



CITY OF RAPID CITY

PARKS AND RECREATION DEPARTMENT
300 SIXTH STREET
RAPID CITY, SOUTH DAKOTA 57701

PARKS AND RECREATION DEPARTMENT

Parks and Recreation Memo

Date: January 25, 2006

To: Mayor and City Council

From: Jerry W. Cole, Director

Subject: Canyon Lake Park Road

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As you are aware of, the road at Canyon Lake Park has been closed since late December 2005. On January 5, 2006 and again on January 19, 2006 staff from Parks and Recreation, City Attorney's office and Public Works met to develop options on what the City could do about the road through Canyon Lake Park.

In the past years there have been several accidents along this road, do to a combination of speeding, careless driving and snow packed or icy roads. One of these accidents led to a law suit against the City which was completed in December of 2005.

Although staff feels that the road is safe if everyone would obey the traffic laws, in a remote park setting this is not always the case. Therefore, we met to see how we could change or adapt the road as well as the park to better serve and keep our citizens safe.

On January 5, 2005 we developed several options including:

1. Leave road as is. Put up guard rails, signs, gates, etc.
2. Take road out between shelter #2 & #3. Create 2-way traffic road to shelter #2.
3. Reverse direction of traffic from Park Drive to Canyon Lake Road.
4. Fill in all ponds that have a potential being problems in clear zones.
5. Place speed bumps and signs throughout park roads to slow traffic.
6. Realign Road to delete sharp curve.

Discussing each thoroughly we found there were pros and cons to each option. We decided to have a second meeting to explore in more depth the two items that seemed to be the best options.

Looking at each option in terms of accident potential, traffic and pedestrian flow, clear zones, speed, use patterns, the two options below became the best alternatives:

Option #1: This option leaves the road through the park as it is currently, but includes putting barriers (guard rails) around all ponds that could be driven into by traffic, installing signs along the road stating (no winter maintenance, slow curve ahead, and a gate on the entrance and exit so parks staff could close the road to through traffic when conditions warranted.) This is the cheaper option and would leave the roadway open to traffic most of the time. This option however would take away some of the beauty of the park.

Option #2: This option would close the road at the #2 shelter and then remove the road bed and replace with grass between the #2 and #3 shelters. The road would then become a two lane road with a turn around at the #2 shelter. The #3 shelter could still be accessed off of Park Drive. We would recommend placing a gate at the entrance of the park so it could be closed down in the evenings and during periods of hazardous road conditions. ***The Parks and Recreation Board gave their recommendation to this option.***

If you have any questions please don't hesitate to call.

**CANYON LAKE PARK ROAD IMPROVEMENT OPTIONS
PRELIMINARY COST ESTIMATE**

1/19/2006

ITEM	UNIT	QUANTITY	UNIT PRICE	EXTENDED PRICE
OPTION 2: ELIMINATE ROAD BETWEEN SOUTHEAST PARKING LOT AND PARK DRIVE				
Remove Asphalt	SY	1550	\$ 4.00	\$ 6,200.00
Asphalt Curb	LF	125	\$ 10.00	\$ 1,250.00
Remove Guard Rail	LF	80	\$ 10.00	\$ 800.00
Type "B" Curb Inlet	EA	1	\$ 2,000.00	\$ 2,000.00
18" RC Pipe	LF	150	\$ 50.00	\$ 7,500.00
Repair Rock Wall at New Drain Pipe	LS	1	\$ 500.00	\$ 500.00
Replace Sprinklers	LS	1	\$ 5,000.00	\$ 5,000.00
6" Topsoil	CY	300	\$ 20.00	\$ 6,000.00
CoCompost	CY	100	\$ 10.00	\$ 1,000.00
Seeding	SY	1550	\$ 2.00	\$ 3,100.00
Signage (no outlet, no winter maint., no parking)	LS	1	\$ 2,200.00	\$ 2,200.00
Contingency	LS	1	\$ 2,950.00	\$ 2,950.00
TOTAL				\$ 38,500.00

OPTION 1: RELOCATE EXISTING AND ADD NEW GUARD RAIL

Guard Rail (Relocate 80' Add 50')	LS	1	\$ 3,000.00	\$ 3,000.00
Signage (Curve, Chevrons)	LS	1	\$ 1,000.00	\$ 1,000.00
Gates	EA	2	\$ 1,500.00	\$ 3,000.00
TOTAL				\$ 7,000.00

Rapid City Geographic Information System





- Remove for reset the existing 75'
- Install 50' class A W-beam GR
- Reset 75' GR
- 12.5' Double class A W-beam GR

By: Chad Hilt
JH Hilt Engineering Inc.

