



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701

Public Works Department

300 Sixth Street

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April 7, 2010

City of Rapid City
 Mayor Alan Hanks and Rapid City Common Council
 300 6th St.
 Rapid City, SD 57701

RE: Constructing sidewalks in association with City reconstruction projects

Dear Mayor and Council:

Periodically when the City is reconstructing streets, areas of the community where sidewalks have not been constructed are encountered. Typically, the City would reconstruct the street, curb & gutter, and driveways but not construct the sidewalks. This practice does not address the pedestrian needs and more recently, has presented issues in providing ADA accessible corridors.

Staff is currently in the final design stages for the reconstruction of the Silver Street neighborhood. Staff is requesting Council approval to fund and construct sidewalks in association with this street reconstruction. Please refer to the attached figure "ES-3" showing the limits of the street reconstruction. A questionnaire was mailed to the neighborhood residents and figure 2.2 summarizes their opinions regarding the need for sidewalk. The cost of constructing sidewalks in the Silver Street corridor, as described herein, is estimated to not exceed \$150,000. Upon approval, sidewalks would be constructed on both sides of the following streets:

- Silver Street from Anamosa south to the south side of Van Buren Street
- Van Buren Street from Short Street east to Silver Street
- Short Street from the west side of Mallow Street northeast to Van Buren Street
- Mallow Street from Boegel Street north to Short Street

Sincerely,

Robert Ellis, P.E.
 Public Works Director

Attachments



EQUAL OPPORTUNITY EMPLOYER

Item #6



SILVER STREET AREA
UTILITY IMPROVEMENTS

FIGURE ES 3

PROPOSED
FIRST PHASE
CONSTRUCTION

SSW07-1656

NOT FOR CONSTRUCTION

Prepared by:

Ferber Engineering Company, Inc.
Civil Engineering • Water Resources • Transportation • Land Surveying • GIS
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Prepared For:

Public Works Department

Engineering Division



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Prepared By:



SILVER STREET AREA UTILITY IMPROVEMENTS

RAPID CITY, SD

SSW07-1656_50418

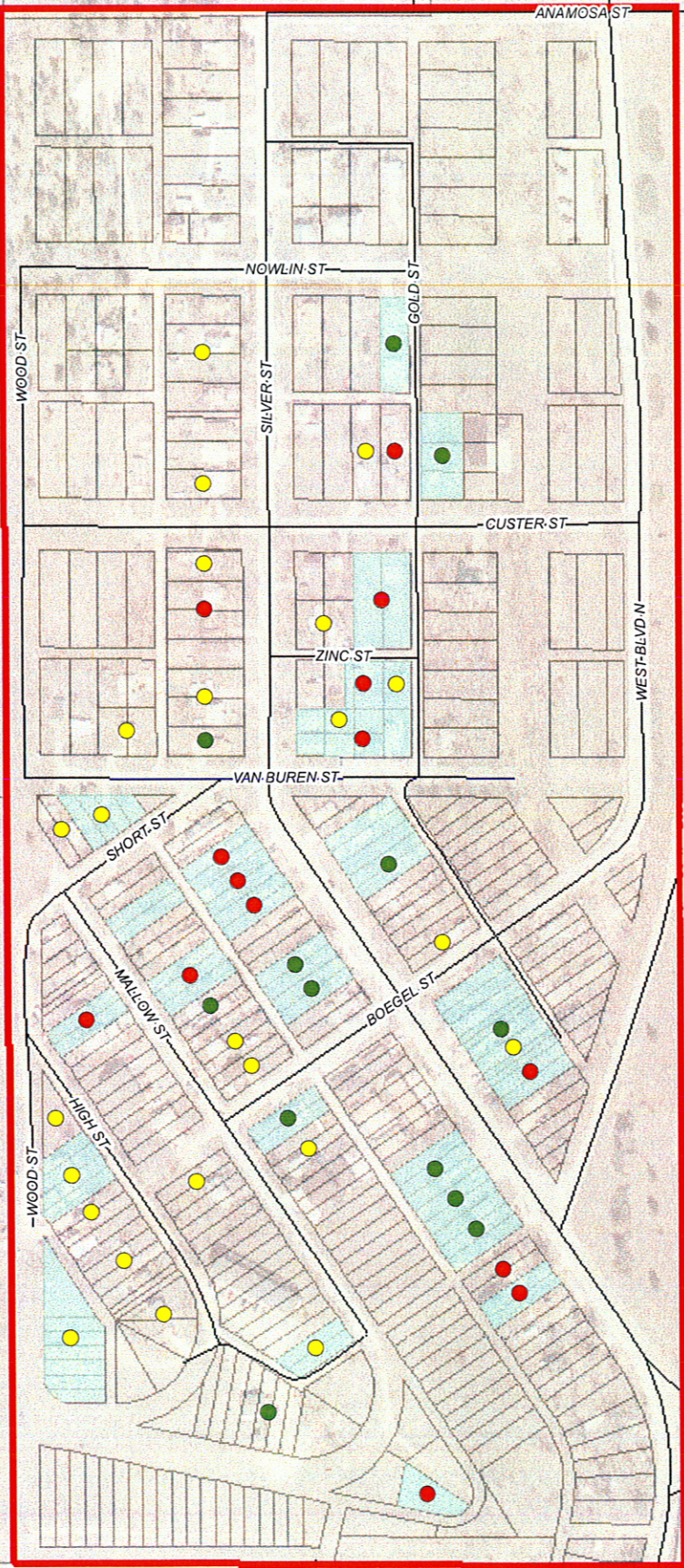
Sheet Title:

