

# **Rapid City Area Transportation Improvement Program**

(Fiscal Years 2008-2012)

## **Prepared By:**

Rapid City Transportation Planning Division

## **In Cooperation With:**

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South Dakota Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

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# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2008 - 2012)

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## **RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM**

**(Fiscal Years 2008 - 2012)**

### **- ABBREVIATIONS USED IN THIS DOCUMENT -**

<b>3-R</b>	Relates to either the interstate maintenance project funding category or the state system structure funding category (Resurfacing, Restoration and Rehabilitation) provided by the DOT under the terms of the ISTEA of 1991.
<b>ADA</b>	Americans with Disabilities Act of 1990. Mandates changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities. This act affects all existing and new public places, conveyances, and employers. The significance of ADA in transportation will be most obvious in transit operations, capital improvements, and hiring practices.
<b>CAAA</b>	Clean Air Act Amendments of 1990
<b>C &amp; G</b>	Curb and Gutter
<b>CIP</b>	Capital Improvement Plan
<b>CY</b>	Calendar Year
<b>DM&amp;E</b>	Dakota Minnesota and Eastern Railroad
<b>DOT</b>	United States Department of Transportation
<b>EPA</b>	United States Environmental Protection Agency
<b>FAUS</b>	Federal-Aid Urban Systems Funds. Designated Federal-Aid routes within urban areas (5,000 or more population). Projects and priorities are established by each urban area. FAUS projects were funded at approximately 78% federal and 22% state. FAUS funds were replaced by STP funds under ISTEA.
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>MPO</b>	Metropolitan Planning Organization
<b>NHS</b>	National Highway System
<b>PCCP</b>	Portland Cement Concrete Pavement

## **ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)**

<b>PL</b>	Metropolitan Planning Funds. Highway Trust Funds which have been set aside for transportation planning activities in Urbanized Areas. Funding is on an 81.95% - 18.05% federal/local basis.
<b>RACT</b>	Reasonable Available Control Technologies which have been established by the EPA.
<b>RCATPP</b>	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
<b>ROW</b>	Right-Of-Way
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This five year highway bill was approved in August of 2005 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 and represents the largest surface transportation investment in our Nation's history.
<b>SEC 5307</b>	Federal Program for capital improvements, i.e. terminals, shelters, mechanical equipment other than buses, computers, office equipment, etc. These funds, formerly known as Section 9 funds, have been available since FY 1984 through the Urban Mass Transportation Act of 1964 as amended by the Federal Transit Act of 1991. They provide resources for planning, capital and operating assistance. The match on planning and capital is 80% federal and 20% local; while the operating subsidy is 50% federal and 50% local.
<b>SEC 5310</b>	These funds, formerly known as Section 16 funds, are available through the Urban Mass Transportation Act of 1964 as amended. This authorizes capital grants to non-profit organizations to assist in providing transportation for the elderly and the handicapped. FTA provides 80% of the costs for equipment, and the 20% match must come from other than federal funds.
<b>SDDOT</b>	South Dakota Department of Transportation
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>TIP</b>	Transportation Improvement Program

**METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT**

In accordance with 23 CFR 450.334, the **South Dakota Department of Transportation** and the **Rapid City Area Metropolitan Planning Organization** for the **Rapid City, South Dakota urbanized area** hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Rapid City, South Dakota MPO  
Metropolitan Planning Organization

South Dakota Department of Transportation  
State Department of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

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Date

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2008 - 2012)

## 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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**

SAFETEA-LU 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 2008-2012 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, SAFETEA-LU 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**

SAFETEA-LU 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 (CIP). 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 19-20.

The following funding sources have been identified for funding street projects.

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 (2<sup>nd</sup> 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 (2008) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2009-2012) are tentatively programmed for implementation in those respective years. All projects beyond the current year are subject to annual review.

Local funding will be provided by developer contributions, Tax Increment Financing and other local sources. The projected annual funding sources for the City of Rapid City's Capital Improvements Plan identified in the 2008-2012 TIP (pages 19-20) are listed above. Adequate funds have been committed to fund the City's local match for transportation projects.

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. The Pennington County Five-Year Construction Program for 2008-2012 and 2013-2014 are included on page 18.

Meade County presently receives funding from the following sources: Intergovernmental Revenue, Charges for Goods and Services, and Miscellaneous Revenue. Meade County has not submitted any information.

Figure 1 identifies the South Dakota Department of Transportation's Comparison of Estimated Funding for Fiscal Years 2008-2012 by project category.

