



CITY OF RAPID CITY
RAPID CITY, SOUTH DAKOTA 57701-2724

GROWTH MANAGEMENT DEPARTMENT
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MEMORANDUM

TO: Planning Commission

FROM: Patsy Horton, Community Planning Coordinator

DATE: July 1, 2004

RE: **No. 04TP012 - Approval of the Draft 2005-2009 Transportation Improvement Program**

Each year the Rapid City Area Metropolitan Planning Organization is required to develop the Transportation Improvement Program (TIP). This is a five year priority list and financial plan for highway, transit, and intermodal projects. The TIP is intended to serve as a fiscal management tool to assist state and local agencies in matching transportation needs with resources. The TIP development, review, and approval process includes participation from affected public agencies, citizen's groups, private transportation providers, and representatives from various transportation entities.

Attached is a copy of the Draft 2005-2009 Rapid City Area Transportation Improvement Program. On June 23, 2004, the Rapid City Area Metropolitan Planning Organization reviewed and recommended approval of the Draft 2005-2009 Rapid City Area Transportation Improvement Program.

MPO Committee Recommendation: The Executive Policy Committee recommends that the Planning Commission approve the attached 2005-2009 Draft Rapid City Area Transportation Improvement Program.

**Rapid City Area Transportation
Improvement Program**
(Fiscal Years 2005-2009)

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
Black Hills Council of Local Governments
South Dakota Department of Transportation
Federal Highway Administration
Federal Transit Administration

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Federal Highway Administration

Draft Report
June, 2004



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RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2005 - 2009)

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 Transportation Equity Act for the 21st Century (TEA-21) 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 and Technical Coordinating Committee. The TIP focuses on projects that will require five (5) or less years to implement. Within the first three (3) 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 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.

B. The Transportation Improvement Program In Perspective

TEA-21 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 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 2005-2009 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, TEA-21 provides additional flexibility within the period of the first three (3) years. Any projects identified within the initial three (3) 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

TEA-21 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. 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 Pages 29-31. The City has identified the following funding sources as part of the CIP planning process:

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 (2nd 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 (2005) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2006-2009) 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	2004	2005	2006	2007	2008	Total
Assessments	\$2,397,200	\$135,000		\$377,000		\$2,909,200
Streets (8910)	\$3,913,443	\$3,401,866	\$3,541,670	\$3,687,067	\$3,687,068	\$18,231,114
STCM Streets (301)	\$690,623	\$310,000	\$310,000	\$310,000	\$310,000	\$1,930,623
Infrastructure DPF (8914)	\$1,664,176					\$1,664,176
2012 Sales Tax (2012)	\$6,047,769	\$3,938,236			(1)	\$9,986,005
STP (Urban Systems)	\$1,515,000	\$1,515,000	\$1,515,000	\$1,515,000	\$1,515,000	\$7,575,000
South Dakota DOT	\$16,932,000	\$18,451,000	\$23,124,000	\$22,386,000	\$0	\$80,893,000
Total	\$33,160,211	\$27,751,102	\$28,490,670	\$28,275,067	\$5,512,068	\$123,189,118

(1) Additional one-half penny sales tax, funding Rapid City's 2012 program, expires in 2007.

Over \$150 million is scheduled to finance the City's CIP during the next five years, with more than 50% of the budgeted funds invested on street, infrastructure, and utility improvements. Expanded use of the one-percent capital improvement sales tax will finance not only street and related utility improvements, but also serve several projects designed to improve the quality of life in Rapid City. The projected annual funding sources for the City of Rapid City's Capital Improvements Plan identified in the 2005-2009 TIP (pages 29-31), as well as the City's local match for the MPO TIP Projects, are listed above in Figure 1. Out of the \$25 million allocated toward transportation projects, 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 the City's CIP projects. A comparison between Figure 1 and Figure 2 identifies an adequate funding level for the transportation projects within the City's total Capital Improvements Program, and funding for the City's \$_____ local match in 2005 and \$_____ for the City's local match in 2006 for the MPO TIP projects.

Figure 2 – MPO TIP and City of Rapid City CIP
2005-2009 Transportation Expenditures

Year	MPO TIP Projects	City of Rapid City CIP Projects	Proposed Transportation Expenditures
2005	\$	\$	\$
2006	\$	\$	\$
2007	\$	\$	\$
2008	\$	\$	\$
2009	\$	\$	\$

Pennington County presently receives funding from the following sources: Intergovernmental Revenue, Charges for Goods and Services, and Miscellaneous Revenue. Pennington County has committed funds to those County Secondary and Off System Projects (SDDOT) listed within this TIP. Pennington County's local match of \$_____ for 2005, \$_____ for 2006, and \$_____ for 2007, shall be derived from the Pennington County Road and Bridge Fund. The Pennington County Five-Year Construction Program for 2005-2009 and 2010-2014 are included on pages 32 and 33.

The City of Box Elder presently receives funding from the following sources: Intergovernmental Revenue, Charges for Goods and Services, and Miscellaneous Revenue. Box Elder has committed funds to those street improvements listed within this TIP and the funding shall be derived from the Box Elder General Fund. Box Elder's five-year program is included on Page 34.

Figure 3 identifies the South Dakota Department of Transportation's Comparison of funding categories to estimated federal funding categories for both years 2003 and 2004 and Figure 4 that identifies the South Dakota Department of Transportation's Comparison of Estimated Funding for Fiscal Years 2005, 2006 and 2007 by project category. Figure 5 provides a graphical representation of the estimated funding versus available program funding for the Rapid City Metropolitan Organization Projects.

Figure 3

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION 2004-2008 STIP
COMPARING SDDOT STIP FUNDING CATEGORIES TO ESTIMATED FEDERAL FUNDING CATEGORIES

CATEGORY	INTERSTATE	INTERSTATE NHS, NHS,STP & RSI	BRIDGE	STATE	LOCAL	TOTAL
INTERSTATE	\$ 33.592	\$ 20.466	\$ -	\$ 8.370	\$ -	\$ 62.428
MAJOR ARTERIAL CONST/RECONST	\$ -	\$ 51.453	\$ -	\$ 11.944	\$ -	\$ 63.397
MAJOR ARTERIAL RESURFACING	\$ -	\$ 26.900	\$ -	\$ 5.925	\$ -	\$ 32.825
MINOR ARTERIAL CONST/RECONST	\$ -	\$ 31.175	\$ -	\$ 7.064	\$ -	\$ 38.239
MINOR ARTERIAL RESURFACING	\$ -	\$ 14.607	\$ -	\$ 3.216	\$ -	\$ 17.823
STATE SECONDARY CONST/RECONST	\$ -	\$ 3.143	\$ -	\$ 0.736	\$ -	\$ 3.879
STATE SECONDARY RESURFACING	\$ -	\$ 3.816	\$ -	\$ 0.842	\$ -	\$ 4.658
BRIDGE REPLACEMENT	\$ -	\$ -	\$ 11.464	\$ 2.866	\$ -	\$ 14.330
STATE TRUNK 3-R STRUCTURES	\$ -	\$ -	\$ 0.533	\$ 2.147	\$ -	\$ 2.680
EASTERN DAKOTA EXPRESSWAY	\$ -	\$ 40.783	\$ -	\$ 7.493	\$ -	\$ 48.276
GRAVEL STOCKPILES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAILROAD CROSSING	\$ -	\$ 1.393	\$ -	\$ 0.014	\$ 0.184	\$ 1.591
URBAN SYSTEMS	\$ -	\$ 7.028	\$ -	\$ 5.785	\$ 0.060	\$ 12.873
ROADWAY SAFETY IMPROVEMENT	\$ -	\$ 6.757	\$ -	\$ 0.221	\$ 0.188	\$ 7.166
ACCIDENT PREVENTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CONTRACT SURFACE TREATMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL TRAILS PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GAME, FISH AND PARKS	\$ -	\$ -	\$ -	\$ 2.000	\$ -	\$ 2.000
SCENIC BYWAYS	\$ -	\$ 0.119	\$ -	\$ 0.030	\$ -	\$ 0.149
COUNTY SECONDARY AND OFF SYSTEM	\$ -	\$ 1.094	\$ 9.304	\$ 1.574	\$ 2.326	\$ 14.298
SPECIAL PROJECTS	\$ -	\$ 19.569	\$ -	\$ 2.561	\$ -	\$ 22.130
ECONOMIC DEVELOPMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENHANCEMENT PROJECTS		\$ 5.500	\$ -	\$ 0.606	\$ 0.605	\$ 6.711
TOTAL PROGRAMMED	\$ 33.592	\$ 233.803	\$ 21.301	\$ 63.394	\$ 3.363	\$ 355.453
ESTIMATED FUNDS	\$ 37.285	\$ 206.971	\$ 16.611	\$ 68.045	\$ 2.910	\$ 331.822

STP and NHS funding categories are combined on this table due to the flexibility of STP funds to be used on the National Highway System. The decision of when to use STP funds on the National Highway System is made at the time of authorization. Therefore, combining these funds for the demonstration of financial constraint ensures the full use of the funding flexibility intended under TEA-21. The TEA-21 High Priority and all discretionary funding is also included in this total. Estimates are based upon receiving 90 percent of our estimated Federal Apportionment's as Federal Obligation Limitations.

