28,425.00</u> \$1,392,496.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 09-2</b>	Capital assistance for purchase of three 25ft. ADA approved paratransit vehicles and one transit veh (Replace 2002 vehicles)	\$348,600.00 <u>\$71,400.00</u> \$420,000.00	Federal (Sec 5307/5309) Local TOTAL
<b>Rcpts.09-3</b>	Capital assistance for purchase of trolley	\$112,050.00 \$22,950.00 \$135,000.00	Federal (Sec 5307) Local TOTAL
<b>CALENDAR YEAR 2010</b>			
<b>Rcpts.10-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$750,062.00 \$646,704.00 <u>\$28,425.00</u> \$1,425,191.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 10-2</b>	Capital assistance for purchase of two 25ft. ADA approved paratransit vehicles (Replace 2002 vehicles) \$166,000 FTA assistance for ADA service	\$166,000.00 <u>\$34,000.00</u> \$200,000.00	Federal (Sec 5307) Local TOTAL
<b>CALENDAR YEAR 2011</b>			
<b>Rcpts. 11-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$772,564.00 \$666,105.00 <u>\$28,425.00</u> \$1,467,094.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 11-2</b>	Capital assistance for purchase of four 25ft. ADA approved paratransit vehicles (Replace 2003/2004 vehicles)	\$340,300.00 <u>\$69,700.00</u> \$410,000.00	Federal (Sec 5307) Local TOTAL

### Box Elder Planned Roadway Improvement Projects

Year	Roadway	Distance (Miles)	Improvement Type	Anticipated Cost
2010	Radar Hill Rd - From 228th St South to 229th St	1	Reconstruction for Vertical & Horizontal Realignment	\$ 1,687,000
2011	Str on Spruce Street Over a Creek in Box Elder		Structure & Approach Grading	\$ 248,000
<b>Total</b>				<b>\$ 1,935,000</b>



# Meade County Highway June 2009 Asphalt Preservation Plan

The scope of work and timing are subject to changes in road conditions and budget amounts available. This proposal is intended as a tool for discussion and decision making. Precise estimates are not possible due to volatile oil prices.

Road	Miles	Chip seal completed	Repairs	Future chip seal	Overlay
Alkali	5.2	2006	Minor patching and crack sealing 2009	2010 or	Within 5 years
Avalanche	1.7	2006	Major drainage and patching 2006		
Whitewood Service	.4	2008		2012	
Blucksburg	.5	2008		2012	
Pleasant Valley	.8			2010	
Tilford	.3				
Piedmont Streets	2				
Stage Stop	.4	2008		2012 or	2012
Anderson	.8	2006		2010	
Peaceful Pines	2.1	2008		2012	
Deadwood Ave./Mill	2.1				
Erickson Ranch	7		Repair one mile and chip seal in 2009	2013/	2013
Elk Creek	7	2008	2.5 miles of overlay in 2005	2012/	2013
Haines	6		Crack seal 2009	2011	
New Underwood	30				
Bixby Road	1	2008			
Nemo Road	.6		Overlay 2008		

**Notes: Estimated Bid Prices**

1. Crack seal = \$1,000 to \$3000 per mile (\$.50 per linear foot)
2. Chip seal = \$18,000 to \$22,000 per mile
3. 2" Overlay = \$125,000 to \$150,000 per mile
4. Asphalt shoulder drop off work needed on several roads
5. I normally budget \$25,000 for crack sealing and I expect that to cover the 2009 needs.