Figure 1

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2008-2012 STIP  
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2008

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	EAR MARKED	STATE	LOCAL	TOTAL
INTERSTATE									\$ -
MAJOR ARTERIAL CONST/RECONST									\$ -
MAJOR ARTERIAL RESURFACING									\$ -
MINOR ARTERIAL CONST/RECONST									\$ -
MINOR ARTERIAL RESURFACING									\$ -
STATE SECONDARY CONST/RECONST									\$ -
STATE SECONDARY RESURFACING									\$ -
BRIDGE REPLACEMENT									\$ -
STATE TRUNK 3-R STRUCTURES									\$ -
GRAVEL STOCKPILES									\$ -
RAILROAD CROSSING									\$ -
URBAN SYSTEMS									\$ -
ROADWAY SAFETY IMPROVEMENT									\$ -
CONTRACT SURFACE TREATMENT									\$ -
RECREATIONAL TRAILS PROGRAM									\$ -
GAME, FISH AND PARKS									\$ -
SCENIC BYWAYS									\$ -
COUNTY SECONDARY AND OFF SYSTEM									\$ -
HIGHWAY SYSTEMS MANAGEMENT									
SPECIAL PROJECTS									\$ -
ECONOMIC DEVELOPMENT									\$ -
ENHANCEMENT PROJECTS									\$ -
TOTAL PROGRAMMED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ESTIMATED FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**INFORMATION WAS NOT AVAILABLE FOR DRAFT REPORT**

Figure 1

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2008-2012 STIP  
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2009

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	EAR MARKED	STATE	LOCAL	TOTAL
INTERSTATE									\$ -
MAJOR ARTERIAL CONST/RECONST									\$ -
MAJOR ARTERIAL RESURFACING									\$ -
MINOR ARTERIAL CONST/RECONST									\$ -
MINOR ARTERIAL RESURFACING									\$ -
STATE SECONDARY CONST/RECONST									\$ -
STATE SECONDARY RESURFACING									\$ -
BRIDGE REPLACEMENT									\$ -
STATE TRUNK 3-R STRUCTURES									\$ -
GRAVEL STOCKPILES									\$ -
RAILROAD CROSSING									\$ -
URBAN SYSTEMS									\$ -
ROADWAY SAFETY IMPROVEMENT									\$ -
CONTRACT SURFACE TREATMENT									\$ -
RECREATIONAL TRAILS PROGRAM									\$ -
GAME, FISH AND PARKS									\$ -
SCENIC BYWAYS									\$ -
COUNTY SECONDARY AND OFF SYSTEM									\$ -
HIGHWAY SYSTEMS MANAGEMENT									
SPECIAL PROJECTS									\$ -
ECONOMIC DEVELOPMENT									\$ -
ENHANCEMENT PROJECTS									\$ -
TOTAL PROGRAMMED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ESTIMATED FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**INFORMATION WAS NOT AVAILABLE FOR DRAFT REPORT**

Figure 1

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2008-2012 STIP  
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2010

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	EAR MARKED	STATE	LOCAL	TOTAL
INTERSTATE									\$ -
MAJOR ARTERIAL CONST/RECONST									\$ -
MAJOR ARTERIAL RESURFACING									\$ -
MINOR ARTERIAL CONST/RECONST									\$ -
MINOR ARTERIAL RESURFACING									\$ -
STATE SECONDARY CONST/RECONST									\$ -
STATE SECONDARY RESURFACING									\$ -
BRIDGE REPLACEMENT									\$ -
STATE TRUNK 3-R STRUCTURES									\$ -
GRAVEL STOCKPILES									\$ -
RAILROAD CROSSING									\$ -
URBAN SYSTEMS									\$ -
ROADWAY SAFETY IMPROVEMENT									\$ -
CONTRACT SURFACE TREATMENT									\$ -
RECREATIONAL TRAILS PROGRAM									\$ -
GAME, FISH AND PARKS									\$ -
SCENIC BYWAYS									\$ -
COUNTY SECONDARY AND OFF SYSTEM									\$ -
HIGHWAY SYSTEMS MANAGEMENT									
SPECIAL PROJECTS									\$ -
ECONOMIC DEVELOPMENT									\$ -
ENHANCEMENT PROJECTS									\$ -
TOTAL PROGRAMMED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ESTIMATED FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**INFORMATION WAS NOT AVAILABLE FOR DRAFT REPORT**

Figure 1

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2008-2012 STIP  
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2011

