



CITY OF RAPID CITY

RAPID CITY, SOUTH DAKOTA 57701-2724

GROWTH MANAGEMENT DEPARTMENT

300 Sixth Street

Patsy Horton, Community Planning Coordinator
Community Planning Division
City web: www.rcgov.org

Phone: 605-394-4120
Fax: 605-394-6636
e-mail: patsy.horton@rcgov.org

MEMORANDUM

TO: Rapid City Planning Commission

FROM: Patsy Horton, Community Planning Coordinator

DATE: August 17, 2004

RE: **No. 04TP016 - 2005-2009 Final Transportation Improvement Program**

Each year the Rapid City Area Metropolitan Planning Organization is required to develop the Transportation Improvement Program (TIP). This is a five year priority list and financial plan for highway, transit, and intermodal projects. The TIP is intended to serve as a fiscal management tool to assist state and local agencies in matching transportation needs with resources. The TIP development, review, and approval process includes participation from affected public agencies, citizen's groups, private transportation providers, and representatives from various transportation entities.

Attached is a copy of the Final 2005-2009 Rapid City Area Transportation Improvement Program. On Thursday, August 12, 2004, the Rapid City Area Metropolitan Planning Organization reviewed and recommended approval of the Final 2005-2009 Rapid City Area TIP.

RECOMMENDATION: The Executive Policy Committee of the Rapid City Area Metropolitan Planning Organization recommends that the Planning Commission approve the attached 2005-2009 Final Rapid City Area Transportation Improvement Program.

Rapid City Area Transportation Improvement Program (Fiscal Years 2005-2009)

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
Black Hills Council of Local Governments
South Dakota Department of Transportation
Federal Highway Administration
Federal Transit Administration

Preparation of this document
has been financed in part with
Metropolitan Planning funds from the
Federal Highway Administration

Final Report
August, 2004

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2005 - 2009)

TABLE OF CONTENTS

	<u>Page</u>
Abbreviations Used in this Document	iii
Metropolitan Transportation Planning Process Certification	v
 I. INTRODUCTION	
A. Transportation Improvement Program.....	1
B. Transportation Improvement Program in Perspective	2
 II. IDENTIFYING, EVALUATING AND SELECTING CANDIDATE PROJECTS	
A. Project Selection and Prioritization.....	2
B. Financial Constraint.....	3
 III. FUGITIVE DUST CONTROL	10
 IV. RECOMMENDED PROJECTS AND PROGRAMS.....	13
 V. LIST OF PROJECTS	13
RAPID CITY REGIONAL AIRPORT FIVE-YEAR CIP PROGRAM	15
PUBLIC TRANSPORTATION PROJECTS	
Rapid City Public Transportation.....	16
Public Transportation - Private Non-Profit Org	18
STREET AND HIGHWAY PROJECTS	
Interstate 3-R Roadway Program.....	19
Major Arterial Construction/Reconstruction Projects.....	20
Major Arterial Resurfacing Projects.....	22
Minor Arterial Construction/Reconstruction Projects.....	23
Minor Arterial Resurfacing Projects.....	23
Bridge Replacement Projects.....	24
State Trunk 3-R Structure Projects.....	25

V. LIST OF PROJECTS (con't)

HIGHWAY SAFETY/TRAFFIC ENGINEERING, RAILROAD CROSSING
PROTECTION

Railroad Crossing Improvement Projects	25
Urban Systems Projects (STP).....	26
Roadway Safety Improvement Projects.....	27
Contract Surface Treatment Projects	28
County Secondary and Off Systems Projects	29
Unclassified High Priority Local Projects	29
Transportation Enhancement Projects	30
State Secondary Construction/Reconstruction Projects	30
Local Funding/Other	30

MEADE COUNTY 2005 CONSTRUCTION PROGRAM.....	31
---	----

PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM

2005-2009 Project List.....	32
2010-2014 Long Range Construction Program.....	32

RAPID CITY CAPITAL IMPROVEMENTS PROGRAM

2004-2008 Capital Improvements Program Map.....	33
2004-2008 Capital Improvements Program Project List.....	34
2004-2008 Capital Improvements Program Project Descriptions.....	38

VI. APPENDIX

A. Rapid City Air Quality Ordinance.....	A-1
B. Pennington County Air Quality Ordinance #12, Revised.....	B-1

RAPID CITY AREA TRANSPORTATION IMPROVEMENTS PROGRAM

(Fiscal Years 2005 - 2009)

- ABBREVIATIONS USED IN THIS DOCUMENT -

3-R	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.
ADA	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.
CAAA	Clean Air Act Amendments of 1990
C & G	Curb and Gutter
CY	Calendar Year
DM&E	Dakota Minnesota and Eastern Railroad
DOT	United States Department of Transportation
EPA	United States Environmental Protection Agency
FAUS	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.
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MPO	Metropolitan Planning Organization
NHS	National Highway System
PCCP	Portland Cement Concrete Pavement
PL	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.

ABBREVIATIONS USED IN THIS DOCUMENT (Cont.)

RACT	Reasonable Available Control Technologies which have been established by the EPA.
RCATPP	Rapid City Area Transportation Planning Process. The local cooperative transportation planning program.
ROW	Right-Of-Way
SEC 5307	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.
SEC 5310	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.
SDDOT	South Dakota Department of Transportation
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TEA-21	Transportation Equity Act for the 21st Century. This five-year highway bill was approved in June of 1998, and carries on the ISTEA emphasis towards a balanced transportation system, including public transit, bicycle and pedestrian modes, and environmental and social consequences.
TIP	Transportation Improvement Program

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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 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:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)). (Note -- only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary)

Rapid City Area Metropolitan
Planning Organization

South Dakota Department of
Transportation

Signature

Signature

Printed name

Printed Name

Title

Title

Date

Date

RAPID CITY AREA TRANSPORTATION IMPROVEMENT PROGRAM

(Fiscal Years 2005 - 2009)

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 Transportation Equity Act for the 21st Century (TEA-21) 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

TEA-21 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 2005-2009 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, TEA-21 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

TEA-21 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. 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 29-31. The City has identified the following funding sources as part of the CIP planning process:

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 (2nd 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 (2005) will be adopted as a part of the City budget. Projects scheduled for subsequent years (2006-2009) 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	2004	2005	2006	2007	2008	Total
Assessments	\$2,410,000			\$267,000		\$2,677,000
Streets (8910)	\$4,033,301	\$2,691,518	\$3,516,079	\$3,145,002	\$3,528,441	\$16,914,341
STCM Streets (301)	\$690,623	\$310,000	\$310,000	\$310,000	\$310,000	\$1,930,623
MIP/OTD/RR (8913)	\$201,650	\$150,000	\$110,000	\$95,000	\$120,000	\$676,650
Infrastructure DPF (8914)	\$1,664,176					\$1,664,176
2012 Sales Tax (2012)	\$6,047,769	\$3,938,236			(1)	\$9,986,005
STP (Urban Systems)	\$1,515,000	\$1,515,000	\$1,515,000	\$1,515,000	\$1,515,000	\$7,575,000
South Dakota DOT	\$16,932,000	\$18,451,000	\$23,124,000	\$22,386,000	\$0	\$80,893,000
Total	\$33,494,519	\$27,055,754	\$28,575,079	\$27,718,002	\$5,473,441	\$122,316,795

(1) Additional one-half penny sales tax, funding Rapid City's 2012 program, expires in 2007.

Over \$216 million is scheduled to finance the City's CIP during the next five years, with more than 50% of the budgeted funds invested on street, infrastructure, and utility improvements. Expanded use of the one-percent capital improvement sales tax will finance not only street and related utility improvements, but also serve several projects designed to improve the quality of life in Rapid City. The projected annual funding sources for the City of Rapid City's Capital Improvements Plan identified in the 2005-2009 TIP (pages 34-37), as well as the City's local match for the MPO TIP Projects, are listed above in Figure 1. Out of the \$29 million allocated toward transportation projects, 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 the City's CIP projects. A comparison between Figure 1 and Figure 2 identifies an adequate funding level for the transportation projects within the City's total Capital Improvements Program, and funding for the City's \$7,000 local match in 2005 and \$70,000 for the City's local match in 2007 for the MPO TIP projects.

Figure 2 – MPO TIP and City of Rapid City CIP
2005-2009 Transportation Expenditures

Year	MPO TIP Projects	City of Rapid City CIP Projects	Proposed Transportation Expenditures
2005	\$18,614	\$6,100,550	\$24,714,550
2006	\$46,183	\$5,365,400	\$51,548,400
2007	\$34,070	\$5,681,100	\$39,751,100
2008	\$13,635	\$5,725,600	\$19,360,000
2009	\$21,869	\$5,980,000	\$27,849,000

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. Pennington County's local match of \$138,000 for 2006, shall be derived from the Pennington County Road and Bridge Fund. The Pennington County Five-Year Construction Program for 2005-2009 and 2010-2014 are included on page 32.

Meade County presently receives funding from the following sources: Intergovernmental Revenue, Charges for Goods and Services, and Miscellaneous Revenue. Meade County has committed funds to those street improvements listed within this TIP and the funding shall be derived from the Meade County Road and Bridge Fund. Meade County's 2005 Construction Program is included on Page 31.

Figure 3 identifies the South Dakota Department of Transportation's Comparison of Estimated Funding for Fiscal Years 2005, 2006 and 2007 by project category. Figure 4 provides a graphical representation of the estimated funding versus available program funding for the Rapid City Metropolitan Organization Projects.

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2005-2009 STIP
COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2005

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	STATE	LOCAL	TOTAL
INTERSTATE	\$ 7.778					\$ 0.772		\$ 8.550
MAJOR ARTERIAL CONST/RECONST			\$ 4.261			\$ 1.009		\$ 5.270
MAJOR ARTERIAL RESURFACING								\$ -
MINOR ARTERIAL CONST/RECONST								\$ -
MINOR ARTERIAL RESURFACING								\$ -
STATE SECONDARY CONST/RECONST								\$ -
STATE SECONDARY RESURFACING								\$ -
BRIDGE REPLACEMENT				\$ 0.326		\$ 0.081		\$ 0.407
STATE TRUNK 3-R STRUCTURES								\$ -
EASTERN DAKOTA EXPRESSWAY								\$ -
GRAVEL STOCKPILES								\$ -
RAILROAD CROSSING			\$ 0.068				\$ 0.007	\$ 0.075
URBAN SYSTEMS						\$ 2.300		\$ 2.300
ROADWAY SAFETY IMPROVEMENT					\$ 0.173	\$ 0.019		\$ 0.192
ACCIDENT PREVENTION								\$ -
CONTRACT SURFACE TREATMENT						\$ 0.163		\$ 0.163
RECREATIONAL TRAILS PROGRAM								\$ -
GAME, FISH AND PARKS								\$ -
SCENIC BYWAYS								\$ -
COUNTY SECONDARY AND OFF SYSTEM								\$ -
SPECIAL PROJECTS								\$ -
ECONOMIC DEVELOPMENT								\$ -
ENHANCEMENT PROJECTS			\$ 0.960				\$ 0.697	\$ 1.657
TOTAL PROGRAMMED	\$ 7.778	\$ -	\$ 5.289	\$ 0.326	\$ 0.173	\$ 4.344	\$ 0.704	\$ 18.614
ESTIMATED FUNDS	\$ 7.778	\$ -	\$ 5.289	\$ 0.326	\$ 0.173	\$ 4.344	\$ 0.704	\$ 18.614

FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2005-2009 STIP
COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2006

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	STATE	LOCAL	TOTAL
INTERSTATE	\$ 16.700					\$ 1.658		\$ 18.358
MAJOR ARTERIAL CONST/RECONST		\$ 4.300	\$ 6.372			\$ 2.352		\$ 13.024
MAJOR ARTERIAL RESURFACING		\$ 0.972	\$ 0.055			\$ 0.227		\$ 1.254
MINOR ARTERIAL CONST/RECONST			\$ 4.619			\$ 1.017		\$ 5.636
MINOR ARTERIAL RESURFACING			\$ 0.666			\$ 0.147		\$ 0.813
STATE SECONDARY CONST/RECONST								\$ -
STATE SECONDARY RESURFACING								\$ -
BRIDGE REPLACEMENT				\$ 0.571		\$ 0.143		\$ 0.714
STATE TRUNK 3-R STRUCTURES				\$ 0.585		\$ 0.129		\$ 0.714
EASTERN DAKOTA EXPRESSWAY								\$ -
GRAVEL STOCKPILES								\$ -
RAILROAD CROSSING			\$ 0.025			\$ 0.003		\$ 0.028
URBAN SYSTEMS						\$ 0.780		\$ 0.780
ROADWAY SAFETY IMPROVEMENT					\$ 3.959	\$ 0.180		\$ 4.139
ACCIDENT PREVENTION								\$ -
CONTRACT SURFACE TREATMENT								\$ -
RECREATIONAL TRAILS PROGRAM								\$ -
GAME, FISH AND PARKS								\$ -
SCENIC BYWAYS								\$ -
COUNTY SECONDARY AND OFF SYSTEM				\$ 0.218			\$ 0.055	\$ 0.273
SPECIAL PROJECTS								\$ -
ECONOMIC DEVELOPMENT								\$ -
ENHANCEMENT PROJECTS			\$ 0.367				\$ 0.083	\$ 0.450
TOTAL PROGRAMMED	\$ 16.700	\$ 5.272	\$ 12.104	\$ 1.374	\$ 3.959	\$ 6.636	\$ 0.138	\$ 46.183
ESTIMATED FUNDS	\$ 16.700	\$ 5.272	\$ 12.104	\$ 1.374	\$ 3.959	\$ 6.636	\$ 0.138	\$ 46.183

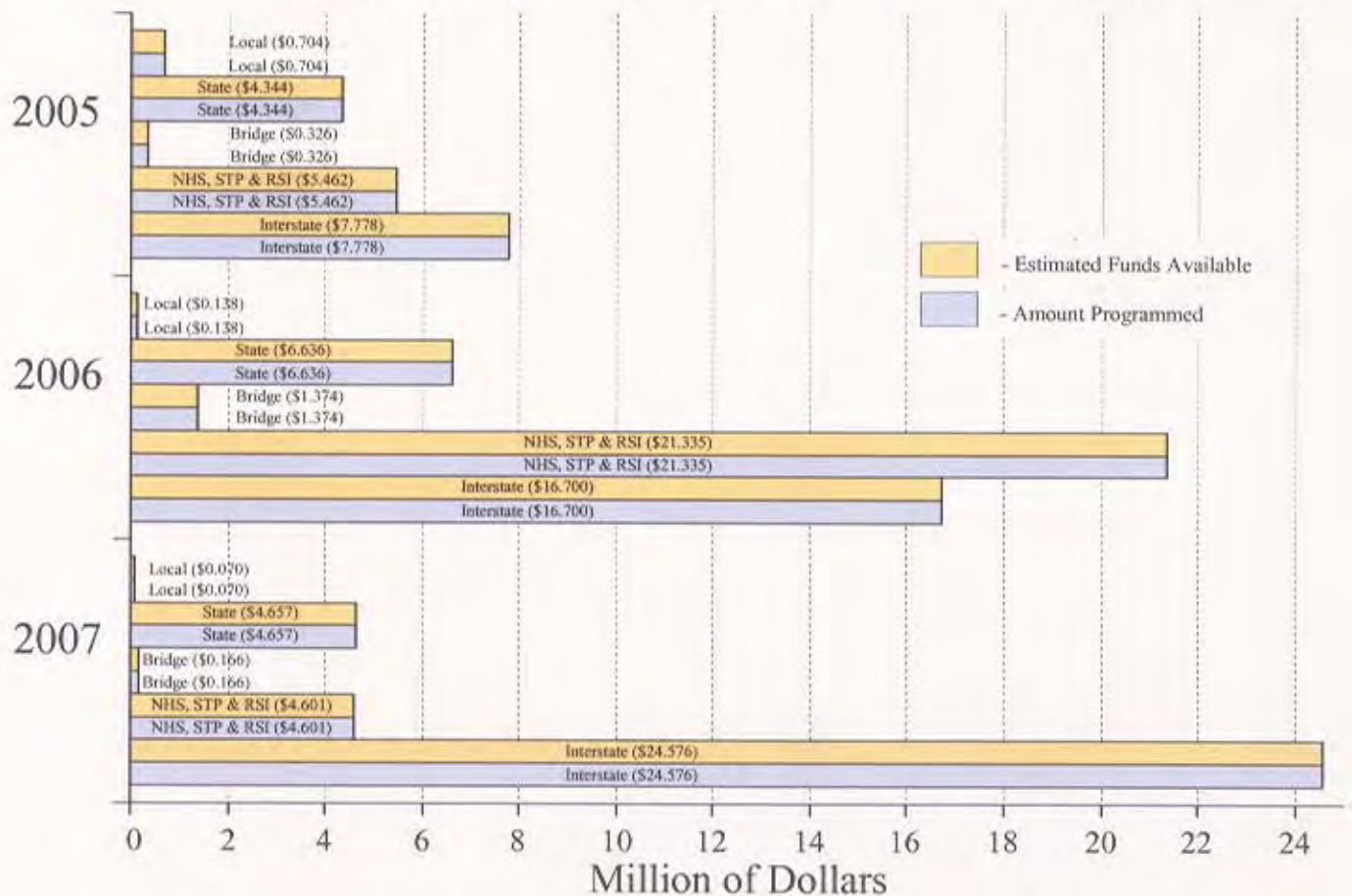
FROM THE SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION TENTATIVE 2005-2009 STIP
COMPARING RAPID CITY'S MPO PROJECTS TO ESTIMATED FUNDS

FISCAL YEAR 2007

CATEGORY	INTERSTATE	NHS	STP	BRIDGE	RSI	STATE	LOCAL	TOTAL
INTERSTATE	\$ 24.576					\$ 2.440		\$ 27.016
MAJOR ARTERIAL CONST/RECONST								\$ -
MAJOR ARTERIAL RESURFACING								\$ -
MINOR ARTERIAL CONST/RECONST								\$ -
MINOR ARTERIAL RESURFACING			\$ 2.209			\$ 0.487		\$ 2.696
STATE SECONDARY CONST/RECONST								\$ -
STATE SECONDARY RESURFACING								\$ -
BRIDGE REPLACEMENT				\$ 0.166		\$ 0.042		\$ 0.208
STATE TRUNK 3-R STRUCTURES								\$ -
EASTERN DAKOTA EXPRESSWAY								\$ -
GRAVEL STOCKPILES								\$ -
RAILROAD CROSSING			\$ 0.135				\$ 0.015	\$ 0.150
URBAN SYSTEMS						\$ 1.300		\$ 1.300
ROADWAY SAFETY IMPROVEMENT					\$ 0.495		\$ 0.055	\$ 0.550
ACCIDENT PREVENTION								\$ -
CONTRACT SURFACE TREATMENT								\$ -
RECREATIONAL TRAILS PROGRAM								\$ -
GAME, FISH AND PARKS								\$ -
SCENIC BYWAYS								\$ -
COUNTY SECONDARY AND OFF SYSTEM			\$ 1.762			\$ 0.388		\$ 2.150
SPECIAL PROJECTS								\$ -
ECONOMIC DEVELOPMENT								\$ -
ENHANCEMENT PROJECTS								\$ -
TOTAL PROGRAMMED	\$ 24.576	\$ -	\$ 4.106	\$ 0.166	\$ 0.495	\$ 4.657	\$ 0.070	\$ 34.070
ESTIMATED FUNDS	\$ 24.576	\$ -	\$ 4.106	\$ 0.166	\$ 0.495	\$ 4.657	\$ 0.070	\$ 34.070

