

# **Rapid City Area Transportation Improvement Program**

(Fiscal Years 2010-2014)

## **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  
South Dakota Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

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**Final Report  
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# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2010 - 2014)

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

**(Fiscal Years 2010 - 2014)**

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

<b>IM</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>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
<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.

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

<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

*Alfred A. Dier*  
Signature

Chairman  
Title

7-9-09  
Date

South Dakota Department of Transportation  
State Department of Transportation

*D. Bryant*  
Signature

Secretary  
Title

7/13/09  
Date

# RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2010 - 2014)

## 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. The TIP focuses on projects that will require five (5) or less years to implement. Within the first four (4) 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. When an amendment to the TIP is proposed, a determination will be made if it is a revision or an administrative amendment using the Guidelines for Administrative Amendments and Revisions to the Rapid City MPO Transportation Improvement Program. All TIP Revisions will need to follow the public process identified in the Participation Plan. Administrative Amendments of the TIP do not require a public meeting but the MPO committees will be notified of the change. TIP revisions which are acted upon by the Executive Policy Committee will also require updates to the MPO advisory committees at the subsequent meeting following the Executive Policy Committee action.

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 roadway widening projects or new roadway construction 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 as identified in 23 CFR 450.316 (a)(2).

A public hearing was held on July 16, 2009. During the public hearing, there was no significant public comment on State Transportation Improvement Plan.

## **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.



The evaluation of candidate improvement projects and the selection of those to be included in the FY 2010-2014 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 four (4) years. Any projects identified within the initial four (4) 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, a revision 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 Page 7.

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 (2010) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2011-2014) 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	2010	2011	2012	2013	2014	Total
Streets (8910)	\$3,978,237	\$4,140,966	\$4,310,205	\$4,486,213	\$4,669,262	\$21,584,883
Drainage (8911)	\$2,652,158	\$2,760,644	\$2,873,470	\$2,990,809	\$3,112,840	\$14,389,921
Misc Improvements (8913)	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
STP (Urban Systems)	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
South Dakota DOT	\$5,212,000	\$2,726,000	\$647,000	\$1,048,000	\$2,244,000	\$11,877,000
Federal Funds	\$29,881,000	\$14,581,000	\$6,475,000	\$6,641,000	\$11,657,000	\$69,235,000
Total	\$43,373,395	\$25,858,610	\$15,955,675	\$16,816,022	\$23,333,102	\$125,336,804

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 2010-2014 TIP (pages 8 and 9) are listed above. 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 Rapid City's CIP projects. A comparison between Figure 1 and Figure 2 identifies an adequate funding level for the transportation projects within Rapid City's total Capital Improvements Program.

Figure 2 – Local Urban System Projects (STP) and City of Rapid City CIP  
2009-2013 Transportation Expenditures

Year	STP Projects	City of Rapid City CIP Projects	Proposed Transportation Expenditures
2010	\$6,413,000	\$7,252,312	\$13,665,312
2011	\$2,200,000	\$6,380,500	\$8,580,500
2012	\$0	\$7,509,300	\$7,509,300
2013	\$1,120,000	\$7,957,000	\$9,077,000
2014	\$1,730,000	\$7,905,128	\$9,635,128
Total	\$11,463,000	\$37,004,240	\$48,467,240

The South Dakota Department of Transportation has dedicated Federal funding and will provide the match using State Fuel Tax Revenue.