TRANSPORTATION IMPROVEMENT PLAN  
FOR PENNINGTON COUNTY  
2009-2013

Year	Project	Length	Bridge Number	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	HES Funds	Federal Bridge Funds	Federal Priority Funds	Forest Highway Funds	STP Funds	Rd & Brdg	Total Funding
2009	BRO 8052(51)		940-159	Structure 2E & 2N of Creighton over Stockdam Spillway	Structure Rehabilitation	\$222,000				\$177,600				\$44,400	
2009	BRF 6404(2)	0.2	319-268	1.1 E & 3 N of Johnson Siding over Box Elder Creek	Structure Rehabilitation	\$174,000				\$139,200				\$34,800	\$174,000
2010	P-BRF 6403(6)	9.5		South Rochford Road from Rochford south to end of Deerfield Road asphalt and Bridge 162-272	Grading, Drainage, Base Course, & Asphalt Surface	\$10,200,000		\$1,500,000			\$7,500,000				\$9,000,000
2010	P 6403(5)	2.5		Deerfield Road from Hill City Northwest	Grading, Drainage, Base Course, & Asphalt Surface	\$3,000,000						\$3,000,000		\$0	\$3,000,000
2010	BRO 8052( )	0.1	312-433	0.8 W of Keystone over Battle Creek	Structure Rehabilitation	\$174,000				\$139,200				\$34,800	\$174,000
2010	BRO 8052(45)	0.2	645-305	1.0 S & 3.5 E of New Underwood over Box Elder Creek	Structure & Approach Grading	\$247,000				\$197,600				\$49,400	\$247,000
2011	P 6480(4)	2.5		Sheridan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$5,000,000		\$1,600,000					\$3,000,000		\$4,600,000
2012	BRO 8052(53)	0.1	677-290	6.7 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$190,000				\$152,000				\$38,000	\$190,000
2012	BRO 8052(54)	0.1	666-290	5.6 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$192,000				\$153,600				\$38,400	\$192,000
					Totals:	\$19,399,000	\$0	\$3,100,000	\$0	\$959,200		\$3,000,000	\$3,000,000	\$239,800	\$17,577,000

# Rapid City Area Transportation Improvement Program 2009 - 2013

## **PUBLIC TRANSPORTATION (PRIVATE NONPROFIT)**

The Rapid City Area Metropolitan Planning Organization anticipates the following requests for vehicles from the local private nonprofit groups for Section 5310 (formerly Section 16) funding. Applications will be forwarded directly to the Office of Local Transportation Programs, South Dakota Department of Transportation, for consideration against the applications received Statewide. This list does not imply that any of the following vehicle requests will be funded within the Rapid City Area Metropolitan Planning Organization. Effective FY08, a locally developed community coordination transportation plan must accompany the grant application or vehicle request for Section 5310 vehicles. For more information, please contact the Office of Local Transportation Programs at 605/773-7038 or 605/773-4169.

VEHICLE TYPES	FY 2009	FY2010	FY 2011
30 Passenger Bus w/ lift	0	2	1
9/2 Mini-busses w/lift (11 passenger)	3	4	3
8 Passenger Vans			
19 Passenger Mini-busses	1	2	
6 Passenger Station Wagon			
15 Passenger Vans			2
Wheel chair lift assembly	1	2	1
Total vehicles requested	4	8	6
Total funds requested	\$240,000	\$550,000	\$350,000

## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
<b>Interstate Maintenance Projects</b>											
0.10	IM 0904(56)177	01PX	Jones		I90E	County Rd over I90, 6.2 W of Okaton Intch; Lacrosse Street over I90; Lacrosse St Interchange in Rapid City	Heat Straightening and Girder Repair from Over-height Impact	0.223	2009	0.244	
27.00	IM 1902( )0	01XD	Pennington	0.0	I190N I190S	Over Silver Street in Rapid City, 1.2 S of the I90 Interchange	Joint Replacement	0.231	2009	0.254	
								2009	0.0	Miles	0.498
35.00	IM 0903(79)68	00GG	Jackson Pennington	0.0	I90E I90W US14E	Over Co Rd, 8.0 E of New Underwood Underwood Intch; Over Co Rd & Co Rd, 8.0 & 6.0 W of Wasta Intch; Over Whitewater Crk, 6.3 NW of SD240S Intch, Over Co Rd, 1.9 E of the Box Elder Interchange; Over RR; Wasta Interchange; US14E Over I90; US14 Interchange; Over Co Rd 4.4 SE of US14 Interchange	Epoxy Deck Seal	0.834	2010	1.000	
47.00	IM 0902(108)60	123	Pennington	2.3	I90E I90W	I90, Exit 60	Approach Slabs & Adjacent Surfacing of Ramps Mainline for Exit 60	0.666	2010	0.793	
								2010	2.3	Miles	1.793
73.00	IM 0902( )62	01QQ	Pennington	31.9	I90E I90W	EBL & WBL I90 Fm W of Dusters Corner to the Wasta Hill	Mill & Class S Overlay	11.715	2012	12.878	
								2012	31.9	Miles	12.878
74.10	IM 0902( )61	01XA	Pennington		I90E I90W	I90, Exit 61	Approach Slabs & Adjacent Surfacing of Ramps Mainline for Exit 61	2.219	2013	2.440	
								2013	Miles	2.440	
<b>Total for Category 02</b>								<b>34.2</b>	<b>Miles</b>	<b>17.609</b>	