Figure 3

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION 2004-2008 STIP
FISCAL YEAR 2004
COMPARING SDDOT STIP FUNDING CATEGORIES TO ESTIMATED FEDERAL FUNDING CATEGORIES

CATEGORY	INTERSTATE	INTERSTATE NHS, NHS,STP & RSI	BRIDGE	STATE	LOCAL	TOTAL
INTERSTATE	\$ 36.041	\$ 21.958	\$ -	\$ 5.757	\$ -	\$ 63.756
MAJOR ARTERIAL CONST/RECONST	\$ -	\$ 48.959	\$ -	\$ 14.421	\$ -	\$ 63.380
MAJOR ARTERIAL RESURFACING	\$ -	\$ 25.759	\$ -	\$ 5.675	\$ -	\$ 31.434
MINOR ARTERIAL CONST/RECONST	\$ -	\$ 18.039	\$ -	\$ 3.973	\$ -	\$ 22.012
MINOR ARTERIAL RESURFACING	\$ -	\$ 10.393	\$ -	\$ 2.289	\$ -	\$ 12.682
STATE SECONDARY CONST/RECONST	\$ -	\$ 2.601	\$ -	\$ 0.572	\$ -	\$ 3.173
STATE SECONDARY RESURFACING	\$ -	\$ 4.353	\$ -	\$ 0.959	\$ -	\$ 5.312
BRIDGE REPLACEMENT	\$ -	\$ -	\$ 4.200	\$ 1.050	\$ -	\$ 5.250
STATE TRUNK 3-R STRUCTURES	\$ -	\$ -	\$ -	\$ 2.697	\$ -	\$ 2.697
EASTERN DAKOTA EXPRESSWAY	\$ -	\$ 26.328	\$ -	\$ 6.582	\$ -	\$ 32.910
GRAVEL STOCKPILES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAILROAD CROSSING	\$ -	\$ 0.260	\$ -	\$ -	\$ 0.028	\$ 0.288
URBAN SYSTEMS	\$ -	\$ 4.564	\$ -	\$ 3.990	\$ -	\$ 8.554
ROADWAY SAFETY IMPROVEMENT	\$ -	\$ 5.566	\$ -	\$ 0.105	\$ 0.070	\$ 5.741
ACCIDENT PREVENTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CONTRACT SURFACE TREATMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RECREATIONAL TRAILS PROGRAM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GAME, FISH AND PARKS	\$ -	\$ -	\$ -	\$ 2.000	\$ -	\$ 2.000
SCENIC BYWAYS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COUNTY SECONDARY AND OFF SYSTEM	\$ -	\$ 2.044	\$ 11.161	\$ 5.282	\$ 2.786	\$ 21.273
SPECIAL PROJECTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ECONOMIC DEVELOPMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENHANCEMENT PROJECTS		\$ 5.500	\$ -	\$ 0.606	\$ 0.605	\$ 6.711
TOTAL PROGRAMMED	\$ 36.041	\$ 176.324	\$ 15.361	\$ 55.958	\$ 3.489	\$ 287.173
ESTIMATED FUNDS	\$ 37.285	\$ 166.849	\$ 17.363	\$ 73.546	\$ 2.911	\$ 297.954

STP and NHS funding categories are combined on this table due to the flexibility of STP funds to be used on the National Highway System. The decision of when to use STP funds on the National Highway System is made at the time of authorization. Therefore, combining these funds for the demonstration of financial constraint ensures the full use of the funding flexibility intended under TEA-21. The TEA-21 High Priority and all discretionary funding is also included in this total. Estimates are based upon receiving 90 percent of our estimated Federal Apportionment's as Federal Obligation Limitations.

Figure 4

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2005-2009 STIP
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2005

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	STATE	LOCAL	TOTAL
INTERSTATE	\$ 7.778					\$ 0.772		\$ 8.550
MAJOR ARTERIAL CONST/RECONST			\$ 4.261			\$ 1.009		\$ 5.270
MAJOR ARTERIAL RESURFACING								\$ -
MINOR ARTERIAL CONST/RECONST								\$ -
MINOR ARTERIAL RESURFACING								\$ -
STATE SECONDARY CONST/RECONST								\$ -
STATE SECONDARY RESURFACING								\$ -
BRIDGE REPLACEMENT				\$ 0.326		\$ 0.081		\$ 0.407
STATE TRUNK 3-R STRUCTURES								\$ -
EASTERN DAKOTA EXPRESSWAY								\$ -
GRAVEL STOCKPILES								\$ -
RAILROAD CROSSING			\$ 0.068				\$ 0.007	\$ 0.075
URBAN SYSTEMS						\$ 2.300		\$ 2.300
ROADWAY SAFETY IMPROVEMENT					\$ 0.173	\$ 0.019		\$ 0.192
ACCIDENT PREVENTION								\$ -
CONTRACT SURFACE TREATMENT								\$ -
RECREATIONAL TRAILS PROGRAM								\$ -
GAME, FISH AND PARKS								\$ -
SCENIC BYWAYS								\$ -
COUNTY SECONDARY AND OFF SYSTEM								\$ -
SPECIAL PROJECTS								\$ -
ECONOMIC DEVELOPMENT								\$ -
ENHANCEMENT PROJECTS			\$ 0.960				\$ 0.697	\$ 1.657
TOTAL PROGRAMMED	\$ 7.778	\$ -	\$ 5.289	\$ 0.326	\$ 0.173	\$ 4.181	\$ 0.704	\$ 18.451
ESTIMATED FUNDS	\$ 7.778	\$ -	\$ 5.289	\$ 0.326	\$ 0.173	\$ 4.181	\$ 0.704	\$ 18.451

Figure 4

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2005-2009 STIP
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2006

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	STATE	LOCAL	TOTAL
INTERSTATE	\$ 0.505					\$ 0.050		\$ 0.555
MAJOR ARTERIAL CONST/RECONST		\$ 4.300	\$ 6.372			\$ 2.352		\$ 13.024
MAJOR ARTERIAL RESURFACING		\$ 0.972	\$ 0.055			\$ 0.227		\$ 1.254
MINOR ARTERIAL CONST/RECONST			\$ 3.036			\$ 0.668		\$ 3.704
MINOR ARTERIAL RESURFACING			\$ 0.666			\$ 0.147		\$ 0.813
STATE SECONDARY CONST/RECONST								\$ -
STATE SECONDARY RESURFACING								\$ -
BRIDGE REPLACEMENT				\$ 0.571		\$ 0.143		\$ 0.714
STATE TRUNK 3-R STRUCTURES				\$ 0.585		\$ 0.129		\$ 0.714
EASTERN DAKOTA EXPRESSWAY								\$ -
GRAVEL STOCKPILES								\$ -
RAILROAD CROSSING								\$ -
URBAN SYSTEMS						\$ 0.796		\$ 0.796
ROADWAY SAFETY IMPROVEMENT			\$ 0.625		\$ 0.421	\$ 0.045		\$ 1.091
ACCIDENT PREVENTION								\$ -
CONTRACT SURFACE TREATMENT								\$ -
RECREATIONAL TRAILS PROGRAM								\$ -
GAME, FISH AND PARKS								\$ -
SCENIC BYWAYS								\$ -
COUNTY SECONDARY AND OFF SYSTEM								\$ -
SPECIAL PROJECTS								\$ -
ECONOMIC DEVELOPMENT								\$ -
ENHANCEMENT PROJECTS			\$ 0.374				\$ 0.085	\$ 0.459
TOTAL PROGRAMMED	\$ 0.505	\$ 5.272	\$ 11.128	\$ 1.156	\$ 0.421	\$ 4.557	\$ 0.085	\$ 23.124
ESTIMATED FUNDS	\$ 0.505	\$ 5.272	\$ 11.128	\$ 1.156	\$ 0.421	\$ 4.557	\$ 0.085	\$ 23.124

Figure 4

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2005-2009 STIP
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