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	EAR MARKED	STATE	LOCAL	TOTAL
INTERSTATE									\$ -
MAJOR ARTERIAL CONST/RECONST									\$ -
MAJOR ARTERIAL RESURFACING									\$ -
MINOR ARTERIAL CONST/RECONST									\$ -
MINOR ARTERIAL RESURFACING									\$ -
STATE SECONDARY CONST/RECONST									\$ -
STATE SECONDARY RESURFACING									\$ -
BRIDGE REPLACEMENT									\$ -
STATE TRUNK 3-R STRUCTURES									\$ -
GRAVEL STOCKPILES									\$ -
RAILROAD CROSSING									\$ -
URBAN SYSTEMS									\$ -
ROADWAY SAFETY IMPROVEMENT									\$ -
CONTRACT SURFACE TREATMENT									\$ -
RECREATIONAL TRAILS PROGRAM									\$ -
GAME, FISH AND PARKS									\$ -
SCENIC BYWAYS									\$ -
COUNTY SECONDARY AND OFF SYSTEM									\$ -
HIGHWAY SYSTEMS MANAGEMENT									\$ -
SPECIAL PROJECTS									\$ -
ECONOMIC DEVELOPMENT									\$ -
ENHANCEMENT PROJECTS									\$ -
TOTAL PROGRAMMED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ESTIMATED FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**INFORMATION WAS NOT AVAILABLE FOR DRAFT REPORT**

Figure 1

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2008-2012 STIP  
 COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2012

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	EAR MARKED	STATE	LOCAL	TOTAL
INTERSTATE									\$ -
MAJOR ARTERIAL CONST/RECONST									\$ -
MAJOR ARTERIAL RESURFACING									\$ -
MINOR ARTERIAL CONST/RECONST									\$ -
MINOR ARTERIAL RESURFACING									\$ -
STATE SECONDARY CONST/RECONST									\$ -
STATE SECONDARY RESURFACING									\$ -
BRIDGE REPLACEMENT									\$ -
STATE TRUNK 3-R STRUCTURES									\$ -
GRAVEL STOCKPILES									\$ -
RAILROAD CROSSING									\$ -
URBAN SYSTEMS									\$ -
ROADWAY SAFETY IMPROVEMENT									\$ -
CONTRACT SURFACE TREATMENT									\$ -
RECREATIONAL TRAILS PROGRAM									\$ -
GAME, FISH AND PARKS									\$ -
SCENIC BYWAYS									\$ -
COUNTY SECONDARY AND OFF SYSTEM									\$ -
HIGHWAY SYSTEMS MANAGEMENT									
SPECIAL PROJECTS									\$ -
ECONOMIC DEVELOPMENT									\$ -
ENHANCEMENT PROJECTS									\$ -
TOTAL PROGRAMMED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>ESTIMATED FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**INFORMATION WAS NOT AVAILABLE FOR DRAFT REPORT**

### 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.

In April 2006, the Environmental Protection Agency declared the Rapid City Air Quality Control Area as being in compliance with the Federal Requirements.

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 2008 – 2012 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**

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Roadway Safety Improvement Projects.....  
Contract Surface Treatment Projects.....  
County Secondary and Off Systems Projects .....  
Highway Systems Management.....  
Special Projects .....  
Transportation Enhancement Projects.....

Airport Name: Rapid City Regional  
 Associated City: Rapid City, SD  
 County Name: Pennington

NPIAS No.: 46-0048  
 Local Ident: RAP

ODO	Project	FAA Priority	CIP									NPIAS		
			2007			2008			2009			1 to 5 years	6 to 10 years	
			Entitlement	SA	Disc	Entitlement	SA	Disc	Entitlement	SA	Disc			
General Aviation	Security & Lighting Upgrades		850,000											
Master Plan Update	Phase 2					300,000								
General Aviation (Old Term. Parking)	Taxilane and Perimeter Fencing					200,000								
GA Apron	Reconstruct North GA Apron					1,000,000								
Elec. Vault Relocation						400,000	**600,000							
General Aviation	Old Terminal Demo. & Apron Expan.								1,900,000					
Commercial Terminal	Concourse Expansion											2,000,000		
Acquire Two SRE	Acquire Two SRE											600,000		
Replace CFR 18	Replace CFR 18											900,000		
Commercial Apron	De-icing Facility											1,200,000		
Commercial Terminal	Covered Walkway to Parking											500,000		
Security Improvements	Perimeter & Surveil.											1,500,000		
Sanitary Sewer	Airport Property Only													1,000,000
Connection to City														
I-90 Access Road	Airport Property Only													2,000,000
Acquire De-icer Truck	Acquire De-icer Truck													100,000
Snow Removal	Snow Removal													750,000
Chemical Storage	Chemical Storage													
Runway 14-32	Pavement Rehab.													2,000,000
Commercial Terminal	Gate Expansion													7,000,000
Airport Public Roads	Pavement Rehab.													2,000,000
Acquire Two SRE	Acquire Two SRE													600,000
Runway 5-23 & Taxi B	Pavement Rehab.													2,000,000
Extend Runway 32														5,000,000
							** Included in AIP 31 & 32							