Comparison of Estimated Funding Vs. Available Funding

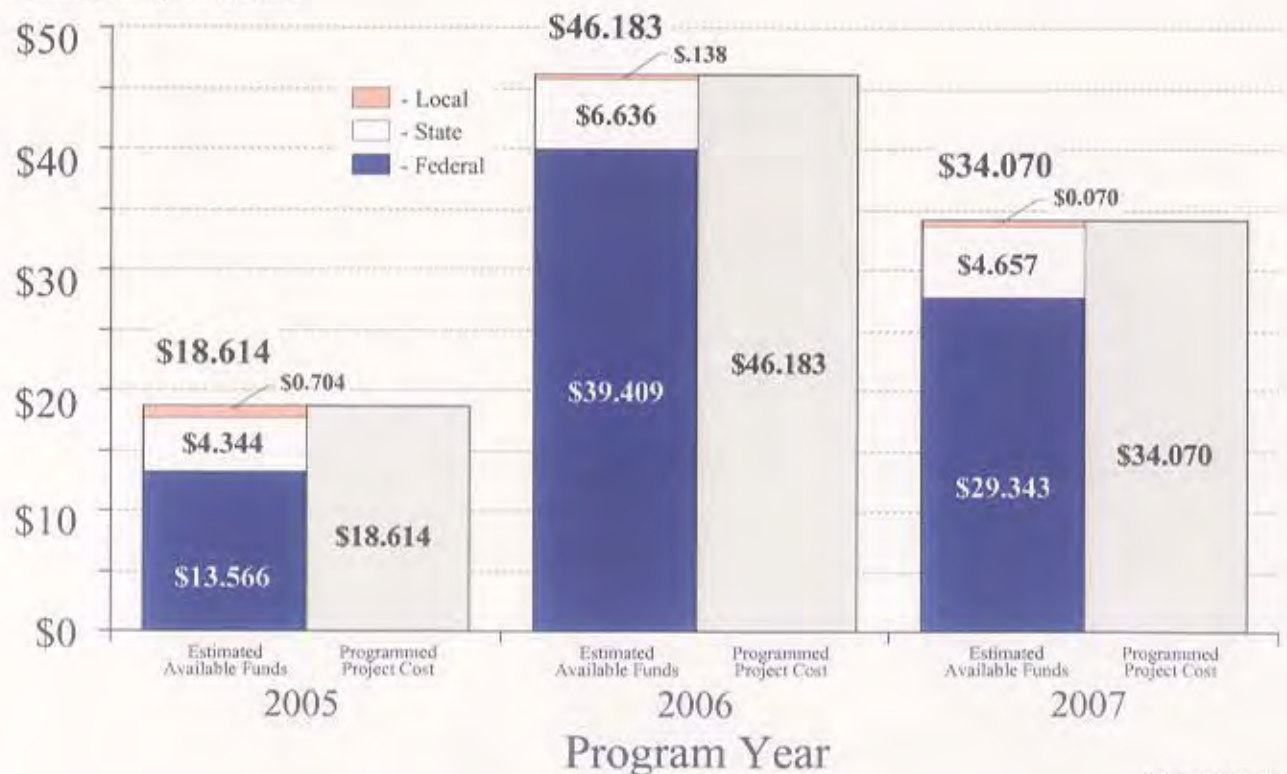
Rapid City MPO Projects taken from SDDOT's Tentative 2005-2009 STIP



Programmed Projects and Estimated Available Funds

Rapid City MPO Projects taken from SDDOT's Tentative 2005-2009 STIP

Millions of Dollars



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.

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 2005 – 2009 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

	<u>Page</u>
RAPID CITY REGIONAL AIRPORT FIVE-YEAR CIP PROGRAM.....	15
PUBLIC TRANSPORTATION PROJECTS	
Rapid City Public Transportation.....	16
Public Transportation - Private Non-Profit Org.....	18
STREET AND HIGHWAY PROJECTS	
Interstate 3-R Roadway Program.....	19
Major Arterial Construction/Reconstruction Projects.....	20
Major Arterial Resurfacing Projects.....	22
Minor Arterial Construction/Reconstruction Projects.....	23
Minor Arterial Resurfacing Projects.....	23
Bridge Replacement Projects.....	24
State Trunk 3-R Structure Projects.....	25

HIGHWAY SAFETY/TRAFFIC ENGINEERING, RAILROAD CROSSING PROTECTION

Railroad Crossing Improvement Projects.....	25
Urban Systems Projects (STP)	26
Roadway Safety Improvement Projects.....	27
Contract Surface Treatment Projects	28
County Secondary and Off Systems Projects	29
Unclassified High Priority Local Projects.....	29
Transportation Enhancement Projects	30
State Secondary Construction/Reconstruction Projects	30
Local Funding/Other.....	30

MEADE COUNTY 2005 CONSTRUCTION PROGRAM 31

PENNINGTON COUNTY FIVE-YEAR CONSTRUCTION PROGRAM

2005-2009 Project List	32
2005-2009 Long Range Construction Program	32

RAPID CITY FIVE-YEAR CONSTRUCTION PROGRAM

2004-2008 Capital Improvements Program Map	33
2004-2008 Capital Improvements Program Project List	34
2004-2008 Capital Improvements Program Project Descriptions	38

Airport Name: Rapid City Regional Airport					NPIAS No.: 46-0048	Master Plan Date: 01/01/00			
Associated City: Rapid City, SD					Site No.: 22776.A	ALP Date: 07/01/00			
County Name: Pennington					Location Ident: RAP				
County Code:					SMSA No.:				
	Based Aircraft	Scheduled Service Annual Enplanements	Scheduled Service Annual Operations	Air Taxi Annual Enplanements	Mail Service (Y or N)	Airports Annual Itinerant Operations	Airports Annual Total Operations	Proposed New Runways	Proposed New Runway Extensions
Current	100	225,731	14,864	500	Y	41,637	56,164	N/A	N/A
1-5 Years	101	227,025	11,896	600	Y	44,238	68,200	N/A	N/A
6-10 Years	106	262,845	13,110	700	Y	46,964	71,933	N/A	N/A
Item No.	Item Description		Year	Total Cost	FAA Share	Sponsor/State Share	FAA NPIAS Code	FAA Priority Code	Remarks State Share: 2%
1	Twy/Rwy Separation Project, Phase 2		2005	\$4,780,000	\$4,541,000	\$239,000	SARWSF	12	Move Taxiway out of RSA
2	Security System Upgrade		2005	\$130,000	\$123,500	\$6,500	SAOTSE	12	
	Total			\$4,910,000	\$4,664,500	\$245,500			
1	Twy/Rwy Separation Project, Phase 3		2006	\$1,240,000	\$1,178,000	\$62,000	SARWSF	12	Move Taxiway out of RSA
2	Construct Deicing Facility		2006	\$500,000	\$475,000	\$25,000	ENOTDI	59	
3	Master Plan Update		2006	\$125,000	\$118,750	\$6,250			
	Total			\$1,865,000	\$1,771,750	\$93,250			
1	Twy/Rwy Separation Project, Phase 3		2007	\$3,530,000	\$3,353,500	\$176,500	SARWSF	12	Move Taxiway out of RSA
2	Old Term Demo and Ramp Exp		2007	\$900,000	\$855,000	\$45,000			
	Total			\$4,430,000	\$4,208,500	\$221,500			
1	SRE - Plow/Truck Spreader		2008	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996
2	SRE - Plow/Truck Spreader		2008	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996
3	Sanitary Sewer Connection to City		2008	\$850,000	\$807,500	\$42,500	STOTIM	44	On-Airport Property
4	Perimeter Security Improvements		2008	\$450,000	\$427,500	\$22,500	0	0	
	Total			\$1,900,000	\$1,805,000	\$95,000			
1	Construct I90 Access Road		2009	\$1,500,000	\$1,425,000	\$75,000	OTGTAC	22	Eligible only on Airport Property
2	Acquire De-icer truck		2009	\$90,000	\$85,500	\$4,500	OTGTAC	22	Eligible only on Airport Property
3	Snow Removal Chemical Sorage Facility		2009	\$750,000	\$712,500	\$37,500			
	Total			\$2,340,000	\$2,223,000	\$117,000			
1	SRE - Plow/Truck Spreader		2010	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996
2	SRE - Plow/Truck Spreader		2010	\$300,000	\$285,000	\$15,000	STEQSN	47	Replacement of 1996
3	Replace CFR 18		2010	\$900,000	\$855,000	\$45,000			
4	Security Improvements (Perimeter)		2010	\$450,000	\$427,500	\$22,500	0	0	
	Total			\$1,950,000	\$1,852,500	\$97,500			

Rapid City Area Transportation Improvement Program
2005-2009

Rapid Transit System -- Rapid City's Public Transportation

TIP			
Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2005			
Rcpts. 05-1	Annual Operating Assistance for Fixed Route	\$482,735.00	Federal (Sec 5307)
	and Dial-A-Ride service	\$399,710.00	Local
	\$251,022 FTA assistance for ADA service	<u>\$28,425.00</u>	State
	\$231,713 FTA assistance for Fixed Rt. service	\$910,870.00	TOTAL
Rcpts. 05-2	Capital assistance for purchase of two 25ft. ADA	\$91,300.00	Federal (Sec 5307)
	approved Dial-A-Ride paratransit vehicle	<u>\$18,700.00</u>	Local
	(Replace 1998 vehicles)	\$110,000.00	TOTAL
	\$91,300 FTA assistance for ADA service		
CALENDAR YEAR 2006			
Rcpts. 06-1	Annual Operating Assistance for Fixed Route	\$501,958.00	Federal (Sec 5307)
	and Dial-A-Ride service	\$420,243.00	Local
	\$261,018 FTA assistance for ADA service	<u>\$28,425.00</u>	State
	\$240,940 FTA assistance for Fixed Rt. service	\$950,626.00	TOTAL
Rcpts. 06-2	Capital assistance for purchase of two 25ft. ADA	\$373,500.00	Federal (Sec 5307)
	approved fixed route transit vehicles	<u>\$76,500.00</u>	Local
		\$450,000.00	TOTAL
Rcpts. 06-3	Capital assistance for purchase of two 25ft. ADA	\$103,750.00	Federal (Sec 5307)
	approved Dial-A-Ride paratransit vehicle	<u>\$21,250.00</u>	Local
	(Replace 1999 vehicles)	\$125,000.00	TOTAL
	\$103,750 FTA assistance for ADA service		
CALENDAR YEAR 2007			
Rcpts. 07-1	Annual Operating Assistance for Fixed Route	\$517,017.00	Federal (Sec 5307)
	and Dial-A-Ride service	\$432,850.00	Local
	\$237,791 FTA assistance for ADA service	<u>\$28,425.00</u>	State
	\$237,791 FTA assistance for Fixed Rt. service	\$978,292.00	TOTAL
Rcpts. 07-2	Capital assistance for purchase of two 25ft. ADA	\$373,500.00	Federal (Sec 5307)
	approved fixed route transit vehicles	<u>\$76,500.00</u>	Local
		\$450,000.00	TOTAL
Rcpts. 07-3	Capital assistance for purchase of two 25ft. ADA	\$107,900.00	Federal (Sec 5307)
	approved Dial-A-Ride paratransit vehicle	<u>\$22,100.00</u>	Local
	(Replace 2000 vehicles)	\$130,000.00	TOTAL
	\$107,900 FTA assistance for ADA service		
CALENDAR YEAR 2008			
Rcpts. 08-1	Annual Operating Assistance for Fixed Route	\$532,528.00	Federal (Sec 5307)
	and Dial-A-Ride service	\$445,836.00	Local
	\$237,791 FTA assistance for ADA service	<u>\$28,425.00</u>	State
	\$237,791 FTA assistance for Fixed Rt. service	\$1,006,789.00	TOTAL
Rcpts. 08-2	Capital assistance for purchase of two 25ft. ADA	\$384,705.00	Federal (Sec 5307)
	approved fixed route transit vehicles	<u>\$78,795.00</u>	Local
		\$463,500.00	TOTAL

Rapid City Area Transportation Improvement Program
2005-2009

Rapid Transit System -- Rapid City's Public Transportation

TIP			
Project Number	Project Description	Estimated Costs	Funding Sources
CALENDAR YEAR 2008 (con't)			
Rcpts. 08-3	Capital assistance for purchase of two 25ft. ADA	\$112,050.00	Federal (Sec 5307)
	approved Dial-A-Ride paratransit vehicle	<u>\$22,950.00</u>	Local
	(Replace 2001 vehicles)	\$135,000.00	TOTAL
	\$112,050 FTA assistance for ADA service		
CALENDAR YEAR 2009			
Rcpts. 09-1	Annual Operating Assistance for Fixed Route	\$559,915.00	Federal (Sec 5307)
	and Dial-A-Ride service	\$468,128.00	Local
	\$237,791 FTA assistance for ADA service	<u>\$28,425.00</u>	State
	\$237,791 FTA assistance for Fixed Rt. service	\$1,056,468.00	TOTAL
Rcpts. 09-2	Capital assistance for purchase of two 25ft. ADA	\$112,000.00	Federal (Sec 5307)
	approved paratransit vehicles	<u>\$28,000.00</u>	Local
		\$140,000.00	TOTAL

NOTE: SECTION 5307 FUNDS FOR AREAS UNDER 200,000 MAY BE USED AS CAPITAL OR AS OPERATING.
THE MATCHING RATIOS ARE 50/50 FOR OPERATING ASSISTANCE AND 80/20 OR 83/17 FOR CAPITAL ASSISTANCE.

Rapid City Area Transportation Improvement Program 2005 - 2009

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 ranked at the local level and recommendations will be forwarded to the Office of Air, Rail and Transit, 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

VEHICLE TYPES	FY2005	FY 2006	FY2007
30 Passenger Bus w/ lift	1	1	1
9/2 Mini-busses w/lift (11 passenger)	4	4	4
8 Passenger Vans			
19 Passenger Mini-busses			
6 Passenger Station Wagon			
15 Passenger Vans			
Wheel chair lift assembly	3	4	4
Total vehicles requested	5	5	5
Total funds requested	\$171,000	\$171,000	\$171,000

Rapid City Area Transportation Improvement Program

2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
INTERSTATE 3-R ROADWAY							
* FISCAL YEAR 2005 *							
IM 90-2(134)59 P 2016(13)71	4259 6227	Pennington	2.2	I-90 US16B	I-90 from LaCrosse Street E to 1/2 distance between Elk Vale & East North St. exits, US16B, from near Cambell to I-90 (0.4 mi.)	Construct new interchange at East North Street, reconstruct mainline & 0.4 mi. section of US16B	7.778 (Fed) <u>0.772</u> (State) 8.550 TOTAL
Also funded in:						Total Project Cost	
Major Arterial Construction/Reconstruction Projects				5.200			13.750
* FISCAL YEAR 2006 *							
IM-PH 90-1(61)49 P-PH 0079(49)85	5586 6951	Meade	2.6	I-90 SD79	I-90, Exit 51 at Black Hawk & SD79, North and south bound lanes from Black Hawk Creek Structure to I-90	I-90, Reconstruct Interchange, Strs & Mainline east and west bound lanes, SD79 portion, reconstruct	11.473 (Fed) <u>1.139</u> (State) 12.612 TOTAL
Also funded in:						Total Project Cost	
Minor Arterial Construction/Reconstruction Projects				1.932			
Roadway Safety Improvement				3.069			17.613
IM 90-1(110)46	6556	Meade	5.0	I-90	Fm near SE Black Hawk, Exit (SD79) NW	Grading & AC surfacing of service road	4.722 (Fed) <u>0.469</u> (State) 5.191 TOTAL
IM I-90-2(02)0 P 0016(42)68 P 0079(43)79	6915 000E 6916	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.505 (Fed) <u>0.050</u> (State) 0.555 TOTAL
Also funded in:						Total Project Cost	
Major Arterial Resurfacing Projects				0.067			2.149
Minor Arterial Resurfacing Projects				0.813			
State Trunk 3R Structure Projects				0.714			

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

INTERSTATE 3-R ROADWAY (con't)

* FISCAL YEAR 2007 *

IM 90-2(95)55	6557	Pennington	0.0	I-90	Exit 55, Deadwood Avenue	New traffic signals	0.237 (Fed) <u>0.023</u> (State) 0.260 TOTAL
IM-NH 90-2(39)61	1939	Pennington	2.0	I-90	Exit 61, Elk Vale Road, from N of the railroad tracks to N of Mall Drive	Urban interchange	13.747 (Fed) <u>1.365</u> (State) 15.112 TOTAL
IM 90-1(120)39	6180	Meade	11.1	I-90W	West bound lane, from near Tilford to NW of Black Hawk & structures 1.8 north of N Piedmont Exit and .5 NW of the Piedmont Exit and the N Piedmont Exit	Remove & replace continuous reinforced concrete, realign horizontal at MRM 45, lower main line at MRM 46 & replace Str at Exit 44, cross overs & deck overlay, Rail & approaches on two structures & replace structure at the N Piedmont Exit	10.592 (Fed) <u>1.052</u> (State) 11.644 TOTAL

* FISCAL YEAR 2008 *

IM 90-I(38)38	5580	Meade	11.6	I-90	East bound lane, from near Tilford to NW of Black Hawk & structures 1.8 NW of N Piedmont Exit, 0.5 NW of the Piedmont Exit & the N Piedmont Exit	Remove & replace continuous reinforced concrete, cross overs, deck overlay & approaches & replace structure at the N Piedmont Exit	11.312 (Fed) <u>1.123</u> (State) 12.435 TOTAL
---------------	------	-------	------	------	--	--	--

MAJOR ARTERIAL CONSTRUCTION/RECONSTRUCTION

* FISCAL YEAR 2005 *

IM 90-2(134)59 P 2016(13)71	4259 6227	Pennington	2.2	I-90 US16B	I-90 from LaCrosse Street E to 1/2 distance between Elk Vale & East North St. exits, US16B, from near Cambell to I-90 (0.4 mi.)	Construct new interchange at East North Street (Exit 60), reconstruct mainline & 0.4 mi. section of US16B	4.261 (Fed) <u>0.939</u> (State) 5.200 TOTAL
--------------------------------	--------------	------------	-----	---------------	---	---	--

