



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701

Public Works Department Engineering Services Division

300 Sixth Street

Telephone: (605) 394-4154 FAX: (605) 355-3083

Web: www.rcgov.org

MEMORANDUM

To: Terry Wolterstorff, Public Works Director
From: Keith Johnson, Project Administrator
Re: Dakota Drive & West Main Street Utility Reconstruction Project W10-1894
Date: July 8, 2013

The City of Rapid City contracted the design and bidding services for the reconstruction of the above-referenced project to FMG, Inc.

During the design of this project the City received the final Bicycle and Pedestrian Master Plan (BPMP) from KLJ in March, 2011, and the Arterial Street Safety Study (ASSS) from Felsburg Holt & Ullevig in March, 2012.

The current plans from FMG, which are considered final plans include:

- 1) Water main reconstruction in Dakota Drive and a water main loop in West Main Street between Dakota Drive and Harter Drive.
- 2) Reconstruction of sanitary sewer mains in Dakota Drive and in West Main Street between Dakota Drive and Sheffer Street.
- 3) Reconstruction of West Main Street including reconstructing sidewalks to comply with ADA requirements.

FMG is currently working with two property owners to obtain additional Right-of-Way (H-Lots) which are needed to construct sidewalks which will meet ADA requirements. The property owners appear to be acceptable to donating the H-Lots.

The project is scheduled for 2016 construction.

During the design of this project the BPMP and ASSS were completed. The BPMP and ASSS recommend widening West Main Street between Mt. View Road and Sheridan Lake Road to provide space for bicycle lanes along the curb line and a raised median in the middle of the street. The median would restrict access into and from the driveways, and all streets except Dakota Drive would be limited to one way in and out from West Main Street.

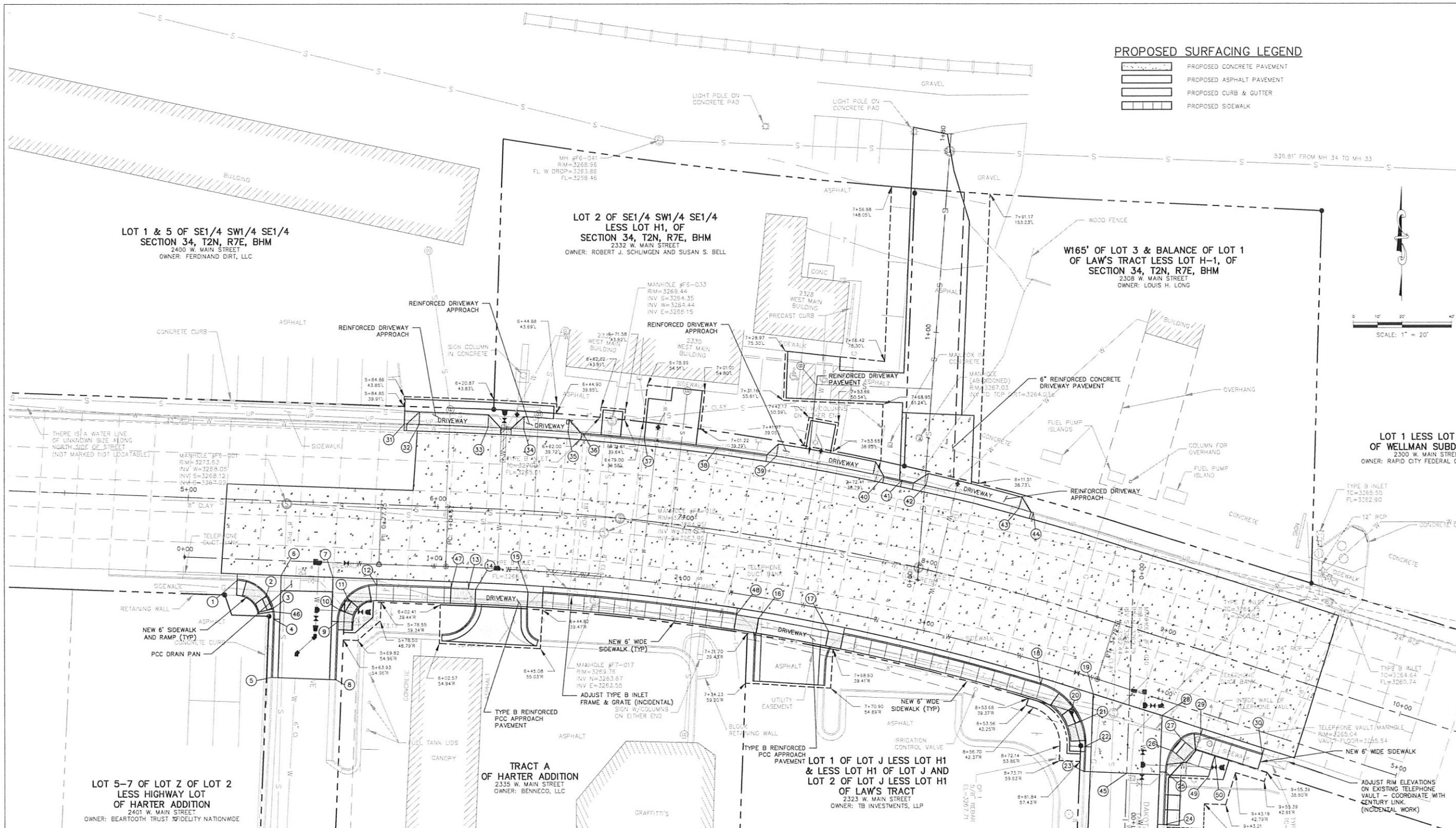
Engineering Services staff recommends that the Dakota Drive & West Main Street Utility Reconstruction Project be constructed as currently designed. If the project were redesigned to meet the recommendations of the BPMP and ASSS, there would be several issues that would need to be resolved. Staff believes that redesigning this project to conform with the studies recommendations is unreasonable at this time. The street section would be disconnected with the street on both the east and west ends, access to businesses would be limited to "right-in" and "right out", existing parking, to some of the businesses on the north side of W. Main Street, would not function, and obtaining the H-Lots along both sides of the street would be required. This is a major change to property access and traffic flow and should be reconstructed in one project from Mt. View Drive to Sheridan Lake Road as recommended in the ASSS.