State Projects	2010	2011	2012	2013	2014	Total
Federal	\$14,185,000	\$8,948,000	\$5,933,000	\$3,651,000	\$9,699,000	\$42,416,000
State Match	\$3,651,000	\$2,300,000	\$589,000	\$815,000	\$1,872,000	\$9,227,000
<b>Sub-Total</b>	<b>\$17,836,000</b>	<b>\$11,248,000</b>	<b>\$6,522,000</b>	<b>\$4,466,000</b>	<b>\$11,571,000</b>	<b>\$51,643,000</b>
<b>Local Urban System Projects (STP)</b>						
Federal	\$4,190,000	\$1,804,000	\$0	\$917,000	\$1,418,000	\$8,329,000
State Match	\$2,223,000	\$396,000	\$0	\$203,000	\$312,000	\$3,134,000
<b>Sub-Total</b>	<b>\$6,413,000</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$1,120,000</b>	<b>\$1,730,000</b>	<b>\$11,463,000</b>
<b>Roadway Safety Improvements</b>						
Federal	\$0	\$1,710,000	\$270,000	\$270,000	\$540,000	\$2,790,000
State Match	\$0	\$30,000	\$30,000	\$30,000	\$60,000	\$150,000
Local Match	\$0	\$247,000	\$0	\$0	\$0	\$247,000
<b>Sub-Total</b>	<b>\$0</b>	<b>\$1,987,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$600,000</b>	<b>\$3,187,000</b>
<b>Railroad Crossing Improvements</b>						
Federal	\$110,000	\$81,000	\$0	\$0	\$0	\$191,000
Local Match	\$0	\$9,000	\$0	\$0	\$0	\$9,000
<b>Sub-Total</b>	<b>\$110,000</b>	<b>\$90,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,000</b>
<b>County and Secondary Projects</b>						
Federal	\$0	\$1,835,000	\$0	\$1,803,000	\$0	\$3,638,000
Local Match	\$0	\$2,760,000	\$0	\$397,000	\$0	\$3,157,000
State Match		\$405,000				\$405,000
<b>Sub-Total</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$7,200,000</b>

<b>Local Bridge Replacement</b>						
Federal	\$528,000	\$203,000	\$0	\$0	\$0	\$731,000
Local Match	\$132,000	\$51,000	\$0	\$0	\$0	\$183,000
<b>Sub-Total</b>	<b>\$660,000</b>	<b>\$254,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$914,000</b>
<b>Transportation Enhancement</b>						
Federal	\$129,000	\$0	\$0	\$0	\$0	\$129,000
Local Match	\$28,000	\$0	\$0	\$0	\$0	\$28,000
<b>Sub-Total</b>	<b>\$157,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$157,000</b>
<b>Special Projects</b>						
Federal	\$7,105,000	\$0	\$0	\$0	\$0	\$7,105,000
Local Match	\$1,564,000	\$0	\$0	\$0	\$0	\$1,564,000
<b>Sub-Total</b>	<b>\$8,669,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,669,000</b>
<b>Economic Stimulus</b>						
Federal	\$14,119,000	\$0	\$0	\$0	\$0	\$14,119,000
Local Match	\$287,000	\$0	\$0	\$0	\$0	\$287,000
<b>Sub-Total</b>	<b>\$14,406,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,406,000</b>
<b>Total for Fiscal Year</b>	<b>\$48,251,000</b>	<b>\$20,779,000</b>	<b>\$6,822,000</b>	<b>\$8,086,000</b>	<b>\$13,901,000</b>	<b>\$97,839,000</b>

Rapid City Public transit receives funding from the Federal Transit Administration, the South Dakota Department of Transportation and the City of Rapid City. The breakdown of these funds and the Transit Program for 2010-2014 is included on page 10.

The City of Box Elder presently receives funding from the City's general fund. The City of Box Elder Five-Year Construction Program for 2010-2014 is included on page 11.

Pennington County presently receives funding from the County's general fund. 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 2010-2014 is included on page 12.

The South Dakota Department of Transportation has dedicated Federal funding and will provide the match using State Fuel Tax Revenue.

### III. RECOMMENDED PROJECTS AND PROGRAMS

A listing of projects, programs, and funding sources during Fiscal Years 2010 – 2014 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.

### IV. LIST OF PROJECTS

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**Capital Plan for  
Street, Drainage and MIP Projects  
2010 through 2014 Summary**

