

# **Rapid City Area Transportation Improvement Program**

(Fiscal Years 2010-2014)

## **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

Preparation of this document  
has been financed in part with  
Metropolitan Planning funds from the  
Federal Highway Administration

**Draft Report  
July 2009**

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2010 - 2014)

## TABLE OF CONTENTS

|  | <u>Page</u> |
|--|-------------|
| Abbreviations Used in this Document .....  | iii         |
| Metropolitan Transportation Planning Process Certification .....                                     | v           |
| <br>   |             |
| I. INTRODUCTION  |             |
| A. Transportation Improvement Program .....  | 1           |
| B. Transportation Improvement Program in Perspective .....   | 2           |
| <br>   |             |
| II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS   |             |
| A. Project Selection and Prioritization .....  | 2           |
| B. Financial Constraint .....  | 3           |
| <br>   |             |
| III. RECOMMENDED PROJECTS AND PROGRAMS .....   | 6           |
| <br>   |             |
| IV. LIST OF PROJECTS .....   | 6           |
| RAPID CITY CAPITAL IMPROVEMENTS PROGRAM<br>2010-2014 Capital Improvements Program Project List ..... | 8           |
| PUBLIC TRANSIT PROJECTS<br>Rapid City Public Transit .....   | 10          |
| CITY OF BOX ELDER 2010-2014 PROJECT LIST .....   | 11          |
| MEADE COUNTY 2010 CONSTRUCTION PROGRAM .....   | 12          |
| PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM<br>2010-2014 Project List .....                     | 13          |
| PUBLIC TRANSPORTATION PROJECTS<br>Public Transportation - Private Non-Profit Org .....               | 14          |

IV. LIST OF PROJECTS (con't)

STREET AND HIGHWAY PROJECTS

|  |    |
|--|----|
| Interstate Maintenance Projects.....           | 15 |
| State Highway System Urban Projects.....       | 17 |
| Bridge Replacement Projects.....               | 19 |
| State Trunk 3R Structure Projects.....         | 20 |
| Economic Stimulus Package .....                | 21 |
| Railroad Crossing Improvement Projects .....   | 22 |
| Local Urban Systems Projects (STP) .....       | 23 |
| Roadway Safety Improvement Projects.....       | 24 |
| County Secondary and Off Systems Projects..... | 25 |
| Local Bridge Replacement Projects.....         | 26 |

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

**(Fiscal Years 2010 - 2014)**

### **- 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   |
| <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.   |
| <b>RACT</b>      | Reasonable Available Control Technologies which have been established by the EPA.   |

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

|                   |  |
|-------------------|--|
| <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

\_\_\_\_\_  
Date

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2010 - 2014)

## 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 will be held on July 16, 2009.

## **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 2010-2014 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 Page 7.

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 (2010) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2011-2014) 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                     | 2010         | 2011         | 2012         | 2013         | 2014         | Total         |
|--------------------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Streets (8910)           | \$3,978,237  | \$4,140,966  | \$4,310,205  | \$4,486,213  | \$4,669,262  | \$21,584,883  |
| Drainage (8911)          | \$2,652,158  | \$2,760,644  | \$2,873,470  | \$2,990,809  | \$3,112,840  | \$14,389,921  |
| Misc Improvements (8913) | \$150,000    | \$150,000    | \$150,000    | \$150,000    | \$150,000    | \$750,000     |
| STP (Urban Systems)      | \$1,500,000  | \$1,500,000  | \$1,500,000  | \$1,500,000  | \$1,500,000  | \$7,500,000   |
| South Dakota DOT         | \$5,212,000  | \$2,726,000  | \$647,000    | \$1,048,000  | \$2,244,000  | \$11,877,000  |
| Federal Funds            | \$29,881,000 | \$14,581,000 | \$6,475,000  | \$6,641,000  | \$11,657,000 | \$69,235,000  |
| Total                    | \$43,373,395 | \$25,858,610 | \$15,955,675 | \$16,816,022 | \$23,333,102 | \$125,336,804 |

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 2010-2014 TIP (pages 8 and 9) 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 – Local Urban System Projects (STP) and City of Rapid City CIP  
2009-2013 Transportation Expenditures

| Year  | STP Projects | City of Rapid City CIP Projects | Proposed Transportation Expenditures |
|-------|--------------|---------------------------------|--------------------------------------|
| 2010  | \$2,750,000  | \$7,252,312                     | \$10,002,312                         |
| 2011  | \$2,200,000  | \$6,380,500                     | \$8,580,500                          |
| 2012  | \$0          | \$7,509,300                     | \$7,509,300                          |
| 2013  | \$1,120,000  | \$7,957,000                     | \$9,077,000                          |
| 2014  | \$1,730,000  | \$7,905,128                     | \$9,635,128                          |
| Total | \$7,800,000  | \$37,004,240                    | \$44,804,240                         |