Attachments



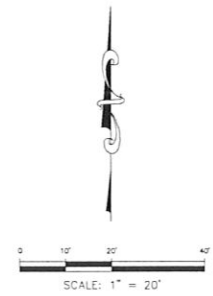
EQUAL HOUSING
OPPORTUNITY

EQUAL OPPORTUNITY EMPLOYER



PROPOSED SURFACING LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CURB & GUTTER
- PROPOSED SIDEWALK



F M G, Inc.
 3700 Sturgis Road
 Rapid City, SD 57702-0317
 (605) 342-4105 FAX (605) 342-4222
 www.fmgengineering.com



Scale: 1"=20'
 Designed By: FMG, INC.
 Drawn By: KJS/JPP/JRK
 Design Date: FEB 2012
 Print Date: MAY 2012
 Internal Job No: 100112
 Surveyed By: FMG
 Survey Date: 11/10-12/10

Revisions

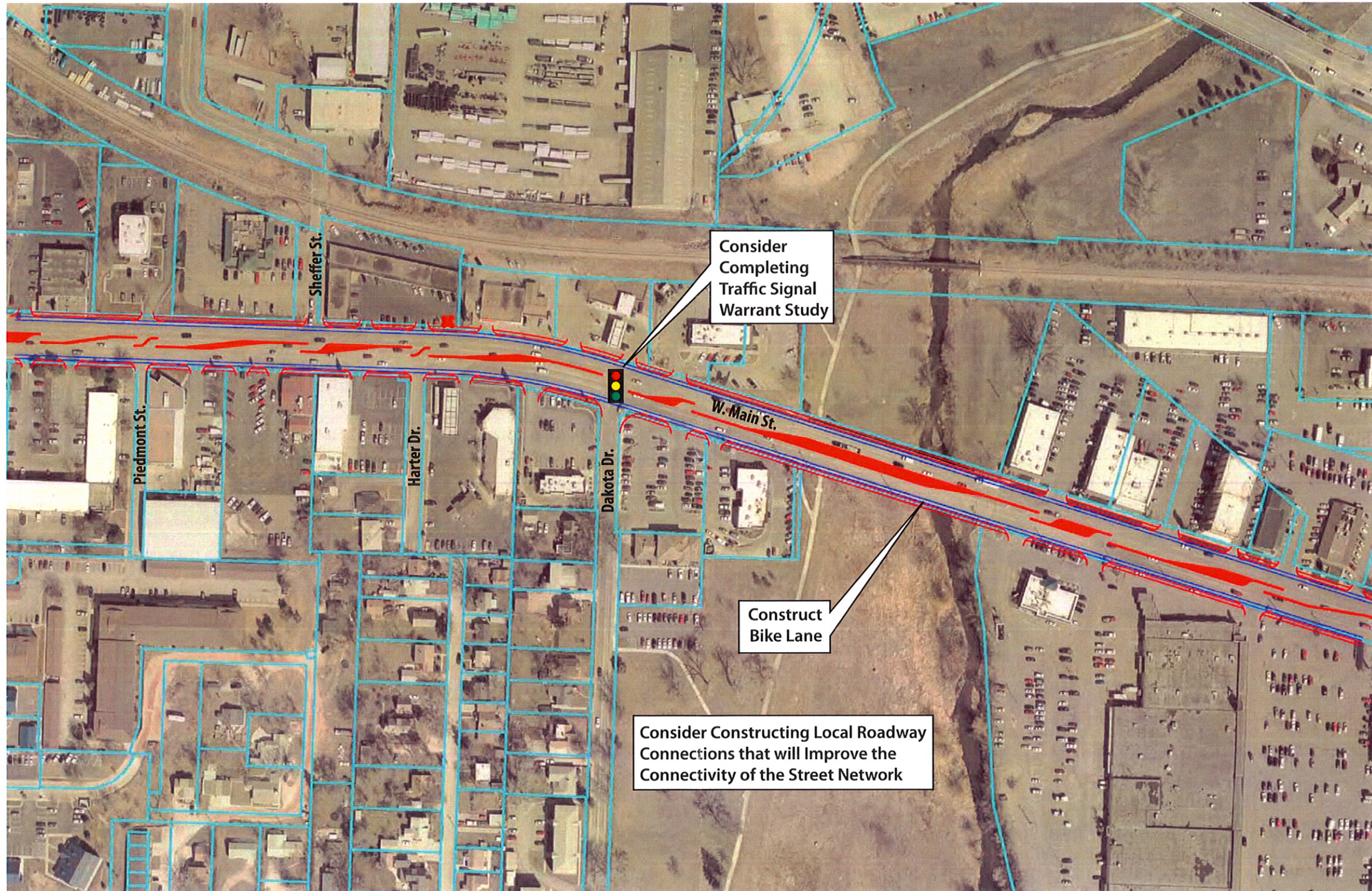
**DAKOTA DRIVE & WEST MAIN STREET
 UTILITY RECONSTRUCTION**

Sheet Title: WEST MAIN ST. SURFACING
 Sheet: 21 of 46

- | | | | | | | | | |
|---|---|--|---|---|---|---|--|--|
| 1 5+20.65-32.64'R
MATCH EXISTING TC
BEGIN 15' RAD. FILLET
TC=3274.16 | 7 5+58.90-30.00'R
FILLET CORNER
TP=3272.54 | 13 6+13.52-32.67'R
END STR. C & G
BEGIN 923.00' RAD. C & G
TC=3271.26 | 19 6+78.80-30.00'R
END STR. C & G
TP=3265.14 | 25 9+16.26-51.04'R
END STR. C & G
BEGIN 20' RAD. FILLET
TC=3265.51 | 31 5+85.24-32.84'L
BEGIN STR. C & G
MATCH EXISTING
TC=3264.61± | 37 6+80.02-32.79'L
MATCH EXISTING
TC=3272.08± | 43 7+91.75-32.90'L
TC (THEO)=3267.24 | 49 9+33.10-47.58'R
EDGE NEW SIDEWALK
TSW=3265.09 |
| 2 5+32.56-38.48'R
TC (THEO)=3273.83 | 8 5+61.63-71.07'R
MATCH EXISTING
TC=3273.99± | 14 6+16.57-32.67'R
END 923.00' RAD. C & G
BEGIN 923.00' RAD. P GUTTER
TC=3265.17 | 20 8+72.44-37.50'R
TC (THEO)= 3265.84 | 26 9+15.89-42.16'R