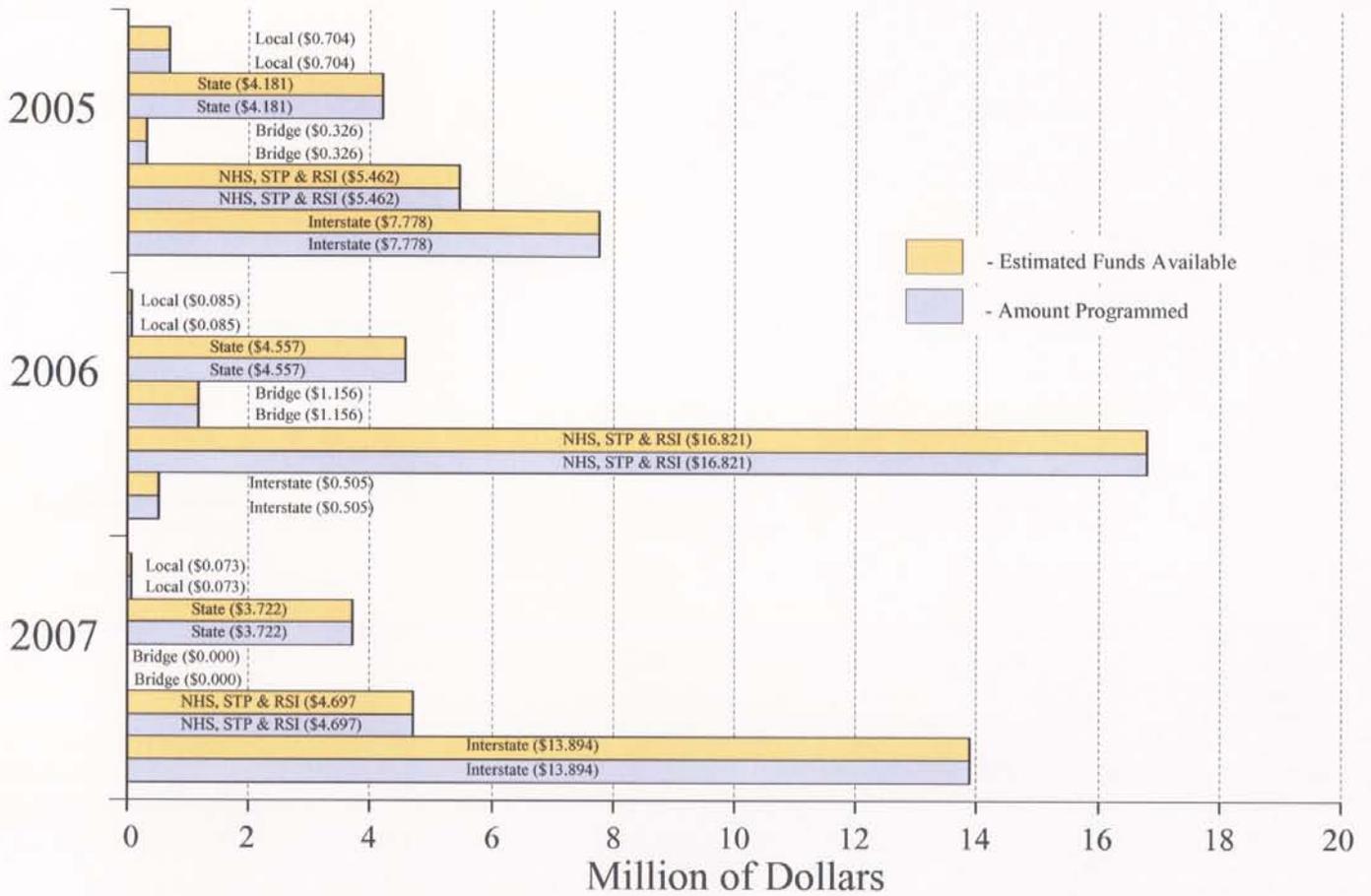
FISCAL YEAR 2007

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	STATE	LOCAL	TOTAL
INTERSTATE	\$ 13.894					\$ 1.478		\$ 15.372
MAJOR ARTERIAL CONST/RECONST								\$ -
MAJOR ARTERIAL RESURFACING								\$ -
MINOR ARTERIAL CONST/RECONST								\$ -
MINOR ARTERIAL RESURFACING			\$ 2.209			\$ 0.487		\$ 2.696
STATE SECONDARY CONST/RECONST								\$ -
STATE SECONDARY RESURFACING								\$ -
BRIDGE REPLACEMENT								\$ -
STATE TRUNK 3-R STRUCTURES								\$ -
EASTERN DAKOTA EXPRESSWAY								\$ -
GRAVEL STOCKPILES								\$ -
RAILROAD CROSSING			\$ 0.140				\$ 0.016	\$ 0.156
URBAN SYSTEMS						\$ 1.353		\$ 1.353
ROADWAY SAFETY IMPROVEMENT					\$ 0.515		\$ 0.057	\$ 0.572
ACCIDENT PREVENTION								\$ -
CONTRACT SURFACE TREATMENT								\$ -
RECREATIONAL TRAILS PROGRAM								\$ -
GAME, FISH AND PARKS								\$ -
SCENIC BYWAYS								\$ -
COUNTY SECONDARY AND OFF SYSTEM			\$ 1.833			\$ 0.404		\$ 2.237
SPECIAL PROJECTS								\$ -
ECONOMIC DEVELOPMENT								\$ -
ENHANCEMENT PROJECTS								\$ -
TOTAL PROGRAMMED	\$ 13.894	\$ -	\$ 4.182	\$ -	\$ 0.515	\$ 3.722	\$ 0.073	\$ 22.386
ESTIMATED FUNDS	\$ 13.894	\$ -	\$ 4.182	\$ -	\$ 0.515	\$ 3.722	\$ 0.073	\$ 22.386

Figure 5

Comparison of Estimated Funding Vs. Available Funding

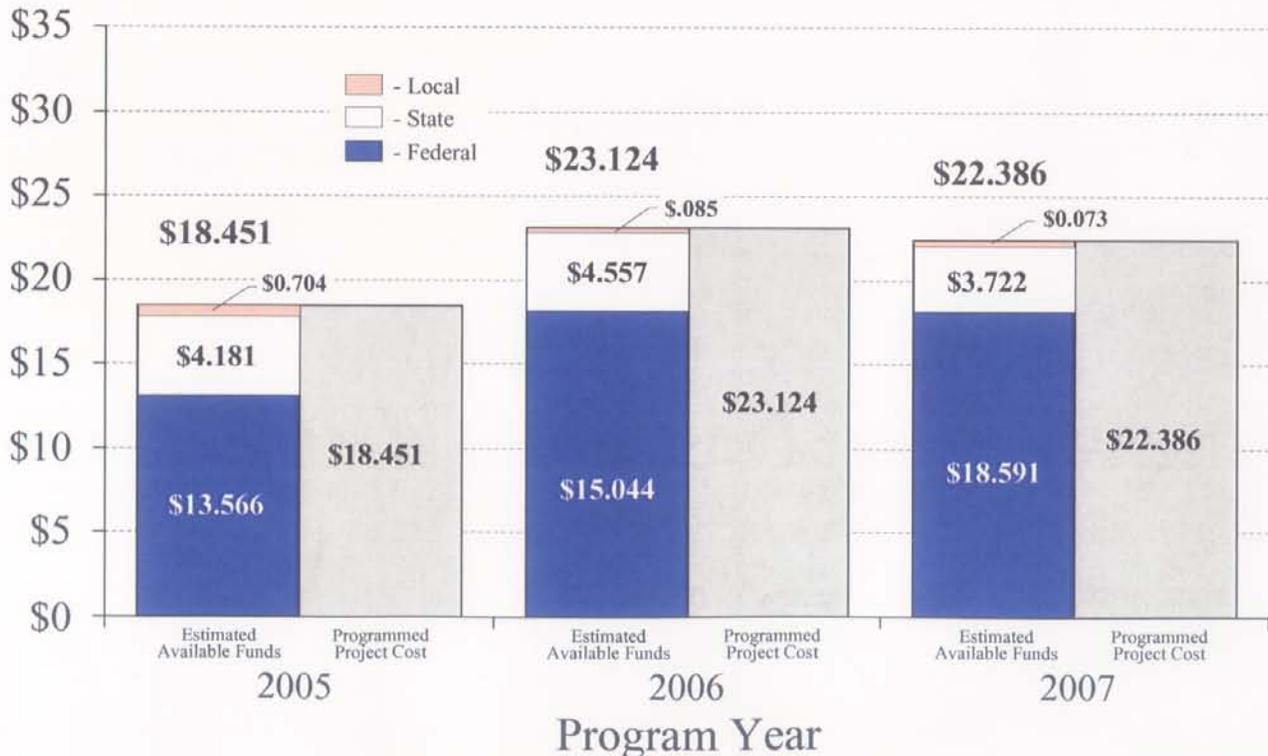
Rapid City MPO Projects taken from SDDOT's Tentative 2005-2009 STIP



Programmed Projects and Estimated Available Funds

Rapid City MPO Projects taken from SDDOT's Tentative 2005-2009 STIP

Millions of Dollars



III. FUGITIVE DUST CONTROL

The Clean Air Act Amendments (CAAA) of 1990 were signed into law November 15, 1990. These amendments established guidelines calling for substantial compliance and adoption of Reasonably Available Control Technology (RACT) which are designed to improve air quality, including air quality related to transportation. Rapid City Municipal Code chapters 8.34-8.44 and Pennington County Air Quality Ordinance #12, Revised, are recognized as the local air quality improvement guidelines. Additionally, ARSD 74:36:18 regulate state facilities within the Rapid City area.

The Air Quality Control Zone is defined in Ordinance #12 Revised as: "The geographical portion of Pennington County, South Dakota, that encompasses the northwest corner of Section 15, Township 2N, Range 6E to the northeast corner of Section 14, Township 2N, Range 8E, to the southeast corner of Section 35, Township 1N, Range 8E to the southwest corner of Section 34, Township 1N, Range 6E, to the northwest corner of Section 15, Township 2N, Range 6E and those portions of Sections 10, 11 and 12 of Township 2N, Range 6E, Sections 7, 8, 9, 10, 11 and 12 of Township 2N, Range 7E, Sections 7, 8, 9, 10 and 11 of Township 2N, Range 8E lying within Pennington County and subject to the jurisdiction of the Board of Commissioners of Pennington County, South Dakota, excluding that portion located within the city limits of Rapid City." Rapid City Municipal Code chapters 8.34-8.44 address air quality issues within the city limits of Rapid City. ARSD 74:36:18 addresses air quality issues at state facilities within the Air Quality Control Zone.