FIGURE 2.2

STREET
INFRASTRUCTURE

Item #6 2-4

DATE: 7/29/2009 FILE: \\fe-server\PROJECTS\09-106\GIS\Report\Exhibits\85x11_Figure2-2_QuestionnairesTransportation.mxd



Legend

- HIGH PRIORITY
- LOW PRIORITY
- NOT NECESSARY
- STREETS
- ▭ VEHICLES PARK ON STREET
- ▭ PROPERTY BOUNDARIES
- ▭ PROJECT AREA



RAPID CITY PUBLIC RIGHT-OF-WAY ADA TRANSITION PLAN

The purpose of the Americans with Disabilities Act (ADA) Transition Plan public right-of-way (ROW) Section is to identify areas of non-compliance with the ADA and, based on that information, develop a strategy for achieving compliance. The plan must include a list of priorities and set goals for specific time frames to achieve compliance with the Act.

The City of Rapid City, Public Works Department, recommends the following approach to achieve public right-of-way ADA compliance:

- 1) Continue incorporating ADA enhancements in new construction and rehabilitation projects in the current year and five-year Capital Improvement Plan.
- 2) The 2009 Project, ADA09-1781 has been completed (project details are attached). Three (3) new project sites have been programmed for 2010, 2011, and 2012. The 2010 and 2011 that were proposed in 2009 have been modified due to the final 2009 project scope.
- 3) Establish an ADA budget line item to fund stand-alone ADA projects in the five-year CIP plan. The ADA line item should be set at a minimum of \$50,000 per year. This line item will also serve as the ADA maintenance fund for Rapid City to utilize for unforeseen infrastructure projects.

New construction and rehabilitation projects are defined as follows:

Reconstruction, major rehabilitation, widening, resurfacing, (including overlays, milling and fillets, signal installation and upgrades, and projects of similar scale and effect.

The Public Works Department utilized the Federal Highway Administration definition for maintenance activities relative to ADA improvements.

It is the intent of the Rapid City Public Right-of-Way Transition Plan to achieve ADA compliance. There will be certain areas where the current Americans With "Disabilities Act Accessibility Guidelines will be adopted or new draft guidelines will be exceeded. The ADA Transition Plan will adhere to current Federal, State, and City policies, procedures and design manuals.

There will be design exceptions such as the natural terrain which may create a barrier itself or there may be conflicts with other elements like historic buildings which make full or even partial ADA compliance impractical. Those exceptions will be documented.

A preliminary assessment of existing barriers and areas of non-compliance in City right-of-way has been completed. A database has been built that includes all sidewalk locations, intersection crosswalk locations, locations of traffic signals. This information is part of Rapid City's current Geographic Information System (GIS). This will facilitate management of an accurate inventory of existing infrastructure needs.

The recommended priorities of the Transition Plan in no specific order, are as follows:

- Install pedestrian push buttons that meet ADA Standards at existing pedestrian crossings where push buttons exist that do not meet current standards.
- Install detectible warning devices at existing curb ramps that are structurally compliant and built with a good faith effort to comply with current standards.
- Installation of curb ramps where none currently exist, and are necessary to provide access to existing walkways or pedestrian crosswalks
- Make existing walkways in the public right-of-way accessible by removing barriers or modifying and adding traversable areas around obstructions.
- Modify existing noncompliant curb ramps.
- Replacement and/or repair of walkways or sections of walkways that is not traversable due to structural deficiencies. Structural deficiencies are defined as broken surface or heaved sections with elevation differences greater than 1/2".
- Replacement of existing sidewalk in the public right-of-way that may be traversable but not currently ADA compliant.
- Install walkways in public rights-of-way that currently do not exist, providing connectivity from intersection to intersection as terrain allows.
- Install walkways in public right-of-way to provide access to state and local government offices and facilities, transportation, places of public accommodations and employers, and connection to walkways serving other areas.

The Public Works Department Implementation Plan, scope, location, and project costs are listed below for each year of our 3 year plan.