Also funded in:

Interstate 3-R Roadway Projects

8.550

Total Project Cost

13.750

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
MAJOR ARTERIAL CONSTRUCTION/RECONSTRUCTION (con't)							
* FISCAL YEAR 2005 * (con't)							
NH 0016(00)67	6896	Pennington	0	US16	Intersection of US 16 & Fairmont Boulevard	Upgrade traffic signals and pedestrian crossing	0.000 (Fed) <u>0.070</u> (State) 0.070 TOTAL
* FISCAL YEAR 2006 *							
P-PH 0044(31)43	5617	Pennington	0.4	SD44	Mt. View Rd. from N of Jackson Blvd. intersection to S of Chicago St., intersections of Mt. View/W. Main & Mt. View/Omaha	Urban reconstruction (from N of Jackson Blvd. intersection to S of Chicago St. intersection), upgrade signal heads, controller & loops (intersection of Mt. View/W Main) & signal upgrade (Mt. View/Omaha)	3.489 (Fed) <u>0.770</u> (State) 4.259 TOTAL
					Also funded in: Roadway Safety Improvement	0.770	Total Project Cost 5.029
NH-PH 2016(14)68	4981	Pennington	1.5	US16B	From Minnesota Street to St. Patrick St & intersection of St. Joseph Street & structure over St. Joseph Street and railroad	Grading, surfacing & reconstruct acceleration ramp/lane at intersection of St. Joseph Street & deck overlay, modify joints and spot paint	4.300 (Fed) <u>0.948</u> (State) 5.248 TOTAL
					Also funded in: Roadway Safety Improvement	0.200	Total Project Cost 5.448
P 0044(52)50	6437	Pennington	3.9	SD44	From the end of the concrete in Rapid City to the junction with Airport Road	Grading & Surfacing	2.883 (Fed) <u>0.635</u> (State) 3.518 TOTAL
					Also funded in: Minor Arterial Construction/Reconstruction Projects	3.704	Total Project Cost 7.222

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

MAJOR ARTERIAL CONSTRUCTION/RECONSTRUCTION (con't)

* FISCAL YEAR 2009 *

NH 2016()64	6875	Pennington	3.5	US16B	From US16 to SD79 in Rapid City	Grading & PCC paving	7.905 (Fed) <u>1.742</u> (State) 9.647 TOTAL
P 0044()40	6925	Pennington	2.6	SD44	Jackson Blvd, from Chapel Lane Road to Mountain View Road in Rapid City	Grading, storm sewer, curb & gutter & PCC paving	8.273 (Fed) <u>1.822</u> (State) 10.095 TOTAL

MAJOR ARTERIAL RESURFACING

* FISCAL YEAR 2006 *

NH-P-PH 0238(04)43	5445	Pennington	1.2	SD238	From SD79 to SD44 & the intersection of SD238/Valley Drive	Pavement restoration & AC resurf from SD79 to SD44 & traffic signals at the intersection of SD238/Valley Drive	0.972 (Fed) <u>0.214</u> (State) 1.186 TOTAL
Also funded in:					Roadway Safety Improvement	0.100	Total Project Cost 1.286
IM I-90-2(02)0 P 0016()68 P 0079(43)79	6915 6916	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.055 (Fed) <u>0.012</u> (State) 0.067 TOTAL
Also funded in:					Interstate 3-R Roadway Projects Minor Arterial Resurfacing Projects State Trunk 3R Structure Projects	0.555 0.813 0.714	Total Project Cost 2.149

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

MINOR ARTERIAL CONSTRUCTION/RECONSTRUCTION

* FISCAL YEAR 2006 *

P 0044(52)50	6437	Pennington	3.9	SD44	From the end of the concrete in Rapid City to the junction with Airport Road	Grading & Surfacing	3.036 (Fed) <u>0.668</u> (State) 3.704 TOTAL
--------------	------	------------	-----	------	--	---------------------	--

Also funded in:

Major Arterial Construction/Reconstruction Projects	3.518	Total Project Cost	7.222
---	-------	--------------------	-------

IM-PH 90-1(61)49 P-PH 0079(49)85	5586 6951	Meade	2.6	I-90 SD79	I-90, Exit 51 at Black Hawk & SD79, North and south bound lanes from Black Hawk Creek Structure to I-90	I-90, Reconstruct interchange, Strs, & Mainline east and west bound lanes, SD 79 portion, reconstruct	1.583 (Fed) <u>0.349</u> (State) 1.932 TOTAL
-------------------------------------	--------------	-------	-----	--------------	---	---	--

Also funded in:

Interstate 3-R Program	12.612	Total Project Cost	
Roadway Safety Improvement	3.069		17.613

MINOR ARTERIAL RESURFACING

* FISCAL YEAR 2006 *

IM I-90-2(02)0 P 0016()68 P 0079(43)79	6915 6916	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.666 (Fed) <u>0.147</u> (State) 0.813 TOTAL
---	--------------	------------	-----	-----------------------	--	--	--

Also funded in:

Interstate 3-R Roadway Projects	0.555	Total Project Cost	2.149
Major Arterial Resurfacing Projects	0.067		
State Trunk 3R Structure Projects	0.714		

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

MINOR ARTERIAL RESURFACING (con't)

* FISCAL YEAR 2007 *

P 0044()54		Pennington	11.2	SD44	From Rapid City Airport Road to Farmingdale	Cold in place recycle & ac resurfacing	2.209 (Fed) <u>0.487</u> (State) 2.696 TOTAL
-------------	--	------------	------	------	---	--	--

STATE SECONDARY CONSTRUCTION/RECONSTRUCTION

* FISCAL YEARS 2005 - 2009 *

No projects identified

BRIDGE REPLACEMENT PROJECTS

* FISCAL YEAR 2005 *

BRF 90-2(95)57	6971	Pennington	0.0	I-90	I-190 Interchange, Haines Ave Interchange, & Exit 67 (Liberty	Epoxy Chip Seals	0.326 (Fed) <u>0.081</u> (State) 0.407 TOTAL
----------------	------	------------	-----	------	---	------------------	--

* FISCAL YEAR 2006 *

BRF 90-2(92)64	4438	Pennington	0.0	I-90	2.3 miles E of Elk Vale Road Exit	Replace deck	0.571 (Fed) <u>0.143</u> (State) 0.714 TOTAL
----------------	------	------------	-----	------	-----------------------------------	--------------	--

* FISCAL YEAR 2007 *

BRF 0044-(69)39	003U	Custer	0.0	SD44	SD79 - 1.6 S of the Pennington Co.	Epoxy deck seal	0.166 (Fed)
BRF 0079(57)60	003V	Pennington		SD79	line over Battle Creek & 6.6 N of the Custer Co. Line over Spring Creek & SD 44 - 4.1 SW of SD79 over Rapid Creek		<u>0.042</u> (State) 0.208 TOTAL

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

STATE TRUNK 3R STRUCTURE PROJECTS

* FISCAL YEAR 2006 *

IM I-90-2(02)0 P 0016()68 P 0079(43)79	6915	Pennington	4.9	I-190 SD79 US16	I-190 from the junction of US16B / SD44 N, SD79 West Chicago Street from Mt. View Rd to Sturgis Road, US16 joint repair from near Kansas City Street to Omaha & SD79 0.3 W of SD445 over DM&E RR	Pavement restoration, shoulder repair, joint repair, deck overlay, rail, joints and approach	0.585 (Fed) <u>0.129</u> (State) 0.714 TOTAL
---	------	------------	-----	-----------------------	---	--	--

Also funded in:

Interstate 3-R Roadway Projects	0.555
Major Arterial Resurfacing Projects	0.067
Minor Arterial Resurfacing Projects	0.813

Total Project Cost
2.149

* FISCAL YEAR 2009 *

P 0016()67	6492	Pennington	0.0	US16	Non Federal-Aid County Rd over US 16 1.9 S of SD44	Epoxy deck seal & modify joints	0.130 (Fed) <u>0.032</u> (State) 0.162 TOTAL
-------------	------	------------	-----	------	---	---------------------------------	--

RAILROAD CROSSING IMPROVEMENTS

* FISCAL YEAR 2005 *

PP 8052(52)	559N	Pennington	0.0		Milwaukee Street in Rapid City *190-138X	Railroad crossing rehabilitation	0.068 (Fed) <u>0.007</u> (State) 0.075 TOTAL
-------------	------	------------	-----	--	---	----------------------------------	--

* FISCAL YEAR 2006 *

PP 000S(152)	5159	Butte, Fall River, Lawrence, Meade, Pennington, Custer	0.0		Dakota, Minnesota & Eastern Railroad Crossings, from Nebr. S of Oelrichs to Wyoming NW of Belle Fourche	Replace railroad crossing, crossbuck signs	0.025 (Fed) <u>0.003</u> (State) 0.028 TOTAL
--------------	------	---	-----	--	--	---	--

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

RAILROAD CROSSING IMPROVEMENTS (con't)

* FISCAL YEAR 2007 *

PS 8052(48)	5163	Pennington	0.0		Maple Avenue E of East Blvd in Rapid City DM&E #190-261W & #190-262D	Railroad crossing rehabilitation	0.135 (Fed) <u>0.015</u> (State) 0.150 TOTAL
-------------	------	------------	-----	--	--	----------------------------------	--

URBAN SYSTEMS PROJECTS (STP)

* FISCAL YEAR 2005 *

P 1669(00)	3595	Pennington	0.80		Haines Avenue from Northridge Drive to Viking Drive	Grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing & roadway lighting (ADA Improve. Included)	0.000 (Fed) <u>2.300</u> (State) 2.300 TOTAL
------------	------	------------	------	--	--	---	--

* FISCAL YEAR 2006 *

P 1650(00)	005Q	Pennington	0.30		Eglin Street from E. North Street to the DOT Entrance	Grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing & roadway lighting	0.000 (Fed) <u>0.780</u> (State) 0.780 TOTAL
------------	------	------------	------	--	--	--	--

* FISCAL YEAR 2007 *

P 1648(00)	H020	Pennington	0.4		Anamosa St. from LaCrosse to Herman Street	Widening, grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing, ROW & roadway lighting	0.000 (Fed) <u>1.300</u> (State) 1.300 TOTAL
------------	------	------------	-----	--	---	---	--

* FISCAL YEAR 2008 *

P 1648()	H021	Pennington	0.30		Anamosa Street from Haines Avenue to Midway Street	Grading, widening, storm sewer, curb & gutter, PCCP surfacing, intersection improvements, traffic signals, roadway lighting and sidewalks	0.983 (Fed) <u>0.217</u> (State) 1.200 TOTAL
-----------	------	------------	------	--	---	--	--

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

URBAN SYSTEMS PROJECTS (STP) (con't)

* FISCAL YEAR 2009 *

P 1648(00)	005V	Pennington	0.4		Anamosa Street from Midway Street to Herman Street	Grading, widening, curb & gutter, PCCP surfacing, storm sewer, intersection improvements, traffic signals, sidewalks & roadway lighting	1.639 (Fed) <u>0.161</u> (State) 1.800 TOTAL
------------	------	------------	-----	--	--	---	--

ROADWAY SAFETY IMPROVEMENTS

* FISCAL YEAR 2005 *

PH 2016(16)71	H024	Pennington	0.0	US16B	Intersection of Cambell & E North Street in Rapid City	Signal upgrade, modify radius on the SE corner of intersection, add right turn lane & acceleration lane for EB to SB traffic	0.173 (Fed) <u>0.019</u> (State) 0.192 TOTAL
---------------	------	------------	-----	-------	--	--	--

* FISCAL YEAR 2006 *

P-PH 0044(31)43	5617	Pennington	0.4	SD44	Mt. View Rd. from N of Jackson Blvd. intersection to S of Chicago St, Intersections of Mt. View/W. Main & Mt. View/Omaha	Urban reconstruction (from N of Jackson Blvd. intersection to S of Chicago St. intersection), upgrade signal heads, controller & loops (intersection of Mt. View/W Main) & signal upgrade (Mt. View/Omaha)	0.755 (Fed) <u>0.015</u> (State) 0.770 TOTAL
-----------------	------	------------	-----	------	--	--	--

Also funded in:

Major Arterial Construction/Reconstruction Projects

4.259

Total Project Cost

5.029

NH-PH 2016(14)68	4981	Pennington	1.5	US16B	From Minnesota Street to St. Patrick St & intersection of St. Joseph Street & structure over St. Joseph Street and railroad	Grading, surfacing & reconstruct acceleration ramp/lane at intersection of St. Joseph Street & deck overlay, modify joints and spot paint	0.180 (Fed) <u>0.020</u> (State) 0.200 TOTAL
------------------	------	------------	-----	-------	---	---	--

Also funded in:

Major Arterial Construction/Reconstruction Projects

5.248

Total Project Cost

5.448

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

ROADWAY SAFETY IMPROVEMENTS (con't)

* FISCAL YEAR 2006 * (con't.)

NH-P-PH 0238(04)43	5445	Pennington	1.2	SD238	From SD79 to SD44 & the intersection of SD238/Valley Drive	Pavement restoration & AC resurf from SD79 to SD44 & traffic signals at the intersection of SD238/Valley Drive	0.090 (Fed) <u>0.010</u> (State) 0.100 TOTAL
--------------------	------	------------	-----	-------	--	--	--

Also funded in:

Major Arterial Resurfacing Projects

1.186

Total Project Cost

1.286

IM-PH90-1(61)49 P-PH 0079(49)85	5586 6951	Meade	2.6	I-90 SD79	I-90, Exit 51 at Black Hawk & SD79, North and south bound lanes from Black Hawk Structure to I-90	I-90, Reconstruct interchange, Strs & Mainline east and west bound lanes, SD 79 portion, reconstruct	2.914 (Fed) <u>0.155</u> (State) 3.069 TOTAL
------------------------------------	--------------	-------	-----	--------------	---	--	--

Also funded in:

Interstate 3-R Program

12.612

Total Project Cost

Minor Arterial Construction/Reconstruction Projects

1.932

17.613

* FISCAL YEAR 2007 *

P-PH 8052(17)	6292	Pennington	1.2		East 53rd Street (Reservoir Rd) from SD44 N to Twilight Drive	Grading, base course, curb & gutter, storm sewer & asphalt concrete surface	0.495 (Fed) <u>0.055</u> (State) 0.550 TOTAL
---------------	------	------------	-----	--	---	---	--

Also funded in:

County Secondary and Off System Projects

2.150

Total Project Cost

2.700

CONTRACT SURFACE TREATMENT PROJECTS

* FISCAL YEARS 2005 *

0901-451 0901-452	00AX	Lawrence Pennington	0		From Sandstone Hills to Walmart in Spearfish; & Northdale to Box Elder Creek & Old Exit 66 in Rapid City	Chain link fence	0.000 (Fed) <u>0.163</u> (State) 0.163 TOTAL
----------------------	------	------------------------	---	--	--	------------------	--

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

COUNTY SECONDARY AND OFF SYSTEM PROJECTS

* FISCAL YEAR 2006 *

BRO 8052()	H100	Pennington	0.2		Structure on Creek Drive & St. Patrick Street in Rapid City	Structure & approach grading	0.218 (Fed) <u>0.055</u> (State) 0.273 TOTAL
-------------	------	------------	-----	--	---	------------------------------	--

* FISCAL YEAR 2007 *

P-PH 8052(17)	6292	Pennington	1.2		East 53rd Street (Reservoir Rd) from SD44 N to Twilight Drive	Grading, base course, curb & gutter, storm sewer, & asphalt concrete surface	1.762 (Fed) <u>0.388</u> (State) 2.150 TOTAL
---------------	------	------------	-----	--	---	--	--

Also funded in:

Roadway Safety Improvement

0.550

Total Project Cost

2.700

* FISCAL YEAR 2009 *

BRO 8052()	H081	Pennington	0.2		Structure on Spruce Street over a creek in Box Elder	Structure & approach grading	0.132 (Fed) <u>0.033</u> (State) 0.165 TOTAL
-------------	------	------------	-----	--	--	------------------------------	--

UNCLASSIFIED HIGH PRIORITY LOCAL PROJECTS

* FISCAL YEARS 2005 - 2009 *

No projects identified

Rapid City Area Transportation Improvement Program 2005 - 2009

PROJECT NUMBER	PCEMS	COUNTY	LENGTH (mi.)	ROUTE NO.	LOCATION OF PROJECT	TYPE OF IMPROVEMENT (FEDERAL FUNDS)	TOTAL COST (MILLIONS)
-------------------	-------	--------	-----------------	--------------	---------------------	--	--------------------------

TRANSPORTATION ENHANCEMENT PROJECTS

* FISCAL YEAR 2005 *

P OENH(138)	H114	Pennington	1.0		Irrigation ditch in Rapid Valley south of Twilight Drive	Rapid Valley Bike Path	0.500 (Fed) <u>0.450</u> (State) 0.950 TOTAL
-------------	------	------------	-----	--	---	------------------------	--

Award of Enhancement Funds is Contingent on Reauthorization of this program by Congress

P OENH(131)	H107	Pennington	1.8		North side of Omaha Street from East Boulevard to west of Cross St.	Bike path/landscaping	0.460 (Fed) <u>0.247</u> (State) 0.707 TOTAL
-------------	------	------------	-----	--	--	-----------------------	--

Award of Enhancement Funds is Contingent on Reauthorization of this program by Congress

* FISCAL YEAR 2006 *

P OENH(152)		Pennington	0.0		From the intersection of Plateau Lane and ending 500' east of Reservoir Rd.	Installation of culvert and placement of 8 foot wide concrete path	0.367 (Fed) <u>0.083</u> (State) 0.450 TOTAL
-------------	--	------------	-----	--	--	---	--

STATE SECONDARY CONSTRUCTION/RECONSTRUCTION/RESURFACING PROJECTS

* FISCAL YEARS 2005 - 2009 *

No projects identified

LOCAL FUNDING/OTHER

50254		Pennington			Elm Street Extension, between Hanover Drive and Catron Blvd (US 16B)	Grading, paving, curb & gutter, sidewalk, water and sewer mains	0.000 (Fed) 0.000 (State) <u>1.701</u> (Local) 1.701 TOTAL
-------	--	------------	--	--	--	--	---

*This is an Infrastructure Development Partnership Fund project.