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

| State Projects                           | 2010                | 2011                | 2012               | 2013               | 2014                | Total               |
|--|---------------------|---------------------|--------------------|--------------------|---------------------|---------------------|
| Federal                                  | \$14,185,000        | \$8,948,000         | \$6,205,000        | \$3,651,000        | \$9,699,000         | \$42,688,000        |
| State Match                              | \$3,651,000         | \$2,300,000         | \$617,000          | \$815,000          | \$1,872,000         | \$9,255,000         |
| <b>Sub-Total</b>                         | <b>\$17,836,000</b> | <b>\$11,248,000</b> | <b>\$6,822,000</b> | <b>\$4,466,000</b> | <b>\$11,571,000</b> | <b>\$51,943,000</b> |
| <b>Local Urban System Projects (STP)</b> |                     |                     |                    |                    |                     |                     |
| Federal                                  | \$1,189,000         | \$1,804,000         | \$0                | \$917,000          | \$1,418,000         | \$5,328,000         |
| State Match                              | \$1,561,000         | \$396,000           | \$0                | \$203,000          | \$312,000           | \$2,472,000         |
| <b>Sub-Total</b>                         | <b>\$2,750,000</b>  | <b>\$2,200,000</b>  | <b>\$0</b>         | <b>\$1,120,000</b> | <b>\$1,730,000</b>  | <b>\$7,800,000</b>  |
| <b>Roadway Safety Improvements</b>       |                     |                     |                    |                    |                     |                     |
| Federal                                  | \$0                 | \$1,710,000         | \$270,000          | \$270,000          | \$540,000           | \$2,790,000         |
| State Match                              | \$0                 | \$30,000            | \$30,000           | \$30,000           | \$60,000            | \$150,000           |
| Local Match                              | \$0                 | \$247,000           | \$0                | \$0                | \$0                 | \$247,000           |
| <b>Sub-Total</b>                         | <b>\$0</b>          | <b>\$1,987,000</b>  | <b>\$300,000</b>   | <b>\$300,000</b>   | <b>\$600,000</b>    | <b>\$3,187,000</b>  |
| <b>Railroad Crossing Improvements</b>    |                     |                     |                    |                    |                     |                     |
| Federal                                  | \$110,000           | \$81,000            | \$0                | \$0                | \$0                 | \$191,000           |
| Local Match                              | \$0                 | \$9,000             | \$0                | \$0                | \$0                 | \$9,000             |
| <b>Sub-Total</b>                         | <b>\$110,000</b>    | <b>\$90,000</b>     | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>          | <b>\$200,000</b>    |
| <b>County and Secondary Projects</b>     |                     |                     |                    |                    |                     |                     |
| Federal                                  | \$0                 | \$1,835,000         | \$0                | \$1,803,000        | \$0                 | \$3,638,000         |
| Local Match                              | \$0                 | \$3,165,000         | \$0                | \$397,000          | \$0                 | \$3,562,000         |
| <b>Sub-Total</b>                         | <b>\$0</b>          | <b>\$5,000,000</b>  | <b>\$0</b>         | <b>\$2,200,000</b> | <b>\$0</b>          | <b>\$7,200,000</b>  |
| <b>Local Bridge Replacement</b>          |                     |                     |                    |                    |                     |                     |
| Federal                                  | \$528,000           | \$203,000           | \$0                | \$0                | \$0                 | \$731,000           |
| Local Match                              | \$132,000           | \$51,000            | \$0                | \$0                | \$0                 | \$183,000           |
| <b>Sub-Total</b>                         | <b>\$660,000</b>    | <b>\$254,000</b>    | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>          | <b>\$914,000</b>    |
| <b>Economic Stimulus</b>                 |                     |                     |                    |                    |                     |                     |
| Federal                                  | \$13,869,000        | \$0                 | \$0                | \$0                | \$0                 | \$13,869,000        |
| Local Match                              | \$287,000           | \$0                 | \$0                | \$0                | \$0                 | \$287,000           |
| <b>Sub-Total</b>                         | <b>\$14,156,000</b> | <b>\$0</b>          | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>          | <b>\$14,156,000</b> |
| <b>Total for Fiscal Year</b>             | <b>\$35,512,000</b> | <b>\$20,779,000</b> | <b>\$7,122,000</b> | <b>\$8,086,000</b> | <b>\$13,901,000</b> | <b>\$85,400,000</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 2010-2014 is included on page 10.

The City of Box Elder presently receives funding from the City's general fund. The City of Box Elder Five-Year Construction Program for 2010-2014 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 2010-2014 is included on page 13.

Meade County presently receives funding from the County's general fund. The Meade County Five-Year Construction Program for 2010-2014 is included on page 12.

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

### **III. RECOMMENDED PROJECTS AND PROGRAMS**

A listing of projects, programs, and funding sources during Fiscal Years 2010 – 2014 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

|   | <u>Page</u> |
|---|-------------|
| RAPID CITY FIVE-YEAR CONSTRUCTION PROGRAM                 |             |
| 2010-2014 Capital Improvements Program Project List ..... | 8           |
| PUBLIC TRANSIT PROJECTS                                   |             |
| Rapid City Public Transit.....                            | 10          |
| CITY OF BOX ELDER 2010 – 2014 PROJECT LIST .....          | 11          |
| MEADE COUNTY 2010 CONSTRUCTION PROGRAM.....               | 12          |
| PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM          |             |
| 2010-2014 Project List .....                              | 13          |
| PUBLIC TRANSPORTATION PROJECTS                            |             |
| Public Transportation - Private Non-Profit Org.....       | 14          |
| STREET AND HIGHWAY PROJECTS                               |             |
| Interstate Maintenance Projects.....                      | 15          |
| State Highway System Urban Projects .....                 | 17          |
| Bridge Replacement Projects.....                          | 19          |
| State Trunk 3R Structure Projects .....                   | 20          |
| Economic Stimulus Package.....                            | 21          |
| Railroad Crossing Improvement Projects.....               | 22          |
| Local Urban Systems Projects (STP).....                   | 23          |
| Roadway Safety Improvement Projects.....                  | 24          |
| County Secondary and Off Systems Projects .....           | 25          |
| Local Bridge Replacement Projects .....                   | 26          |