<b>Fund/Project Name</b>	<b>CIP #</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>Fund Total</b>
<b>8910 - Streets</b>							
44th Street Phase 2 - W. Main to W. Chicago	50719		50,000	460,000			510,000
Annual Bridge Maintenance	50752	60,000	60,000	60,000	60,000	60,000	300,000
Bridge Inspections	50630	2,500	1,000	2,500	1,000	2,500	9,500
Canyon Lake Dr. Watermain Reconstruction	50004-878			365,000			365,000
Catron Turn Lane	50751	150,000					150,000
Centennial St Improvements, Elm to Michigan	50425			35,000			35,000
Centre St. Reconst., LaCross to Cambell	50141-990					80,000	80,000
Contingency/Inflation for 8910 - Streets	8910Inflat	124,500	130,800	137,300	144,000	148,320	684,920
Creek Drive Bridge Replacement	50309-1241	256,200					256,200
Dover Street Drainage Improvements	50025-1452	250,000					250,000
Downtown Alleys Reconstruction	50379	50,000	50,000	50,000	50,000		200,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432	868,000					868,000
Downtown Area Improvement Project - Phase 3 Const.	50119-1170				1,880,000		1,880,000
Downtown Area Improvement Project - Phase 4 Const.	50019					1,550,000	1,550,000
E. North St. Reconstruction, Quincy to Cambell	50142-1511	277,485		1,631,250		1,631,250	3,539,985
E. North Street Engineering	50764		137,750		148,625		286,375
Elm Ave. Reconstruction South - Phase 4	50643-1777	22,720	512,400				535,120
Infrastructure QA Program	50637	25,000	25,000	25,000	25,000	25,000	125,000
Minnewasta Rd. Drainage Improvements	50707				75,000		75,000
Minnewasta St. Utilities	50383			79,000			79,000
Robbinsdale Reconstruction Project - Engineering	50134-1494	37,500	137,500	150,000	50,000	150,000	525,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494				2,295,000		2,295,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			1,905,000			1,905,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494	1,000,000	935,000				1,935,000
Silver St. Area Utility Improvements	50418-1656	450,000					450,000
St. Andrews Reconstruction - Phase 2	50714	465,000					465,000
Staton Place Street and Utilities Reconstruction	50367			58,000			58,000
Steen Subdivision Road	50663					45,708	45,708
Street Rehabilitation	50549	750,000	750,000	750,000	750,000	750,000	3,750,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187					680,000	680,000
W. Omaha Water Transmission Main	50457				400,000		400,000
W. St. Cloud St. & Harmony Ln. Street & Utilities	50712				87,500	591,500	679,000
<b>Project Total 8910 - Streets</b>		4,788,905	2,789,450	5,708,050	5,966,125	5,714,278	24,966,808
<b>Budget for 8910 - Streets</b>		3,978,237	4,140,966	4,310,205	4,486,213	4,669,262	21,584,883
<b>Budget Minus Project Total</b>		(810,668)	1,351,516	(1,397,845)	(1,479,912)	(1,045,016)	(3,381,925)
<b>8911 - Drainage</b>							
44th Street Phase 2 - W. Main to W. Chicago	50719		30,000	185,000			215,000
Box Elder Drainage Basin Plan	50360-1451				100,000		100,000
Canyon Lake Dr. Watermain Reconstruction	50004-878			105,000			105,000
Centre St. Reconst., LaCross to Cambell	50141-990					70,000	70,000
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	68,000	72,000	75,000	77,250	79,600	371,850
Deadwood Ave. Drainage Channel Outlet	50026					520,000	520,000
Dover Street Drainage Improvements	50025-1452	50,000					50,000
Downtown Area Improvement Project - Phase 2 Const.	50138-1432	112,800					112,800