Meade County Highway Superintendent
20623 131st Ave
Sturgis, South Dakota 57785
TELE: 605-347-4565 FAX: 605-347-6810

Maintenance/ Construction Recommendations
Recommendation Improvements for 2005

Meade County Road	
Type of Improvement Recommended	Est. Cost
Alkali Road	
Patching, crack sealing	\$48,000
S Blucksberg Road	
Patching, crack sealing	\$14,600
Avalanche Road	
Patching, crack sealing	\$45,200
Anderson Road	
Patching, crack & chip sealing	\$39,225
Deadwood Avenue N.	
Patching, crack and chip sealing	\$31,396
Elk Creek Road	
Patching, crack and partial chip sealing	\$66,584
Erickson Ranch Road	
Patching, crack & partial chip sealing	\$39,304
Haines Avenue	
Crack & chip sealing	\$85,380
Peaceful Pines	
Crack sealing	\$3,500
Stage Stop Road	
Crack Sealing	\$900
Traffic counts on feeder roads to Interstate corridor	<u>\$2,500</u>
2005 Construction Cost Estimate	\$376,589

TRANSPORTATION IMPROVEMENT PLAN
FOR PENNINGTON COUNTY
2005-2009

Year	Project	PCEMS	Length	Number	Location	Type of Improvement	Estimated Cost	Unorg Road Reserves	Rd & Brdg Unobligated Reserves	Safety Enhancement	Federal Bridge Funds	Federal Enhancement Funds	Forest Highway Funds	STP Funds	Rd & Brdg	Total Funding
2005	P OENH(138)	H114	1.0		Irrigation Ditch S of Twilight Dr in Rapid City	Rapid City Bike Path	\$950,000					\$500,000			\$111,111	\$611,111
2005	BRO 8052(37)	6365	0.2	52-728-342	Structure in Owanka over Box Elder Creek	Structure & Approach Grading	\$201,500				\$181,200				\$40,300	\$201,500
2006	BRO 8052(50)	H063	0.2	52-719-310	Structure 10.8 E & 2 S of New Underwood over Creek	Structure & Approach Grading	\$145,000				\$116,000				\$29,000	\$145,000
2006	BRO 8052(51)	H117	0.1	52-940-159	Structure 2 E & 2 N of Creighton over Stockdam Spillway	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2007	P-PH 8052(17)	6292	1.2		Reservoir Road from SD44 N to Twilight Dr	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$2,150,000	\$500,000	\$872,504	\$500,000					\$277,496	\$2,150,000
2007	BRO 8052()	BL	0.1	52-692-290	Structure 8.1 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2007	BRO 8052()	BM	0.1	52-677-290	Structure 6.7 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2007	BRO 8052()	BN	0.1	52-665-290	Structure 5.6 E of New Underwood (Highway 14/16) over Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2008	BRO 8052()	BO	0.1	52-312-433	Structure 0.8 W of Keystone over Battle Creek	Structure Rehabilitation	\$55,000				\$44,000				\$11,000	\$55,000
2008	BRO 8052(45)	5555	0.2	52-645-305	Structure 1.0 S & 3.5 E of New Underwood over Box Elder Creek	Structure & Approach Grading	\$247,000				\$197,600				\$49,400	\$247,000
2008	BRF 6404()	AO	0.2	52-319-268	Structure 1.1 E & 3 N of Johnson Siding over Box Elder Creek	Structure Rehabilitation	\$45,000				\$36,000				\$9,000	\$45,000
2008	P 6403()	6364	2.5		Deerfield Road from Hill City Northwest	Grading, Drainage, Base Course, & Asphalt Surface	\$3,000,000						\$2,400,000	\$600,000		\$3,000,000
2009	P 6480(4)	5777	2.5		Sheridan Lake Road from Alberta Drive to Victoria Lake Road	Grading, Base Course, Curb & Gutter, Storm Sewer, Asphalt Surfacing	\$2,500,000		\$600,000					\$1,900,000		\$2,500,000
2012			9.5		South Rochford Road from Rochford south to end of Deerfield Road asphalt	Grading, Drainage, Base Course, & Asphalt Surface	\$10,200,000									Unfunded
2013			5.4		Rochford Road from Rochford east to the Lawrence County Line	Grading, Drainage, Base Course, & Asphalt Surface	\$5,800,000									Unfunded
2014			9.8		Mystic Road from Rochford Road south to the Tigerville Junction	Grading, Drainage, Base Course, & Asphalt Surface	\$10,300,000									Unfunded

Prepared May 13, 2004

2004-2008 Program Map

2008

PUBLIC WORKS ENGINEERING DIVISION

JUNE 16, 2004



Capital Plan, July 2004

City of Rapid City, SD

PROJECTS BY FUNDING SOURCE

2004 thru 2008

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
08910 - Streets								
Stanley Court Street & Drainage Improvements	50002-959	1	10,000					10,000
Canyon Lake Dr. Watermain Reconstruction	50004-878	2				15,000	350,000	365,000
Chapel Lane Bridge Widening/Rehab.	50016	3	330,000					330,000
Kansas City Street, E. Blvd. To 5th St.	50119-1170	2			340,000			340,000
Lemmon Ave. Reconst., College to Monroe	50120-1068	1	225,400	134,200	180,400			540,000
Milwaukee St. Mill & Overlay, Van Buren to Anamosa	50122-1378	0	166,000					166,000
Sedivy Lane, St. Pat to St. Charles	50125-1063	2		275,000				275,000
Elm Ave. Reconst., Meade to St. Patrick	50130-1075	2			20,000	600,000		620,000
Kansas City St., 5th to 8th St.	50132-1077	3			270,000			270,000
Lombardy Drive Reconst.	50133	3	20,000	275,000				295,000
Nevada and Idaho St. Reconst., Willow to Ivy	50134	3	20,000	150,000				170,000
Texas St. Reconst., Arizona to Parkview	50136-1083	3		200,000				200,000
W. Chicago Reconst. 44th St. to Seeaire	50137-1071	1	1,209,350					1,209,350
6th & 7th St. Reconst., KC to Omaha	50138	4		35,000	500,000			535,000
Centre St. Reconst., LaCross to Cambell	50141-990	4					600,000	600,000
Elk Vale Rd., I-90 to City Limits	50143	4				225,000		225,000
Elm Ave. Reconst., St. Joe to KC	50144-1361	0	35,000					35,000
Elm Ave. Reconst., E. Utah to Meade	50145-1076	2		30,000	500,000			530,000
Howard St. Reconstruction, UBC to Carmel	50147	4				0		0
Van Buren St., Milwaukee to LaCross	50149	4			207,000			207,000
Corral Dr. Reconstruction	50151	4				150,000		150,000
Skyline Dr. Reconst. Phase 1	50153	4					50,000	50,000
Wonderland Dr. Street & Drainage Reconst.	50155	4				150,000		150,000
E. Anamosa St. Extension, E. North to Century Rd	50261	2	424,000	100,000				524,000
Lakota Subdivision Streets Mill & Overlay	50279	2			250,000			250,000
Farnwood/Rapp/Anamossa Intersection Improvements	50286-929	2	90,000	140,000				230,000
Intersection Improvements, Various Locations	50296	2				225,000	165,000	390,000
Creek Drive Bridge Replacment	50309-1241	1	19,500		160,000			179,500
Franklin St. Reconstruction, Mt Rushmore to 11th	50310	2		250,000				250,000
E. Anamosa Extension, Century Rd. to Lacross	50316	4	100,000					100,000
Meade Street Reconstruction, Elm to Hawthorne	50325	2	28,000	300,000				328,000
Mill & Overlays for 2004	50329-1396	0	200,000					200,000
ange Rd Relocation at Exit 55	50354-1253	0	144,300					144,300
allent St Watermain Reconstruction	50358-1263	1	341,500					341,500
Meade St Mill & Overlay	50362	3				150,000		150,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187	2		50,000	630,000			680,000

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
44th St. Storm Sewer Outfall	50365	3			20,000	250,000		270,000
W. Chicago Street Lighting	50366	4			7,000	145,000		152,000
Staton Place Street and Utilities Reconstruction	50367	3		58,000				58,000
Downtown Alleys Reconstruction	50379	1		50,000	50,000	50,000	50,000	200,000
Knollwood St Realignment at Haines	50380	3				105,000	250,000	355,000
Minnewasta St. Mill & Overlay	50383	2			79,000			79,000
Oakland St/Oakland Dr Watermain Reconstruction	50389	3				106,000		106,000
Colorado, Wisconsin, & Maple Watermain Recon	50390	3			5,000	160,000		165,000
Universal Dr Reconstruct, Deadwood to City Limits	50398	4				40,000	575,000	615,000
Fairmont Blvd/Hwy 16 Intersection Improvements	50402-1251	2	130,000					130,000
Skyline Dr / Tower Rd Intersection	50405-1238	1	50,000					50,000
Waterloo Watermain Reconstruction	50407-1084	0	260,000					260,000
East St. Andrew Reconstruction	50410	4				24,000	400,000	424,000
7th Street Improvements	50415	2				100,000		100,000
Elm Av / St. Patrick St. Intersection Improvements	50416	3			24,000			24,000
Silver St. & Gold St. Utilities Reconstruction	50418	4					150,000	150,000
East Oakland Utilities Reconstruction	50424	2				10,000	135,000	145,000
Centennial St Improvements, Elm to Michigan	50425	4				35,000		35,000
Jolly Lane Reconstruction, Hwy 44 to Back Nine Dr	50428	4				26,000	300,000	326,000
Memorial Pk & Dilger Ave Watermain Reconstruct	50465	1			10,000	150,000		160,000
East St. Louis Reconstruction	50468	2				10,000	150,000	160,000
College & Willis Ave's Watermain Reconstructions	50471	1				60,000		60,000
Raider Road Watermain Looping	50475	1				10,000	100,000	110,000
Mall Drive Extension Ph 1, E. North to Dyess	50485-1334	1	95,000					95,000
Tower Rd Reconstruction, Cathedral Dr to bridge	50486	1	20,000	220,000				240,000
Bridge Deck Repairs, Various Locations	50525	2			200,000			200,000
Elk Vale Park Subdivision Utilities	50546	1	170,000	-170,000				0
Brentwood St. Overlay	50547	1		10,000				10,000
Mill & Overlay, Various Locations	50549	1		290,000		300,000		590,000
Contingency/Inflation for 8910 - Streets	8910/Inflat	1		39,000	105,500	109,000	113,500	367,000
08910 - Streets Total			4,088,050	2,436,200	3,557,900	3,205,000	3,388,500	16,675,650

08911 - Drainage

Stanley Court Street & Drainage Improvements	50002-959	1	15,000					15,000
Canyon Lake Dr. Watermain Reconstruction	50004-878	2				5,000	100,000	105,000
Drainage MIP	50006	1	25,000	25,000	25,000			75,000
Lime Creek Metering Dam (Elem 388) Construction	50009	4		80,000		35,000		115,000
Lime Ck. Metering Dam (El 389)	50010-856	1		100,000		40,000	350,000	490,000
Box Culvert @ Cambell (Element 5)	50020	4			65,000	325,000		390,000
Box Culvert @ SD 44 East of Cambell (Element 3)	50021	3				285,000		285,000
Lime Ck Drainage, Lime Ck. Dr. to Brookside	50024	4		20,000	50,000	550,000		620,000
Dover Drainage Improvements	50025	2		330,000				330,000
Kansas City Street, E. Blvd. To 5th St.	50119-1170	2			175,000			175,000
Hammon Ave. Reconst., College to Monroe	50120-1068	1	555,400	375,600	496,200			1,427,200
Elm Ave. Reconst., Meade to St. Patrick	50130-1075	2			20,000	300,000		320,000
Kansas City St., 5th to 8th St.	50132-1077	3			202,000			202,000

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
W. Chicago Reconst. 44th St. to Seeaire	50137-1071	1	115,000					115,000
6th & 7th St. Reconst., KC to Omaha	50138	4		14,000	100,000			114,000
Centre St. Reconst., LaCross to Cambell	50141-990	4					300,000	300,000
Elk Vale Rd., I-90 to City Limits	50143	4				10,000		10,000
Elm Ave. Reconst., E. Utah to Meade	50145-1076	2		15,000	315,000			330,000
Van Buren St., Milwaukee to LaCross	50149	4			50,000			50,000
Wonderland Dr. Street & Drainage Reconst.	50155	4				100,000		100,000
US 16B, Minnesota to St. Pat.	50229-1393	2	25,000					25,000
Fifth Street Extension, Minnesota to Hwy 16B	50253-914	0	610,000					610,000
Red Rock Estates Detention Ponds	50259-1182	1		265,000				265,000
Franklin St. Reconstruction, Mt Rushmore to 11th	50310	2		40,000				40,000
St. Martin's Detention Pond 305	50311	2	65,000			50,000	500,000	615,000
Knollwood Outfall, Elements 2 & 20	50312	2	50,000	20,000	200,000		230,000	500,000
Meade Street Reconstruction, Elm to Hawthorne	50325	2	175,500	1,200,000				1,375,500
Mt View Drainage Improvements	50349	2				35,000		35,000
Jackson Blvd Reconst. Mt. View to SLR	50351	4					35,000	35,000
Tallent St Watermain Reconstruction	50358-1263	1	35,000					35,000
Valley West Storm Sewer Reconstruction	50359-1145	2	40,000					40,000
Box Elder Drainage Basin Plan	50360	3		100,000				100,000
W. Chicago Street/Drainage Reconst, Seeaire- Wedge	50364-1187	2			225,000			225,000
44th St. Storm Sewer Outfall	50365	3			25,000	275,000		300,000
Meade Channel, Birch St. Crossing Improvements	50378	2				15,000	150,000	165,000
Metering Dam Expansion, SLR & Minnewasta	50384	2				65,000	250,000	315,000
Robbinsdale Pk Detention Pond Improvements	50403	3				20,000	300,000	320,000
Viewfield Detention Dam Outlet Structure	50412	3				60,000		60,000
LaCross/Philadelphia Drainage Improvements	50438-1157	3				16,000	144,000	160,000
Promise Rd Detention Pond	50440	1	60,000					60,000
Memorial Pk & Dilger Ave Watermain Reconstruct	50465	1			10,000	150,000		160,000
East St. Louis Reconstruction	50468	2					50,000	50,000
Raider Road Watermain Looping	50475	1					20,000	20,000
Omaha/Mt. View Detention Pond	50528	2	10,000	100,000				110,000
Fairgrounds East Drainage Improvements	50544	0	78,300					78,300
S. Robbinsdale Channel Improvements, Elems. 2 & 4	50556	1		106,100				106,100
Contingency/Inflation Funding for 8911 - Drainage	8911Inflat	1		23,000	57,000	60,000	62,500	202,500

08911 - Drainage Total

1,859,200	2,813,700	2,015,200	2,396,000	2,491,500	11,575,600
-----------	-----------	-----------	-----------	-----------	------------

08913 - Misc Improvements

Maple Ave. Railroad Crossing	50170-5163	4				15,600		15,600
E. St. Charles Railroad Crossing	50171	2	22,000					22,000
Cross St Railroad Crossing	50172	4			8,000			8,000
11th St. Railroad Crossing	50173	2				9,000		9,000
Out-of-the-Dust, Various Locations	50297	2	50,000	50,000	50,000	50,000	50,000	250,000
Miscellaneous Improvement Projects (MIP)	50298	1		50,000	50,000	50,000	50,000	200,000
Chamber Add. (Cleghom Water Ass'n) Watermain Ext	50442-1286	0	12,000					12,000
Wisconsin St. Sidewalk Improvements	50446-1297	0	14,000					14,000
Milwaukee St. Railroad Crossing Improvements	50527-559N	1		7,500				7,500

Source	Project#	Priority	2004	2005	2006	2007	2008	Total
New York St. Railroad Crossing Improvements	50533	2		8,000				8,000
New York St. Crosswalks	50553-1388	0	15,300					15,300
Milwaukee St. Railroad Pedestrian Crossing	50554	1	5,000					5,000
2004 Miscellaneous Improvements Project	50555	1	35,000					35,000
08913 - Misc Improvements Total			153,300	115,500	108,000	124,600	100,000	601,400

Project # **50002-959**
 Project Name **Stanley Court Street & Drainage Improvements**
 Last Revised 3-15-03
 Project Manager Joe Jagodzinski
 Contact Joe Jagodzinski
 Department Drainage

Type Maintenance
 Useful Life
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$25,000

Description

Mill and overlay with geogrid and edgedrains and/or storm sewer inlets.
 Originally budgeted for 2001 construction, moved to 2002 to be combined with W. Chicago, project nos. 50137 & 1071. Moved to 2004 due to budget constraints resulting from expansion of W. Chicago Reconstruction, 44th to Wedgewood.
 Property advised of sewer problems on east side, and soft subgrades (6-02, RN)
 \$20k of original budget moved into W. Chicago project.

Justification

Ponding occurs on bulb of cul-de-sac, has damaged subgrade. Have received numerous service requests from residents.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	25,000					25,000
Total	25,000					25,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	10,000					10,000
8911 - Drainage	15,000					15,000
Total	25,000					25,000

Project # **50006**
 Project Name **Drainage MIP**
 Last Revised 1/28/04
 Project Manager Rich Wells
 Contact Rich Wells
 Department Drainage

Type Maintenance
 Useful Life
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$127,482

Description

Includes project 1022, Deadwood Ave Erosion Control at \$35,000 and Lime Ck Weir at \$15,000 in 2001
 Potential projects: Parkridge Village #2 channel improvements (minor channel); Soo San United Field Drainage
 In 2002 funded Meade/Hawthorne Basin Element No. 87, for \$21k, CIP #50441.
 In 2003 funded miscellaneous projects for \$10,929 and E. Sioux Pk drainage for \$5,588, carried forward \$8,482 to 04.

Justification

Prior	Expenditures	2004	2005	2006	2007	2008	Total
52,482	Construction	25,000	25,000	25,000			75,000
Total	Total	25,000	25,000	25,000			75,000

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
52,482	8911 - Drainage	25,000	25,000	25,000			75,000
Total	Total	25,000	25,000	25,000			75,000

Project # **50009**
 Project Name **Lime Creek Metering Dam (Elem 388) Construction**
 Last Revised 12-16-03
 Project Manager Rich Wells

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 4 Less Important
 Total Cost \$515,000

Description

This detention pond is located at the south end of St. Martin's property. It will need to be constructed after Detention Pond 305 which will be located upstream.

Justification

With the reconstruction of West Chicago Street, new storm drainage facilities were installed to direct major flows through the West Chicago Street area. However, the storm sewer was sized assuming that all upstream detention was already in place. Therefore, these facilities are not adequate for existing fully-developed conditions. In addition, a major rainstorm in this drainage will cause much property damage, possibly even loss of life.

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services				35,000		35,000	400,000
Land Acquisition		80,000				80,000	
Total		80,000		35,000		115,000	Total
Funding Sources	2004	2005	2006	2007	2008	Total	Future
8911 - Drainage		80,000		35,000		115,000	400,000
Total		80,000		35,000		115,000	Total

Project # **50010-856**
 Project Name **Lime Ck. Metering Dam (El 389)**
 Last Revised 4/8/03
 Project Manager Rich Wells

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$490,000

Description

This detention pond is located southeast of St. Martin's Drive on the St. Martin property. It is one of two detention ponds in this part of the St. Martin's property. When this pond is constructed a diversion pipe will also need to be installed to divert part of the flows to the other Lime Creek tributary where a second detention pond (Element 305) will need to be constructed.