**Capital Plan for  
Street, Drainage and MIP Projects  
2010 through 2014 Summary**

| <b>Fund/Project Name</b>                           | <b>CIP #</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>Fund Total</b> |
|--|--------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| <b>8910 - Streets</b>                              |              |             |             |             |             |             |                   |
| 44th Street Phase 2 - W. Main to W. Chicago        | 50719        |             | 50,000      | 460,000     |             |             | 510,000           |
| Annual Bridge Maintenance                          | 50752        | 60,000      | 60,000      | 60,000      | 60,000      | 60,000      | 300,000           |
| Bridge Inspections                                 | 50630        | 2,500       | 1,000       | 2,500       | 1,000       | 2,500       | 9,500             |
| Canyon Lake Dr. Watermain Reconstruction           | 50004-878    |             |             | 365,000     |             |             | 365,000           |
| Catron Turn Lane                                   | 50751        | 150,000     |             |             |             |             | 150,000           |
| Centennial St Improvements, Elm to Michigan        | 50425        |             |             | 35,000      |             |             | 35,000            |
| Centre St. Reconst., LaCross to Cambell            | 50141-990    |             |             |             |             | 80,000      | 80,000            |
| Contingency/Inflation for 8910 - Streets           | 8910Inflat   | 124,500     | 130,800     | 137,300     | 144,000     | 148,320     | 684,920           |
| Creek Drive Bridge Replacement                     | 50309-1241   | 256,200     |             |             |             |             | 256,200           |
| Dover Street Drainage Improvements                 | 50025-1452   | 250,000     |             |             |             |             | 250,000           |
| Downtown Alleys Reconstruction                     | 50379        | 50,000      | 50,000      | 50,000      | 50,000      |             | 200,000           |
| 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 St. Reconstruction, Quincy to Cambell     | 50142-1511   | 277,485     |             | 1,631,250   |             | 1,631,250   | 3,539,985         |
| E. North Street Engineering                        | 50764        |             | 137,750     |             | 148,625     |             | 286,375           |
| Elm Ave. Reconstruction South - Phase 4            | 50643-1777   | 22,720      | 512,400     |             |             |             | 535,120           |
| Infrastructure QA Program                          | 50637        | 25,000      | 25,000      | 25,000      | 25,000      | 25,000      | 125,000           |
| Minnewasta Rd. Drainage Improvements               | 50707        |             |             |             | 75,000      |             | 75,000            |
| Minnewasta St. Utilities                           | 50383        |             |             | 79,000      |             |             | 79,000            |
| Robbinsdale Reconstruction Project - Engineering   | 50134-1494   | 37,500      | 137,500     | 150,000     | 50,000      | 150,000     | 525,000           |
| Robbinsdale Reconstruction Project - Phase Four    | 50389-1494   |             |             |             | 2,295,000   |             | 2,295,000         |
| Robbinsdale Reconstruction Project - Phase Three   | 50421-1494   |             |             | 1,905,000   |             |             | 1,905,000         |
| Robbinsdale Reconstruction Project - Phase Two     | 50424-1494   | 1,000,000   | 935,000     |             |             |             | 1,935,000         |
| Silver St. Area Utility Improvements               | 50418-1656   | 450,000     |             |             |             |             | 450,000           |
| St. Andrews Reconstruction - Phase 2               | 50714        | 465,000     |             |             |             |             | 465,000           |
| Staton Place Street and Utilities Reconstruction   | 50367        |             |             | 58,000      |             |             | 58,000            |
| Steen Subdivision Road                             | 50663        |             |             |             |             | 45,708      | 45,708            |
| Street Rehabilitation                              | 50549        | 750,000     | 750,000     | 750,000     | 750,000     | 750,000     | 3,750,000         |
| W. Chicago Street/Drainage Reconst, Seeaire- Wedge | 50364-1187   |             |             |             |             | 680,000     | 680,000           |
| W. Omaha Water Transmission Main                   | 50457        |             |             |             | 400,000     |             | 400,000           |
| W. St. Cloud St. & Harmony Ln. Street & Utilities  | 50712        |             |             |             | 87,500      | 591,500     | 679,000           |
| <b>Project Total 8910 - Streets</b>                |              | 4,788,905   | 2,789,450   | 5,708,050   | 5,966,125   | 5,714,278   | 24,966,808        |
| <b>Budget for 8910 - Streets</b>                   |              | 3,978,237   | 4,140,966   | 4,310,205   | 4,486,213   | 4,669,262   | 21,584,883        |
| <b>Budget Minus Project Total</b>                  |              | (810,668)   | 1,351,516   | (1,397,845) | (1,479,912) | (1,045,016) | (3,381,925)       |
| <b>8911 - Drainage</b>                             |              |             |             |             |             |             |                   |
| 44th Street Phase 2 - W. Main to W. Chicago        | 50719        |             | 30,000      | 185,000     |             |             | 215,000           |
| 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    |             |             |             |             | 70,000      | 70,000            |
| Contingency/Inflation Funding for 8911 - Drainage  | 8911Inflat   | 68,000      | 72,000      | 75,000      | 77,250      | 79,600      | 371,850           |
| Deadwood Ave. Drainage Channel Outlet              | 50026        |             |             |             |             | 520,000     | 520,000           |
| Dover Street Drainage Improvements                 | 50025-1452   | 50,000      |             |             |             |             | 50,000            |
| Downtown Area Improvement Project - Phase 2 Const. | 50138-1432   | 112,800     |             |             |             |             | 112,800           |