Project Number	Project Description	Estimated Costs	Funding Sources
<b>CALENDAR YEAR 2008</b>			
<b>Rcpts. 08-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$707,006.00 \$609,581.00 <u>\$28,425.00</u> \$1,345,012.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 08-2</b>	Capital assistance for purchase of four 25ft. ADA approved paratransit vehicles \$304,000 FTA assistance for ADA service	\$304,000.00 <u>\$76,000.00</u> \$380,000.00	Federal ( Sec 5307/5309) Local TOTAL
<b>Rcpts. 08-3</b>	Purchase Storage/Maintenance & bus wash facilit Rehab/ADA improvements at City bus terminal Note: Included in 2007 TIP project still underway	\$2,800,000.00 <u>\$700,000.00</u> \$3,500,000.00	Federal ( Sec 5309) Local TOTAL
<b>Rcpts. 08-4</b>	Capital assistance for purchase of security camer: for transit vehicles and passenger benches	\$32,000.00 <u>\$8,000.00</u> \$40,000.00	Federal ( Sec 5307) Local TOTAL
<b>CALENDAR YEAR 2009</b>			
<b>Rcpts. 09-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$728,216.00 \$627,868.00 <u>\$28,425.00</u> \$1,384,509.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 09-2</b>	Capital assistance for purchase of three 25ft. ADA approved paratransit vehicles (Replace 2001 vehicles) \$249,000 FTA assistance for ADA service	\$249,000.00 <u>\$51,000.00</u> \$300,000.00	Federal (Sec 5307/5309) Local TOTAL
<b>CALENDAR YEAR 2010</b>			
<b>Rcpts.10-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$750,062.00 \$646,704.00 <u>\$28,425.00</u> \$1,425,191.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 10-2</b>	Capital assistance for purchase of two 25ft. ADA approved paratransit vehicles (Replace 2002 vehicles) \$166,000 FTA assistance for ADA service	\$166,000.00 <u>\$34,000.00</u> \$200,000.00	Federal (Sec 5307) Local TOTAL
<b>CALENDAR YEAR 2011</b>			
<b>Rcpts. 11-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$772,564.00 \$666,105.00 <u>\$28,425.00</u> \$1,467,094.00	Federal (Sec 5307) Local State TOTAL
<b>Rcpts. 11-2</b>	Capital assistance for purchase of four 25ft. ADA approved paratransit vehicles (Replace 2003/2004 vehicles)	\$340,300.00 <u>\$69,700.00</u> \$410,000.00	Federal (Sec 5307) Local TOTAL