Justification

With the reconstruction of West Chicago Street, new storm drainage facilities were installed to direct major flows through the West Chicago Street area. However, the storm sewer was sized assuming that all upstream detention was already in place. Therefore, these facilities are not adequate for existing fully-developed conditions. In addition, a major rainstorm in this drainage will cause much property damage, possibly even loss of life.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				40,000		40,000
Land Acquisition		100,000				100,000
Construction					350,000	350,000
Total		100,000		40,000	350,000	490,000
Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		100,000		40,000	350,000	490,000
Total		100,000		40,000	350,000	490,000

Project # 50020
Project Name Box Culvert @ Cambell (Element 5)
Last Revised 12-15-03
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life
Category Infrastructure
Priority 4 Less Important

Total Cost \$715,000

Description

This improvement needs to be done because the culvert crossing of Cambell Street north of SD 44 is very undersized. Part of this project should also include culverts upstream at E. Chicago Street. It may also be necessary to obtain an easement from the adjacent property owner to construct this improvement. However, increasing the size of the culvert without making the necessary downstream improvements may have an adverse impact on the properties downstream of this highway crossing. The City needs to construct an adequate outlet channel to Rapid Creek before the culvert is enlarged. (Third project of three total - 50020, 50021, and 50312). Draft road swap agreement include provision for cost sharing 50% by DOT for work within DOT ROW. This project can precede the crossing on Hwy 44 if funding issues so require it.

Justification

More and more development is occurring upstream of this location, some of which could be negatively impacted by flooding on Cambell Street and SD 44. The Eagle Buy Rite store was flooded in the past and is suing the City and SDDPT at the present time (2-01)

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			65,000			65,000
Construction				650,000		650,000
Total			65,000	650,000		715,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage			65,000	325,000		390,000
SDDOT				325,000		325,000
Total			65,000	650,000		715,000

Project # 50021
Project Name Box Culvert @ SD 44 East of Cambell (Element 3)
Last Revised 4/12/04
Project Manager Rich Wells

Type Improvement
Useful Life
Category Infrastructure
Priority 3 Important
Total Cost \$570,000

Contact Rich Wells
Department Drainage

Description

This improvement needs to be done because the culvert crossing of SD 44 east of Cambell is very undersized. Part of this project should also include culverts under the Jacobs property at the corner of SD 44 and Cambell St. It may also be necessary to obtain an easement from the adjacent property owner to construct this improvement. However, increasing the size of the culvert without making the necessary downstream improvements will have a disastrous impact on the properties downstream of this highway crossing. The City needs to construct an adequate outlet channel to Rapid Creek before the culvert is enlarged (Second project of three total - 50020, 50021, and 50312)

Justification

More and more development is occurring upstream of this location, some of which could be negatively impacted by flooding on Cambell Street and SD 44. The Eagle Buy Rite store was flooded in the past and is sung the City at the present time.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				50,000		50,000
Land Acquisition				20,000		20,000
Construction				500,000		500,000
Total				570,000		570,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage				285,000		285,000
SDDOT				285,000		285,000
Total				570,000		570,000

Project # 50024
Project Name Lime Ck Drainage, Lime Ck. Dr. to Brookside
Last Revised 4/9/03
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$620,000

Description

The Lime Creek channel downstream of Soo San Drive and upstream of West Main Street needs some grading. However, a new 78" RCP or equivalent bypass pipe needs to be installed from east of Soo San Drive to north of West Main Street. This pipe will be in addition to the existing culvert system. A description of this project is to be found in the South Canyon/Lime Creek Drainage Basin Design Plan in the discussion for Elements 381, 382, and 383 on pages 36-37.

Justification

Under current conditions at Soo San and West Main, flooding around homes occurs during events smaller than the 100-year storm. This improvement in conjunction with upstream detention pond construction will alleviate many problems.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			50,000			50,000
Land Acquisition		20,000				20,000
Construction				550,000		550,000
Total		20,000	50,000	550,000		620,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		20,000	50,000	550,000		620,000
Total		20,000	50,000	550,000		620,000

Project # 50025	Type Maintenance
Project Name Dover Drainage Improvements	Useful Life
Last Revised 4/10/03	Category Infrastructure
Project Manager Rich Wells	Priority 2 Very Important
Contact Rich Wells	Total Cost \$330,000
Department Drainage	

Description

Install new 42" storm sewer system discharging into Rapid Creek just north of Jackson Blvd. The storm sewer and inlets will then run west on Cottonwood to the intersection of Evergreen Drive. From there 36" RCP will run up Evergreen Drive to Dover Street where a diversion structure will be constructed to split the flows coming east along West St. Patrick Street per the Red Dale Drainage Basin Design Plan, Elements 389, 390, and 391. This project has been put into the Capital Improvements Plan due to neighborhood complaints about the odor from standing water in the private pond west of Evergreen Drive. Complaints have also been received about odors coming from the Dover Ditch. By installing a new storm sewer system, areas in the public right of way can be kept drained and odor-free. Also this storm sewer will add to drainage capacity in this area and relieve flooding potential along Dover Street.

Justification

Many neighborhood complaints about odors during the summer months have been received. The intent of constructing this storm sewer system is to keep the areas in the public right of way drained and thus to eliminate odors.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		30,000				30,000
Construction		300,000				300,000
Total		330,000				330,000
Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		330,000				330,000
Total		330,000				330,000

Project # 50026	Type Improvement
Project Name Deadwood Ave. Drainage Channel Outlet	Useful Life
Last Revised 4/9/03	Category Infrastructure
Project Manager Rich Wells	Priority 5 Future Consideration
Contact Rich Wells	Total Cost \$520,000
Department Drainage	

Description

Improving the Deadwood Avenue outlet consists of channel shaping at the downstream end and the installation of a minimum 5'X25' open channel upstream and downstream of Krebs Drive and a 5'X25' box culvert under Krebs Drive. Design calculations will have to determine the exact dimensions of the open channel with freeboard considerations.

Justification

This improvement is greatly needed due to accelerating development upstream in the Deadwood Avenue drainage basin. Even in minor rain events, the businesses along Krebs Drive are flooded.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			45,000			45,000
Land Acquisition		25,000				25,000
Construction				450,000		450,000
Total		25,000	45,000	450,000		520,000
Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		25,000	45,000	450,000		520,000
Total		25,000	45,000	450,000		520,000

Project # 50120-1068
Project Name Lemmon Ave. Reconst., College to Monroe
Last Revised 6/21/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Drainage

Type Improvement
Useful Life 50
Category Infrastructure
Priority 1 Urgent
Total Cost \$2,333,230

Description
 Reconstruction of street, including curb & gutter, ACC pavement with edge drains, storm inlets and 60-66" dia. Storm sewer, water and sewer mains. Intersection of Lemmon and Monroe also to be reconstructed to direct surface flows south to open channel.
 Design costs were originally budgetted as \$70k in 2002, actual costs were 83,330 and were encumbered in 2003; however, original \$70k was not carried forward in FO records.

Justification
 Pavement in very poor condition. Major drainage conveyance (pipe and overland) located in street has insufficient capacity and causes flooding of homes in the area.
 Intersection of Lemmon & Monroe currently directs flow east on Monroe causing significant flooding and north and south of the intersection. Houses on Lemmon are lower than street and are subject to flooding. Capacity for 1,060 cfs design flow is needed. Existing product of depth and velocity in street is 15 sf/sec which is well above RCDCM limit of 5 sf/sec.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
83,330	Construction	801,300	530,500	713,500			2,045,300
	Contingency	80,100	53,000	71,500			204,600
Total							
	Total	881,400	583,500	785,000			2,249,900

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
83,330	833 - Sewer Enterprise Fund	30,400	27,500	37,400			95,300
	8910 - Streets	225,400	134,200	180,400			540,000
	8911 - Drainage	555,400	375,600	496,200			1,427,200
	933 - Water Enterprise Fund	70,200	46,200	71,000			187,400
Total							
	Total	881,400	583,500	785,000			2,249,900

Project # 50259-1182	Type Expansion/Economic Dev
Project Name Red Rock Estates Detention Ponds	Useful Life
Last Revised 6/21/04	Category Infrastructure
Contact Rich Wells	Priority 1 Urgent
Project Manager Rich Wells	Department Drainage
	Total Cost \$527,262

Description

Includes two detention ponds, one of which is to be incorporated into street grade. Agreements for cost sharing and reimbursement not negotiated or drafted as of 3-01.
 Red Rock Detention Cell 101 at the north end of Red Rock Estates subdivision. This detention pond is required for the development of Red Rock Estates subdivision. (Pond 101 may be repaid with a TID)

Justification

This detention pond is required at this time because development upstream is proposed and this detention pond is needed to keep downstream flows to existing conditions. Red Rock drainage drains through Chapel Valley, and the existing drainage channel has limited capacity.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
262,262	Land Acquisition		25,000				25,000
	Construction		240,000				240,000
Total			265,000				265,000

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
262,262	8911 - Drainage		265,000				265,000
Total			265,000				265,000

Project # 50311	Type Improvement
Project Name St. Martin's Detention Pond 305	Useful Life
Last Revised 4/12/04	Category Infrastructure
Contact Rich Wells	Priority 2 Very Important
Project Manager Rich Wells	Department Drainage
	Total Cost \$615,000

Description

This detention pond will be constructed east of Detention Pond 389 in the Lime Creek Drainage Basin. Water from Detention Pond 389 will be diverted to this detention pond to lower total flows released downstream. A description of this detention pond is found on pages 9-10 of the South Canyon/Lime Creek Drainage Basin Design Plan Amendment and Preliminary Design of Lime Creek Ponds.

Justification

This improvement is greatly needed since West Chicago Street has been reconstructed with culverts that are only large enough for the 100-year storm with all upstream improvements in place. These detention ponds significantly reduce peak flows downstream and the flooding and property damage that occur due to houses being too low and too close to the drainageway.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				50,000		50,000
Land Acquisition	65,000					65,000
Construction					500,000	500,000
Total	65,000			50,000	500,000	615,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage	65,000			50,000	500,000	615,000
Total	65,000			50,000	500,000	615,000

Project # 50312	Type Improvement
Project Name Knollwood Outfall, Elements 2 & 20	Useful Life
Last Revised 12-15-03	Category Infrastructure
Contact Rich Wells	Priority 2 Very Important
Project Manager Rich Wells	Department Drainage
	Total Cost \$500,000

Description

The outlet channel for the Knollwood Drainage consists of an open channel from the creek to Centre Street. However, when the Bradsky's platted lots several years ago, they gave additional right of way along Creek Drive instead of dedicating an easement along the natural drainageway. A concrete box will have to be constructed along the west side of Creek Drive from the Creek up to the railroad tracks. The graded open channel will be constructed from Creek Drive at the tracks to Centre Street. A 12'X5' reinforced concrete box culvert will be installed under Centre Street. (First project of three total - 50020, 50021, and 50312) Design costs include costs for preliminary design of upstream projects #50020 and #50021.

Justification

This improvement needs to be constructed due to existing flooding problems upstream and the Eagle Buy Rite law suit. This channel needs to be improved before the Cambell Street and SD 44 culvert crossings are installed.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	50,000					50,000
Land Acquisition		20,000				20,000
Construction			200,000		230,000	430,000
Total	50,000	20,000	200,000		230,000	500,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage	50,000	20,000	200,000		230,000	500,000
Total	50,000	20,000	200,000		230,000	500,000

Project # 50349	Type Improvement
Project Name Mt View Drainage Improvements	Useful Life
Last Revised 11-17-01	Category Infrastructure
Contact Rich Wells	Priority 2 Very Important
Project Manager Rich Wells	Department Drainage
	Total Cost \$385,000

Description

Construction of major drainage improvements on Mt View from Jackson Blvd to Arrow (approx.) per Jackson Blvd DBP. One part of a 3 phase project; other 2 phase are included with DOT's rebuild of Mt. View and Jackson Blvd , which are projects no. 50350 and 50351.

Justification

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services				35,000		35,000	350,000
Total				35,000		35,000	Total

Funding Sources	2004	2005	2006	2007	2008	Total	Future
8911 - Drainage				35,000		35,000	350,000
Total				35,000		35,000	Total

Project # 50359-1145
Project Name Valley West Storm Sewer Reconstruction
Last Revised 1/13/04
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Maintenance
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$40,000

Description
Reconstruction of collapsed HDPE storm sewer between houses from street to daylight point.
Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	40,000					40,000
Total	40,000					40,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage	40,000					40,000
Total	40,000					40,000

Project # 50360
Project Name Box Elder Drainage Basin Plan
Last Revised 6/21/04
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Expansion/Economic Dev
Useful Life
Category Planning/Design
Priority 3 Important
Total Cost \$100,000

Description
Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		100,000				100,000
Total		100,000				100,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		100,000				100,000
Total		100,000				100,000

Project # 50378
Project Name Meade Channel, Birch St. Crossing Improvements
Last Revised 2-16-02
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$165,000

Description
 Reconstruct or eliminate Birch St crossing of Meade channel.

Justification
 Channel has insufficient capacity at this location and is in poor condition. Relatively low frequency storm flows overtop channel and cause property damage. (Mayor Munson has been contacted by property owners in 2001)

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				15,000		15,000
Construction					150,000	150,000
Total				15,000	150,000	165,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage				15,000	150,000	165,000
Total				15,000	150,000	165,000

Project # 50384
Project Name Metering Dam Expansion, SLR & Minnewasta
Last Revised 4/9/036/21
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$315,000

Description
 Regrade existing pond to provide additional storage capacity.

Justification
 Due to topographical and property boundary constraints, Skyview West detention pond was not constructed to provide full volume required by basin plan, therefore, additional volume will be provided in this pond. Improvement needed to mitigate flooding along W Floreman St.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				25,000		25,000
Land Acquisition				40,000		40,000
Construction					250,000	250,000
Total				65,000	250,000	315,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage				65,000	250,000	315,000
Total				65,000	250,000	315,000

Project # 50403
Project Name Robbinsdale Pk Detention Pond Improvements
Last Revised 9-4-02
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life 75
Category Infrastructure
Priority 3 Important
Total Cost \$320,000

Description

Construct improvements for Robbinsdale detention pond as outlined in FMG's 1993 "Design Plan for Meade/hawthorne Drainage Basin". Improvements consist of increasing storage capacity, Element 221, lowering conveyance, Element 21, and adding staged discharge conveyance elements

Justification

Downstream improvements have been completed in Hawthorne Ave (SS98-806 and SS02-954) LOMAR cannot be completed for Hawthorne properties until the detention pond improvements are completed.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				20,000		20,000
Construction					300,000	300,000
Total				20,000	300,000	320,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage				20,000	300,000	320,000
Total				20,000	300,000	320,000

Project # 50412
Project Name Viewfield Detention Dam Outlet Structure
Last Revised 2/16/04
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life 50
Category Infrastructure
Priority 3 Important
Total Cost \$60,000

Description

Construct outlet structure for detention dam created by Viewfield St. extension, which is proposed to be constructed as part of required subdivision improvements for Grimm's property. Element _____ in _____ Drainage Basin Plan

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Land Acquisition				10,000		10,000
Construction				50,000		50,000
Total				60,000		60,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage				60,000		60,000
Total				60,000		60,000

Project # 50438-1157
Project Name LaCross/Philadelphia Drainage Improvements
Last Revised 10-19-02
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Improvement
Useful Life 40
Category Infrastructure
Priority 3 Important
Total Cost \$160,000

Description
 Per preliminary design report by Ferber, 2002.
 Need to fully scope remaining infrastructure needs in project area.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				16,000		16,000
Construction					144,000	144,000
Total				16,000	144,000	160,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund					0	0
8911 - Drainage				16,000	144,000	160,000
933 - Water Enterprise Fund					0	0
Total				16,000	144,000	160,000

Project # 50440
Project Name Promise Rd Detention Pond
Last Revised 1/13/04
Project Manager Rich Wells
Contact Rich Wells
Department Drainage

Type Expansion/Economic Dev
Useful Life 75
Category Infrastructure
Priority 1 Urgent
Total Cost \$60,000

Description
 Construction of detention cell at Fire Station No. 6 per drainage report by TSP for Promise Rd construction project.
 Project to be designed in-house for letting in late 2004.

Justification
 Needed to reduce increased runoff resulting from development of the City's property along Promise Rd, including Fire Station No. 6.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	60,000					60,000
Total	60,000					60,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage	60,000					60,000
Total	60,000					60,000

Project # 50528	Type Improvement
Project Name Omaha/Mt. View Detention Pond	Useful Life 50
Last Revised 12-4-03	Category Infrastructure
Contact Rich Wells	Priority 2 Very Important
Project Manager Rich Wells	Department Drainage
	Total Cost \$110,000

Description

Construction of channel improvements and detention pond in area of soccer fields north of RR at Omaha and Mt. View in conjunction with DOT's Mt. View Reconstruction project CIP #50350. Funding transferred from DOT project in anticipation of a stand-alone City project. Design to be based on draft Jackson Blvd Area DBP by FMG, 2000.

