



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-5035

Growth Management Department

300 Sixth Street

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TO: Public Works Committee

FROM: Karley Halsted, P.E.
Engineering Project Manager
Growth Management Department

DATE: April 3, 2009

RE: Appeal of denial for an exception to allow approach corner clearance
Lots 27-32 & south 50' of Lots 1-4 Green Acres Addition
PIN 2034361011 – Exception File No. 09EX037

A request was submitted by Lyle Henriksen, Henriksen Inc., on February 11, 2009 for an exception to allow driveways approach corner clearances less than those shown in Figure 8-1 of the Street Design Criteria Manual. This request is associated with a building permit for Big D Oil. Proposed plans include a convenience store addition to the service station located at 3010 W. Main Street.

The City of Rapid City Street Design Criteria Manual states in Section 8.2.3, minimum corner clearances are shown in Figure 8-1 and shall be utilized for roadways having an operating speed of 35 mph or less. For roadways having operating speeds higher than 35 mph, the clearances given in Figure 8-1 shall be doubled. At locations where the required corner clearances cannot be attained a minimum corner clearance of 50 feet shall be maintained. The speed limit for this portion of W. Main Street is 35 mph, Figure 8-1 indicates that 115 feet is needed for corner clearance. The speed limit for this portion of St. Onge Street is 25 mph, Figure 8-1 indicates that 50 feet is needed for corner clearance.

The existing driveways shown on the plan reflect a driveway on W. Main Street 28 feet - 8 inches from the intersection of St. Onge and W. Main Streets, 86 feet less than what is required. There is also a driveway on St. Onge Street 37 feet from the intersection of St. Onge and W. Main streets, 13 feet less than the required. The requested exception will permit vehicles to exit the property into unsafe traffic conditions while also being in close proximity to the intersections of W. Main Street and St. Onge Street or Vale Street. This denial is based on public safety due to the increased traffic movements from this property.

Staff Recommendation: Staff recommends denial of the exception to allow approach corner clearances less than those in Figure 8-1 of the Street Design Criteria Manual.



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