



# CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701

## Public Works Department Engineering Services Division

300 Sixth Street

Telephone: (605) 394-4154 FAX: (605) 355-3083

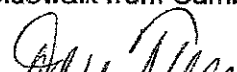
Web: [www.rcgov.org](http://www.rcgov.org)

### MEMORANDUM

TO: Public Works Committee, Mayor Hanks, City Council

FROM: Dale Tech PE/LS, City Engineer

SUBJECT: E Highway 44 Sidewalk from Cambell Street to Valley Drive

DATE: May 31, 2011 

Letters were sent to fourteen properties along E Highway 44 gauging their interest in constructing sidewalks along their frontages at their cost.

The City received responses from eight of the property owners. Western Dakota Technical Institute was the only property in favor of installing the sidewalk. The other seven property owners that responded were not in favor of installing sidewalks.

A pedestrian count was performed approximately 100 feet west of Mickelson Drive on Thursday May 5<sup>th</sup>, 2011 from 6:00 am to 7:00 pm with sunny moderate weather.

- A total of six pedestrians were counted as follows:
- One eastbound between 6:00 and 7:00 am.
- One eastbound between 8:00 and 9:00 am.
- One westbound between 8:00 and 9:00 am.
- One westbound between 1:00 and 2:00 pm.
- One eastbound between 5:00 and 6:00 pm.
- One westbound between 6:00 and 7:00 pm.



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### MEMORANDUM

TO: Public Works Committee, Mayor Kooiker, City Council

FROM: Dale Tech PE/LS, City Engineer

SUBJECT: Feasibility study and recommendation on the Installation of Sidewalks on Both Sides of Highway 44 from Lacrosse Street to Western Dakota Technical Institute.

DATE: June 11, 2013

City Staff has reviewed the properties adjoining Omaha Street from Lacrosse Street to Cambell Street and properties adjoining E Hwy 44 from Cambell Street to Mickelson Drive regarding the installation of sidewalk as requested by the Public Works Committee. Current standards require that the sidewalk be located adjacent to the property line and curbside sidewalk is generally not recommended due to the speed and volume of traffic along the corridor. It is also recognized that due to steep topography and existing development the sidewalk may not be practically located on the property line. Therefore, City Staff recommends that a minimum 8' boulevard area be maintained between the sidewalk and back of curb. Discussion of the sidewalk will be broken into 5 sections as follows:

#### Section 1. Lacrosse Street to Campell Street North Side.

Installation of sidewalks along the north side of Omaha will require substantial grading along a number of the properties due to side slopes exceeding 2%. Two properties on the west end of this section should be able to utilize existing asphalt pavement for pedestrian access without having to install concrete sidewalks.

#### Section 2. Lacrosse Street to Cambell Street South Side

Installation of sidewalks along the undeveloped property located in this section will require substantial grading and fill to facilitate the installation of a sidewalk with the 8' recommended boulevard. The car dealer located on the east end of this section has installed sidewalk adjacent to their recent development and should be able to use existing asphalt pavement for pedestrian access on the balance of their property.



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### Section 3. Intersection of Omaha Street and Campbell Street

No pedestrian crossing facilities (ramps, push buttons) exist at this intersection. It is anticipated that the costs to upgrade this intersection range from \$200,000 to \$250,000.

### Section 4. Cambell Street to Mickelson Drive South Side

Beginning just east of the car dealer located in the southeast corner of the intersection of Cambell Street and E Hwy 44 the road section changes from urban to rural. There is no practical place to locate sidewalk along this section of road. Any grading to attempt to accommodate sidewalk along the rural section will have a substantial impact to drainage. Therefore, it is not recommend to install sidewalk along this section.

### Section 5. Cambell Street to Mickelson Drive North Side

The property located on the northeast corner of the intersection of Cambell Street and E Hwy 44 should be able to use existing asphalt pavement for pedestrian access with some minor improvements on the east end of the property. The balance of the properties eastward to WDTI should be able to install sidewalk that will provide the recommended 8' boulevard without substantial grading. It is recommended that WDTI install some sidewalk along Mickelson Drive to facilitate pedestrian access from E Hwy 44 into WDTI.

### **Recommendation**

Attached is a table that shows estimated costs for the individual properties along the corridor in addition to a memo that was attached to the May 31, 2011 Public Works Committee regarding a survey of the property owners along E Hwy 44 and a pedestrian count that was done at that time. Pedestrian access should be provided along all corridors in the City of Rapid City. However, based on the limited number of pedestrians using the corridor and the nearly \$345,000 estimated cost to construct pedestrian facilities it does not appear to be feasible at this time. The Metropolitan Planning Organization (MPO) will likely be prioritizing needs from the recently adopted Bike Pedestrian Master Plan and making grant applications to the SDDOT for Transportation Alternative funding to construct Bike/Pedestrian facilities. **Staff recommendation is to not construct the sidewalks at this time.**



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## CAMBELL STREET/ HWY 44 SIDEWALK ESTIMATE

PROPERTY TAX ID NUMBER	SIDEWALK LENGTH-LINEAL FEET	TOTAL COST
LACROSSE-CAMBELL		
North Side		
37839	0	\$0.00
64558	100	\$3,000.00
37844	160	\$4,800.00
37841	410	\$12,300.00
37828	225	\$6,750.00
48109	355	\$10,650.00
48108	325	\$9,750.00
		TOTAL
		\$47,250.00
South Side		
34364	740	\$22,200.00
37835	850	\$34,000.00
36736	0	\$0.00
		TOTAL
		\$47,700.00
CAMBELL-MICKELSON-(North side only)		
42499	30	\$900.00
42696	240	\$7,200.00
39993	740	\$22,200.00
50652	605	\$18,150.00
44830	880	\$26,400.00
35432	145	\$4,350.00
47205	240	\$7,200.00
		TOTAL
		\$86,400.00
Intersection Improvements		
		TOTAL
		\$250,000
		TOTAL
		\$344,950