Justification

Identified need in Jackson Blvd Area DBP by FMG, 2000.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	10,000					10,000
Construction		100,000				100,000
Total	10,000	100,000				110,000

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage	10,000	100,000				110,000
Total	10,000	100,000				110,000

Project # 50544	Type Improvement
Project Name Fairgrounds East Drainage Improvements	Useful Life 50
Last Revised 6/21/04	Category Infrastructure
Contact Rich Wells	Priority Encumbered
Project Manager Rich Wells	Department Drainage
	Total Cost \$144,100

Description

Project is a joint venture of City, County, and Flannery Oil consisting of construction of 54" RCP storm sewer crossing Centre St. west of Cambell St. intersection, and approximately 800 LF of asphalt-lined channel downstream across the Fairgrounds to Rapid Creek. City costs include 8,500 CY channel grading, rip rap, and street pavement replacement. County will construct channel with county staff and equipment. Design will be performed by County staff with exception of Centre St. crossing which will be designed by City staff. City/County cost sharing agreement approved by Council on 4-19-04, City's share for work downstream of Centre St. is \$34,288. City will construct Centre St crossing which is estimated at \$44k.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	3,000					3,000
Construction	141,100					141,100
Total	144,100					144,100

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage	78,300					78,300
Non-City Funds	65,800					65,800
Total	144,100					144,100

Project # 50545	Type Unassigned
Project Name Drainage Criteria Manual Revisions	Useful Life na
Last Revised 4/12/04	Category Planning/Design
Contact Dan Coon	Priority 1 Urgent
Project Manager Rich Wells	Total Cost \$50,000
Department Drainage	

Description

Revise and update Drainage Criteria Manual to include Phase II Stormwater Regulations and current drainage law included in reasonable use doctrine.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	25,000	25,000				50,000
Total	25,000	25,000				50,000

Funding Sources	2004	2005	2006	2007	2008	Total
Undetermined Funding	25,000	25,000				50,000
Total	25,000	25,000				50,000

Project # 50556	Type Improvement
Project Name S. Robbinsdale Channel Improvements, Elems. 2 & 4	Useful Life 40
Last Revised 6/21/04	Category Infrastructure
Contact Rich Wells	Priority 1 Urgent
Project Manager Rich Wells	Total Cost \$146,600
Department Drainage	

Description

Project consists of channel improvements to South Robbinsdale drainage channel, Elements 2 and 4, which will be constructed by Harold Beis. The City share includes channel oversize, repairs to existing channel on City property (LaCriox Golf Course) and design costs.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		11,500				11,500
Construction		117,600				117,600
Contingency		17,500				17,500
Total		146,600				146,600

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		106,100				106,100
Non-City Funds		40,500				40,500
Total		146,600				146,600

Project # 8911Inflat	Type Unassigned
Project Name Contingency/Inflation Funding for 8911 - Drainage	Useful Life
Last Revised 4/12/04	Category Unassigned
Contact Dan Coon	Priority 1 Urgent
Project Manager	Department Drainage
	Total Cost \$202,500

Description
Annual amounts are 3% of budget for design and construction before carry-forwards or transfers to/from other budgets.
Justification

Expenditures	2004	2005	2006	2007	2008	Total
Contingency		23,000	57,000	60,000	62,500	202,500
Total		23,000	57,000	60,000	62,500	202,500

Funding Sources	2004	2005	2006	2007	2008	Total
8911 - Drainage		23,000	57,000	60,000	62,500	202,500
Total		23,000	57,000	60,000	62,500	202,500

Project # 50165	Type Improvement
Project Name Valley Dr. Signalization, St. Pat & Hwy 44	Useful Life
Last Revised 12-4-03	Category Infrastructure
Contact Klare Schroeder	Priority Encumbered
Project Manager Klare Schroeder	Department SDDOT
	Total Cost \$160,000

Description
Install Traffic Signals Proj. No. PH 0044(21)48, PCEMS 5677 PH 0238(04)44, PCMS 5445
Justification
Reduce accidents.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	160,000					160,000
Total	160,000					160,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT	160,000					160,000
Total	160,000					160,000

Project # **50168-6292**
 Project Name **E. 53rd. St, Hwy 44 to Twilight Dr.**

Last Revised 6/28/04
 Project Manager Klare Schroeder

Contact Joel Jundt
 Department SDDOT

Type Improvement
 Useful Life 40
 Category Infrastructure
 Priority 4 Less Important
 Total Cost \$2,809,000

Description

Proj. No. P-PH 8052(). PCEMS 6292. Grading, base course, curb & gutter, storm sewer, and AC surfacing.

Justification

Needs improvement for capacity and safety.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				2,809,000		2,809,000
Total				2,809,000		2,809,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT				2,809,000		2,809,000
Total				2,809,000		2,809,000

Project # **50170-5163**
 Project Name **Maple Ave. Railroad Crossing**

Last Revised 6/28/04
 Project Manager Lany Chilstrom

Contact Larry Chilstrom
 Department SDDOT

Type Maintenance
 Useful Life 15 years
 Category Infrastructure
 Priority 4 Less Important
 Total Cost \$171,600

Description

PS 8052(48) PCEMS 5163. Maple Ave Railroad crossing rehabilitation east. Of E. Blvd DM&E#190-261W and #190-262D

Justification

Repair rough crossing.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				171,600		171,600
Total				171,600		171,600

Funding Sources	2004	2005	2006	2007	2008	Total
8913 - Misc Improvements				15,600		15,600
SDDOT				156,000		156,000
Total				171,600		171,600

Project # 50171
Project Name E. St. Charles Railroad Crossing
Last Revised 6/14/04
Project Manager Larry Chilstrom
Contact Klare Schroeder
Department SDDOT

Type Maintenance
Useful Life 15 years
Category Infrastructure
Priority 2 Very Important
Total Cost \$179,357

Description
 PP 8052(43). PCEMS 4859. Railroad Crossing Rehab. & Flashing Light Signals
 E. St. Charles St. DM&E#190-259V
 Signals installed in 2003. Surfacing deferred; DOT not satisfied with DM&E's billings.

Justification
 Reduce left-turn accidents and repaire rough crossing.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
100,000	Construction	79,357					79,357
Total	Total	79,357					79,357

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
100,000	8913 - Misc Improvements	23,357					23,357
	SDDOT	56,000					56,000
Total	Total	79,357					79,357

Project # 50172
Project Name Cross St Railroad Crossing
Last Revised 1/13/04
Project Manager Larry Chilstrom
Contact Larry Chilstrom
Department SDDOT

Type Maintenance
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$75,000

Description
 PP 8052(27). PCEMS 3053. Railroad crossing signals at Cross St. DM&E#190-276L.

Justification
 Crossing improvements needed.

Expenditures	2004	2005	2006	2007	2008	Total
Construction			75,000			75,000
Total			75,000			75,000

Funding Sources	2004	2005	2006	2007	2008	Total
8913 - Misc Improvements			8,000			8,000
SDDOT			67,000			67,000
Total			75,000			75,000

Project # **50173**

Project Name **11th St. Railroad Crossing**

Last Revised 10-1-02

Project Manager Klare Schroeder

Contact Klare Schroeder

Department SDDOT

Type Maintenance

Useful Life

Category Infrastructure

Priority 2 Very Important

Total Cost \$90,000

Description

Flashing Light Signals
W. of West Blvd. DM&E#190-273R
Proj. No. PP 8052(41)
1432

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction				90,000		90,000
Total				90,000		90,000

Funding Sources	2004	2005	2006	2007	2008	Total
8913 - Misc Improvements				9,000		9,000
SDDOT				81,000		81,000
Total				90,000		90,000

Project # **50175-4259**

Project Name **I-90 Exit 60 Reconstruction**

Last Revised 6/28/04

Project Manager Klare Schroeder

Contact Klare Schroeder

Department SDDOT

Type Expansion/Economic Dev

Useful Life

Category Infrastructure

Priority 4 Less Important

Total Cost \$14,050,000

Description

Construct new Interchange at East North St. & Reconstruct mainline & 0.4 mi. of US16B
Proj. No. IM 90-2(134)59. PCEMS 4259

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction		14,050,000				14,050,000
Total		14,050,000				14,050,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		150,000				150,000
933 - Water Enterprise Fund		150,000				150,000
SDDOT		13,750,000				13,750,000
Total		14,050,000				14,050,000

Project # 50176-1106	Type Improvement
Project Name Omaha St. Reconstruction, 1st St. to 12th St.	Useful Life
Last Revised 6/28/04	Category Infrastructure
Contact Curt Huus	Priority 1 Urgent
Project Manager Curt Huus	Department SDDOT
	Total Cost \$16,473,092

Description

Grading and PCCP (includes RR Crossing Rehab. DM&E#190-148D Proj No. P 0016(57)69. PCEMS 3864; P 0044(125)45. PCEMS 4757; PS 0044(B3)45. PCEMS 5151.
 (Signal at 12th St. funded 20% by City, 50% by SDDOT, and 30% by developer of property in SW quadrant of Omaha and I-90 has been deleted.) Replace 1,000 ft of 20" CI water main with 30" DI from 6th to 4th. Includes deleted CIP Project No. 50201, Rapid St Sewer Reconst. For \$28,000.
 City costs include \$15,000 for corrosion analysis of existing 30" watermain. Includes deleted project #50334, W. Blvd Watermain Loop, Phase 2 for \$145,000 for watermain crossing at ramps on I-190.
 SDDOT is to be reimbursed \$100k from 8917 (Govt Bldgs, 8915), for decorative lighting per Agreement dated 2-3-03
 SDDOT is to reimburse the City \$188,223 (estimated) for median work bid under City's contract; this adjustment has been made to Fund 8917 in 2003.
 FO has created Cost Center 8917 for the project; \$57,910 was transfered from 8910 Fund to 8917

Justification

Increase street capacity, replace old pavement.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
10,473,092	Construction	6,000,000					6,000,000
Total	Total	6,000,000					6,000,000

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
10,473,092	8917 - Omaha Project	100,000					100,000
	SDDOT	5,900,000					5,900,000
Total	Total	6,000,000					6,000,000

Project # 50228-5586	Type Improvement
Project Name I-90, Black Hawk to I-190	Useful Life 40
Last Revised 6/28/04	Category Infrastructure
Contact Klare Schroeder	Priority Encumbered
Project Manager Klare Schroeder	Department SDDOT
	Total Cost \$5,447,000

Description

IM-PH 90-1()51. PCEMS 5586
 EBL B. Hawk to W. of I-90 Exit & Str. SE of Meade Co.
 R&R PCCP on the ML & DK Overlays, Repl. Rail & Appr Slabs on Strs

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	5,447,000					5,447,000
Total	5,447,000					5,447,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT	5,447,000					5,447,000
Total	5,447,000					5,447,000

Project # 50229-1393
Project Name US 16B, Minnesota to St. Pat.
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$5,582,000

Description
 NH-PH 2016()68. PCEMS 4981 (and P 2016(00)69. PCEMS 4842)
 From Minnesota to St. Patrick St. including intersection of St. Joe St and the structure over St Joe & RR. Grading, Surfacing & Reconst. Acc. Ramp/Lane at Int. of St. Joe & Deck Overlay, modify Joints & Spot Paint. Develop two-way left-turn lane.
 Drainage improvements are outlined in detail in the Meade/Hawthorne DBDP and include Elements 12,81,85,86, and 87. In general these projects consist of storm sewer, culvert crossings and downstream channels at various locations along the Hwy 79 reconstruction.
 Deleted \$525k drainage from project; drainage construction costs will be paid by DOT; retained \$25k for cost sharing drainage easement acquisitions with DOT.

Justification
 The existing drainage facilities at locations noted above are undersized and inadequate for conveying storm drainage as required for an arterial classification street.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	10,000					10,000
Land Acquisition	50,000					50,000
Construction			5,522,000			5,522,000
Total	60,000		5,522,000			5,582,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund	5,000		20,000			25,000
8911 - Drainage	25,000					25,000
933 - Water Enterprise Fund	5,000		50,000			55,000
SDDOT	25,000		5,452,000			5,477,000
Total	60,000		5,522,000			5,582,000

Project #	50266-1137	Type	Expansion/Economic Dev
Project Name	Southeast Connector, South Phase	Useful Life	
Last Revised	6/21/04	Category	Infrastructure
Project Manager	Klare Schroeder	Priority	1 Urgent
	Contact Klare Schroeder	Total Cost	\$23,361,200
	Department SDDOT		

Description
<p>NH0235(01)0</p> <p>South East Connector Route from the junction of SD79/US16B NW to Jolly Lane and from I90 S to the RR tracks in Rapid City. Grading & surfacing (SD79/US16B Jct to Fairmont Blvd), Light grading & surfacing (I90 to S of RR Tracks), surfacing (Fairmont Blvd to Jolly Lane), & Remove Existing SD44/St. Pat Interchange. (Heartland Expressway).</p> <p>Deleted \$100k, 910 Drainage from project; no drainage oversize needed.</p> <p>Sewer cost estimate includes \$24k for 400 LF and a manhole extending west to get sewer out from under pavement; this portion was originally intended to be constructed with Hwy 16B sewer extension #50212, was added to this project in case sewer extension project is delayed.</p> <p>Funding for water comes from impact fees.</p>

Justification
Construct belt-loop.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	23,286,200					23,286,200
Contingency	75,000					75,000
Total	23,361,200					23,361,200

Funding Sources	2004	2005	2006	2007	2008	Total
2012 - Vision 2012 Program	824,000					824,000
933 - Water Enterprise Fund	407,200					407,200
SDDOT	22,130,000					22,130,000
Total	23,361,200					23,361,200

Project # **50350-5617**
 Project Name **Mt View Reconst., RR to Jackson Blvd**
 Last Revised 6/28/04
 Project Manager Dave Lafrance

Contact Joel Jundt
 Department SDDOT

Type Improvement
 Useful Life 40
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$5,649,000

Description

P-PH 0044(31)43 PCEMS 5617. Remove and replace PCC pavement from north of Jackson Blvd to south of Chicago St intersection. Upgrade signal heads, controller & loops at W. Main, upgrade signals at Omaha. Project includes major drainage improvements by DOT and replacement of watermain by City. Includes first phase of a 3 phase City drainage project, which includes projects no. 50349, and 50351. Watermain reconstruction was planned as separate project ahead of DOT's original overlay project, but is currently planned to be combined with DOT project. Project includes \$400k for dual left turn lanes at Main St. Water main reconstruction needs to be coordinated with CIP# 50457 which includes 24" transmission main in Omaha ROW. Transferred City funding of \$110k to new project, #50528 which consists of channel and detention pond on City property (soccer fields) north of RR.

Justification

City portion of project: Utility Maintenance recommends replacing watermain due to age and condition of existing C.I. mains. Break history of 18" main is poor. Drainage system is inadequate in W. Main area, resulting in flooding of property.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		15,000				15,000
Construction			5,634,000			5,634,000
Total		15,000	5,634,000			5,649,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund			25,000			25,000
933 - Water Enterprise Fund		15,000	165,000			180,000
SDDOT			5,044,000			5,044,000
STP - Urban Systems			400,000			400,000
Total		15,000	5,634,000			5,649,000

Project # **50351**
 Project Name **Jackson Blvd Reconstr. Mt. View to SLR**
 Last Revised 9/17/03
 Project Manager
 Contact Klare Schroeder
 Department SDDOT

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 4 Less Important
 Total Cost \$2,310,000

Description

Reconstruction of pavement, curb & gutter, and construction of major drainage improvements
 Second phase of a 3 phase City drainage project, which includes projects no. 50349 and 50350.
 Project was not included in DOT's 2004 STP
 Cost estimates are rough.

Justification

Drainage system is inadequate, resulting in flooding of adjacent property to south of street. Traffic volumes require increased capacity.

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services					60,000	60,000	2,250,000
Total					60,000	60,000	Total
Funding Sources	2004	2005	2006	2007	2008	Total	Future
833 - Sewer Enterprise Fund					15,000	15,000	2,250,000
8911 - Drainage					35,000	35,000	
933 - Water Enterprise Fund					10,000	10,000	
Total					60,000	60,000	Total

Project # **50353**
 Project Name **Twilight Dr. Extension to Elk Vale**
 Last Revised 12-4-03
 Project Manager Klare Schroeder
 Contact Klare Schroeder
 Department SDDOT

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$350,000

Description

Extension of Twilight Dr. to Elk Vale to align with Concourse Dr. on west side of SE Connector.
 Will be let with south phase of SE Connector project.

Justification

Construction of SE Connector requires realignment of Elk Vale.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	350,000					350,000
Total	350,000					350,000
Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT	350,000					350,000
Total	350,000					350,000

Project # 50354-1253	Type Expansion/Economic Dev
Project Name Lange Rd Relocation at Exit 55	Useful Life
Last Revised 6/21/04	Category Infrastructure
Contact Dave LaFrance	Priority Encumbered
Project Manager Dave LaFrance	Department SDDOT
	Total Cost \$834,000

Description

Relocation of Lange Rd/ Deadwood Ave intersection approximately 400 ft. north.

Justification

Increased traffic volume due to development of Harely Davidson site on Lange Rd will adversely impact function of Deadwood Ave interchange.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
10,000	Construction	824,000					824,000
Total	Total	824,000					824,000

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
10,000	833 - Sewer Enterprise Fund	110,000					110,000
	8910 - Streets	144,300					144,300
Total	933 - Water Enterprise Fund	24,000					24,000
	Non-City Funds	100,000					100,000
	SDDOT	445,700					445,700
	Total	824,000					824,000

Project # 50479-6437	Type Improvement
Project Name Hwy 44 Reconstruction, from PCC Pave. to Airport	Useful Life 40
Last Revised 6/28/04	Category Infrastructure
Contact Klare Schroeder	Priority 3 Important
Project Manager Klare Schroeder	Department SDDOT
	Total Cost \$7,219,000

Description

PCEMS 6437, P 0044 () 50 Grading and surfacing of 3.9 miles of Hwy 44 from end of concrete to the junction with Airport Rd. May need relocation or expansion of City's water and/or sewer system.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		10,000				10,000
Construction			7,209,000			7,209,000
Total		10,000	7,209,000			7,219,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		4,000	25,000			29,000
933 - Water Enterprise Fund		6,000	35,000			41,000
SDDOT			7,149,000			7,149,000
Total		10,000	7,209,000			7,219,000

Project # 50490
Project Name Deadwood Ave/W. Chicago Signals Upgrade
Last Revised 1/20/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Improvement
Useful Life 20 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$128,000

Description

PH 0079(37)80, PCEMS 6533. signal upgrade and intersection modification.
 Need to determine scope of utilities relocates & adjustments, cost estimate is very preliminary.
 DOT funding: \$128k

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	128,000					128,000
Total	128,000					128,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT	128,000					128,000
Total	128,000					128,000

Project # 50491-6557
Project Name Exit 55, Deadwood Ave, Traffic Signal Improvements
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Improvement
Useful Life 40
Category Infrastructure
Priority 3 Important
Total Cost \$250,000

Description

IM 90-2(95)55 PCEMS 6557. Widen and straighten and provide for new traffic signals

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction				250,000		250,000
Total				250,000		250,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT				250,000		250,000
Total				250,000		250,000

Project # 50492-6915
Project Name I-190 Pavement Restoration
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Maintenance
Useful Life 20 years
Category Infrastructure
Priority 2 Very Important
Total Cost \$264,000

Description
 IM 190-2(02)0 PCEMS 6915. Pavement restoration and shoulder repair

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			264,000			264,000
Total			264,000			264,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT			264,000			264,000
Total			264,000			264,000

Project # 50493-6916
Project Name W. Chicago St Pavement Restoration
Last Revised 9/16/03
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Improvement
Useful Life 20 years
Category Infrastructure
Priority 2 Very Important
Total Cost \$883,000

Description
 P 0079(43)79 PCEMS 6916. Pavement restoration and shoulder repair.
 Need to investigate scope of city-funded utility and drainage improvements; amounts shown are very preliminary. An existing watermain in west end of project needs upgrade for capacity.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			883,000			883,000
Total			883,000			883,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund			15,000			15,000
933 - Water Enterprise Fund			100,000			100,000
SDDOT			768,000			768,000
Total			883,000			883,000

Project # 50494-1939
Project Name I-90 Exit 61, Elk Vale Rd
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Improvement
Useful Life 40
Category Infrastructure
Priority 3 Important
Total Cost \$15,112,000

Description

IM-NH 90-2(39)61, PCEMS 1939. Replace current interchange with an urban interchange

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction				15,112,000		15,112,000
Total				15,112,000		15,112,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT				15,112,000		15,112,000
Total				15,112,000		15,112,000

Project # 50496-5445
Project Name St Pat (SD238) Resurfacing, Cambell to Hwy 44
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Maintenance
Useful Life 20 years
Category Infrastructure
Priority 3 Important
Total Cost \$1,288,000

Description

NH-P 0238(01)43, PCEMS 6944 Pavement restoration and AC resurfacing and traffic signals at Valley Dr. (Part of road swap)

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			1,288,000			1,288,000
Total			1,288,000			1,288,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT			1,288,000			1,288,000
Total			1,288,000			1,288,000

Project # 50497-6916
Project Name W. Chicago RR Bridge Deck Repairs
Last Revised 9/17/03
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Maintenance
Useful Life 20 years
Category Infrastructure
Priority 4 Less Important
Total Cost \$700,000

Description
 P 0079()80 PCEMS 6486. Deck overlay, rail, joints, and approaches.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction				700,000		700,000
Total				700,000		700,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT				700,000		700,000
Total				700,000		700,000

Project # 50527-559N
Project Name Milwaukee St. Railroad Crossing Improvements
Last Revised 6/28/04
Project Manager Larry Chilstrom
Contact Klare Schroeder
Department SDDOT

Type Maintenance
Useful Life 15 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$96,500

Description
 Resurfacing at crossing. Project #50337, Milwaukee St. Sewer Reconstruction, needs to be coordinated with this project

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	14,000	82,500				96,500
Total	14,000	82,500				96,500

Funding Sources	2004	2005	2006	2007	2008	Total
8913 - Misc Improvements	14,000	7,500				21,500
SDDOT		75,000				75,000
Total	14,000	82,500				96,500

Project # 50533
Project Name New York St. Railroad Crossing Improvements
Last Revised 1/13/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Maintenance
Useful Life 15 years
Category Infrastructure
Priority 2 Very Important
Total Cost \$75,000

Description

Resurface crossing.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction		75,000				75,000
Total		75,000				75,000

Funding Sources	2004	2005	2006	2007	2008	Total
8913 - Misc Improvements		8,000				8,000
SDDOT		67,000				67,000
Total		75,000				75,000

Project # 50551-H024
Project Name Intersection of Cambell & E. North Improvements
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department SDDOT

Type Improvement
Useful Life 40
Category Infrastructure
Priority 1 Urgent
Total Cost \$202,000

Description

PH 2016(16)712, PCEMS H024. Signal upgrades, intersection modifications, permanent signing improvements, and ROW acquisition. Project will: 1) add right turn lanes, EB to SB and NB to EB, 2) remove part of median to the east, 3) extend SW island to the south, 4) combine approaches as necessary, and 5) address ADA issues.