END 20' RAD. FILLET
BEGIN 14' RAD. FILLET
TC (THEO)=3265.26 | 32 5+91.24-32.85'L
END C & G
BEGIN P GUTTER
TC (THEO)=3271.89 | 38 7+08.60-32.88'L
END 988.34' RAD. C & G
MATCH EXISTING
TC=3269.13± | 44 8+35.01-32.97'L
END 988.34' RAD. C & G
MATCH EXISTING
TC (THEO)=3266.45± | 50 9+33.09 - 38.69'R
EDGE NEW SIDEWALK
TSW=3264.91 |
| 3 5+35.14-43.62'R
TC (THEO)=3273.75 | 9 5+61.63-47.87'R
BEGIN 15' RAD. FILLET
TC=3273.16 | 15 6+38.39-32.67'R
END 923.00' RAD. P GUTTER
BEGIN 923.00' C & G
TC (THEO)=3270.66 | 21 8+77.14-42.02'R
TC (THEO)=3265.76 | 27 9+18.11-36.58'R
END 14' RAD. FILLET
BEGIN 8' RAD. FILLET
TC (THEO)=3265.13 | 33 6+19.00-32.75'L
END 988.34' RAD. P GUTTER
BEGIN 988.34' RAD. C & G
TC (THEO)=3271.09 | 39 7+31.87-33.02'L
END 988.34' RAD. C & G
BEGIN 988.34' RAD. P GUTTER
MATCH EXISTING
TC (THEO)=3268.59± | 45 9+01.23 - 56.24'R
TC (THEO)=3265.21 | 51 9+33.10 - 47.58'R
EDGE NEW SIDEWALK
TSW=3265.09 |
| 4 5+35.68-47.62'R
END 15' RAD. FILLET
BEGIN STR. C & G
TC=3273.83 | 10 5+62.34-43.18'R
TC (THEO)=3273.11 | 16 7+35.22-32.67'R
END 923.00' RAD. C & G
BEGIN 923.00' RAD. P GUTTER
TC (THEO)=3268.40 | 22 8+81.79-51.22'R
END 25' RAD. FILLET
BEGIN STR. C & G
TC=3265.63 | 28 9+07.74-29.89'R
FILLET CORNER
TP=3264.67 | 34 6+32.76-32.75'L
END 988.34' RAD. C & G
BEGIN 988.34' RAD. P GUTTER
TC=3270.72 | 40 7+74.79-33.02'L
END 988.34' RAD. P GUTTER
BEGIN 988.34' RAD. C & G
MATCH EXISTING
TC (THEO)=3267.79± | 46 5+35.38 - 44.85'R
END SIDEWALK RAMP -