**Capital Plan for  
Street, Drainage and MIP Projects  
2010 through 2014 Summary**

|  |             |           |           |           |           |           |            |
|--|-------------|-----------|-----------|-----------|-----------|-----------|------------|
| 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 St. Reconstruction, Quincy to Cambell     | 50142-1511  | 281,250   |           | 281,250   |           | 281,250   | 843,750    |
| E. North Street Engineering                        | 50764       |           | 23,750    |           | 25,625    |           | 49,375     |
| Elm Ave. Reconstruction South - Phase 4            | 50643-1777  | 8,857     | 199,800   |           |           |           | 208,657    |
| Erosion & Sediment Control Device Removal          | 50695       | 5,000     | 5,000     | 5,000     | 5,000     |           | 20,000     |
| Idelwild Box Culvert                               | 50715       |           |           | 15,000    | 150,000   |           | 165,000    |
| Jackson Blvd Reconstr. Mt. View to Rapid Creek     | 50351-1509a |           | 1,500,000 |           |           |           | 1,500,000  |
| Knollwood Drainage Elements 3 & 5 (Cambell,Hwy 44) | 50020       |           | 614,000   |           |           |           | 614,000    |
| Knollwood Outfall, Elements 2 & 20                 | 50312-1390  | 1,350,000 |           |           |           |           | 1,350,000  |
| Mall Drive Drainage Basin Design Plan              | 50711       |           |           |           | 150,000   |           | 150,000    |
| Meade Channel, Birch St. Crossing Improvements     | 50378       |           |           |           |           | 165,000   | 165,000    |
| Meade-Hawthorne Elements 47 and 240                | 50758       | 75,000    | 750,000   |           |           |           | 825,000    |
| 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  | 37,500    | 137,500   | 150,000   | 50,000    | 150,000   | 525,000    |
| 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  | 100,000   | 100,000   |           |           |           | 200,000    |
| Silver St. Area Utility Improvements               | 50418-1656  | 150,000   |           |           |           |           | 150,000    |
| South Creek Drainage                               | 50763       |           |           |           |           | 140,000   | 140,000    |
| St. Andrews Reconstruction - Phase 2               | 50714       | 75,000    |           |           |           |           | 75,000     |
| Viewfield Detention Dam Outlet Structure           | 50412       |           |           |           | 60,000    | 140,000   | 200,000    |
| W. Chicago Street/Drainage Reconst, Seeaire- Wedge | 50364-1187  |           |           |           |           | 225,000   | 225,000    |
| <b>Project Total 8911 - Drainage</b>               |             | 2,313,407 | 3,432,050 | 1,651,250 | 1,840,875 | 2,040,850 | 11,278,432 |
| <b>Budget for 8911 - Drainage</b>                  |             | 2,652,158 | 2,760,644 | 2,873,470 | 2,990,809 | 3,112,840 | 14,389,921 |
| <b>Budget Minus Project Total</b>                  |             | 338,751   | (671,406) | 1,222,220 | 1,149,934 | 1,071,990 | 3,111,489  |
|  |             |           |           |           |           |           |            |
| <b>8913 - Misc Improvements</b>                    |             |           |           |           |           |           |            |
| 11th St. Railroad Crossing                         | 50173-1504  |           | 9,000     |           |           |           | 9,000      |
| ADA Compliance Project                             | 50761       | 50,000    | 50,000    | 50,000    | 50,000    | 50,000    | 250,000    |
| 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>     |             | 150,000   | 159,000   | 150,000   | 150,000   | 150,000   | 759,000    |
| <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>                  |             | 0         | (9,000)   | 0         | 0         | 0         | (9,000)    |
|  |             |           |           |           |           |           |            |
| <b>Budget Totals - Streets, Drainage, MIP</b>      |             | 6,780,395 | 7,051,610 | 7,333,675 | 7,627,022 | 7,932,102 | 36,724,804 |
| <b>Project Totals - Streets, Drainage, MIP</b>     |             | 7,252,312 | 6,380,500 | 7,509,300 | 7,957,000 | 7,905,128 | 37,004,240 |
| <b>Budget Totals Minus Project Totals</b>          |             | (471,917) | 671,110   | (175,625) | (329,978) | 26,974    | (279,436)  |
| <b>Total Cumulative Balance</b>                    |             | 79,230    | 750,340   | 574,715   | 244,737   | 271,711   |            |