This TIP has been developed to address air quality issues and projects. The Rapid City Metropolitan Transportation Planning Process incorporates several local government agencies and each has instituted methods or procedures designed to reduce transportation generated fugitive dust.

The purpose of the RACT is to focus on preventive measures rather than mitigation measures; in other words, preventing the problem instead of having to fix the problem later. The following Control Measures, as recommended by the United States Environmental Protection Agency (EPA), are included in the local air quality ordinances:

1. Pave, vegetate, or chemically stabilize access points where unpaved traffic surfaces adjoin paved roads.
2. Require dust control plans for construction or land clearing projects.
3. Require haul trucks to be covered.
4. Provide for traffic rerouting or rapid clean up of temporary (and not readily preventable) sources of dust on paved roads (water erosion runoff, mud/dirt carryout areas, material spills, and skid control sand). Delineate who is responsible for cleanup.
5. Require improved material specification for and reduction of usage of skid control sand or salt (e.g., require use of coarse, nonfriable material during snow and ice season).
6. Require dust control measures for material storage piles.
7. Provide for storm water drainage to prevent water erosion onto paved roads.
8. Require revegetation, chemical stabilization, or other abatement of wind erodible soil, including lands subjected to mining, abandoned farms, abandoned construction sites and vacant lots.

In March of 2001, the City of Rapid City submitted an updated Fugitive Dust Control Plan to the Rapid City Area Air Quality Board. The Board approved the plan and will be updated in the Spring of 2004. This plan identifies sources of fugitive dust under City control and presented recommendations for controlling particulate emissions.

The City has been very aggressive in its approach towards improving air quality. This approach has been implemented through stringent paving requirements, the refinement of Public Works operations, monitoring the Street Department's day to day operation, purchasing the latest control technology equipment, and amending the City Ordinance relating to the paving of private parking and circulation.

Since the original adoption of the Fugitive Dust Control Plan in 1980, only 32 miles of unpaved streets remain. Most of the paving funds have come from contributions from developers and individuals participating in the "Out of the Dust" program. These projects are designed to improve unpaved roads or alleys. "Out of the Dust" projects are funded with a forty-percent contribution from the City 1/2 Cent Sales Tax Fund dedicated to roadway improvements, and a sixty-percent contribution from adjacent landowners. These projects are typically initiated by a request or petition from a landowner. Thus, programming future projects may be difficult since project requests, surveying, cost estimates and actual construction may all be done in one year.

In early 1992 an alley inventory was completed so that a prioritization could be established concerning the paving of alleys. At that time, approximately eighty percent of the 32.5 miles of alleys in the City were not paved. Since the 1992 alley inventory, an additional 8.55 miles of alleys have been paved, reducing the number of unpaved alleys to approximately fifty percent. Due to the limited funding available, most of the emphasis on alley paving has been in high traffic commercial and industrial areas. Future alley paving projects will be programmed as funding becomes available.

During the spring seasons of 1993 and 1994, Rapid City Transportation Planning Staff completed a survey of unpaved parking lots in the downtown core area. This information was used to determine the overall acreage of unpaved parking areas, acreage of unpaved parking, landowners, present use, and the combined contribution the lots make in creating fugitive dust. The Rapid City Council will also have this information at their disposal to use as a guide for revising the existing paving requirements and for finding means to pave existing unpaved parking areas that are exempt from paving requirements.

Concerning new streets, the City of Rapid City Subdivision Ordinance requires that newly platted private streets be designed and built to City standards. These standards require a minimum paving design of five inches of asphalt on a base, which increases relative to the projected traffic on the street. The City standards mandate that all contractors disturbing more than one acre of natural or existing surface area apply to the Rapid City Air Quality Division for a construction permit. Facility design is approved at the preliminary plat stage. Prior to final plat approval, the improvements must be implemented per City specifications or a performance bond must be posted.

The City Street Department operations have made several changes to positively affect the air quality. Snow removal procedures, and traction and deicing material application procedures follow the same general guidelines. These guidelines have been established to increase worker awareness to resourcefulness, air quality, and practical operating procedures.

In 1993, new specifications were written for deicing material, reducing the amount of calcite content by 50% to a maximum content of 25%. The City continues to use river sand (which meets the maximum calcite content of 25%) combined with approximately 20% salt and 90 gallons of magnesium chloride per nine cubic yard load for most deicing operations. The City originally began using the liquid deicer magnesium chloride (also called Magnesium Water or identified by its chemical name as $MgCl_2$) in the downtown core area. This product performs very well on ice to one-quarter inch thick. On ice buildup or packed snow, a combination of magnesium chloride and salt will successfully melt through the buildup.

Experimentation with magnesium chloride has led to the following successful application methods:

- 1) Straight -- The solution is sprayed or distributed from a truck mounted tank.
- 2) Salt/Magnesium Chloride Combination -- Depending on the size of the truck, 45 to 90 gallons of Magnesium Water is added to the top of a load of straight salt.
- 3) Sand/Salt/Magnesium Chloride Combination -- Depending on the size of the truck, 45 to 90 gallons of Magnesium Water is added to the top of a load of a sand/salt mixture.

Further experimentation with magnesium chloride during various snowfall and icing events will help determine the most effective use of this material. When the most effective means of use is determined and additional application equipment is purchased, the application of this product will be extended to other key streets.

In the downtown core area and on principal arterials sand use has been discontinued; however, during periods of heavier snow pack some sand may be required as determined by the Director of Public Works. The amount of sand used per event has been significantly reduced on all City streets. Sand is reapplied less frequently, and any new application is based upon traffic safety conditions in specific areas. Sweeping is conducted between sandy events when the temperatures are high enough to stay freezing.

The downtown streets and arterial streets are swept every other week and the downtown streets are water flushed once per month. However, Omaha Street, West Chicago Street and Deadwood Avenue are swept every week and Omaha Street is water flushed once per month due to the heavy truck traffic on these streets. The collectors and local streets are swept approximately every four to six weeks. Regenerative air vacuum sweepers and/or flushing trucks are used on arterial routes and major collector streets every three to four weeks, however, Omaha Street is flushed once per month. A mix of mechanical, vacuum, and regenerative air vacuum sweepers continue to work the residential streets with a circuit of the City being completed every six to eight weeks, depending on the amount of material on the streets and weather conditions.

Fugitive dust sources at the landfill are being controlled through the use of dust suppressants on temporary haul roads, at the working face and on gravel access roads. Gravel access roads are being paved as time and money permit. Trackout is limited through fifty foot sections of three inch gravel pads to knock muddy materials off wheels between the working face and the main access roads. Wind erosion is minimized through temporary surface application of yard waste grindings and compost on disturbed areas. This year include development of a reclamation plan for the site. Other fugitive dust emitting activities such as grinding and compost turning is curtailed during periods of high wind.

Utility maintenance has established a temporary drying bed for soil from water line breaks to minimize trackout from their shop area. Future plans include an engineered drying bed. Decanting water from trucks into water utility trenches and the use of filter fabric near tailgates limits muddy spillage onto roads which dries and produces fugitive dust. Dump truck loads of drysoil are covered with tarps to control fugitive dust during transportation.

The City of Rapid City understands the importance of air quality and has attempted to promote City ordinances and standards which further improve the air quality. Policies, which previously allowed development without the paving of all circulation and parking areas, have been replaced with tougher policies to ensure that all of the City's controls are directed towards improving rather than deteriorating the existing air quality.

This TIP provides a means of monitoring and implementing projects, which will assist in alleviating air quality concerns. Dedicated paving improvements funds are continually programmed as long as there is an existing need.

IV. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2005 – 2009 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.

The Rapid City Area Transportation Planning Organization and Rapid City Area Air Quality Board affirm that the projects identified in the Transportation Improvement Program will not cause or contribute to violations, increase the severity and frequency of existing violations, or delay any progress towards improving the air quality.

V. LIST OF PROJECTS

	<u>Page</u>
RAPID CITY REGIONAL AIRPORT FIVE-YEAR CIP PROGRAM.....	17
 PUBLIC TRANSPORTATION PROJECTS	
Rapid City Public Transportation.....	18
Public Transportation - Private Non-Profit Org.....	20
 STREET AND HIGHWAY PROJECTS	
Interstate 3-R Roadway Program.....	21
Major Arterial Construction/Reconstruction Projects.....	22
Major Arterial Resurfacing Projects.....	23
Minor Arterial Construction/Reconstruction Projects.....	24
Minor Arterial Resurfacing Projects.....	25
Bridge Replacement Projects.....	25
State Trunk 3-R Structure Projects.....	26

HIGHWAY SAFETY/TRAFFIC ENGINEERING, RAILROAD CROSSING PROTECTION

Railroad Crossing Improvement Projects..... 27
Urban Systems Projects (STP) 27
Roadway Safety Improvement Projects..... 28
Contract Surface Treatment Projects 30
County Secondary and Off Systems Projects 30
Unclassified High Priority Local Projects..... 31
Transportation Enhancement Projects 31
State Secondary Construction/Reconstruction Projects 32
Accident Prevention Project 32
Local Funding/Other..... 32

RAPID CITY FIVE-YEAR CONSTRUCTION PROGRAM

2004-2008 Capital Improvements Program Project List 33
2004-2008 Capital Improvements Program Map 37

PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM

2004-2008 Project List 38

BOX ELDER FIVE-YEAR CONSTRUCTION PROGRAM – 2004-2008.....