**Meade County**

**2008**

*Information was not available for Draft Report.*

**TRANSPORTATION IMPROVEMENT PLAN  
FOR PENNINGTON COUNTY  
2008-2012**

Year	Project	Length	Bridge Number	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	HES Funds	Federal Bridge Funds	Federal Priority Funds	Forest Highway Funds	STP Funds	Rd & Brdg	Total Funding
2008	P-PH 8052(17)	1.2		Reservoir Road from SD44 N to Twilight Dr	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$4,000,000	\$3,000,000		\$1,500,000						\$4,500,000
2008	BRO 8052(55)	0.1	692-290	8.1 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$80,000				\$64,000				\$16,000	\$80,000
2008	BRO 8052(53)	0.1	677-290	6.7 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$80,000				\$64,000				\$16,000	\$80,000
2008	BRO 8052(54)	0.1	666-290	5.6 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$80,000				\$64,000				\$16,000	\$80,000
2009	BRF 6404(2)	0.2	319-268	1.1 E & 3 N of Johnson Siding over Box Elder Creek	Structure Rehabilitation	\$45,000				\$36,000				\$9,000	\$45,000
2009	P-BRF 6403(6)	9.5		South Rochford Road from Rochford south to end of Deerfield Road asphalt	Grading, Drainage, Base Course, & Asphalt Surface	\$10,200,000		\$1,500,000			\$7,500,000				\$9,000,000
2010	BRO 8052( )	0.1	312-433	0.8 W of Keystone over Battle Creek	Structure Rehabilitation	\$80,000				\$64,000				\$16,000	\$80,000
2010	BRO 8052(45)	0.2	645-305	1.0 S & 3.5 E of New Underwood over Box Elder Creek	Structure & Approach Grading	\$247,000				\$197,600				\$49,400	\$247,000
2010	P 6480(4)	2.5		Sheridan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$4,000,000		\$1,600,000					\$2,421,088		\$4,021,088
2011	P 6403(5)	2.5		Deerfield Road from Hill City Northwest	Grading, Drainage, Base Course, & Asphalt Surface	\$3,000,000						\$3,000,000		\$150,000	\$3,150,000
2013	P6164( )	5.4		Rochford Road from Rochford east to the Lawrence County Line	Grading, Drainage, Base Course, & Asphalt Surface	\$5,800,000									Unfunded
2014	P6181( )	9.8		Mystic Road from Rochford Road south to the Tigerville Junction	Grading, Drainage, Base Course, & Asphalt Surface	\$10,300,000									Unfunded
					Totals:	\$37,912,000	\$3,000,000	\$3,100,000	\$1,500,000	\$489,600		\$3,000,000	\$2,421,088	\$272,400	\$21,283,088
1	Removed Bike Path over Hawthorne Ditch														
2	Revised Safety Enhancement Funds on Reservoir Rd. from 500,000 to 1,500,000 and plan to use Unorg Rd for balance														
3	Added 9,000,000 in Forest Highway Funds to South Rochford Road														



**Capital Plan for  
Street, Drainage and MIP Projects  
2008 through 2012 Summary  
March 2007**

<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>Fund Total</b>
<b>8910 - Streets</b>							
Canyon Lake Dr. Watermain Reconstruction	50004-878					365,000	365,000
Downtown Area Improvement Project - Phase 4 Const.	50019					1,550,000	1,550,000
Dover Drainage Improvements	50025-1452	200,000					200,000
Downtown Area Improvement Project - Phase 3 Const.	50119-1170				1,880,000		1,880,000
Elm Ave. Reconstruction South - Phase 3	50130-1075		1,680,900				1,680,900
Robbinsdale Reconstruction Project - Engineering	50134-1494	235,000	235,000	222,000	222,000	224,000	1,138,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432		868,000				868,000
Centre St. Reconst., Lacrosse to Cambell	50141-990			600,000			600,000
E. North Reconstruction, Rapid Creek to Cambell	50142-1511	77,000	1,227,000	1,227,000	1,150,000		3,681,000
Corral Dr. Reconstruction	50151					150,000	150,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187				680,000		680,000
44th St. Reconstruction; W. Chicago to W. Main	50365-1435	350,000					350,000
Staton Place Street and Utilities Reconstruction	50367					58,000	58,000
Downtown Alleys Reconstruction	50379	50,000	50,000	50,000	50,000	50,000	250,000
Knollwood St Realignment at Haines	50380-1507					355,000	355,000
Minnewasta St. Utilities	50383					79,000	79,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494					2,295,000	2,295,000
St. Andrew Reconstruction	50410-1604	119,000					119,000
Meade Street Reconstruction - Phase 2	50416-1333c	142,000					142,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			1,180,000			1,180,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494		1,400,000				1,400,000
Centennial St Improvements, Elm to Michigan	50425					35,000	35,000
Mill & Overlay, Various Locations	50549-1640	400,000	400,000	400,000	400,000	400,000	2,000,000
East Blvd. Quincy to Rapid Creek Reconstruction	50565				25,000	500,000	525,000
Materials Investigation/Testing Program	50591	10,000	10,000	10,000	10,000		40,000
Geotechnical Investigations Program	50592	20,000	20,000	20,000	20,000		80,000
Woodlawn Drive Sanitary Sewer Replacement	50623				25,000		25,000
Neighborhood Mill and Overlays	50636	300,000	450,000	300,000			1,050,000
Elm Ave. Reconstruction North - Phase 4	50643-1076			1,181,000			1,181,000
Lacrosse St./Monroe St. Traffic Signal	50679	148,000					148,000
Contingency/Inflation for 8910 - Streets	8910Inflat	113,500	118,500	124,500	130,800	137,300	624,600
<b>Project Total 8910 - Streets</b>		<b>2,164,500</b>	<b>6,459,400</b>	<b>5,314,500</b>	<b>4,592,800</b>	<b>6,198,300</b>	<b>24,729,500</b>
<b>Budget for 8910 - Streets</b>		<b>3,686,313</b>	<b>3,836,766</b>	<b>3,978,236</b>	<b>4,140,967</b>	<b>4,310,205</b>	<b>19,952,487</b>
<b>Budget Minus Project Total</b>		<b>1,521,813</b>	<b>(2,622,634)</b>	<b>(1,336,264)</b>	<b>(451,833)</b>	<b>(1,888,095)</b>	<b>(4,777,013)</b>
<b>8911 - Drainage</b>							
Canyon Lake Dr. Watermain Reconstruction	50004-878					105,000	105,000
Lime Creek Metering Dam (Elem 388) Construction	50009				515,000		515,000
Downtown Area Improvement Project - Phase 4 Const.	50019					270,000	270,000
Box Culvert @ Cambell (Element 5)	50020				390,000		390,000
Box Culvert @ SD 44 East of Cambell (Element 3)	50021				285,000		285,000
Dover Drainage Improvements	50025-1452	250,000					250,000
Downtown Area Improvement Project - Phase 3 Const.	50119-1170				238,000		238,000
Elm Ave. Reconstruction South - Phase 3	50130-1075		481,800				481,800
Robbinsdale Reconstruction Project - Engineering	50134-1494	70,000	65,000	60,000	60,000	52,000	307,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432		112,800				112,800
Centre St. Reconst., Lacrosse to Cambell	50141-990			300,000			300,000
E. North Reconstruction, Rapid Creek to Cambell	50142-1511	6,000	106,000	106,000	100,000		318,000