TC (THEO)=3273.79 | 52 9+33.10 - 47.58'R
EDGE NEW SIDEWALK
TSW=3265.09 |
| 5 5+35.71-71.08'R
MATCH EXISTING
TC=3274.41± | 11 5+65.11-38.13'R
TC (THEO)=3273.06 | 17 7+65.39-32.67'R
END 923.00' RAD. P GUTTER
BEGIN 923.00' C & G
TC (THEO)=3267.81 | 23 8+84.39-61.81'R
END STR. C & G
MATCH EXISTING
TC=3265.68± | 34 6+32.76-32.75'L
END 988.34' RAD. C & G
BEGIN 988.34' RAD. P GUTTER
TC=3264.88 | 40 7+74.79-33.02'L
END 988.34' RAD. P GUTTER
BEGIN 988.34' RAD. C & G
MATCH EXISTING
TC (THEO)=3267.79± | 46 5+35.38 - 44.85'R
END SIDEWALK RAMP -
TC (THEO)=3273.79 | 52 9+33.10 - 47.58'R
EDGE NEW SIDEWALK
TSW=3265.09 | |
| 6 5+38.30-30.00'R
FILLET CORNER
TP=3273.23 | 12 5+76.63-32.67'R
END 15' RAD. FILLET
BEGIN STR. C & G
TC=3272.38 | | | 35 9+51.38-32.67'R
END STR. C & G
MATCH EXISTING
TC=3264.61± | 41 7+82.07-32.89'L
MATCH EXISTING
TC=3267.54± | 47 6+06.57 - 32.67'R
BEGIN SIDEWALK RAMP TAPER
TC=3271.47 | 53 9+33.10 - 47.58'R
EDGE NEW SIDEWALK
TSW=3265.09 | |

NOTE:
 NEW PAVEMENT ELEVATIONS SHALL BE THE SAME AS EXISTING.
 SURVEYOR SHALL SURVEY ALL EXISTING JOINT INTERSECTIONS
 PRIOR TO DEMOLITION. SEE GENERAL NOTES REGARDING
 CONSTRUCTION STAKING.
 NEW DRIVEWAYS ON NORTH SIDE OF STREET SHALL MATCH
 EXISTING
 NEW CURB & GUTTER, FILLETS, DRIVEWAYS, FILLETS ON SOUTH
 SIDE OF STREET SHALL BE PER PLAN CALL OUT NOTES.

I:\CADD\Working\Projects\10112\Drawings\10112\10112.dwg, W. Main 2:20:00 PM, 11/10/10



Concept for Segment 5
W. Main Street -
Sheridan Lake Road to Mountain View Road



NORTH