### Major Arterial Projects

## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
0.10	NH 0016(70)67	01W5	Pennington	0.1	US16	Intersection of St. Patrick St. and US 16 (Mt. Rushmore Road)	ADA Upgrade	0.130	2009	0.159	
								2009	0.1	Miles	0.159

**Total for Category 05      0.1      Miles      0.159**

### Minor Arterial Projects

14.00	P 0041(10)	01U0	Lawrence Pennington	4.8	SD244 SD44 SD445 US14A US16A	SD244, Fm E of the Entrance at Mt Rushmore to US16A at Keystone; SD44, Fm East Blvd to LaCrosse St in Rapid City; SD44, Fm SD231 in Rapid City to I90; US16A at the Int of SD244, US14A, PCCP Section In Lead	Pavement Restoration	0.121	2009	0.147	
Also Funded In:											
		Item	Category				Total Project Cost				
		7.00	State Highway System Urban Projects				1.261	1.603			
		4.00	State Highway System Municipal Projects				0.195				
								2009	4.8	Miles	0.147

**Total for Category 10      4.8      Miles      0.147**

### State Highway System Urban Projects

7.00	P 0041(10)	01U0	Lawrence Pennington	4.8	SD244 SD44 SD445 US14A US16A	SD244, Fm E of the Entrance at Mt Rushmore to US16A at Keystone; SD44, Fm East Blvd to LaCrosse St in Rapid City; SD44, Fm SD231 in Rapid City to I90; US16A at the Intersection of SD244, US14A, PCCP Section In Lead	Pavement Restoration	1.034	2009	1.261	
Also Funded In:											
		Item	Category				Total Project Cost				
		14.00	Minor Arterial Projects				0.147	1.603			
		4.00	State Highway System Municipal Projects				0.195				
								2009	4.8	Miles	1.261

**State Highway System Urban Projects (continued)**

## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
15.00	NH 0016(68)061	01B5	Pennington	5.7	US16	US 16 - Fm Spring Creek Rd to	Mill & AC Overlay	2.209	2010	2.761	
					US16E	Cathedral Drive in Rapid City					
					US16W						
16.00	P 0044(137)046	01BP	Pennington	3.3	SD44	SD44 - Omaha St. from Poplar St. to Longview Dr. in Rapid City	Pavement Restoration	0.910	2010	1.152	
								2010	9.0	Miles	3.913
17.00	P 0044( )47	01QD	Pennington	0.0	SD44	Knollwood Drainage Improvement at the intersection of SD44/Cambell St. in Rapid City	Construct 2 Box Culverts, 1 just North of the intersection on Cambell and one just east of the intersection on SD44	0.482	2011	0.588	
<b>Total cost of the project is \$0.988. City will fund the other \$0.494 of this with City Funds.</b>											
21.00	P 0044(129)42	00X9	Pennington	1.3	SD44	SD44 (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City	Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Paving	6.535	2011	8.345	
22.00	SA 0718(01)	00KC	Pennington	1.7		East Blvd, fm St. Joe St. to North St. & North St. fm East Blvd to Cambell St. in Rapid City	Urban Grading & PCC Paving	2.458	2011	3.000	
								2011	3.0	Miles	11.933
30.00	*NH 2016(17)64	6875	Pennington	3.0	US16B	From US16 to SD79 in Rapid City	Grading, PCC Paving & Signals	12.197	2012	15.628	
								2012	3.0	Miles	15.628
33.00	SA 0718(01)	00KC	Pennington	1.7		East Blvd, fm St. Joe St. to North St. & North St. fm East B.vd to Cambell St. in Rapid City	Urban Grading & PCC Paving	2.458	2013	3.000	
								2013	1.7	Miles	3.000
<b>Total for Category 17</b>								<b>21.5</b>	<b>Miles</b>	<b>35.735</b>	

### State Highway System Municipal Projects

4.00	P 0041(10)	01U0	Lawrence	4.8	SD244	SD244, Fm E of the Entrance at Mt	Pavement Restoration	0.160	2009	0.195
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## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
			Pennington	SD44		Rushmore to US16A at Keystone;					
				SD445		SD44, Fm East Blvd to LaCrosse St					
				US14A		in Rapid City; SD44, Fm SD231 in					
				US16A		Rapid City to I90; US16A at the					
						Intersection of SD244, US14A, PCCP					
						Section In Lead					
Also Funded In:											
Item	Category							Total Project Cost			
14.00	Minor Arterial Projects						0.147	1.603			
7.00	State Highway System Urban Projects						1.261				
								2009	4.8	Miles	0.195