**Capital Plan for  
Street, Drainage and MIP Projects  
2010 through 2014 Summary**

Downtown Area Improvement Project - Phase 3 Const.	50119-1170				238,000		238,000
Downtown Area Improvement Project - Phase 4 Const.	50019					270,000	270,000
E. North St. Reconstruction, Quincy to Cambell	50142-1511	281,250		281,250		281,250	843,750
E. North Street Engineering	50764		23,750		25,625		49,375
Elm Ave. Reconstruction South - Phase 4	50643-1777	8,857	199,800				208,657
Erosion & Sediment Control Device Removal	50695	5,000	5,000	5,000	5,000		20,000
Idelwild Box Culvert	50715			15,000	150,000		165,000
Jackson Blvd Reconstr. Mt. View to Rapid Creek	50351-1509a		1,500,000				1,500,000
Knollwood Drainage Elements 3 & 5 (Cambell,Hwy 44)	50020		614,000				614,000
Knollwood Outfall, Elements 2 & 20	50312-1390	1,350,000					1,350,000
Mall Drive Drainage Basin Design Plan	50711				150,000		150,000
Meade Channel, Birch St. Crossing Improvements	50378					165,000	165,000
Meade-Hawthorne Elements 47 and 240	50758	75,000	750,000				825,000
Metering Dam Expansion, SLR & Minnewasta	50384			325,000			325,000
Midwestern Levee Swale Improvements	50706				25,000		25,000
Mt View Drainage Improvements	50349				385,000		385,000
Robbinsdale Reconstruction Project - Engineering	50134-1494	37,500	137,500	150,000	50,000	150,000	525,000
Robbinsdale Reconstruction Project - Phase Four	50389-1494				575,000		575,000
Robbinsdale Reconstruction Project - Phase Three	50421-1494			510,000			510,000
Robbinsdale Reconstruction Project - Phase Two	50424-1494	100,000	100,000				200,000
Silver St. Area Utility Improvements	50418-1656	150,000					150,000
South Creek Drainage	50763					140,000	140,000
St. Andrews Reconstruction - Phase 2	50714	75,000					75,000
Viewfield Detention Dam Outlet Structure	50412				60,000	140,000	200,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187					225,000	225,000
<b>Project Total 8911 - Drainage</b>		2,313,407	3,432,050	1,651,250	1,840,875	2,040,850	11,278,432
<b>Budget for 8911 - Drainage</b>		2,652,158	2,760,644	2,873,470	2,990,809	3,112,840	14,389,921
<b>Budget Minus Project Total</b>		338,751	(671,406)	1,222,220	1,149,934	1,071,990	3,111,489
<b>8913 - Misc Improvements</b>							
11th St. Railroad Crossing	50173-1504		9,000				9,000
ADA Compliance Project	50761	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
Out-of-the-Dust, Various Locations	50297	50,000	50,000	50,000	50,000	50,000	250,000
<b>Project Total 8913 - Misc. Improvements</b>		150,000	159,000	150,000	150,000	150,000	759,000
<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>		0	(9,000)	0	0	0	(9,000)
<b>Budget Totals - Streets, Drainage, MIP</b>		6,780,395	7,051,610	7,333,675	7,627,022	7,932,102	36,724,804
<b>Project Totals - Streets, Drainage, MIP</b>		7,252,312	6,380,500	7,509,300	7,957,000	7,905,128	37,004,240
<b>Budget Totals Minus Project Totals</b>		(471,917)	671,110	(175,625)	(329,978)	26,974	(279,436)
<b>Total Cumulative Balance</b>		79,230	750,340	574,715	244,737	271,711	

## RAPID CITY TRANSIT

Project Number	Project Description	Estimated Costs	Funding Sources
<b>CALENDAR YEAR 2010</b>			
<b>Rcpts. 10-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$707,525.00	Federal (Sec 5307)
		\$598,099.00	Local
		<u>\$28,425.00</u>	State
		\$1,334,049.00	TOTAL
<b>CALENDAR YEAR 2011</b>			
<b>Rcpts.11-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$728,751.00	Federal (Sec 5307)
		\$616,042.00	Local
		<u>\$28,425.00</u>	State
		\$1,373,218.00	TOTAL
<b>CALENDAR YEAR 2012</b>			
<b>Rcpts. 12-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$750,614.00	Federal (Sec 5307)
		\$634,523.00	Local
		<u>\$28,425.00</u>	State
		\$1,413,562.00	TOTAL
<b>CALENDAR YEAR 2013</b>			
<b>Rcpts. 13-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$773,132.00	Federal (Sec 5307)
		\$653,559.00	Local
		<u>\$28,425.00</u>	State
		\$1,455,116.00	TOTAL
<b>Rcpts. 13-2</b>	Capital assistance for purchase of eight 30ft. ADA approved transit vehicles	\$1,162,000.00	Federal ( Sec 5307/5309)
		<u>\$238,000.00</u>	Local
		\$1,400,000.00	TOTAL
<b>Rcpts. 13-3</b>	Capital assistance for purchase of four ADA approved paratransit vehicles	\$381,800.00	Federal (Sec 5307/5309)
		<u>\$78,200.00</u>	Local
		\$460,000.00	TOTAL
<b>CALENDAR YEAR 2014</b>			
<b>Rcpts. 14-1</b>	Annual Operating Assistance for Fixed Route and Dial-A-Ride service	\$796,326.00	Federal (Sec 5307)
		\$673,166.00	Local
		<u>\$28,425.00</u>	State
		\$1,497,917.00	TOTAL
<b>Rcpts. 14-2</b>	Capital assistance for purchase of four ADA approved paratransit vehicles	\$400,890.00	Federal (Sec 5307)
		<u>\$82,110.00</u>	Local
		\$483,000.00	TOTAL



