



Department of Transportation

Rapid City Region Office

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May 5, 2009

Robert Ellis
City of Rapid City
300 6TH St.
Rapid City, SD 57701

Dear Mr. Ellis:

Thank you for your recent inquiry regarding pedestrian pushbuttons at the intersection of US 16 and St. Patrick Street in Rapid City. The Department of Transportation takes very seriously any issues of compliance with provisions of the American Disabilities Act Accessibility Guidelines (ADAAG) and proposed Public Right-of-Way Accessibility Guidelines (PROWAG). Our reasons for specifically disallowing pedestrian pushbuttons at all quadrants of this intersection are explained below. It should be made clear that the Department feels very strongly that no person's safety is being jeopardized by this decision.

Regarding the specifics of this intersection, a conscious decision was made to alter only the northwest quadrant. We are comfortable making this decision because the other three quadrants are useable even though they are non-compliant with ADA. Addition of pushbuttons to signal poles would be considered an "alteration" under ADAAG and PROWAG and would force the Department to make each quadrant fully compliant to standards. To do this we would need to alter sidewalk slopes, landing sizes, location of pedestrian buttons, etc. In other words, we would have to essentially re-build each quadrant of the intersection, potentially replacing the entire signal system. Rough estimates for doing this work are \$250,000 or more. Due to the intersection already being useable and having the potential of being rebuilt in the next 5-7 years, the Department will be focusing financial resources on intersections that have greater needs.

The DOT has undertaken an initiative to survey and assess ADA needs for every intersection on the State Highway System in South Dakota. From that analysis, we have developed a comprehensive list of needs that will be addressed in the Department's Statewide *ADA Transition Plan*. That plan will tentatively be made part of our annual STIP this year, and for the first time there will be stand-alone ADA projects incorporated in the STIP based on the ADA Transition Plan. Construction on those types of ADA stand-alone projects would tentatively be scheduled to begin in 2012. I encourage the City of Rapid City to provide comments regarding this plan when the request for public comment is distributed to our stakeholders.

Sincerely,

Todd A. Seaman
Rapid City Region Engineer

CC: Marcia Elkins - Rapid City Growth Development