RAPID CITY AREA 2005-2009 STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM MAP 40

Airport Name: Rapid City Regional Airport		NPIAS No.: 46-0048		Master Plan Date: 01/01/00					
Associated City: Rapid City, SD		Site No.: 22776.A		ALP Date: 07/01/00					
County Name: Pennington		Location Ident: RAP							
County Code:		SMSA No.:							
	Scheduled Service Annual Enplanements	Scheduled Service Annual Operations	Air Taxi Annual Enplanements	Mail Service (Y or N)	Airports Annual Itinerant Operations	Airports Annual Total Operations	Proposed New Runways	Proposed New Runway Extensions	
Current	100	225,731	14,864	500	Y	41,637	56,164	N/A	N/A
1-5 Years	101	227,025	11,896	600	Y	44,238	68,200	N/A	N/A
6-10 Years	106	262,845	13,110	700	Y	46,964	71,933	N/A	N/A
Item No.	Item Description	Year	Total Cost	FAA Share	Sponsor/State Share	FAA NPIAS Code	FAA Priority Code	Remarks	State Share: 2%
1	Twy/Rwy Separation Project, Phase 2	2005	\$4,780,000	\$4,541,000	\$239,000	SARWSF	12	Move Taxiway out of RSA	
2	Security System Upgrade	2005	\$130,000	\$123,500	\$6,500	SAOTSE	12		
	Total		\$4,910,000	\$4,664,500	\$245,500				
1	Twy/Rwy Separation Project, Phase 3	2006	\$1,240,000	\$1,178,000	\$62,000	SARWSF	12	Move Taxiway out of RSA	
2	Construct Deicing Facility	2006	\$500,000	\$475,000	\$25,000	ENOTDI	59		
3	Master Plan Update	2006	\$125,000	\$118,750	\$6,250				
	Total		\$1,865,000	\$1,771,750	\$93,250				
1	Twy/Rwy Separation Project, Phase 3	2007	\$3,530,000	\$3,353,500	\$176,500	SARWSF	12	Move Taxiway out of RSA	
2	Old Term Demo and Ramp Exp	2007	\$900,000	\$855,000	\$45,000				
	Total		\$4,430,000	\$4,208,500	\$221,500				
1	SRE - Plow/Truck Spreader	2008	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996	
2	SRE - Plow/Truck Spreader	2008	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996	
3	Sanitary Sewer Connection to City	2008	\$850,000	\$807,500	\$42,500	STOTIM	44	On-Airport Property	
4	Perimeter Security Improvements	2008	\$450,000	\$427,500	\$22,500	0	0		
	Total		\$1,900,000	\$1,805,000	\$95,000				
1	Construct I90 Access Road	2009	\$1,500,000	\$1,425,000	\$75,000	OTGTAC	22	Eligible only on Airport Property	
2	Acquire De-icer truck	2009	\$90,000	\$85,500	\$4,500	OTGTAC	22	Eligible only on Airport Property	
3	Snow Removal Chemical Storage Facility	2009	\$750,000	\$712,500	\$37,500				
	Total		\$2,340,000	\$2,223,000	\$117,000				
1	SRE - Plow/Truck Spreader	2010	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996	
2	SRE - Plow/Truck Spreader	2010	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996	
3	Replace CFR 18	2010	\$900,000	\$855,000	\$45,000				
4	Security Improvements (Perimeter)	2010	\$450,000	\$427,500	\$22,500	0	0		
	Total		\$1,950,000	\$1,852,500	\$97,500				

Rapid City Area Transportation Improvement Program
2005-2009

Rapid Transit System -- Rapid City's Public Transportation

TIP			
Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2005			
Rcpts. 05-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$482,735.00	Federal (Sec 5307)
	\$251,022 FTA assistance for ADA service	\$399,710.00	Local
	\$231,713 FTA assistance for Fixed Rt. service	<u>\$28,425.00</u>	State
		\$910,870.00	TOTAL
Rcpts. 05-2	Capital assistance for purchase of two 25ft. ADA approved Dial-A-Ride paratransit vehicle (Replace 1998 vehicles)	\$91,300.00	Federal (Sec 5307)
	\$91,300 FTA assistance for ADA service	<u>\$18,700.00</u>	Local
		\$110,000.00	TOTAL
CALENDAR YEAR 2006			
Rcpts. 06-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$501,958.00	Federal (Sec 5307)
	\$261,018 FTA assistance for ADA service	\$420,243.00	Local
	\$240,9401 FTA assistance for Fixed Rt. service	<u>\$28,425.00</u>	State
		\$950,626.00	TOTAL
Rcpts. 06-2	Capital assistance for purchase of two 25ft. ADA approved fixed route transit vehicles	\$373,500.00	Federal (Sec 5307)
		<u>\$76,500.00</u>	Local
		\$450,000.00	TOTAL
Rcpts. 06-3	Capital assistance for purchase of two 25ft. ADA approved Dial-A-Ride paratransit vehicle (Replace 1999 vehicles)	\$103,750.00	Federal (Sec 5307)
	\$103,750 FTA assistance for ADA service	<u>\$21,250.00</u>	Local
		\$125,000.00	TOTAL
CALENDAR YEAR 2007			
Rcpts. 07-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$517,017.00	Federal (Sec 5307)
	\$237,791 FTA assistance for ADA service	\$432,850.00	Local
	\$237,791 FTA assistance for Fixed Rt. service	<u>\$28,425.00</u>	State
		\$978,292.00	TOTAL
Rcpts. 07-2	Capital assistance for purchase of two 25ft. ADA approved fixed route transit vehicles	\$373,500.00	Federal (Sec 5307)
		<u>\$76,500.00</u>	Local
		\$450,000.00	TOTAL
Rcpts. 07-3	Capital assistance for purchase of two 25ft. ADA approved Dial-A-Ride paratransit vehicle (Replace 2000 vehicles)	\$107,900.00	Federal (Sec 5307)
	\$107,900 FTA assistance for ADA service	<u>\$22,100.00</u>	Local
		\$130,000.00	TOTAL
CALENDAR YEAR 2008			
Rcpts. 08-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$532,528.00	Federal (Sec 5307)
	\$237,791 FTA assistance for ADA service	\$445,836.00	Local
	\$237,791 FTA assistance for Fixed Rt. service	<u>\$28,425.00</u>	State
		\$1,006,789.00	TOTAL
Rcpts. 08-2	Capital assistance for purchase of two 25ft. ADA approved fixed route transit vehicles	\$384,705.00	Federal (Sec 5307)
		<u>\$78,795.00</u>	Local
		\$463,500.00	TOTAL

Rapid City Area Transportation Improvement Program
2005-2009

Rapid Transit System -- Rapid City's Public Transportation

TIP			
Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2008 (con't)			
Rcpts. 08-3	Capital assistance for purchase of two 25ft. ADA approved Dial-A-Ride paratransit vehicle (Replace 2001 vehicles)	\$112,050.00	Federal (Sec 5307)
		<u>\$22,950.00</u>	Local
		\$135,000.00	TOTAL
	\$112,050 FTA assistance for ADA service		
CALENDAR YEAR 2009			
Rcpts. 09-1	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$559,915.00	Federal (Sec 5307)
		\$468,128.00	Local
	\$237,791 FTA assistance for ADA service	<u>\$28,425.00</u>	State
	\$237,791 FTA assistance for Fixed Rt. service	\$1,056,468.00	TOTAL
Rcpts. 09-2	Capital assistance for purchase of two 25ft. ADA approved paratransit vehicles	\$112,000.00	Federal (Sec 5307)
		<u>\$28,000.00</u>	Local
		\$140,000.00	TOTAL

Rapid City Area Transportation Improvement Program 2005 - 2009

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 ranked at the local level and recommendations will be forwarded to the Office of Air, Rail and Transit, 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.

VEHICLE TYPES	FY2005	FY 2006	FY2007
30 Passenger Bus w/ lift	1	1	1
9/2 Mini-busses w/lift (11 passenger)	4	4	4
8 Passenger Vans			
19 Passenger Mini-busses			
6 Passenger Station Wagon			
15 Passenger Vans			
Wheel chair lift assembly	3	4	4
Total vehicles requested	5	5	5
Total funds requested	\$171,000	\$171,000	\$171,000

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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INTERSTATE 3-R ROADWAY

* FISCAL YEAR 2005 *

IM 90-2(134)59 P 2016(13)71	4259 6227	Pennington	2.2	I-90 US16B	I-90 from LaCrosse Street E to 1/2 distance between Elk Vale & East North St. exits, US16B, from near Cambell to I-90 (0.4 mi.)	Construct new interchange at East North Street, reconstruct mainline & 0.4 mi. section of US16B	7.778 (Fed) <u>0.772</u> (State) 8.550 TOTAL
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Also funded in:

Major Arterial Construction/Reconstruction Projects 5.200

Total Project Cost
13.750

* FISCAL YEAR 2006 *

IM I90-2(02)0 P 0016()68 P 0079(43)79	6915 6916	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.505 (Fed) <u>0.050</u> (State) 0.555 TOTAL
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Also funded in:

Major Arterial Resurfacing Projects 0.066
Minor Arterial Resurfacing Projects 0.797
State Trunk 3R Structure Projects 0.700