**Total for Category 19      4.8      Miles      0.195**

### Bridge Replacement Projects

27.00	BRF 016L(01)69 BRF0044(143)46	00KS 01CZ	Pennington	0.0	SD44 US16EB US16WB	SE Connector - Over SD44/Railroad & Over Rapid Creek, SD44 Over Rapid Creek 0.8 W of the US16B Jct	Epoxy Deck Seal	0.431	2012	0.538	
								2012	0.0	Miles	0.538

**Total for Category 22      0.0      Miles      0.538**

### State Trunk 3R Structure Projects

42.00	P 0016( )67	6492	Pennington	0.0	US16E	Tower Road, Non Federal-Aid Co Rd over US16 1.9 S of SD44 in Rapid City	Epoxy Deck Seal & Modify Joints	0.246	2013	0.301	
50.00	P 0044( )39	01RC	Pennington	0.0	SD44 SD44E SD44W	1.9 & 4.2 SW of Jct of SD79 over Rapid Crk; 3.6 SW of Jct SD79 over Cleghorn Canyon	Deck Overlay, Rail & Approaches	0.676	2013	0.824	
								2013	0.0	Miles	1.125

**Total for Category 30      0.0      Miles      1.125**

### Railroad Crossing Improvement Projects

2.00	PP 000S(152)	5159	Butte	0.0		Dakota, Minnesota & Eastern	Replace Railroad Crossing	0.099	2009	0.110
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## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
			Custer Fall River Lawrence Meade Pennington			Railroad Crossings, Fm Nebr S of Oelrichs to Wyoming NW of Belle Fourche	Crossbuck Signs			
							2009	0.0	Miles	0.110
6.00	PP 8052(41)	1432	Pennington	0.0		11th St W of West Blvd in Rapid City DM&E #190-273R	Railroad Crossing Flashing Light Signals	0.081	2011	0.090
							2011	0.1	Miles	0.090
<b>Total for Category 60</b>								<b>0.0</b>	<b>Miles</b>	<b>0.200</b>

### Local Urban Systems Projects

0.10	P 1648(02)	H116	Pennington	0.3		Anamosa St fm LaCrosse East (Existing Road)	Grading, Widening, C&G, PCCP Paving, Storm Sewer, Lighting & Sidewalks; Preliminary Engineering	1.281	2009	1.563
0.10	P 1650(00)	005Q	Pennington	0.3		Eglin Street, Fm East North Street E. to DOT Complex Entrance in Rapid City	Grading, Traffic Signals, Lighting, Storm Sewer, C & G, & PCC Paving	0.000	2009	0.950
1.00	P 1648(03)	H021	Pennington	0.3		Anamosa St. from Haines Ave. to Midway St in Rapid City	Grading, Widening, Storm Sewer, C& G & PCC Paving, Intersection Impr, Traffic Signals, Lighting, Sidewalks, ROW	1.496	2009	1.825
5.10	P 1608( 04 )	01FP	Pennington	0.6		Mall Drive Fm Disk (Maple) to LaCrosse Street in Rapid City	Preliminary Engineering	0.164	2009	0.200
5.10	P 1608( 04 )	01FP	Pennington	0.5		Mall Drive Fm Lowes Driveway to Disk (Maple) in Rapid City	Preliminary Engineering	0.123	2009	0.150
							2009	2.0	Miles	4.688

### Local Urban Systems Projects (continued)

26.00	P 1608( )	00JF	Pennington	0.5		Mall Drive Fm Lowes Driveway to Disk (Maple) in Rapid City	Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer,	1.065	2010	1.300
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## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	
							Sidewalk, PCCP & Lighting				
							2010	0.5	Miles	1.450	
21.00	P 1608( )	01FP	Pennington	0.6		Mall Drive Fm Disk (Maple) to LaCrosse Street in Rapid City	Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting	1.639	2011	2.000	
							2011	0.6	Miles	2.200	
11.00	P 1648(04)	005V	Pennington	0.2		Anamosa Street fm Midway Street to Holcomb Street in Rapid City	Grading, Widening, C&G, PCCP Surfacing, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	0.918	2013	1.120	
							2013	0.2	Miles	1.120	
<b>Total for Category 71</b>								<b>2.2</b>	<b>Miles</b>	<b>9.108</b>	