**Capital Plan for  
Street, Drainage and MIP Projects  
2008 through 2012 Summary  
March 2007**

<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>Fund Total</b>
St. Martin's Detention Pond 305	50311					65,000	65,000
Mt View Drainage Improvements	50349				385,000		385,000
Jackson Blvd Reconstr. Mt. View to Rapid Creek	50351-1509a		35,000	400,000			435,000
W. Chicago Street/Drainage Reconstr, Seeaire- Wedge	50364-1187				225,000		225,000
44th St. Reconstruction; W. Chicago to W. Main	50365-1435	275,000					275,000
Metering Dam Expansion, SLR & Minnewasta	50384	250,000					250,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494					575,000	575,000
Robbinsdale Pk Detention Pond Improvements	50403	300,000					300,000
St. Andrew Reconstruction	50410-1604	57,000					57,000
Viewfield Detention Dam Outlet Structure	50412	123,000					123,000
Meade Street Reconstruction - Phase 2	50416-1333c	1,433,100					1,433,100
Robbinsdale Reconstruction Project - Phase Three	50421-1494			460,000			460,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494		440,000				440,000
LaCrosse/Philadelphia Drainage Improvements	50438-1157	210,000					210,000
East Blvd. Quincy to Rapid Creek Reconstruction	50565				10,000	40,000	50,000
Elm Ave. Reconstruction North - Phase 4	50643-1076			234,900			234,900
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	62,500	65,000	68,000	72,000	75,000	342,500
<b>Project Total 8911 - Drainage</b>		3,036,600	1,305,600	1,628,900	2,280,000	1,182,000	9,433,100
<b>Budget for 8911 - Drainage</b>		2,432,542	2,532,844	2,652,158	2,760,644	2,873,470	13,251,658
<b>Budget Minus Project Total</b>		(604,058)	1,227,244	1,023,258	480,644	1,691,470	3,818,558
<b>8913 - Misc Improvements</b>							
Maple Ave. Railroad Crossing	50170-5163	15,000					15,000
11th St. Railroad Crossing	50173-1504				9,000		9,000
Out-of-the-Dust, Various Locations	50297	50,000	50,000	50,000	50,000	50,000	250,000
Miscellaneous Improvement Projects (MIP)	50298	50,000	50,000	50,000	50,000	50,000	250,000
<b>Project Total 8913 - Misc. Improvements</b>		115,000	100,000	100,000	109,000	100,000	524,000
<b>Budget for 8913 - Misc. Improvements</b>		150,000	150,000	150,000	150,000	150,000	750,000
<b>Budget Minus Project Total</b>		35,000	50,000	50,000	41,000	50,000	226,000
<b>Budget Totals - Streets, Drainage, MIP</b>		6,268,855	6,519,610	6,780,394	7,051,611	7,333,675	33,954,145
<b>Project Totals - Streets, Drainage, MIP</b>		5,316,100	7,865,000	7,043,400	6,981,800	7,480,300	34,686,600
<b>Budget Totals Minus Project Totals</b>		952,755	(1,345,390)	(263,006)	69,811	(146,625)	(732,455)
<b>Total Cumulative Balance</b>		952,755	(392,635)	(655,641)	(585,830)	(732,455)	
<b>Legend</b>	Rescheduled	Revised Cost	Added Cost				

# Rapid City Area Transportation Improvement Program 2008 - 2012

## **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 forwarded directly to the Office of Local Transportation Programs, 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

Effective FY08, a locally developed community coordination transportation plan must accompany the grant application or vehicle request for Section 5310 vehicles. For more information, please contact the Office of Local Transportation Programs at 605/773-7038 or 605/773-4169.