Total Project Cost
2.149

* FISCAL YEAR 2007 *

IM 90-2(95)55	6557	Pennington	0.0	I-90	Exit 55, Deadwood Avenue	New traffic signals	0.200 (Fed) <u>0.050</u> (State) 0.250 TOTAL
IM-NH 90-2(39)61	1939	Pennington	2.0	I-90	Exit 61, Elk Vale Road, from N of the railroad tracks to N of Mall Drive	Urban interchange	13.747 (Fed) <u>1.365</u> (State) 15.112 TOTAL

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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MAJOR ARTERIAL CONSTRUCTION/RECONSTRUCTION

* FISCAL YEAR 2005 *

IM 90-2(134)59 P 2016(13)71	4259 6227	Pennington	2.2	I-90 US16B	I-90 from LaCrosse Street E to 1/2 distance between Elk Vale & East North St. exits, US16B, from near Cambell to I-90 (0.4 mi.)	Construct new interchange at East North Street (Exit 60), reconstruct mainline & 0.4 mi. section of US16B	4.261 (Fed) <u>0.939</u> (State) 5.200 TOTAL
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Also funded in:

Interstate 3-R Roadway Projects	8.550		Total Project Cost 13.750
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NH 0016(00)67	6896	Pennington	0	US16	Intersection of US 16 & Fairmont Boulevard	Upgrade traffic signals and pedestrian crossing	0.000 (Fed) <u>0.070</u> (State) 0.070 TOTAL
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* FISCAL YEAR 2006 *

P-PH 0044(31)43	5617	Pennington	0.4	SD44	Mt. View Rd. from N of Jackson Blvd. intersection to S of Chicago St., intersections of Mt. View/W. Main & Mt. View/Omaha	Urban reconstruction (from N of Jackson Blvd. intersection to S of Chicago St. intersection), upgrade signal heads, controller & loops (intersection of Mt. View/W Main) & signal upgrade (Mt. View/Omaha)	3.489 (Fed) <u>0.770</u> (State) 4.259 TOTAL
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Also funded in:

Roadway Safety Improvement	0.770		Total Project Cost 5.044
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NH-PH 2016(14)68	4981	Pennington	1.5	US16B	From Minnesota Street to St. Patrick St & intersection of St. Joseph Street & structure over St. Joseph Street and railroad	Grading, surfacing & reconstruct acceleration ramp/lane at intersection of St. Joseph Street & deck overlay, modify joints and spot paint	4.300 (Fed) <u>0.948</u> (State) 5.248 TOTAL
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Also funded in:

Roadway Safety Improvement	0.200		Total Project Cost 5.452
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Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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MAJOR ARTERIAL CONSTRUCTION/RECONSTRUCTION (con't)

* FISCAL YEAR 2006 * (con't.)

P 0044(52)50	6437	Pennington	3.9	SD44	From the end of the concrete in Rapid City to the junction with Airport Road	Grading & Surfacing	2.883 (Fed) <u>0.635</u> (State) 3.518 TOTAL
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Also funded in:

Minor Arterial Construction/Reconstruction Projects	3.631	Total Project Cost	7.222
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* FISCAL YEAR 2009 *

NH 2016()64	6875	Pennington	3.5	US16B	From US16 to SD79 in Rapid City	Grading & PCC paving	7.905 (Fed) <u>1.742</u> (State) 9.647 TOTAL
P 0044()40	6925	Pennington	2.6	SD44	Jackson Blvd, from Chapel Lane Road to Mountain View Road in Rapid City	Grading, storm sewer, curb & gutter & PCC paving	8.273 (Fed) <u>1.822</u> (State) 10.095 TOTAL

MAJOR ARTERIAL RESURFACING

* FISCAL YEAR 2006 *

NH-P-PH 0238(04)43	5445	Pennington	1.2	SD238	From SD79 to SD44 & the intersection of SD238/Valley Drive	Pavement restoration & AC resurf from SD79 to SD44 & traffic signals at the intersection of SD238/Valley Drive	0.972 (Fed) <u>0.214</u> (State) 1.186 TOTAL
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Also funded in:

Roadway Safety Improvement	0.100	Total Project Cost	1.288
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Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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MAJOR ARTERIAL RESURFACING (con't)

*** FISCAL YEAR 2006 *
(con't.)**

IM I90-2(02)0 P 0016()68 P 0079(43)79	6915 6916	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.055 (Fed) <u>0.012</u> (State) 0.067 TOTAL
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Also funded in:

Interstate 3-R Roadway Projects	0.544
Minor Arterial Resurfacing Projects	0.797
State Trunk 3R Structure Projects	0.700

Total Project Cost
2.149

MINOR ARTERIAL CONSTRUCTION/RECONSTRUCTION

*** FISCAL YEAR 2006 ***

P 0044(52)50	6437	Pennington	3.9	SD44	From the end of the concrete in Rapid City to the junction with Airport Road	Grading & Surfacing	3.036 (Fed) <u>0.668</u> (State) 3.704 TOTAL
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Also funded in:

Major Arterial Construction/Reconstruction Projects	3.449
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Total Project Cost
7.222

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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MINOR ARTERIAL RESURFACING

* FISCAL YEAR 2006 *

IM I90-2(02)0 P 0016()68 P 0079(43)79	6915	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.666 (Fed) <u>0.147</u> (State) 0.813 TOTAL
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Also funded in:

Interstate 3-R Roadway Projects	0.544	
Major Arterial Resurfacing Projects	0.066	
State Trunk 3R Structure Projects	0.700	
		Total Project Cost
		2.149

* FISCAL YEAR 2007 *

P 0044()54	Pennington	11.2	SD44	From Rapid City Airport Road to Farmingdale	Cold in place recycle & ac resurfacing	2.209 (Fed) <u>0.487</u> (State) 2.696 TOTAL
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STATE SECONDARY CONSTRUCTION/RECONSTRUCTION

* FISCAL YEARS 2005 - 2009 *

No projects identified

BRIDGE REPLACEMENT PROJECTS

* FISCAL YEAR 2005 *

BRF 90-2(95)57	6971	Pennington	0.0	I-90	I-190 Interchange, Haines Ave Interchange, & Exit 67 (Liberty	Epoxy Chip Seals	0.326 (Fed) <u>0.081</u> (State) 0.407 TOTAL
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Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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BRIDGE REPLACEMENT PROJECTS (con't)

* FISCAL YEAR 2006 *

BRF 90-2(92)64	4438	Pennington	0.0	I-90	2.3 miles E of Elk Vale Road Exit	Replace deck	0.571 (Fed) <u>0.143</u> (State) 0.714 TOTAL
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STATE TRUNK 3R STRUCTURE PROJECTS

* FISCAL YEAR 2006 *

IM I90-2(02)0 P 0016()68 P 0079(43)79	6915 6916	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.585 (Fed) <u>0.129</u> (State) 0.714 TOTAL
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Also funded in:

Interstate 3-R Roadway Projects	0.544	
Major Arterial Resurfacing Projects	0.066	
Minor Arterial Resurfacing Projects	0.797	
		Total Project Cost 2.149

* FISCAL YEAR 2009 *

P 0016()67	6492	Pennington	0.0	US16	Non Federal-Aid Co Rd over US16 1.9 S of SD44	Epoxy deck seal & modify joints	0.130 (Fed) <u>0.032</u> (State) 0.162 TOTAL
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Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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RAILROAD CROSSING IMPROVEMENTS

*** FISCAL YEAR 2005 ***

PP 8052(52)	559N	Pennington	0.0		Milwaukee Street in Rapid City *190-138X	Railroad crossing rehabilitation	0.068 (Fed) <u>0.007</u> (State) 0.075 TOTAL
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*** FISCAL YEAR 2007 ***

PS 8052(48)	5163	Pennington	0.0		Maple Avenue E of East Blvd in Rapid City DM&E #190-261W & #190-262D	Railroad crossing rehabilitation	0.140 (Fed) <u>0.016</u> (State) 0.156 TOTAL
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URBAN SYSTEMS PROJECTS (STP)

*** FISCAL YEAR 2005 ***

P 1669(00)	3595	Pennington	0.80		Haines Avenue from Northridge Drive to Viking Drive	Grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing & roadway lighting (ADA Improve. Included)	0.000 (Fed) <u>1.200</u> (State) 1.200 TOTAL
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*** FISCAL YEAR 2006 ***

P 1650(00)		Pennington	0.30		Eglin Street from E. North Street to the DOT Entrance	Grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing & roadway lighting	0.000 (Fed) <u>0.796</u> (State) 0.796 TOTAL
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Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
URBAN SYSTEMS PROJECTS (STP) (con't)							
* FISCAL YEAR 2007 *							
P 1648(00)	H020	Pennington	0.4		Anamosa St. from LaCrosse to Herman Street	Widening, grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing, ROW, & roadway lighting	0.000 (Fed) <u>1.353</u> (State) 1.353 TOTAL
* FISCAL YEAR 2008 *							
P 1648()	H021	Pennington	0.30		Anamosa Street from Haines Avenue to Midway Street	Grading, widening, storm sewer, curb & gutter, PCCP surfacing, intersection improvements, traffic signals, roadway lighting and sidewalks	1.043 (Fed) <u>0.230</u> (State) 1.273 TOTAL
* FISCAL YEAR 2009 *							
P 1648(00)		Pennington	0.4		Anamosa Street from Midway Street to Herman Street	Grading, widening, curb & gutter, PCCP surfacing, storm sewer, intersection improvements, traffic signals, sidewalks & roadway lighting	1.774 (Fed) <u>0.174</u> (State) 1.948 TOTAL
ROADWAY SAFETY IMPROVEMENTS							
* FISCAL YEAR 2005 *							
PH 2016(16)71	H024	Pennington	0.0	US16B	Intersection of Cambell & E North Street in Rapid City	Signal upgrade, modify radius on the SE corner of intersection, add right turn lane & acceleration lane for EB to SB traffic	0.173 (Fed) <u>0.019</u> (State) 0.192 TOTAL