## RAPID CITY TRANSIT

| Project Number            | Project Description  | Estimated Costs     | Funding Sources          |
|---------------------------|--|---------------------|--------------------------|
| <b>CALENDAR YEAR 2010</b> |  |                     |                          |
| <b>Rcpts. 10-1</b>        | Annual Operating Assistance for Fixed Route and Dial-A-Ride service          | \$707,525.00        | Federal (Sec 5307)       |
|                           |  | \$598,099.00        | Local                    |
|                           |  | <u>\$28,425.00</u>  | State                    |
|                           |  | \$1,334,049.00      | TOTAL                    |
| <b>CALENDAR YEAR 2011</b> |  |                     |                          |
| <b>Rcpts.11-1</b>         | Annual Operating Assistance for Fixed Route and Dial-A-Ride service          | \$728,751.00        | Federal (Sec 5307)       |
|                           |  | \$616,042.00        | Local                    |
|                           |  | <u>\$28,425.00</u>  | State                    |
|                           |  | \$1,373,218.00      | TOTAL                    |
| <b>CALENDAR YEAR 2012</b> |  |                     |                          |
| <b>Rcpts. 12-1</b>        | Annual Operating Assistance for Fixed Route and Dial-A-Ride service          | \$750,614.00        | Federal (Sec 5307)       |
|                           |  | \$634,523.00        | Local                    |
|                           |  | <u>\$28,425.00</u>  | State                    |
|                           |  | \$1,413,562.00      | TOTAL                    |
| <b>CALENDAR YEAR 2013</b> |  |                     |                          |
| <b>Rcpts. 13-1</b>        | Annual Operating Assistance for Fixed Route and Dial-A-Ride service          | \$773,132.00        | Federal (Sec 5307)       |
|                           |  | \$653,559.00        | Local                    |
|                           |  | <u>\$28,425.00</u>  | State                    |
|                           |  | \$1,455,116.00      | TOTAL                    |
| <b>Rcpts. 13-2</b>        | Capital assistance for purchase of eight 30ft. ADA approved transit vehicles | \$1,162,000.00      | Federal ( Sec 5307/5309) |
|                           |  | <u>\$238,000.00</u> | Local                    |
|                           |  | \$1,400,000.00      | TOTAL                    |
| <b>Rcpts. 13-3</b>        | Capital assistance for purchase of four ADA approved paratransit vehicles    | \$381,800.00        | Federal (Sec 5307/5309)  |
|                           |  | <u>\$78,200.00</u>  | Local                    |
|                           |  | \$460,000.00        | TOTAL                    |
| <b>CALENDAR YEAR 2014</b> |  |                     |                          |
| <b>Rcpts. 14-1</b>        | Annual Operating Assistance for Fixed Route and Dial-A-Ride service          | \$796,326.00        | Federal (Sec 5307)       |
|                           |  | \$673,166.00        | Local                    |
|                           |  | <u>\$28,425.00</u>  | State                    |
|                           |  | \$1,497,917.00      | TOTAL                    |
| <b>Rcpts. 14-2</b>        | Capital assistance for purchase of four ADA approved paratransit vehicles    | \$400,890.00        | Federal (Sec 5307)       |
|                           |  | <u>\$82,110.00</u>  | Local                    |
|                           |  | \$483,000.00        | TOTAL                    |



### Box Elder Planned Roadway Improvement Projects

| <b>Year</b>  | <b>Roadway</b>                                 | <b>Distance<br/>(Miles)</b> | <b>Improvement Type</b>                                 | <b>Anticipated<br/>Cost</b> |
|--------------|--|-----------------------------|---|-----------------------------|
| 2010         | Radar Hill Rd                                  | 1                           | Reconstruction for Vertical &<br>Horizontal Realignment | \$ 200,000                  |
| 2011         | Structure on Spruce St<br>over Box Elder Creek |                             | Structure & Approach Grading                            | \$ 100,000                  |
| <b>Total</b> |  |                             |   | <b>\$ 300,000</b>           |

**Meade County**

**2010**

*Information was not available for Draft Report.*

TRANSPORTATION IMPROVEMENT PLAN  
FOR PENNINGTON COUNTY  
2010-2014

| 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 |
|------|----------------|--------|---------------|---|--|----------------|---------------------|--------------------------------|-----------|----------------------|------------------------|----------------------|-------------|-----------|---------------|
| 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(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 | BRO 8052(51)   |        | 940-159       | Structure 2E & 2N of Creighton over Stockdam Spillway   | Structure Rehabilitation   | \$222,000      |                     |                                |           | \$177,600            |                        |                      |             | \$44,400  |               |
| 2011 | EM-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   |
| 2012 | 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     |
| 2013 | BRO 8052( )    | 0.1    | 312-433       | 0.8 W of Keystone over Battle Creek   | Structure Rehabilitation   | \$174,000      |                     |                                |           | \$139,200            |                        |                      |             | \$34,800  | \$174,000     |
| 2014 | P6403          | 14.5   |               | Deerfield Road from 1.5 mi. NE of Deerfield, SW, SE, and E 14.5 mi. to the intersection of FR 304 | Asphalt Concrete Surfacing (Total = \$2.3; STP/State Match = \$1.57; Local Funds = \$0.73) | \$2,300,000    |                     |                                |           |                      |                        |                      | \$1,570,000 | \$730,000 | \$2,300,000   |
|      |                |        |               | Totals  | Totals:  | \$21,525,000   | \$0                 | \$3,100,000                    | \$0       | \$820,000            |                        | \$3,000,000          | \$4,570,000 | \$935,000 | \$19,703,000  |

# Rapid City Area Transportation Improvement Program 2010 - 2014

## **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

***Information was not available for Draft Report.***

**South Dakota Transportation Improvement Program**  
Tentative 2010 - 2014 STIP  
Report Date 6/17/2009

| By Category |                |      |  |        |                       |  |   | Interstate Maintenance Projects |             |                     |   |
|-------------|----------------|------|--|--------|-----------------------|--|---|---------------------------------|-------------|---------------------|---|
| Item        | Project Number | PC # | County                                     | Length | Route                 | Location of Project  | Type of Improvement   | Federal Funds                   | Fiscal Year | Total Cost/(Mil \$) | ¥ |
| 5.00        | IM 1902(64)0   | 01XD | Pennington                                 | 0.0    | I190N<br>I190S        | I190 - Over Silver Street in Rapid City, 1.2 S of the I90 Interchange  | Joint Repr, Spall Repr, PCC Panel Repl, Epoxy Chip Seal, Bent Cap, Bearing and Girder Repair and Berm Slope Protection Repair | 0.519                           | 2010        | 0.571               |   |
| 7.00        | IM 0903(79)68  | 00GG | Jackson<br>Pennington                      | 0.0    | I90E<br>I90W<br>US14E | I90 - Over Co Rd, 8.0 E of New 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 Chip Seal   | 0.868                           | 2010        | 1.031               |   |
| 13.00       | IM 0901(151)0  | 01MD | Jackson<br>Lawrence<br>Meade<br>Pennington | 0.0    |                       | I90 - Rapid City Area  | Replace Interstate Fence  | 0.163                           | 2010        | 0.179               |   |
| 18.00       | IM 0902(108)60 | 0123 | Pennington                                 | 0.1    | I90E<br>I90W          | I90 - Exit 60  | Approach Slabs & Adjacent Surfacing of Ramps Mainline for Exit 60   | 0.636                           | 2010        | 0.714               |   |
|             |                |      |  |        |                       |  |   | 2010                            | 0.1 Miles   | 2.495               |   |
| 36.00       | IM 0901(152)0  | 01MF | Jackson<br>Lawrence<br>Meade<br>Pennington | 0.0    |                       | I90 - Rapid City Area  | Replace Interstate Fence  | 0.159                           | 2011        | 0.175               |   |
|             |                |      |  |        |                       |  |   | 2011                            | 0.0 Miles   | 0.175               |   |