VEHICLE TYPES	FY2008	FY 2009	FY2010
30 Passenger Bus w/ lift	1	0	2
9/2 Mini-busses w/lift (11 passenger)	4	3	4
8 Passenger Vans			
19 Passenger Mini-busses	1	1	2
6 Passenger Station Wagon			
15 Passenger Vans			
Wheel chair lift assembly	4	1	2
Total vehicles requested	6	4	8
Total funds requested	\$365,000	\$240,000	\$550,000

**South Dakota Transportation Improvement Program**  
 2008-2012 Tentative STIP  
 Report Date 06/12/2007

Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
<b>BRIDGE REPLACEMENT PROJECTS</b>									
BRF 2016( )69 BRF 0044( )46	00KS 01CZ	Pennington	0.0	SD44 US16EB US16WB	SE Connector - Over SD44/Railroad & Over Rapid Creek, SD44 Over Rapid Creek 0.8 W of the US16B Jct	Epoxy Deck Seal	0.298	2012	0.374
<b>COUNTY SECONDARY AND OFF SYSTEM PROJECTS</b>									
BRO 8052(56)	H100	Pennington	0.0		Str Over Rapid Creek on Creek Dr N of St Patrick St in Rapid City	Structure & Approach Grading	0.448	2009	0.560
P 6480(04)	5777	Pennington	13.7		Sheridan Lake Road, Fm Alberta Dr. W to Victoria Lake Rd.	Grading, Base Course, C&G, SS & AC Surfacing	2.400	2010	3.000
BRO 8052(58)	H081	Pennington	0.2		Str on Spruce Street Over a Creek in Box Elder	Structure & Approach Grading	0.189	2011	0.236
P 6491(00) P6446(00)	6358 6359	Meade	10.0		Elk Vale Road fm Pennington Co Line 6 N & 4 W	Grading & Gravel Surfacing	0.000	2012	1.600
<b>TRANSPORTATION ENHANCEMENT PROJECTS</b>									
P OENH(171)	0114	Pennington	0.0		Fairgrounds Bike Path in Rapid City	Bike Path	0.136	2009	0.166
<b>INTERSTATE 3-R PROGRAM</b>									
IM 0901	3465	Meade	4.0	I90E	Reconstruct Service Road fm Exit 40 to Exit 44 W of I90	Relocate Service Road & Str.s at Elk Creek, Little Elk Creek & Creek	2.183	2009	5.252
IM 0903(79)68	00GG	Jackson Pennington	0.0	I90E I90W US14E	Over Co Rd, 8.0 E of New Underwood Intch; Over Co Rd & Co Rd, 8.0 & 6.0 W of Wasta Intch; Over Whitewater Crk, 6.3 NW of SD240S Intch, Over Co Rd, 1.9 E of the Box Elder Interchange; Over RR; Wasta Interchange; US14E Over I90; US14 Interchange; Over Co Rd 4.4 SE of US14 Interchange	Epoxy Deck Seal	0.801	2010	0.969
EM 0902(108)61	0123	Pennington	0.0	I90E I90 W	I90, Exit 61.	Approach Slabs & Adjacent Surfacing of Ramps Mainline for Exit 61	1.029	2010	1.469
IM 0901(136)44	00GC	Meade	2.3		Exit 44 to Exit 46 E of I90 by Piedmont	Frontage Road Reconstruction	1.791	2011	4.168
<b>MAJOR ARTERIAL CONSTRUCTION/RECONSTRUCTION PROJECTS</b>									
P 0044(129)42	00X9	Pennington	1.3	SD44	SD44 (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City	Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Paving	7.055	2011	10.345
NH 2016	6875	Pennington	3.5	US16B	From US16 to SD79 in Rapid City	Grading & PCC Paving	11.141	2012	18.704
<b>MAJOR ARTERIAL RESURFACING PROJECTS</b>									
P 0044( )046	01BP	Pennington	3.3	SD44	SD44 - Omaha St. from Poplar St. to Longview Dr. in Rapid City.	Pavement Restoration	1.671	2010	2.038
NH 0016( )061	01B5	Pennington	5.7	US16 US16E US16W	US 16 - Fm Spring Creek Rd to Cathedral Drive in Rapid City	Mill & AC Overlay	2.521	2010	3.076
<b>RAILROAD CROSSING IMPROVEMENT PROJECTS</b>									
PS 8047( )	01CK	Meade	0.0		Foothills Rd., Mill Rd. & Peaceful Pines Rd. by Blackhawk, DOT 199-664R & 190-297E	Consolidate Crossings at new location, Peaceful Pines, with RR Signals & crossing surface	0.288	2008	0.320

Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)
<b>RAILROAD CROSSING IMPROVEMENT PROJECTS (con't.)</b>									
PP 8052(41)	1432	Pennington	0.0		11th St W of West Blvd in Rapid City DM&E #190-273R	Railroad Crossing Flashing Light Signals	0.081	2011	0.090
PP 000S(152)	5159	Butte Custer Fall River Lawrence Meade	0.0		Dakota, Minnesota & Eastern Railroad Crossings, Fm Nebr S of Oelrichs to Wyoming NW of Belle Fourche.	Replace Railroad Crossing Crossbuck Signs	0.099	2008	0.110
<b>ROAD SAFETY IMPROVEMENT</b>									
P-PH 8052(17)	6292	Pennington	1.2		East 53rd St. (Reservoir Rd) fm SD44 N to Twilight Dr	Grading, Base Course, C&G, Storm Sewer, & AC Surface	2.315	2008	2.700
<b>SPECIAL PROJECTS</b>									
EM 1648(01)	00UR	Pennington	0.7		East Anamosa Street, From 1200 Feet East of N. Lacrosse Street to E. North Street in Rapid City	Preliminary Engineering, Construction of New 5 Lane Pavement and a Railroad Grade Separation	5.208	2008	7.067
EM 1608(03)	012F	Pennington	1.3		East Mall Drive fm North LaCrosse Street to Exit 60 (East North Street)	Preliminary Engineering, Construction of New 5 Lane Pavement, C&G, Sidewalk & Storm Sewer.	4.820	2008	5.882
EM 8052(59)	010E	Pennington	0.0		Greenway Pedestrian & Bike Path Extension in Rapid City	Bike Path	1.819	2009	2.220
<b>URBAN SYSTEMS PROJECTS</b>									
P 1648(00)	H020	Pennington	0.3		Anamosa St fm LaCrosse to Milwaukee Street in Rapid City	Grading, Widening, C&G, & PCC Paving, Storm Sewer, Lighting & Sidewalks	1.024	2008	1.249
P 1650(00)	005Q	Pennington	0.3		Eglin Street, Fm East North Street E to the DOT Complex Entrance in Rapid City	Grading, Traffic Signals, Lighting, Storm Sewer, Curb & Gutter, Lighting & PCC Paving	0.779	2008	0.950
P 1648(02)	0116	Pennington	0.3		Anamosa St fm LaCrosse East To the End of the Existing Road	Grading, Widening, C&G, PCCP Paving, Storm Sewer, Lighting & Sidewalks; Preliminary Engineering	1.281	2008	1.563
P 8052( )		Pennington	0.0		E. North Street fm Cambell Street to Rapid Creek	Preliminary Engineering & Design.	0.069	2008	0.084
P 1648(00)	H021	Pennington	0.1		Anamosa St fm Haines Ave to Wood Ave/Willsie Ave in Rapid City	Grading, Widening, Storm Sewer, C&G & PCC Paving, Intersection Impr, Traffic Signals, Lighting & Sidewalks	1.130	2009	1.379
P 1648(00)	0118	Pennington	0.2		Anamosa Street Fm Midway Street to Wood Ave/Willsie Ave in Rapid City	Grading, Widening, C&G, PCC Paving, Storm Sewer, Traffic Signals, Lighting, Intersection	0.835	2010	1.020
P 1648(00)	005V	Pennington	0.5		Anamosa Street fm Midway Street to Milwaukee Street in Rapid City	Grading, Widening, C & G, PCCP Surfacing, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, & Lighting	1.185	2011	1.446
P 8052(00)	00JF	Pennington	1.1		Mall Drive Fm Lowes Driveway to Disk (Maple) in Rapid City	Grading (2 Lanes to 4 Lanes), Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting	1.254	2011	1.530
P 8052( )		Pennington	0.0		Mall Drive fm Disk (Maple) to LaCrosse Street in Rapid City	Grading (2 Lanes to 4 Lanes), Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting	1.885	2012	2.300