CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701

Public Works Department

Engineering Services Division

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MEMORANDUM

TO: Rapid City Public Works Committee

FROM: Brandon Quiett, Engineering Project Engineering

DATE: December 4, 2012

RE: **Appeal of Denial of Vacation of Non-Access Easement (12VE013) to allow two approaches on Elk Vale Road to be utilized for ingress and egress to a commercial property.**
Tract 3 less Lot 1, Discovery Subdivision, Section 28, T2N, R8E, BHM, Rapid City, Pennington County, South Dakota.

A vacation of non-access easement application was submitted by Dream Design International, on behalf of Discovery Circle, LLC, on November 11, 2012 requesting to vacate two (2) portions of a non-access easement for access approaches onto Elk Vale Road north of Interstate 90 and south of East mall Drive. The application was denied by Staff on November 27, 2012. On November 29, 2012, the applicant notified City staff of their desire to appeal the denial to City Council pursuant to the City of Rapid City Municipal Code Chapter 16.08010.F.

HISTORY: During previous platting of the property a non-access easement was placed upon the entire frontage of the property at Elk Vale Road. Access to the property was therefore intended to be from East Mall Drive.

During Layout Plan review (12PL049 – August 2012) for a proposed subdivision, the applicant proposed two (2) approaches along the west side of Elk Vale Road north of Interstate 90 and south of East Mall Drive (see attached plan). South Dakota Department of Transportation (SDDOT) indicated that they control the access approaches between Interstate 90 and East Mall Drive. The SDDOT stated that they would allow one access approach approximately 650 feet north of the interstate 90 ramp intersection in accordance with their approach spacing criteria. On November 2, 2012, the state recognized upon further examination that they in fact do not regulate the access approaches in this location and that the City would be the jurisdiction to approve or deny any proposed access points.

SUMMARY: Given that the City and SDDOT can make recommendations to each other in situations where their jurisdictions overlap, and one of the agencies may have more stringent criteria for their facilities, the application for vacation of non-access easement was denied due to lack of adequate spacing from interstate 90 per SDDOT's Access Location Criteria.

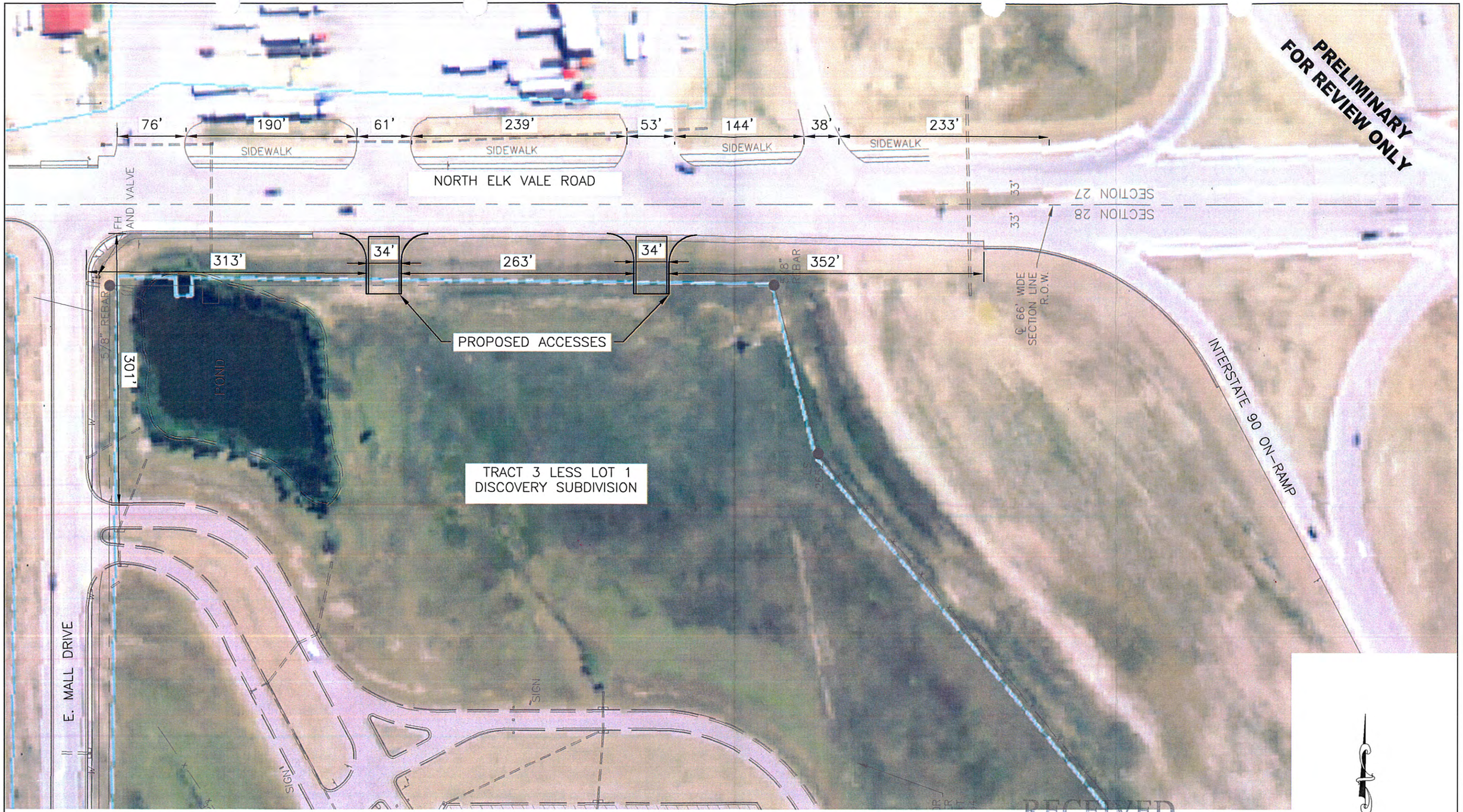
The City may be able to support the northerly access approach once a Preliminary Subdivision Plan has been approved illustrating the number of lots which will gain access to Elk Vale Road using the approach. A Traffic Impact Study is already required for subdivision of the property, and it should include analysis of any access points onto Elk Vale Road. City staff also has concerns with the large grade difference between the proposed site and Elk Vale Road. Any access allowed onto Elk Vale Road shall be analyzed for vertical sight distance.