By Category

Interstate Maintenance Projects

| Item               | Project Number  | PC # | County     | Length | Route        | Location of Project   | Type of Improvement   | Interstate Maintenance Projects |             |                     |
|--------------------|-----------------|------|------------|--------|--------------|---|---|---------------------------------|-------------|---------------------|
|                    |                 |      |            |        |              |   |   | Federal Funds                   | Fiscal Year | Total Cost/(Mil \$) |
| 50.00              | *IM 0901(108)40 | 3465 | Meade      | 5.1    | I90E         | I90 EBL - South I90 Service Road fm Exit 40 to Exit 44 & North I90 Service Road fm Exit 44 to Exit 46 | South I90 Service Road, ROW; North I90 Service Road, Grading, AC Surfacing, New Culvert & ROW | 6.205                           | 2012        | 6.822               |
|                    |                 |      |            |        |              |   |   | 2012                            | 5.1 Miles   | 6.822               |
| 57.00              | IM 0902(145)61  | 01XA | Pennington | 0.3    | I90E<br>I90W | I90 - Exit 61   | Approach Slabs, Landscaping & Adjacent Surfacing of Ramps for Exit 61                         | 1.930                           | 2014        | 2.168               |
|                    |                 |      |            |        |              |   |   | 2014                            | 0.3 Miles   | 2.168               |
| Total for Category |                 |      |            |        |              |   | 02  | 5.5 Miles                       | 11.660      |                     |

By Category

State Highway System Urban Projects

| Item  | Project Number | PC # | County     | Length | Route  | Location of Project  | Type of Improvement   | Federal Funds | Fiscal Year | Total Cost/(Mil \$) |
|---|----------------|------|------------|--------|--------|--|---|---------------|-------------|---------------------|
| 2.00  | P 0044(137)46  | 01BP | Pennington | 3.3    | SD44   | SD44 - Omaha St. from Poplar St. to Longview Dr. in Rapid City.                                  | Saw & Seal PCCP, Joint Repair, Crack Sealing, Spall Repair & PCCP Panel Replacement | 0.682         | 2010        | 0.852               |
| 7.00  | *NH 2016(17)64 | 6875 | Pennington | 3.0    | US16B  | US16B - Fm US16 to SD79 in Rapid City  | Urban Grading, PCC Surfacing & Traffic Signals                                      | 11.102        | 2010        | 14.226              |
| 8.00  | NH 016B( )70   | 026U | Pennington | 0.0    | US16WB | US16B - Intersection of US16B/Turbin & Intersection of US16B/Concourse                           | Add Right Turn Lane   | 0.215         | 2010        | 0.263               |
|   |                |      |            |        |        |  |   | 2010          | 6.3 Miles   | 15.341              |
| 13.00   | P 0044(146)47  | 01QD | Pennington | 0.0    | SD44   | SD44 - Knollwood Drainage Improvement at the Intersection of SD44/Campbell Street in Rapid City  | Construct Box Culvert, Just North of the intersection on Campbell                   | 0.217         | 2011        | 0.265               |
| Total cost of the project is \$0.988. City will fund the other \$0.494 of this with 100% City Funds |                |      |            |        |        |  |   |               |             |                     |
| 14.00   | P 0044(129)42  | 00X9 | Pennington | 1.2    | SD44   | SD44 - (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City                                | Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Paving           | 6.113         | 2011        | 7.808               |
| 15.00   | 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 & PCCP Surfacing  | 2.459         | 2011        | 3.000               |
|   |                |      |            |        |        |  |   | 2011          | 2.9 Miles   | 11.073              |
| 24.00   | 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 and PCCP Surfacing  | 2.458         | 2013        | 2.999               |
|   |                |      |            |        |        |  |   | 2013          | 1.7 Miles   | 2.999               |
| 30.00   | P 0016( )67    | 01TH | Pennington | 0.8    | US16   | US16 - Fm End of the Divided Segment on the S Side of Rapid City to St Patricks St in Rapid City | Grading, PCCP Surfacing   | 7.134         | 2014        | 8.705               |
|   |                |      |            |        |        |  |   | 2014          | 0.8 Miles   | 8.705               |

By Category

State Highway System Urban Projects

| Item | Project Number | PC # | County | Length | Route | Location of Project | Type of Improvement | Federal Funds | Fiscal Year | Total Cost(Mil \$) | ¥ |
|------|----------------|------|--------|--------|-------|---------------------|---------------------|---------------|-------------|--------------------|---|
|      |                |      |        |        |       |                     | Total for Category  | 17            | 11.7 Miles  | 38.118             | ¥ |