### Roadway Safety Improvement

0.10	P-PH 1610(17) P1612(01) Also Funded in: Item Category 0.10 County Secondary and Off System Projects	6292 01XF	Pennington	1.6		East 53rd St. (Reservoir Rd - FAS 1610) fm SD44 N 1.2 mi. to Twilight Dr and Longview Rd (FAS 1612) fm East 53rd St	Grading, Base Course, C&G, Storm Sewer, & AC Surface	1.395	2009	1.550	
							Total Project Cost 4.000				
							2009	1.6	Miles	2	1.550
31.00	PH 1614(01)	01DE	Pennington	1.0		Radar Hill Rd - From 228th St South to 229th St	Reconstruction for Vertical & Horizontal Realignment	1.44	2010	1.687	
							2010	1.0	Miles	1.687	
<b>Total for Category 75</b>								<b>2.6</b>	<b>Miles</b>	<b>3.237</b>	

### State Grouped Projects

15.00	P 0041( )	01V2	Areawide	0.0		In the Rapid City and Custer Area	Chip Seal	1.610	2009	1.965
							2009	0	Miles	1.965

## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
<b>Total for Category 83</b>								<b>0.0</b>	<b>Miles</b>	<b>1.965</b>
<b>County Secondary and Off System Projects</b>										
0.10	P-PH 1610(17) P1612(01)	6292 01XF	Pennington	1.6		East 53rd St. (Reservoir Rd - FAS 1610) fm SD44 N 1.2 mi. to Twilight Dr and Longview Rd (FAS 1612) fm East 53rd St	Grading, Base Course, C&G, Storm Sewer, & AC Surface	2.008	2009	2.450
Also Funded in:										
	Item	Category						Total Project Cost		
	0.10	Roadway Safety Improvement			1.550			4.000		
2009								1.6	Miles	2.450
28.00	P 6480(04)	5777	Pennington	9.6		Sheridan Lake Road from Jct. of US385 to Alberta Road	Grading, Base Course, C&G, SS & AC Surfacing	4.098	2011	5.000
2011								9.6	Miles	5.000
51.00	P 6491( ) P 6446( )	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mil to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W4 mi. to N. Haines Avenue	Grading & Gravel Surfacing	1.803	2012	2.200
2012								10.0	Miles	2.200
<b>Total for Category 92</b>								<b>21.2</b>	<b>Miles</b>	<b>9.650</b>
<b>Local Bridge Replacement Projects</b>										
7.00	BRO 8052(56)	H100	Pennington	0.0		Str Over Rapid Creek on Creek Dr N of St Patrick St in Rapid City	Structure & Approach Grading	0.448	2009	0.560
2009								0.0	Miles	0.560
<b>Local Bridge Replacement Projects (continued)</b>										
68.00	BRO 8052(58)	H081	Pennington	0.2		Str on Spruce Street Over a Creek in Box Elder	Structure & Approach Grading	0.198	2011	0.248
2011								0.2	Miles	0.248

## Rapid City Area Transportation Improvement Program 2009 - 2013

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
<b>Total for Category 93</b>								<b>0.2</b>	<b>Miles</b>	<b>0.808</b>
<b>Special Projects</b>										
4.00	EM 8052(59)	010E	Pennington	0.0		Greenway Pedestrian & Bike Path Extension in Rapid City	Bike Path	1.701	2009	2.075
99.00	EM 1648(01)	00UR	Pennington	0.7		East Anamosa Street, From 1200 Feet East of N. LaCrosse Street to E. North Street in Rapid City	Preliminary Engineering, ROW, Construction of New 5 Lane Pavement and a Railroad Grade Separation	5.520	2009	7.001
2009								0.7	Miles	9.076
<b>Total for Category 94</b>								<b>0.7</b>	<b>Miles</b>	<b>9.076</b>
<b>Transportation Enhancement Projects</b>										
1.00	P OENH(171)	0114	Pennington	0.0		Fairgrounds Bike Path in Rapid City	Bike Path	0.137	2009	0.166
2009								0.137		0.166
<b>Total for Category 96</b>								<b>0.0</b>	<b>Miles</b>	<b>0.166</b>