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
ROADWAY SAFETY IMPROVEMENTS (con't)							
* FISCAL YEAR 2006 *							
P-PH 0044(31)43	5617	Pennington	0.4	SD44	Mt. View Rd. from N of Jackson Blvd. intersection to S of Chicago St, Intersections of Mt. View/W. Main & Mt. View/Omaha	Urban reconstruction (from N of Jackson Blvd. intersection to S of Chicago St. intersection), upgrade signal heads, controller & loops (intersection of Mt. View/W Main) & signal upgrade (Mt. View/Omaha)	0.770 (Fed) <u>0.015</u> (State) 0.785 TOTAL
Also funded in:						Total Project Cost	
Major Arterial Construction/Reconstruction Projects					4.175	5.044	
NH-PH 2016(14)68	4981	Pennington	1.5	US16B	From Minnesota Street to St. Patrick St & intersection of St. Joseph Street & structure over St. Joseph Street and railroad	Grading, surfacing & reconstruct acceleration ramp/lane at intersection of St. Joseph Street & deck overlay, modify joints and spot paint	0.184 (Fed) <u>0.020</u> (State) 0.204 TOTAL
Also funded in:						Total Project Cost	
Major Arterial Construction/Reconstruction Projects					5.145	5.452	
NH-P-PH 0238(04)43	5445	Pennington	1.2	SD238	From SD79 to SD44 & the intersection of SD238/Valley Drive	Pavement restoration & AC resurf from SD79 to SD44 & traffic signals at the intersection of SD238/Valley Drive	0.092 (Fed) <u>0.010</u> (State) 0.102 TOTAL
Also funded in:						Total Project Cost	
Major Arterial Resurfacing Projects					1.163	1.288	

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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COUNTY SECONDARY AND OFF SYSTEM PROJECTS (con't)

* FISCAL YEAR 2009 *
(con't)

BRO 8052()	H100	Pennington	0.2	Structure on Creek Drive & St. Patrick Street in Rapid City	Structure & approach grading	0.236 (Fed) <u>0.060</u> (State) 0.296 TOTAL
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UNCLASSIFIED HIGH PRIORITY LOCAL PROJECTS

* FISCAL YEARS 2005 - 2009 *
No projects identified

TRANSPORTATION ENHANCEMENT PROJECTS

* FISCAL YEAR 2005 *

P OENH(138)	H114	Pennington	1.0	Irrigation ditch in Rapid Valley south of Twilight Drive	Rapid Valley Bike Path	0.500 (Fed) <u>0.450</u> (State) 0.950 TOTAL
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Award of Enhancement Funds is Contingent on Reauthorization of this program by Congress

P OENH(131)	H107	Pennington	1.8	North side of Omaha Street from East Boulevard to west of Cross St.	Bike path/landscaping	0.460 (Fed) <u>0.247</u> (State) 0.707 TOTAL
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Award of Enhancement Funds is Contingent on Reauthorization of this program by Congress

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
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TRANSPORTATION ENHANCEMENT PROJECTS (con't)

* FISCAL YEAR 2006 *

P OENH(152)	Pennington	0.0	From the intersection of Plateau Lane and ending 500' east of Reservoir Rd.	Installation of culvert and placement of 8 foot wide concrete path	0.374 (Fed) <u>0.085</u> (State) 0.459 TOTAL
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STATE SECONDARY CONSTRUCTION/RECONSTRUCTION/RESURFACING PROJECTS

* FISCAL YEARS 2005 - 2009 *

No projects identified

ACCIDENT PREVENTION PROJECTS

* FISCAL YEARS 2005 - 2009 *

No projects identified

LOCAL FUNDING/OTHER

50254	Pennington	Elm Street Extension, between Hanover Drive and Catron Blvd (US 16B)	Grading, paving, curb & gutter, sidewalk, water and sewer mains	0.000 (Fed) 0.000 (State) <u>1.701</u> (Local) 1.701 TOTAL
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*This is an Infrastructure Development Partnership Fund project.

Capital Plan, May 2004

City of Rapid City, SD

PROJECTS BY FUNDING SOURCE

2004 thru 2008

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
08910 - Streets								
Stanley Court Street & Drainage Improvements	50002-959	1	10,000					10,000
Canyon Lake Dr. Watermain Reconstruction	50004-878	2				15,000	350,000	365,000
Chapel Lane Bridge Widening/Rehab.	50016	3	330,000					330,000
Kansas City Street, E. Blvd. To 5th St.	50119-1170	2			340,000			340,000
Lemmon Ave. Reconst., College to Monroe	50120-1068	1	195,800	134,200	180,400			510,400
Milwaukee St. Mill & Overlay, Van Buren to Anamosa	50122-1378	1	166,000					166,000
Seelye Lane, St. Pat to St. Charles	50125-1063	2		275,000				275,000
Elm Ave. Reconst., Meade to St. Patrick	50130-1075	2			20,000	600,000		620,000
Kansas City St., 5th to 8th St.	50132-1077	3			270,000			270,000
Lombardy Drive Reconst.	50133	3	20,000	275,000				295,000
Nevada and Idaho St. Reconst., Willow to Ivy	50134	3	20,000	150,000				170,000
Texas St. Reconst., Arizona to Parkview	50136-1083	3		200,000				200,000
W. Chicago Reconst. 44th St. to Seeaire	50137-1071	1	1,154,000					1,154,000
6th & 7th St. Reconst., KC to Omaha	50138	4		35,000	500,000			535,000
Centre St. Reconst., LaCross to Cambell	50141-990	4					600,000	600,000
Elk Vale Rd., I-90 to City Limits	50143	4				225,000		225,000
Elm Ave. Reconst., St. Joe to KC	50144	4	80,000					80,000
Elm Ave. Reconst., E. Utah to Meade	50145-1076	2		30,000	500,000			530,000
Howard St. Reconstruction, UBC to Carmel	50147	4				0		0
6th St. Reconst., Cleveland to Oakland	50148	4					150,000	150,000
Van Buren St., Milwaukee to LaCross	50149	4			207,000			207,000
Corral Dr. Reconstruction	50151	4				150,000		150,000
Skyline Dr. Reconst. Phase 1	50153	4					50,000	50,000
Wonderland Dr. Street & Drainage Reconst.	50155	4				150,000		150,000
E. Anamosa St. Extension, E. North to Century Rd	50261	2	424,000	100,000				524,000
Lakota Subdivision Streets Mill & Overlay	50279	2			250,000			250,000
Farnwood/Rapp/Anamossa Intersection improvements	50286-929	2	90,000	140,000				230,000
Intersection Improvements, Various Locations	50296	2			225,000	165,000	100,000	490,000
Creek Drive Bridge Replacement	50309-1241	1	19,500		160,000			179,500
Franklin St. Reconstruction, Mt Rushmore to 11th	50310	2		250,000				250,000
E. Anamosa Extension, Century Rd. to Lacross	50316	4	100,000					100,000
Meade Street Reconstruction, Elm to Hawthorne	50325	2	28,000	300,000				328,000
Mill & Overlays for 2004	50329	1	250,000					250,000
Lange Rd Relocation at Exit 55	50354-1253	2	144,300					144,300
Tallent St Watermain Reconstruction	50358-1263	1	341,500					341,500
Meade St Mill & Overlay	50362	3				150,000		150,000

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187	2		50,000	630,000			680,000
44th St. Storm Sewer Outfall	50365	3			20,000	250,000		270,000
W. Chicago Street Lighting	50366	4			7,000	145,000		152,000
Stalon Place Street and Utilities Reconstruction	50367	3		58,000				58,000
Downtown Alleys Reconstruction	50379	1		50,000	50,000	50,000	50,000	200,000
Knollwood St Realignment at Haines	50380	3				105,000	250,000	355,000
Minnewasta St. Mill & Overlay	50383	2			79,000			79,000
Oakland St/Oakland Dr Watermain Reconstruction	50389	3				106,000		106,000
Colorado, Wisconsin, & Maple Watermain Recon	50390	3			5,000	160,000		165,000
Universal Dr Reconstruct, Deadwood to City Limits	50398	4				40,000	575,000	615,000
Fairmont Blvd/Hwy 16 Intersection Improvements	50402-1251	2	130,000					130,000
Skyline Dr / Tower Rd Intersection	50405-1238	1	50,000					50,000
Waterloo Watermain Reconstruction	50407-1084	1	260,000					260,000
East St. Andrew Reconstruction	50410	4				24,000	400,000	424,000
7th Street Improvements	50415	2				100,000		100,000
Elm Av / St. Patrick St. Intersection Improvements	50416	3			24,000			24,000
Silver St. & Gold St. Utilities Reconstruction	50418	4					150,000	150,000
East Oakland Utilities Reconstruction	50424	2				10,000	135,000	145,000
Centennial St Improvements, Elm to Michigan	50425	4				35,000		35,000
Jolly Lane Reconstruction, Hwy 44 to Back Nine Dr	50428	4				26,000	300,000	326,000
Memorial Pk & Dilger Ave Watermain Reconstruct	50465	1			10,000	150,000		160,000
East St. Louis Reconstruction	50468	2				10,000	150,000	160,000
College & Willsie Ave's Watermain Reconstructions	50471	1				60,000		60,000
Raider Road Watermain Looping	50475	1				10,000	100,000	110,000
Mall Drive Extension Ph 1, E. North to Dyess	50485-1334	1	95,000					95,000
Tower Rd Reconstruction, Cathedral Dr to bridge	50486	1	20,000	220,000				240,000
Bridge Deck Repairs, Various Locations	50525	2			200,000			200,000
Elk Vale Park Subdivision Utilities	50546	1	170,000	-170,000				0
Brentwood St. Overlay	50547	1		10,000				10,000
Mill & Overlay, Various Locations	50549	1		290,000		300,000		590,000
Contingency/inflation for 8910 - Streets	8910Inflat	1		39,000	105,500	109,000	113,500	367,000
08910 - Streets Total			4,098,100	2,436,200	3,782,900	3,145,000	3,473,500	16,935,700