City needs to investigate need for minor utility adjustments and relocations.

Project will be coordinated with Exit 60 Reconstruction.

City will continue to maintain signals and roadway lighting; revised agreement may be needed.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction		202,000				202,000
Total		202,000				202,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		5,000				5,000
933 - Water Enterprise Fund		5,000				5,000
SDDOT		192,000				192,000
Total		202,000				202,000

Project # 50557-6915
Project Name Mt. Rushmore (US16) Repairs, Kansas City to Omaha
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Joel Jundt
Department SDDOT

Type Maintenance
Useful Life 15 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$50,000

Description

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			50,000			50,000
Total			50,000			50,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT			50,000			50,000
Total			50,000			50,000

Project # 50558
Project Name Hwy 44 Resurfacing, Airport Rd to Farmingdale
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact
Department SDDOT

Type Maintenance
Useful Life 20 years
Category Infrastructure
Priority 2 Very Important
Total Cost \$2,696,000

Description

Project P0044054. Cold in-place recycle and AC resurfacing, 11.2 miles.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction				2,696,000		2,696,000
Total				2,696,000		2,696,000

Funding Sources	2004	2005	2006	2007	2008	Total
SDDOT				2,696,000		2,696,000
Total				2,696,000		2,696,000

Project # 50561
Project Name East Blvd. RR Repair (SDDOT) 1995
Last Revised 7/26/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department SDDOT

Type Improvement
Useful Life 10 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$8,317

Description

Repair of East Blvd. Railroad crossing. Project completed in 1995. Invoice for work received from SDDOT July 2004. Per discussions with Finance Department City is obligated to pay invoice.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	8,317					8,317
Total	8,317					8,317

Funding Sources	2004	2005	2006	2007	2008	Total
8913 - Misc Improvements	8,317					8,317
Total	8,317					8,317

Project # 50016
Project Name Chapel Lane Bridge Widening/Rehab.
Last Revised 6/21/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 3 Important
Total Cost \$330,000

Description

Widening existing bridge to three lanes.
Professional Services cost consists of \$33k for design and \$15k for construction observation and management.

Justification

Inadequate capacity for peak traffic on existing 2-lane bridge; short cue lengths in left and right turn lanes north side of bridge. Street has been constructed to three lanes on either side of bridge.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	48,000					48,000
Construction	425,000					425,000
Contingency	-143,000					-143,000
Total	330,000					330,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	330,000					330,000
Total	330,000					330,000

Project # 50019
Project Name 2nd, 3rd & 4th Streets Reconstruction, KC to Omaha
Last Revised 4/10/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority 5 Future Consideration
Total Cost \$540,000

Description
 Reconstruct 7 blocks of downtown cross streets with overlays.
 Project rescheduled from 2004 to 2005 to avoid conflict with DOT's Omaha reconstruction in 2003-04.
 Reconstruct cross streets with overlay (ultra-thin whitetopping or superpave?), or PCC to match Main and St. Joe (if PCC, need to revise budget amount)
 Need to investigate need for utilities reconstruction.
 Original project scope needs revision to include more and/or large storm sewer inlets on 3rd St, and other intersections; watermains between Main and St Joe, and at 3rd St RR crossing; and possibly watermain on 4th St. Need to investigate condition of sanitary sewer in project area.

Justification
 Existing pavement badly cracked and faulted. Intersection carry significant vehicular and pedestrian traffic

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		40,000				40,000
Construction			500,000			500,000
Total		40,000	500,000			540,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		5,000	50,000			55,000
8910 - Streets		25,000	250,000			275,000
8911 - Drainage			50,000			50,000
933 - Water Enterprise Fund		10,000	150,000			160,000
Total		40,000	500,000			540,000

Project # 50119-1170
Project Name Kansas City Street, E. Blvd. To 5th St.
Last Revised 4/2/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$715,000

Description

Reconstruction of street with ACC pavement, curb & gutter, including new watermain, sanitary sewer east of 3rd St, and storm sewer.
 Consider mill and overlay if utility work permits
 Project scope needs revision to include major storm sewer from 2nd St. to 5th St.; 910 (Drainage budget increase has been guesstimated to be \$150k, needs better estimate.)

Justification

Need to add nodes in DT district. Existing PCC with ACC overlay is badly deteriorated, causing rough ride, dangerous intersections on high volume street.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			40,000			40,000
Construction			675,000			675,000
Total			715,000			715,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund			55,000			55,000
8910 - Streets			340,000			340,000
8911 - Drainage			175,000			175,000
933 - Water Enterprise Fund			145,000			145,000
Total			715,000			715,000

Project # 50122-1378
Project Name Milwaukee St. Mill & Overlay, Van Buren to Anamosa
Last Revised 2/9/04
Project Manager Keith Johnson
Contact Keith Johnson
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority Encumbered
Total Cost \$166,000

Description

Mill and repave 4 blocks of street between Van Buren and Anamosa. Project had been combined with CIP #50337, has been separated and will be let as separate project

Justification

Pavement subgrade is in poor condition, leading to settlement and break-up.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	166,000					166,000
Total	166,000					166,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	166,000					166,000
Total	166,000					166,000

Project # **50125-1063**
 Project Name **Sedivy Lane, St. Pat to St. Charles**

Last Revised 4/10/03
 Project Manager Joe Jagodzinski

Contact Joe Jagodzinski
 Department Streets

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 2 Very Important

Total Cost \$275,000

Description

Reconstruction of two blocks street with ACC pavement, including addition of edge drains (if possible) and geogrid.
 Need to investigate scope of utilities improvements required, if any. Need coordination with RVSD and irrigation company.

Justification

Failing road section due to wet subgrade and high truck traffic volumes.

Expenditures	2004	2005	2006	2007	2008	Total
Construction		275,000				275,000
Total		275,000				275,000
Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets		275,000				275,000
Total		275,000				275,000

Project # **50130-1075**
 Project Name **Elm Ave. Reconst., Meade to St. Patrick**
 Last Revised 1/19/04
 Project Manager Joe Jagodzinski

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$1,175,000

Contact Joe Jagodzinski
 Department Streets

Description

Mill and overlay 3 blocks. Rather than add thicker surfacing which would reduce capacity of gutter, will mill off existing asphalt overlay and install fabric. Curb & gutter in good to fair condition. Consider combining with Project 50145 if annual funding permits. Design costs of \$35k for project 50145 included in this project.

Need to investigate utilities and drainage needs. Sanitary sewer from MH B7-4-75 to B7-3-25 has had root intrusion problems. May include part of Elm Ave 20" Watermain Reconst. #50480 in this project.

Meade/Hawthorne Drainage Basin Plan shows 10'X14' box culvert needed at Meade channel crossing, and major storm sewer needed south to Indiana and Oakland St. May need to reconsider phasing schedule with project 50145 due to storm sewer needs.

Project #50416, Elm Ave/St. Pat Intersection Improvements, will be combined with this project

This is the third of a three-phase project (Phase 1 - #50325, Phase 2 - 50145, Phase 3 - #50130). Preliminary design to be accomplished under Meade St project, #50325. which is

Justification

Existing overlay on monolithic PCC paving is in poor condition. Water is trapped between overlay and PCC pavement which is rapidly deteriorating PCC and subgrades. Ride is rough and snowplowing is hazardous.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			75,000			75,000
Construction				1,100,000		1,100,000
Total			75,000	1,100,000		1,175,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund			15,000	100,000		115,000
8910 - Streets			20,000	600,000		620,000
8911 - Drainage			20,000	300,000		320,000
933 - Water Enterprise Fund			20,000	100,000		120,000
Total			75,000	1,100,000		1,175,000

Project # 50131-1242
Project Name Haines Ave. Reconst, Viking to Northridge
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$2,831,046

Description

P 1669(26) PCEMS 3595. Reconstruction of roadway to include grading, curb & gutter, addition of storm sewer, sidewalk, PCC pavement, roadway lighting, replacement of sanitary sewer force main, and water main relocations as necessary.

Design cost updated 10-1-02.

Justification

Completion of roadway from previous Haines Ave. project to Penn. Co. project.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
91,046	Professional Services	150,000					150,000
	Land Acquisition	50,000					50,000
Total	Construction		2,540,000				2,540,000
	Total	200,000	2,540,000				2,740,000

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
91,046	833 - Sewer Enterprise Fund		215,000				215,000
	933 - Water Enterprise Fund		25,000				25,000
Total	STP - Urban Systems	200,000	2,300,000				2,500,000
	Total	200,000	2,540,000				2,740,000

Project # 50132-1077
Project Name Kansas City St., 5th to 8th St.
Last Revised 4/2/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 3 Important
Total Cost \$770,000

Description

Reconstruction of street with PCC, curb & gutter, new watermain, and additional storm sewer. Need to investigate condition of 12" sanitary sewer on 6th Street. Project moved from 2003 to 2004 to coordinate with Omaha reconstruction by DOT, and with 2 other downtown projects, then moved to 2005 for budgetary purposes.

Justification

Street subgrade is failing (currently ACC overlay on PCC). Watermain is undersized, cast iron. High traffic volumes in DT area, nodes needed at intersections.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			40,000			40,000
Construction			730,000			730,000
Total			770,000			770,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund			190,000			190,000
8910 - Streets			270,000			270,000
8911 - Drainage			202,000			202,000
933 - Water Enterprise Fund			108,000			108,000
Total			770,000			770,000

Project # 50133
Project Name Lombardy Drive Reconst.
Last Revised 1/26/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority 3 Important
Total Cost \$295,000

Description

No ST03-1078. Reconstruction of existing street with geogrid and edge drain. May need water, sewer, and drainage improvements.

Justification

Failing subgrade due to poor drainage and numerous utility cuts; existing pavement section does not have adequate thickness for industrial traffic.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	20,000					20,000
Construction		275,000				275,000
Total	20,000	275,000				295,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	20,000	275,000				295,000
Total	20,000	275,000				295,000

Project # 50134	Type Maintenance
Project Name Nevada and Idaho St. Reconst., Willow to Ivy	Useful Life
Last Revised 1/26/04	Category Infrastructure
Contact Joe Jagodzinski	Priority 3 Important
Project Manager Joe Jagodzinski	Department Streets
	Total Cost \$185,000

Description

Project no. 1079. Reconstruct pavement with partial curb & gutter replacement on geogrid/basecourse. Manhole frame and covers to be replaced.
Project scope needs further investigation.

Justification

Pavement is heaved and alligatored. Water is penetrating into subgrade. Difficult and unsafe for snow plowing.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	20,000					20,000
Construction		165,000				165,000
Total	20,000	165,000				185,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		15,000				15,000
8910 - Streets	20,000	150,000				170,000
Total	20,000	165,000				185,000

Project # 50136-1083	Type Maintenance
Project Name Texas St. Reconst., Arizona to Parkview	Useful Life
Last Revised 1/26/04	Category Infrastructure
Contact Joe Jagodzinski	Priority 3 Important
Project Manager Joe Jagodzinski	Department Streets
	Total Cost \$250,000

Description

Project no. 1083. Patch and overlay (in lieu of replace pavement with new ACC on geogrid/base course, new curb & gutter.) Includes Arizona St. between Texas and Centennial.
Further investigation of condition of water and sewer needed. There may be VCP sewer and AC water mains on east end of project

Justification

Existing pavement is severely alligatored, faulted, and rutted.

Expenditures	2004	2005	2006	2007	2008	Total
Construction		250,000				250,000
Total		250,000				250,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		10,000				10,000
8910 - Streets		200,000				200,000
933 - Water Enterprise Fund		40,000				40,000
Total		250,000				250,000

Project # 50137-1071
Project Name W. Chicago Reconst. 44th St. to Seeaire
Last Revised 7/5/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 1 Urgent
Total Cost \$1,667,350

Description

Grading, paving, C&G, street lighting, watermain, sanitary sewer, sidewalk, irrigation, landscaping. First phase of three phase project, of which 50364, and 50365 are phases 2 and 3 respectively.
 Design and construction will include CIP project # 50273, W. Chicago/44th St Intersection Improvements, which project budget (\$162,000) is included herein. CIP Committee/Council moved project up one year to 2002 so that W. Chicago/44th intersection project would be delayed only one year (originally budgeted for 2001). Rescheduled to 2003 to obtain ROW to eliminate 5 legged intersection.
 Irrigation cost estimate is \$61,00 (appears high per RJ, 9-03); \$35k is budgeted in Govt Bldgs (project no 50097, Auto Irrigation - Various Locations), remainder is shown as shortfall.

Justification

Existing street/drainage system design does not have sufficient capacity and does not comply with DCM.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
80,000	Professional Services	74,950					74,950
	Land Acquisition	190,400					190,400
Total	Construction	1,059,000	263,000				1,322,000
	Total	1,324,350	263,000				1,587,350

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
80,000	833 - Sewer Enterprise Fund		38,000				38,000
	8910 - Streets	1,209,350					1,209,350
Total	8911 - Drainage	115,000					115,000
	8915 - Govt Bldgs		35,000				35,000
	933 - Water Enterprise Fund		164,000				164,000
	Undetermined Funding		26,000				26,000
	Total	1,324,350	263,000				1,587,350

Project # **50138**

Project Name **6th & 7th St. Reconst., KC to Omaha**

Last Revised 7-5-03

Project Manager Joe Jagodzinski

Contact Joe Jagodzinski

Department Streets

Type Maintenance

Useful Life

Category Infrastructure

Priority 4 Less Important

Total Cost \$815,000

Description

Reconstruct cross streets in downtown business district with pavement replacement or ultrathin white-topping. Rescheduled to 2006 to avoid conflict with DOT's Omaha reconstruction, and 2 other downtown projects. Includes approximately 2,700 ft of watermain replacement. Most sanitary sewers in project were previously rehabed using CIPP method, but need to TV all sewer in project area.

Justification

Failing pavement has reached end of its useful life.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		65,000				65,000
Construction			750,000			750,000
Total		65,000	750,000			815,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets		35,000	500,000			535,000
8911 - Drainage		14,000	100,000			114,000
933 - Water Enterprise Fund		16,000	150,000			166,000
Total		65,000	750,000			815,000

Project # 50141-990
Project Name Centre St. Reconst., LaCross to Cambell
Last Revised 8/26/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$1,550,000

Description

Project no. 990. Grading, storm channel, watermain, storm inlets, pipe and culverts, sanitary sewer main, PCC pavement, C&G, bike path and sidewalk.
 Drainage cost was initially budgetted at \$300k, current estimate is \$840k; source of additional \$540k has not been identified as of 1-03.
 Splitting flow at Centre and Lacross results in \$375K City and \$450k County costs.

Justification

Replace failing pavement with 3-lane section, construct major drainage system.

Expenditures	2004	2005	2006	2007	2008	Total
Construction					1,550,000	1,550,000
Total					1,550,000	1,550,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund					60,000	60,000
8910 - Streets					600,000	600,000
8911 - Drainage					300,000	300,000
933 - Water Enterprise Fund					50,000	50,000
Undetermined Funding					540,000	540,000
Total					1,550,000	1,550,000

Project # 50142
Project Name E. North Reconstruction, Herman to Cambell
Last Revised 1-28-02
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 5 Future Consideration
Total Cost \$2,720,000

Description

Reconstruction of street, addition of storm sewer, reconstruction of water, and miscellaneous sewer. Project funded 50% by DOT per road swap agreement no. 6874 of August 29, 1989.

Justification

Road exchange with DOT.

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services					120,000	120,000	2,600,000
Total					120,000	120,000	Total

Funding Sources	2004	2005	2006	2007	2008	Total	Future
8910 - Streets					60,000	60,000	2,600,000
Non-City Funds					60,000	60,000	Total
Total					120,000	120,000	

Project # 50143
Project Name Elk Vale Rd., I-90 to City Limits
Last Revised 9/16/03
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$235,000

Description

Project to be coordinated or combined with DOT Exit 61 project, #50494.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction				235,000		235,000
Total				235,000		235,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				225,000		225,000
8911 - Drainage				10,000		10,000
SDDOT				5,443,000		5,443,000
Total				5,678,000		5,678,000

Project # 50144-1361
Project Name Elm Ave. Reconst., St. Joe to KC
Last Revised 6/21/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority Encumbered
Total Cost \$35,000

Description

Overlay with select full depth repairs. May utilize fabric.