### Box Elder Planned Roadway Improvement Projects

<b>Year</b>	<b>Roadway</b>	<b>Distance (Miles)</b>	<b>Improvement Type</b>	<b>Anticipated Cost</b>
2010	Radar Hill Rd	1	Reconstruction for Vertical & Horizontal Realignment	\$ 200,000
2011	Structure on Spruce St over Box Elder Creek		Structure & Approach Grading	\$ 100,000
<b>Total</b>				<b>\$ 300,000</b>

TRANSPORTATION IMPROVEMENT PLAN  
FOR PENNINGTON COUNTY  
2010-2014

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
2010	P 6403(5)	2.5		Deerfield Road from Hill City Northwest	Grading, Drainage, Base Course, & Asphalt Surface	\$3,000,000	\$3,000,000							\$0	\$3,000,000
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
2011	BRO 8052(51)		940-159	Structure 2E & 2N of Creighton over Stockdam Spillway	Structure Rehabilitation	\$222,000				\$177,600				\$44,400	
2011	EM-BRF 6403(6)	9.5		South Rochford Road from Rochford south to end of Deerfield Road asphalt and Bridge 162-272	Grading, Drainage, Base Course, & Asphalt Surface	\$10,200,000	\$1,500,000				\$7,500,000				\$9,000,000
2012	P 6480(4)	2.5		Sheridan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$5,000,000	\$1,600,000						\$3,000,000		\$4,600,000
2012	BRO 8052(53)	0.1	677-290	6.7 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$190,000				\$152,000				\$38,000	\$190,000
2012	BRO 8052(54)	0.1	666-290	5.6 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$192,000				\$153,600				\$38,400	\$192,000
2013	BRO 8052( )	0.1	312-433	0.8 W of Keystone over Battle Creek	Structure Rehabilitation	\$174,000				\$139,200				\$34,800	\$174,000
2014	P6403	14.5		Deerfield Road from 1.5 mi. NE of Deerfield, SW, SE, and E 14.5 mi. to the intersection of FR 304	Asphalt Concrete Surfacing (Total = \$2.3; STP/State Match = \$1.57; Local Funds = \$0.73)	\$2,300,000							\$1,570,000	\$730,000	\$2,300,000
				Totals	Totals:	\$21,525,000	\$0	\$3,100,000	\$0	\$820,000		\$3,000,000	\$4,570,000	\$935,000	\$19,703,000

# Rapid City Area Transportation Improvement Program 2010 - 2014

## 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	FY2010	FY2011	FY 2012
30 Passenger Bus w/ lift	2	1	1
9/2 Mini-busses w/lift (11 passenger)	4	3	2
8 Passenger Vans			
19 Passenger Mini-busses	2		1
6 Passenger Station Wagon			
15 Passenger Vans		2	1
Wheel chair lift assembly	2	1	
Total vehicles requested	8	6	5
Total funds requested	\$550,000	\$350,000	\$320,000