By Category

Bridge Replacement Projects

| Item               | Project Number                    | PC #         | County     | Length | Route                    | Location of Project   | Type of Improvement | Federal Funds | Fiscal Year | Total Cost/(Mil \$) | ¥ |
|--------------------|-----------------------------------|--------------|------------|--------|--------------------------|---|---------------------|---------------|-------------|---------------------|---|
| 34.00              | BRF 016L(01)69<br>BRF 0044(143)46 | 00KS<br>01CZ | Pennington | 0.0    | SD44<br>US16EB<br>US16WB | US16B - SE Connector - Over<br>SD44/Railroad & Over Rapid Creek;<br>SD44 - Over Rapid Creek 0.8 W of<br>the US16B Jct | Epoxy Chip Seal     | 0.388         | 2013        | 0.486               |   |
|                    |                                   |              |            |        |                          |   |                     | 2013          | 0.0 Miles   | 0.486               |   |
| Total for Category |                                   |              |            |        |                          |   | 22                  | 0.0 Miles     | 0.486       |                     |   |

By Category

State Trunk 3R Structure Projects

| Item               | Project Number | PC # | County     | Length | Route                  | Location of Project  | Type of Improvement   | Federal Funds | Fiscal Year | Total Cost/(Mil \$) | ¥     |
|--------------------|----------------|------|------------|--------|------------------------|--|---|---------------|-------------|---------------------|-------|
| 35.00              | P 0016( )67    | 6492 | Pennington | 0.0    | US16E                  | US16 - EBL, Tower Road, Non Federal-Aid Co Rd over US16 1.9 S of SD44 in Rapid City        | Epoxy Chip Seal, Joint Modification & Zone Paint                        | 0.150         | 2013        | 0.182               |       |
| 43.00              | P 0044( )39    | 01RC | Pennington | 0.0    | SD44<br>SD44E<br>SD44W | SD44 - 1.9 & 4.2 SW of Jct of SD79 over Rapid Crk; 3.6 SW of Jct SD79 over Cleghorn Canyon | Deck Overlay, Approach Guard Rail, Approach Slabs & Replace Bridge Rail | 0.655         | 2013        | 0.799               |       |
|                    |                |      |            |        |                        |  |   | 2013          | 0.0         | <b>Miles</b>        | 0.981 |
| Total for Category |                |      |            |        |                        |  | 30  | 0.0           | Miles       | <b>0.981</b>        |       |

By Category

Economic Stimulus Package

| Item               | Project Number | PC # | County     | Length | Route        | Location of Project  | Type of Improvement    | Economic Stimulus Package |             |                     |
|--------------------|----------------|------|------------|--------|--------------|--|------------------------|---------------------------|-------------|---------------------|
|                    |                |      |            |        |              |  |                        | Federal Funds             | Fiscal Year | Total Cost/(Mil \$) |
| 10.00              | ES 0902(144)62 | 01QQ | Pennington | 31.9   | I90E<br>I90W | I90 - EBL & WBL, Fm W of Dusters<br>Corner to the Wasta Hill | Mill & Class S Overlay | 13.869                    | 2010        | 14.156              |
|                    |                |      |            |        |              |  |                        | 2010                      | 31.9 Miles  | 14.156              |
| Total for Category |                |      |            |        |              |  | 39                     | 31.9 Miles                | 14.156      |                     |

By Category

Railroad Crossing Improvement Projects

| Item               | Project Number | PC # | County   | Length | Route | Location of Project  | Type of Improvement                          | Federal Funds | Fiscal Year  | Total Cost/(Mil \$) | ¥     |
|--------------------|----------------|------|--|--------|-------|--|--|---------------|--------------|---------------------|-------|
| 1.00               | PP 000S(152)   | 5159 | Butte<br>Custer<br>Fall River<br>Lawrence<br>Meade<br>Pennington | 0.0    |       | Dakota, Minnesota & Eastern<br>Railroad Crossings, Fm Nebr S of<br>Oelrichs to Wyoming NW of Belle<br>Fourche. | Replace Railroad Crossing<br>Crossbuck Signs | 0.110         | 2010         | 0.110               |       |
|                    |                |      |  |        |       |  |  | 2010          | 0.0          | <b>Miles</b>        | 0.110 |
| 16.00              | PP 8052(41)    | 1432 | Pennington   | 0.0    |       | 11th St W of West Blvd in Rapid City<br>DM&E #190-273R   | Railroad Crossing Flashing Light<br>Signals  | 0.081         | 2011         | 0.090               |       |
|                    |                |      |  |        |       |  |  | 2011          | 0.0          | <b>Miles</b>        | 0.090 |
| Total for Category |                |      |  |        |       |  | 60   | <b>0.0</b>    | <b>Miles</b> | <b>0.200</b>        |       |

By Category

Local Urban System Projects

| Item  | Project Number | PC # | County     | Length | Route | Location of Project  | Type of Improvement  | Federal Funds | Fiscal Year | Total Cost/(Mil \$) | ¥ |
|-------|----------------|------|------------|--------|-------|--|--|---------------|-------------|---------------------|---|
| 3.00  | P 1650(00)     | 005Q | Pennington | 0.3    |       | Eglin Street, Fm East North Street E to the DOT Complex Entrance in Rapid City | Grading, Traffic Signals, Lighting, Storm Sewer, Curb & Gutter, Lighting & PCC Paving                                      | 0.000         | 2010        | 1.300               |   |
| 9.00  | P 1608(05)     | 00JF | Pennington | 0.5    |       | Mall Drive Fm Lowes Driveway to Disk (Maple) in Rapid City                     | Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting                                    | 1.189         | 2010        | 1.450               |   |
|       |                |      |            |        |       |  |  | 2010          | 0.8 Miles   | 2.750               |   |
| 13.00 | P 1608(04)     | 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                                    | 1.804         | 2011        | 2.200               |   |
|       |                |      |            |        |       |  |  | 2011          | 0.6 Miles   | 2.200               |   |
| 22.00 | 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 | 0.917         | 2013        | 1.120               |   |
|       |                |      |            |        |       |  |  | 2013          | 0.2 Miles   | 1.120               |   |
| 30.00 | P 1648(05)     | 01TV | Pennington | 0.3    |       | Anamosa St. from Holcomb to Milwaukee in Rapid City                            | Grading, Widening, C&G, PCCP, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW             | 1.418         | 2014        | 1.730               |   |
|       |                |      |            |        |       |  |  | 2014          | 0.3 Miles   | 1.730               |   |
|       |                |      |            |        |       | Total for Category   | 71   | 1.9 Miles     | 7.800       |                     |   |

