



CENTERLINE

520 Kansas City Street ♦ Suite 307
 Rapid City, South Dakota 57701
 PH: 605-341-3193 FX: 605-341-3358
 centrline@aol.com

PRE-DESIGN MEMORANDUM

TO: Growth Management
FROM: Lawrence M. Kostaneski, PE
DATE: July 10, 2009

RE: 0066-09-S1: Lazy P-6 Phase S1: 5th Street Extension
CC: Lazy P-6 Land Co., Inc.

Message: Please reference included layout construction plans.

Phase S1 is a layout plat for the area south of Catron Blvd, east of 5th St; W ½ SW 1/4 19-1-8. The project includes construction of the 5th Street infrastructure corridor for approximately 2600 ft.

This request includes identifying the city's preferred water and sewer main size routing south of Catron Blvd., and to secure the city's portion of the 5th Street funding obligation. Annexation will be a necessary final step in the funding process.

1. Water mains are extensions of previous city projects. The distribution model for this area is based on information provided by the city. The water system is on the Palo Verde reservoir, elev. 3546. The city should confirm this data and provide its preferred main size options through this area.
2. Sewer mains are extensions of previous city projects. The city should confirm capacity data and provide its preferred main size options through this area.
3. Storm water management will be integrated with the South Truck Route Drainage Basin Plan, as amended. The city should confirm modeling data and provide any amended models.
4. The city's preferred 5th Street section is 5 lane, non-reinforced concrete pavement with continuous center turn lane. A design exception is included that requests a reduction to 11 foot lanes, saving money in first costs and O&M by using a section that is accepted by AASHTO for this street class, and is used throughout Rapid City by both the DOT and city. This is usually a "fly-by-night" afterthought, but the high-volume roads with these narrower lanes seem to function satisfactorily.
5. Final design details will be shown on the construction plans submitted at preliminary plat, after modeling, geo-tech reports, city input and related supplementary information is complete.
6. Schematic level costs are based on recently completed multi-lane concrete streets. 2600 ft of this street class is expected to cost ~ \$2,000,000. Based on the recently completed Anamosa Street, city's share is expected to be ~ 50% for similar oversize elements. Detailed estimates will be reviewed prior to a final funding share agreement.

Please call with questions. Thanks.

END