**South Dakota Transportation Improvement Program**  
Tentative 2010 - 2014 STIP  
Report Date 7/30/2009

By Category								Interstate Maintenance Projects			
Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
5.00	IM 1902(64)0	01XD	Pennington	0.0	I190N I190S	I190 - Over Silver Street in Rapid City, 1.2 S of the I90 Interchange	Joint Repr, Spall Repr, PCC Panel Repl, Epoxy Chip Seal, Bent Cap, Bearing and Girder Repair and Berm Slope Protection Repair	0.519	2010	0.571	
7.00	IM 0903(79)68	00GG	Jackson Pennington	0.0	I90E I90W US14E	I90 - 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 Chip Seal	0.868	2010	1.031	
13.00	IM 0901(151)0	01MD	Jackson Lawrence Meade Pennington	0.0		I90 - Rapid City Area	Replace Interstate Fence	0.163	2010	0.179	
18.00	IM 0902(108)60	0123	Pennington	0.2	I90E I90W	I90 - Exit 60	Approach Slabs & Adjacent Surfacing of Ramps Mainline for Exit 60	0.636	2010	0.714	
								2010	0.2 Miles	2.495	
36.00	IM 0901(152)0	01MF	Jackson Lawrence Meade Pennington	0.0		I90 - Rapid City Area	Replace Interstate Fence	0.159	2011	0.175	
								2011	0.0 Miles	0.175	

By Category

Interstate Maintenance Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Interstate Maintenance Projects		
								Federal Funds	Fiscal Year	Total Cost/(Mil \$)
50.00	*IM 0901(108)40	3465	Meade	5.1	I90E	I90 EBL - South I90 Service Road fm Exit 40 to Exit 44 & North I90 Service Road fm Exit 44 to Exit 46	South I90 Service Road, ROW; North I90 Service Road, Grading, AC Surfacing, New Culvert & ROW	5.933	2012	6.522
								2012	5.1 Miles	6.522
57.00	IM 0902(145)61	01XA	Pennington	0.3	I90E I90W	I90 - Exit 61	Approach Slabs, Landscaping & Adjacent Surfacing of Ramps for Exit 61	1.930	2014	2.168
61.00	IM 0901( )10	0223	Lawrence Meade Pennington	0.0	I90E I90WF	Wells Road Over I90, Jenson Road Over I90, 154th Ave Over I90, A County Road Over I90, SD445 Over I90, Stage Stop Road Over I90 & I90 West Frontage Road Over Spearfish Creek	Epoxy Chip Seal	0.635	2014	0.698
								2014	0.3 Miles	2.866
Total for Category							02	5.6 Miles	12.058	

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)
2.00	P 0044(137)46	01BP	Pennington	3.3	SD44	SD44 - (Omaha St.) from Poplar St. to Longview Dr. in Rapid City.	Joint Repair, Crack Sealing, Spall Repair & PCCP Panel Replacement	0.682	2010	0.852
7.00	*NH 2016(17)64	6875	Pennington	3.0	US16B	US16B - Fm US16 to SD79 in Rapid City	Urban Grading, PCC Surfacing & Traffic Signals	11.102	2010	14.226
8.00	NH 016B(02)70	026U	Pennington	0.0	US16WB	US16B - Intersection of US16B/Turbin & Intersection of US16B/Concourse	Add Right Turn Lane	0.215	2010	0.263
								2010	6.3 Miles	15.341
13.00	P 0044(146)47	01QD	Pennington	0.0	SD44	SD44 - Knollwood Drainage Improvement at the Intersection of SD44/Campbell Street in Rapid City	Construct Box Culvert, Just North of the intersection on Campbell	0.217	2011	0.265
Total cost of the project is \$0.988. City will fund the other \$0.494 of this with 100% City Funds										
14.00	P 0044(129)42	00X9	Pennington	1.2	SD44	SD44 - (Jackson Blvd.) fm Rapid Creek to Mt View Rd in Rapid City	Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCC Surfacing	6.113	2011	7.808
15.00	SA 0718(01)	00KC	Pennington	1.7		East Blvd, fm St Joe St. to North St. & North St. fm East Blvd to Cambell St. in Rapid City	Urban Grading & PCCP Surfacing	2.459	2011	3.000
								2011	2.9 Miles	11.073
24.00	SA 0718(01)	00KC	Pennington	1.7		East Blvd, fm St Joe St. to North St. & North St. fm East Blvd to Cambell St. in Rapid City	Urban Grading and PCCP Surfacing	2.458	2013	2.999
								2013	1.7 Miles	2.999
30.00	P 0016( )67	01TH	Pennington	0.8	US16	US16 - Fm End of the Divided Segment on the S Side of Rapid City to St Patricks St in Rapid City	Urban Grading, Storm Sewer, C&G, Sidewalk, Lighting, Signals & PCCP Surfacing	7.134	2014	8.705
								2014	0.8 Miles	8.705