CITY CRITERIA: Elk Vale Road is a Principal Arterial street and per the Infrastructure Design Criteria Manual (IDCM), arterial streets *"...are designed with limited access to preserve capacity and enhance safety".* In addition, the IDCM Section 2.16.6 states, *"The distance between adjacent access approaches must be sufficient to allow vehicles to safely queue, accelerate, decelerate, and cross-conflicting traffic streams without excessive interference with through traffic or traffic using adjacent access approaches."*

SDDOT CRITERIA: Access to the Interstate system is governed by SDDOT interchange policy (see attached document). No new access shall be provided on non-interstate routes within the following distance of interstate ramp terminals: 1/8 mile directional access, 1/4 mile full access. The SDDOT was prepared to allow a full access approach with 650 feet (approximately 1/8 mile) spacing from the interstate ramp, prior to concluding that it would be the City's decision.

Staff Recommendation: Although the City's IDCM does not provide specific guidelines for access spacing in the vicinity of an interstate interchange, the SDDOT guidelines do. Therefore we feel it is appropriate to rely on their recommendation. Staff recommends denial of the appeal in order to not allow the vacation of non-access easement for an approach less than the SDDOT recommended 650 feet from an interstate ramp intersection.

PW121112-44



DREAM DESIGN
INTERNATIONAL, INC.
ENGINEERING, LANDSCAPE ARCHITECTURE,
LAND PLANNING, CONSTRUCTION ADMINISTRATION
528 KANSAS CITY STREET, SUITE 4, RAPID CITY, SD 57701
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ELK VALE ACCESS
SITE PLAN
TRACT 3 LESS LOT 1, DISCOVERY SUBDIVSION
RAPID CITY, SOUTH DAKOTA
NOVEMBER 9, 2012

RECEIVED
NOV 14 2012
RAPID CITY COMMUNITY PLANNING
& DEVELOPMENT SERVICES

50' 0 50' 100'
SCALE: 1"= 100'

South Dakota Access Location Criteria

Access Class	Signal Spacing Distance (mile)	Median Opening Spacing (mile)	Minimum Unsignalized Access Spacing (feet)	Access Density	Denial of Direct Access When Other Available
Interstate	N/A	N/A	N/A	N/A	Yes
Expressway	1/2	1/2	2640	at half-mile increments	Yes
Free Flow Urban	1/2	1/2 F, 1/4 D	1320	at quarter-mile increments	Yes
Intermediate Urban	1/2	1/2 F, 1/4 D	660	at eighth-mile increments	Yes
Urban Developed	1/4	1/4	100	2 accesses/block face	Yes
Urban Fringe	1/4	1/4	1000	5 accesses/side/mile	Yes
Rural	N/A	N/A	1000	5 accesses/side/mile	Yes

NOTES:

1. Access to the Interstate system is governed by SDDOT interchange policy. No new access shall be provided on non-interstate routes within the following distance of interstate ramp terminals: 1/8 mile directional access, ¼ mile full access.
2. N/A = Not Applicable, F = Full Movement – all turns and through movements provided, D = Directional Only – certain turning and through movements not provided.
3. SDDOT may defer to stricter local standards.
4. SDDOT will seek opportunities to reduce access density wherever possible.
5. Rural class minimum unsignalized access spacing may be reduced to 660' by the Area Engineer, based on results of an engineering study as described in 70:09:01:02
6. Unsignalized access spacing also is subject to corner clearance analysis.