By Category

Roadway Safety Improvement

| Item  | Project Number | PC # | County     | Length | Route | Location of Project  | Type of Improvement                                  | Roadway Safety Improvement |             |                     |
|---|----------------|------|------------|--------|-------|--|--|----------------------------|-------------|---------------------|
|   |                |      |            |        |       |  |  | Federal Funds              | Fiscal Year | Total Cost/(Mil \$) |
| 23.00   | PH 1614(01)    | 01DE | Pennington | 1.0    |       | Radar Hill Rd - From 228th St South to 229 St                  | Reconstruction for Vertical & Horizontal Realignment | 1.440                      | 2011        | 1.687               |
| Any Cost Over \$1.440 in Federal Funds available will be the responsibility of the City of Box Elder. |                |      |            |        |       |  |  |                            |             |                     |
| 43.00   | PH 000S(231)   | 02CG | Regionwide | 0.0    |       | Various Locations on the State System in the Rapid City Region | Install Rumble Strips                                | 0.270                      | 2011        | 0.300               |
|   |                |      |            |        |       |  |  | 2011                       | 1.0 Miles   | 1.987               |
| 57.00   | PH 000S(232)   | 02CH | Regionwide | 0.0    |       | Various Locations on the State System in the Rapid City Region | Install Rumble Strips                                | 0.270                      | 2012        | 0.300               |
|   |                |      |            |        |       |  |  | 2012                       | 0.0 Miles   | 0.300               |
| 71.00   | PH 000S(233)   | 02CJ | Regionwide | 0.0    |       | Various Locations on the State System in the Rapid City Region | Install Rumble Strips                                | 0.270                      | 2013        | 0.300               |
|   |                |      |            |        |       |  |  | 2013                       | 0.0 Miles   | 0.300               |
| 94.00   | PH 000S(234)   | 02CK | Regionwide | 0.0    |       | Various Locations on the State System in the Rapid City Region | Install Rumble Strips                                | 0.270                      | 2014        | 0.300               |
|   |                |      |            |        |       |  |  | 2014                       | 0.0 Miles   | 0.300               |
| Total for Category  |                |      |            |        |       |  | 75   | 1.0 Miles                  | 2.887       |                     |

By Category

County Secondary and Off System Projects

| Item   | Project Number           | PC #         | County     | Length | Route | Location of Project  | Type of Improvement                          | Federal Funds | Fiscal Year  | Total Cost/(Mil \$) | ¥     |  |
|--|--------------------------|--------------|------------|--------|-------|--|--|---------------|--------------|---------------------|-------|--|
| 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 | 1.835         | 2011         | 5.000               |       |  |
| Total Project Cost = \$5.0 mill.; Available STP funds and State Match = \$2.24 mill.; Local Funds = \$2.76 mill. |                          |              |            |        |       |  |  |               |              |                     |       |  |
|  |                          |              |            |        |       |  |  | 2011          | 9.6          | <b>Miles</b>        | 5.000 |  |
| 71.00  | P 6491(06)<br>P 6446(04) | 6358<br>6359 | Meade      | 10.0   |       | Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4 mi. to N. Haines Ave | Grading & Gravel Surfacing                   | 1.803         | 2014         | 2.200               |       |  |
|  |                          |              |            |        |       |  |  | 2014          | 10.0         | <b>Miles</b>        | 2.200 |  |
| Total for Category   |                          |              |            |        |       |  | 92   | <b>19.6</b>   | <b>Miles</b> | <b>7.200</b>        |       |  |

By Category

Local Bridge Replacement Projects

| Item               | Project Number | PC # | County     | Length | Route | Location of Project   | Type of Improvement          | Federal Funds | Fiscal Year  | Total Cost/(Mil \$) | ¥     |  |
|--------------------|----------------|------|------------|--------|-------|---|------------------------------|---------------|--------------|---------------------|-------|--|
| 3.00               | BRO 8052(56)   | H100 | Pennington | 0.2    |       | Str Over Rapid Creek on Creek Dr N of St Patrick St in Rapid City | Structure & Approach Grading | 0.528         | 2010         | 0.660               |       |  |
|                    |                |      |            |        |       |   |                              | 2010          | 0.2          | <b>Miles</b>        | 0.660 |  |
| 32.00              | BRO 8052(58)   | H081 | Pennington | 0.2    |       | Str on Spruce Street Over Box Elder Creek in Box Elder            | Structure & Approach Grading | 0.203         | 2011         | 0.254               |       |  |
|                    |                |      |            |        |       |   |                              | 2011          | 0.2          | <b>Miles</b>        | 0.254 |  |
| Total for Category |                |      |            |        |       |   | 93                           | <b>0.4</b>    | <b>Miles</b> | <b>0.914</b>        |       |  |