By Category

State Highway System Urban Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
							Total for Category	17	11.7 Miles	38.118	¥

By Category

Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
34.00	BRF 016L(01)69 BRF 0044(143)46	00KS 01CZ	Pennington	0.0	SD44 US16EB US16WB	US16B - SE Connector - Over SD44/Railroad & Over Rapid Creek; SD44 - Over Rapid Creek 0.8 W of the US16B Jct	Epoxy Chip Seal	0.388	2013	0.486	¥
								2013	0.0 Miles	0.486	
Total for Category							22	0.0 Miles	0.486		



By Category

State Trunk 3R Structure Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
35.00	P 0016( )67	6492	Pennington	0.0	US16E	US16 - EBL, Tower Road, Non Federal-Aid Co Rd over US16 1.9 S of SD44 in Rapid City	Epoxy Chip Seal, Joint Modification & Zone Paint	0.150	2013	0.182	
43.00	P 0044( )39	01RC	Pennington	0.0	SD44 SD44E SD44W	SD44 - 1.9 & 4.2 SW of Jct of SD79 over Rapid Crk; 3.6 SW of Jct SD79 over Cleghorn Canyon	Deck Overlay, Approach Guard Rail, Approach Slabs & Replace Bridge Rail	0.655	2013	0.799	
								2013	0.0	<b>Miles</b>	0.981
Total for Category							30	0.0	Miles	<b>0.981</b>	

By Category

Economic Stimulus Package

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Economic Stimulus Package		
								Federal Funds	Fiscal Year	Total Cost (Mil \$)
10.00	ES 0902(144)62	01QQ	Pennington	31.9	I90E I90W	I90 - EBL & WBL, Fm W of Dusters Corner to the Wasta Hill	Mill & Class S Overlay	13.869	2010	14.156
14.09	ES 0ENH(09)	02FU	Pennington	0.0		Along St. Joseph Street In Rapid City	Streetscape improvements - PE & Construction	0.250	2010	0.250
								2010	31.9 Miles	14.406
Total for Category							39	31.9 Miles	14.406	

By Category

Railroad Crossing Improvement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
1.00	PP 000S(152)	5159	Butte Custer Fall River Lawrence Meade Pennington	0.0		Dakota, Minnesota & Eastern Railroad Crossings, Fm Nebr S of Oelrichs to Wyoming NW of Belle Fourche.	Replace Railroad Crossing Crossbuck Signs	0.110	2010	0.110	
								2010	0.0	<b>Miles</b>	0.110
16.00	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	
								2011	0.0	<b>Miles</b>	0.090
Total for Category							60	<b>0.0</b>	<b>Miles</b>	<b>0.200</b>	

By Category

Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
3.00	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	0.000	2010	1.300	
9.00	P 1608(05)	00JF	Pennington	0.5		Mall Drive Fm Lowes Driveway to Disk (Maple) in Rapid City	Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting	1.189	2010	1.450	
999.00	P 1648(02)	0116	Pennington	0.3		Anamosa St fm LaCrosse East (Existing Road)	Grading, Widening, C&G, PCCP Paving, Storm Sewer, Lighting & Sidewalks; Preliminary Engineering	1.280	2010	1.563	
999.00	P 1648(03)	H021	Pennington	0.3		Anamosa St fm Haines Ave to Midway St in Rapid City	Grading, Widening, Storm Sewer, C&G & PCC Paving, Intersection Impr, Traffic Signals, Lighting, Sidewalks, ROW	1.721	2010	2.100	
								2010	1.4 Miles	6.413	
13.00	P 1608(04)	01FP	Pennington	0.6		Mall Drive fm Disk (Maple) to LaCrosse Street in Rapid City	Grading, Intersection Imp, Traffic Signals, C&G, Storm Sewer, Sidewalk, PCCP & Lighting	1.804	2011	2.200	
								2011	0.6 Miles	2.200	
22.00	P 1648(04)	005V	Pennington	0.2		Anamosa Street fm Midway Street to Holcomb Street in Rapid City	Grading, Widening, C & G, PCCP Surfacing, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	0.917	2013	1.120	
								2013	0.2 Miles	1.120	
30.00	P 1648(05)	01TV	Pennington	0.3		Anamosa St. from Holcomb to Milwaukee in Rapid City	Grading, Widening, C&G, PCCP, Storm Sewer, Intersection Improvements, Traffic Signals, Sidewalk, Lighting, ROW	1.418	2014	1.730	
								2014	0.3 Miles	1.730	