08911 - Drainage

Stanley Court Street & Drainage Improvements	50002-959	1	15,000					15,000
Canyon Lake Dr. Watermain Reconstruction	50004-878	2				5,000	100,000	105,000
Drainage MIP	50006	1	25,000	25,000	25,000			75,000
Lime Creek Metering Dam (Elem 388) Construction	50009	4		80,000		35,000		115,000
Lime Ck. Metering Dam (EI 389)	50010-856	1		100,000		40,000	350,000	490,000
Box Culvert @ Cambell (Element 5)	50020	4			65,000	325,000		390,000
Box Culvert @ SD 44 East of Cambell (Element 3)	50021	3				285,000		285,000
Lime Ck Drainage, Lime Ck. Dr. to Brookside	50024	4		20,000	50,000	550,000		620,000
Dover Drainage Improvements	50025	2		330,000				330,000
Kansas City Street, E. Blvd. To 5th St.	50119-1170	2			175,000			175,000
Lemmon Ave. Reconst., College to Monroe	50120-1068	1	482,300	375,600	496,200			1,354,100
Elm Ave. Reconst., Meade to St. Patrick	50130-1075	2			20,000	300,000		320,000

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
Kansas City St., 5th to 8th St.	50132-1077	3			202,000			202,000
W. Chicago Reconst. 44th St. to Seeaire	50137-1071	1	115,000					115,000
6th & 7th St. Reconst., KC to Omaha	50138	4		14,000	100,000			114,000
Centre St. Reconst., LaCross to Cambell	50141-990	4					300,000	300,000
Eik Vale Rd., I-90 to City Limits	50143	4				10,000		10,000
Elm Ave. Reconst., E. Utah to Meade	50145-1076	2		15,000	315,000			330,000
6th St. Reconst., Cleveland to Oakland	50148	4					10,000	10,000
Van Buren St., Milwaukee to LaCross	50149	4			50,000			50,000
Wonderland Dr. Street & Drainage Reconst.	50155	4				100,000		100,000
US 16B, Minnesota to St. Pat.	50229	2	25,000					25,000
Fifth Street Extension, Minnesota to Hwy 16B	50253-914	1	610,000					610,000
Red Rock Estates Detention Ponds	50259-1182	1	265,000					265,000
Franklin St. Reconstruction, Mt Rushmore to 11th	50310	2		40,000				40,000
St. Martin's Detention Pond 305	50311	2	65,000			50,000	500,000	615,000
Knollwood Outfall, Elements 2 & 20	50312	2	50,000	20,000	200,000		230,000	500,000
Meade Street Reconstruction, Elm to Hawthorne	50325	2	175,500	1,200,000				1,375,500
Mt View Drainage Improvements	50349	2				35,000		35,000
Jackson Blvd Reconst. Mt. View to SLR	50351	4					35,000	35,000
Tallent St Watermain Reconstruction	50358-1263	1	35,000					35,000
Valley West Storm Sewer Reconstruction	50359-1145	2	40,000					40,000
Box Elder Drainage Basin Plan	50360	3		75,000				75,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187	2			225,000			225,000
44th St. Storm Sewer Outfall	50385	3			25,000	275,000		300,000
Meade Channel, Birch St: Crossing Improvements	50378	2				15,000	150,000	165,000
Metering Dam Expansion, SLR & Minnewasta	50384	2				65,000	250,000	315,000
Robbinsdale Pk Detention Pond Improvements	50403	3				20,000	300,000	320,000
Viewfield Detention Dam Outlet Structure	50412	3				60,000		60,000
LaCross/Philadelphia Drainage Improvements	50438-1157	3				16,000	144,000	160,000
Promise Rd Detention Pond	50440	1	60,000					60,000
Memorial Pk & Dilger Ave Watermain Reconstruct	50465	1			10,000	150,000		160,000
East St. Louis Reconstruction	50468	2					50,000	50,000
Raider Road Watermain Looping	50475	1					20,000	20,000
Omaha/Mt. View Detention Pond	50528	2	10,000	100,000				110,000
Fairgrounds East Drainage Improvements	50544	1	61,000					61,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	1		23,000	57,000	60,000	62,500	202,500
08911 - Drainage Total			2,033,800	2,417,600	2,015,200	2,396,000	2,501,500	11,364,100

08913 - Misc Improvements

E. St. Charles Railroad Crossing	50171	2					18,000	18,000
Cross St Railroad Crossing	50172	4			8,000			8,000
11th St. Railroad Crossing	50173	2				9,000		9,000
Out-of-the-Dust, Various Locations	50297	2	50,000	50,000	50,000	50,000	50,000	250,000
Miscellaneous Improvement Projects (MIP)	50298	1	50,000	50,000	50,000	50,000	50,000	250,000
Schamber Add. (Claghorn Water Ass'n) Watermain Ext	50442-1286	1	12,000					12,000
Wisconsin St. Sidewalk Improvements	50446-1297	1	22,000					22,000
Milwaukee St. Railroad Crossing Improvements	50527	1	8,000					8,000

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
New York St. Railroad Crossing Improvements	50533	2		8,000				8,000
08913 - Misc Improvements Total			142,000	108,000	108,000	109,000	118,000	585,000

TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2005-2009

Year	Project	PCEMS	Length	Number	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brg Unobligated Reserves	Safety Enhancement	Federal Bridge Funds	Federal Enhancement Funds	Forest Highway Funds	STP Funds	Rd & Brg	Total Funding
2005	P OENH(138)	H114	1.0		Irrigation Ditch S of Twilight Dr in Rapid City	Rapid City Bike Path	\$950,000					\$500,000			\$111,111	\$611,111
2005	BRO 8052(37)	6365	0.2	52-728-342	Structure in Owanka over Box Elder Creek	Structure & Approach Grading	\$201,500				\$161,200				\$40,300	\$201,500
2006	BRO 8052(50)	H063	0.2	52-719-310	Structure 10.8 E & 2 S of New Underwood over Creek	Structure & Approach Grading	\$145,000				\$116,000				\$29,000	\$145,000
2006	BRO 8052(51)	H117	0.1	52-940-159	Structure 2 E & 2 N of Creighton over Stockdam Spillway	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2007	P-PH 8052(17)	6292	1.2		Reservoir Road from SD44 N to Twilight Dr	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$2,150,000	\$500,000	\$872,504	\$500,000					\$277,496	\$2,150,000
2007	BRO 8052()	BL	0.1	52-692-290	Structure 8.1 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2007	BRO 8052()	BM	0.1	52-677-290	Structure 6.7 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2007	BRO 8052()	BN	0.1	52-666-290	Structure 5.6 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2008	BRO 8052()	BO	0.1	52-312-433	Structure 0.8 W of Keystone over Battie Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2008	BRO 8052(45)	5655	0.2	52-645-305	Structure 1.0 S & 3.6 E of New Underwood over Box Elder Creek	Structure & Approach Grading	\$247,000				\$197,600				\$49,400	\$247,000
2008	BRF 6404()	AO	0.2	52-319-268	Structure 1.1 E & 3 N of Johnson Siding over Box Elder Creek	Structure Rehabilitation	\$45,000				\$36,000				\$9,000	\$45,000
2008	P 6403()	6364	2.5		Deerfield Road from Hill City Northwest	Grading, Drainage, Base Course, & Asphalt Surface	\$3,000,000						\$2,400,000	\$600,000		\$3,000,000
2009	P 6480(4)	5777	2.5		Shendan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$2,500,000		\$600,000					\$1,900,000		\$2,500,000
2012			9.5		South Rochford Road from Rochford south to end of Deerfield Road asphalt	Grading, Drainage, Base Course, & Asphalt Surface	\$10,200,000									Unfunded
2013			5.4		Rochford Road from Rochford east to the Lawrence County Line	Grading, Drainage, Base Course, & Asphalt Surface	\$5,800,000									Unfunded
2014			9.8		Mystic Road from Rochford Road south to the Tigerville Junction	Grading, Drainage, Base Course, & Asphalt Surface	\$10,300,000									Unfunded