By Category

Local Urban System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost(Mil \$)	¥
							Total for Category	71	2.5 Miles	11.463	¥

By Category

Roadway Safety Improvement

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
23.00	PH 1614(01)	01DE	Pennington	1.0		Radar Hill Rd - From 228th St South to 229 St	Reconstruction for Vertical & Horizontal Realignment	1.440	2011	1.687	
<p>Any Cost Over \$1.440 in Federal Funds available will be the responsibility of the City of Box Elder.</p>											
43.00	PH 000S(231)	02CG	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2011	0.300	
								2011	1.0	<b>Miles</b>	1.987
57.00	PH 000S(232)	02CH	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2012	0.300	
								2012	0.0	<b>Miles</b>	0.300
71.00	PH 000S(233)	02CJ	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2013	0.300	
								2013	0.0	<b>Miles</b>	0.300
94.00	PH 000S(234)	02CK	Regionwide	0.0		Various Locations on the State System in the Rapid City Region	Install Rumble Strips	0.270	2014	0.300	
100.00	PH 8047( )	02CX	Meade	0.0		Various County & Township Roads in Meade County	Signing & Delineation	0.270	2014	0.300	
								2014	0.0	<b>Miles</b>	0.600
Total for Category							75	1.0	<b>Miles</b>	3.187	

By Category

County Secondary and Off System Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥	
28.00	P 6480(04)	5777	Pennington	9.6		Sheridan Lake Road from Jct. of US385 to Alberta Road	Grading, Base Course, C&G, SS & AC Surfacing	1.835	2011	5.000		
Total Project Cost = \$5.0 mill.; Available STP funds and State Match = \$2.24 mill.; Local Funds = \$2.76 mill.												
								2011	9.6	<b>Miles</b>	5.000	
71.00	P 6491(06) P 6446(04)	6358 6359	Meade	10.0		Elk Vale Road (FAS 6491) from 225 St at the South Co. Line, N 6 mi. to Elk Creek Road and Elk Creek Road (FAS 6446) from Elk Vale Road, W 4 mi. to N. Haines Ave	Grading & Gravel Surfacing	1.803	2014	2.200		
								2014	10.0	<b>Miles</b>	2.200	
Total for Category							92	<b>19.6</b>	<b>Miles</b>	<b>7.200</b>		

By Category

Local Bridge Replacement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)	¥
3.00	BRO 8052(56)	H100	Pennington	0.2		Str Over Rapid Creek on Creek Dr N of St Patrick St in Rapid City	Structure & Approach Grading	0.528	2010	0.660	
							2010	0.2 Miles	0.660		
32.00	BRO 8052(58)	H081	Pennington	0.2		Str on Spruce Street Over Box Elder Creek in Box Elder	Structure & Approach Grading	0.203	2011	0.254	
							2011	0.2 Miles	0.254		
						Total for Category	93	0.4 Miles	0.914		



By Category

Special Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)
0.01	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, ROW, Construction of New 5 Lane Pavement and a Railroad Grade Separation	5.575	2010	6.803
0.01	EM 8052(59)	010E	Pennington	0.0		Greenway Pedestrian & Bike Path Extension in Rapid City	Bike Path	1.530	2010	1.866
								2010	0.7 Miles	8.669
Total for Category							94	0.7 Miles	8.669	

By Category

Transportation Enhancement Projects

Item	Project Number	PC #	County	Length	Route	Location of Project	Type of Improvement	Federal Funds	Fiscal Year	Total Cost/(Mil \$)
0.01	P 0ENH(171)	0114	Pennington	0.0		Fairgrounds Bike Path in Rapid City	Bike Path	0.129	2010	0.157
							2010	0.0 Miles	0.157	
Total for Category							96	0.0 Miles	0.157	