Justification

Areas of failing pavement, but does not justify full reconstruct.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	35,000					35,000
Total	35,000					35,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	35,000					35,000
Total	35,000					35,000

Project # **50145-1076**
 Project Name **Elm Ave. Reconst., E. Utah to Meade**
 Last Revised 1/19/04
 Project Manager Joe Jagodzinski
 Contact Joe Jagodzinski
 Department Streets

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$1,055,000

Description

Reconstruct curb & gutter, driveway approaches, ADA handicap ramps, and ACC street pavement for 3 blocks. (May be able to do partial C&G replacement in some areas.)
 Sanitary sewer from MH B7-4-75 to B7-3-25 has had root intrusion problems. May include part of Elm Ave 20" Watermain Reconst #50480 in this project.
 This is the second of a three-phase project (Phase 1 - #50325, Phase 2 - 50145, Phase 3 - #50130). Preliminary design to be accomplished under Meade St project, #50325.

Justification

Badly faulted monolithic C&G/street surface with badly deteriorated ACC overlay (faulting severe in some areas). Not feasible to overlay existing surface.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		75,000				75,000
Construction			980,000			980,000
Total		75,000	980,000			1,055,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		15,000	125,000			140,000
8910 - Streets		30,000	500,000			530,000
8911 - Drainage		15,000	315,000			330,000
933 - Water Enterprise Fund		15,000	40,000			55,000
Total		75,000	980,000			1,055,000

Project # **50147**
 Project Name **Howard St. Reconstruction, UBC to Carmel**
 Last Revised 8/2/03
 Project Manager Joe Jagodzinski
 Contact Joe Jagodzinski
 Department Streets

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 4 Less Important
 Total Cost \$0

Description

Reconstruct 0.45 mile segment of Howard St. from the UBC entrance to Carmel St.
 Project funding deleted; street segment is planned to be abandoned following completion of Disk Dr. extension.

Justification

Rural ACC section has about 50% alligating (stage 2), 20% shoving at shoulder.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				0		0
Total				0		0

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				0		0
Total				0		0

Project # 50148
Project Name 6th St. Reconst., Cleveland to Oakland
Last Revised 6/21/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 5 Future Consideration
Total Cost \$160,000

Description

Project may be deleted from CIP; no immediate need for improvements.

Justification

Damaged inlets/grates. Rutted and cracked pavement.

Expenditures	2004	2005	2006	2007	2008	Total
Construction					160,000	160,000
Total					160,000	160,000
Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets					150,000	150,000
8911 - Drainage					10,000	10,000
Total					160,000	160,000

Project # 50149
Project Name Van Buren St., Milwaukee to LaCross
Last Revised 4/2/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$445,000

Description

Pavement reconstruction or overlay, and storm sewer reconstruction, including inlets.
 C.I. watermain from Maple to Lacross needs to be replaced. Need to investigate sanitary sewer condition.
 Need to coordinate with #50337, Milwaukee St. Sewer Reconstruction

Justification

Failing and faulted pavement.
 Watermain breaks, working pressure approximately 200 psi.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			30,000			30,000
Construction		50,000	365,000			415,000
Total		50,000	395,000			445,000
Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			207,000			207,000
8911 - Drainage			50,000			50,000
933 - Water Enterprise Fund			188,000			188,000
Total			445,000			445,000

Project # **50151**

Project Name **Corral Dr. Reconstruction**

Last Revised 4-24-02

Project Manager Joe Jagodzinski

Contact Joe Jagodzinski

Department Streets

Type Maintenance

Useful Life

Category Infrastructure

Priority 4 Less Important

Total Cost \$150,000

Description

Mill and overlay of Corral Dr from Carriage Hills to Flannery subdivision. Project originally included Carriage Hills; however Carriage Hills was overlaid in 2001.

Justification

Pavement deterioration.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				150,000		150,000
Total				150,000		150,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				150,000		150,000
Total				150,000		150,000

Project # **50153**

Project Name **Skyline Dr. Reconst. Phase 1**

Last Revised 1/13/04

Project Manager Joe Jagodzinski

Contact Joe Jagodzinski

Department Streets

Type Improvement

Useful Life

Category Infrastructure

Priority 4 Less Important

Total Cost \$1,300,000

Description

ST00-957. Reconstruct historic retaining walls and ACC pavement.
Request 2012 funding or obtain grants to restore historic walls.

Justification

Landslide area and failing historic CCC retaining walls. Pavement is faulted and alligatored.

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services					50,000	50,000	1,250,000
Total					50,000	50,000	Total

Funding Sources	2004	2005	2006	2007	2008	Total	Future
8910 - Streets					50,000	50,000	1,250,000
Total					50,000	50,000	Total

Project # 50155
Project Name Wonderland Dr. Street & Drainage Reconst.
Last Revised 6-25-02
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$325,000

Description

Grading, curb & gutter, sidewalk, paving, sanitary sewer, watermain, and storm sewer.
 Project needs to be coordinated with and/or follow a proposed assessed project in Canyon Lake Heights

Justification

Add storm sewer to rural section, reconstruct narrow, substandard paving section. Provide sewer service to area currently served by on-site systems.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				325,000		325,000
Total				325,000		325,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				150,000		150,000
8911 - Drainage				100,000		100,000
933 - Water Enterprise Fund				75,000		75,000
Total				325,000		325,000

Project # 50156-1408
Project Name Salt/Sand Storage
Last Revised 9/22/03
Project Manager Rod Johnson
Contact Rod Johnson
Department Streets

Type Expansion/Economic Dev
Useful Life
Category Buildings
Priority 3 Important
Total Cost \$165,000

Description

Construct additional storage for salt/sand at Street's yard on Steele Ave and convert one existing dome structure to store salt exclusively.

Justification

More efficient operation for Street Department.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	165,000					165,000
Total	165,000					165,000

Funding Sources	2004	2005	2006	2007	2008	Total
8915 - Govt Bldgs	165,000					165,000
Total	165,000					165,000

Project # 50158	Type Improvement
Project Name Cold Storage	Useful Life
Last Revised 9/22/03	Category Buildings
Contact Rod Johnson	Priority 4 Less Important
Project Manager Rod Johnson	Department Streets
	Total Cost \$100,000

Description
Cold Storage building at Street Department yard.

Justification
Store Equipment

Expenditures	2004	2005	2006	2007	2008	Total
Construction		100,000				100,000
Total		100,000				100,000

Funding Sources	2004	2005	2006	2007	2008	Total
8915 - Govt Bldgs		100,000				100,000
Total		100,000				100,000

Project # 50253-914
Project Name Fifth Street Extension, Minnesota to Hwy 16B
Last Revised 1/22/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type TID
Useful Life 40
Category Infrastructure
Priority Encumbered
Total Cost \$6,193,648

Description

Construction of 5-lane PCC street. Includes DOT project NH 2016()66 PCMS6393 for improvements on Hwy 16B at the 5th St. intersection, consisting of new intersection and climbing lane to the west.
 Intersection of 16B and 5th estimated at \$440k; DOT funding in 2003 STP was \$360k, was reduced in 2004 STP to \$200k
 Hwy 16B Sewer Extension, #50212 is separate project, not included in this project.
 Includes \$30k for amendment to Ferber contract for 16B/5th St. intersection redesign, and \$75k for plans revisions to complete construction plans. Costs include approximately \$400k for off-site grading on Biocheck property as negotiated by Council.
 Per FO on 1-22-04, funding revised from \$2,500,000 from 2012 and \$2,066,246 910-IDPF to amounts shown below DOT's share will be paid from 8910/4374 which fund will be reimbursed by DOT payments to the City. Amount shown as Other City Funds is from 494/803/4390 which was funded by a transfer from the 910 IDPF fund; this amount will be recovered from the TID.

Justification

Extension of 5th St. to Hwy 16B to improve major street network and facilitate development in SE area of the City.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
228,500	Professional Services	135,000					135,000
	Land Acquisition	0					0
Total	Construction	5,546,000					5,546,000
	Contingency	284,148					284,148
	Total	5,965,148					5,965,148

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
228,500	2012 - Vision 2012 Program	1,923,072					1,923,072
	301 - STCM Streets	60,000					60,000
Total	833 - Sewer Enterprise Fund	184,700					184,700
	8911 - Drainage	610,000					610,000
	8914 - CIP IDPF	1,543,176					1,543,176
	933 - Water Enterprise Fund	263,200					263,200
	Other City Funds	1,100,000					1,100,000
	SDDOT	281,000					281,000
	Total	5,965,148					5,965,148

Project # 50261
Project Name E. Anamosa St. Extension, E. North to Century Rd
Last Revised 4/7/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type TID
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$1,500,000

Description

First 1,300 ft expected to be completed in 2002, (originally planned to be a two phase project with 600 ft. phases). Project includes two watermain, one of which is a transmission main for the North Rapid zone.
 Committee formed in Feb 04 to review design and recommend changes, which process is expected to delay construction until 2005.

Justification

Economic development.

Expenditures	2004	2005	2006	2007	2008	Total
Land Acquisition	200,000					200,000
Construction	924,000	100,000				1,024,000
Contingency		276,000				276,000
Total	1,124,000	376,000				1,500,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	424,000	100,000				524,000
933 - Water Enterprise Fund		276,000				276,000
Non-City Funds	700,000					700,000
Total	1,124,000	376,000				1,500,000

Project # 50279
Project Name Lakota Subdivision Streets Mill & Overlay
Last Revised 11/7/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$250,000

Description

Overlay approximately 9,000 feet of streets in Lakota Subdivision, including 3,800 ft on Wambli, 1,200 ft on Leblanc, 250 ft. on Wambli Ct, 1,000 ft on Gnugnuska, 1,900 ft on Pahasapa, and 700 ft on Teton.
 Need to coordinate with home owner's association on private water and sewer utility work.

Justification

Pavement surface is badly cracked and deteriorating, with numerous pavement cuts.

Expenditures	2004	2005	2006	2007	2008	Total
Construction			250,000			250,000
Total			250,000			250,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			250,000			250,000
Total			250,000			250,000

Project # 50286-929
Project Name Farnwood/Rapp/Anamossa Intersection Improvements
Last Revised 1/13/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$260,000

Description

Project 929. Redesign and reconstruct existing offset intersection. Relocate and upgrade existing water and sewer mains, storm sewer, curb & gutter, sidewalks and pavement. Extend 12" watermain to the east. Water master planning needed in this area to finalize size and location of transmission mains in area. Need to review warrants for intersection improvements; signalization may be warranted. Also need to consider roadway lighting. Project on hold pending condemnation proceedings for ROW acquisition.
 *** Project needs to be designed in accordance of recommendations of Eglin St Corridor Study by RCMPO, in progress.

Justification

Farnwood will continue to experience increase traffic loads as development continues to the east. Level of service at current intersection is dropping. Need to make improvements before traffic load adds to cost/complexity of construction.

Expenditures	2004	2005	2006	2007	2008	Total
Land Acquisition	90,000					90,000
Construction		170,000				170,000
Total	90,000	170,000				260,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	90,000	140,000				230,000
933 - Water Enterprise Fund		30,000				30,000
Total	90,000	170,000				260,000

Project # **50296**
 Project Name **Intersection Improvements, Various Locations**
 Last Revised 6/21/04 Contact Dan Coon
 Project Manager Joe Jagodzinski Department Streets

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$490,000

Description

Improvements to intersection geometry, signalization at locations determined by Traffic Engineer's ranking system with Council's concurrence.

Proposed project are: 1) Signalization of Haines/Wright in 2006, 2) Signalization of W. Main/St. Onge in 2007; and 3) Signalization of Fairmont & 3rd in 2008 (Elm/St Pat moved to 2003 using 910 Contingency funds) Consider adding W. Chicago at fire station.

Need to include a project for realignment of Knollwood to connect to Wright St.
 Surplus poles from 2003 Omaha reconstruction project will be available for City's use.

Justification

Haines/Wright
 W. Main/St. Onge
 Fairmont/3rd

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services				25,000	15,000	40,000	100,000
Construction				200,000	150,000	350,000	
Total				225,000	165,000	390,000	Total
Funding Sources	2004	2005	2006	2007	2008	Total	Future
8910 - Streets				225,000	165,000	390,000	100,000
Total				225,000	165,000	390,000	Total

Project # **50297**
 Project Name **Out-of-the-Dust, Various Locations**
 Last Revised 1/19/04 Contact Larry Chistrom
 Project Manager Larry Chistrom Department Streets

Type Improvement
 Useful Life
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$362,700

Description

40% matching funds for qualifying projects to pave gravel streets and alleys.
 Encumbered \$34,832 in 2003, plus Council approved reimbursing property owner \$2,440 (est.) for ST02-1204, Blk 21, Wise Addition. Remaining amount, \$12,700 carried forward to 04.

Justification

Per Policy adopted by Council about 1988.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
112,700	Construction	50,000	50,000	50,000	50,000	50,000	250,000
Total	Total	50,000	50,000	50,000	50,000	50,000	250,000
Prior	Funding Sources	2004	2005	2006	2007	2008	Total
112,700	8913 - Misc Improvements	50,000	50,000	50,000	50,000	50,000	250,000
Total	Total	50,000	50,000	50,000	50,000	50,000	250,000

Project # 50298
Project Name Miscellaneous Improvement Projects (MIP)
Last Revised 5/24/04
Contact Larry Chilstrom
Project Manager Larry Chilstrom
Department Streets

Type Maintenance
Useful Life 20 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$250,000

Description

Construction of sidewalk, bikepath, curb & gutter, fillets & pans, etc in various locations to replace existing deteriorated infrastructure. Funding for the 2004 project has been moved to a stand-alone project, #50555.

Justification

Expenditures	2004	2005	2006	2007	2008	Total	Future
Construction		50,000	50,000	50,000	50,000	200,000	50,000
Total		50,000	50,000	50,000	50,000	200,000	Total

Funding Sources	2004	2005	2006	2007	2008	Total	Future
8913 - Misc Improvements		50,000	50,000	50,000	50,000	200,000	50,000
Total		50,000	50,000	50,000	50,000	200,000	Total

Project # 50309-1241
Project Name Creek Drive Bridge Replacment
Last Revised 6/28/04
Contact Klare Schroeder
Project Manager Klare Schroeder
Department Streets

Type Maintenance
Useful Life 40
Category Infrastructure
Priority 1 Urgent
Total Cost \$918,500

Description

Structure no. 52-432-308, PCEMS H100. Replace deteriorating three-span, timber bridge with concrete structure, and grade approaches. Request DOT bridge funds. Includes creek crossing with 12" watermain for future connection north and south

The June, 2004 draft STIP shows \$296k available in 2009; that amount leaves a \$344k shortfall. The City is attempting to obtain more DOT funding sooner than 2009.

Justification

Most recent inspection report (__yr__) indicates that failure is eminent, should move construction up to 2004.

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services	83,500					83,500	
Construction			835,000			835,000	
Total	83,500		835,000			918,500	

Funding Sources	2004	2005	2006	2007	2008	Total	Future
8910 - Streets	19,500		160,000			179,500	0
933 - Water Enterprise Fund			35,000			35,000	
Undetermined Funding	64,000		640,000			704,000	
Total	83,500		835,000			918,500	

Project # **50310**

Project Name **Franklin St. Reconstruction, Mt Rushmore to 11th**

Last Revised 2/9/04 Contact Joe Jagodzinski

Project Manager Joe Jagodzinski Department Streets

Type Maintenance

Useful Life

Category Infrastructure

Priority 2 Very Important

Total Cost \$390,000

Description

Reconstruc 4 blocks of Franklin. Project scoped by JJ 6-01
 Includes project no. 50408, Franklin St. Improvements, Mt. Rushmore to 9th, which includes street widening, repair/replace C&G on side fronting school, replacing C&G on east side of 9th St. . Need further scoping of school's needs and coordination with Traffic Eng in preliminary design stage. Project includes replacement of 6" AC watermain and 8" sanitary sewer.
 School district may be willing to partner in some improvements.

Justification

Surface and C&G in poor condition. Citizen complaints received. Need to connect water, sewer, and storm sewer to W. Blvd extensions

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		40,000				40,000
Construction		350,000				350,000
Total		390,000				390,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		30,000				30,000
8910 - Streets		250,000				250,000
8911 - Drainage		40,000				40,000
933 - Water Enterprise Fund		70,000				70,000
Total		390,000				390,000

Project #	50316
Project Name	E. Amanosa Extension, Century Rd. to Lacross
Last Revised	4/5/04
Project Manager	Klare Schroeder
Contact	Klare Schroeder
Department	Streets

Type Expansion/Economic Dev
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$6,824,000

Description

Five lane pavement section, grade separated RR crossing @ \$1,600,000, one signalized intersection, street lighting, drainage/storm sewer, sanitary sewer, and watermain. Approximately 18 acres of ROW required.
 Estimated project cost from E. Anamosa Corridor Study by Alliance reduced by \$670,000 for project from E. North to Century Rd which will be joint project with developer and City.
 Non-city funding for preliminary design in 2004: A/R Group, \$50k; NWE, \$25k; LDS/Hendrickson, \$25k, per 3-25-04 e-mail from T. Vore.

Justification

Economic development. Improve traffic network in NE area of city.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	200,000		250,000			450,000
Construction				6,374,000		6,374,000
Total	200,000		250,000	6,374,000		6,824,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	100,000					100,000
Non-City Funds	100,000					100,000
Undetermined Funding			250,000	6,374,000		6,624,000
Total	200,000		250,000	6,374,000		6,824,000

Project # 50324-1006	Type Expansion/Economic Dev
Project Name Parkview Drive Extension	Useful Life
Last Revised 7/19/04	Category Infrastructure
Contact Joe Jagodzinski	Priority Encumbered
Project Manager Joe Jagodzinski	Department Streets
	Total Cost \$849,400

Description

Extension of street, watermain, sewer main, and drainage south from Parkview Pool approximately 1,440 ft. Project consists of 3 12 ft. lanes of ACC on geogrid with edge drains, 10" sewer main, 12" water main, a 48" storm sewer crossing, sidewalk and bike path, and lighting. Project design will accommodate future construction of detention pond adjacent to ASA Softball Complex and fronting Parkview.
On 7-19-04 Council reduced assesment on Talley's property by \$30,240, which was amount of assessment on drainage H-lot.

Justification

Project requested as assessed project by Stoneridge Subdivision owners.

Prior

849,400

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
849,400	833 - Sewer Enterprise Fund	43					43
	8910 - Streets	14,689					14,689
Total	8911 - Drainage	14,566					14,566
	933 - Water Enterprise Fund	1,542					1,542
	SAB 28 - Assessments	-30,840					-30,840
	Total	0					0

Project # 50329-1396	Type Maintenance
Project Name Mill & Overlays for 2004	Useful Life 20 years
Last Revised 7/12/04	Category Infrastructure
Contact Don Brumbaugh	Priority Encumbered
Project Manager Joe Jagodzinski	Department Streets
	Total Cost \$225,000

Description

Projects for 2004 include: Nicholas & Simpson; and a portion of Park Drive, project limits to be determined. W. Blvd., St. Pat to Florman were considered for 2004 construction; however that segment requires water improvements and water enterprise funds are not available in 2004 for this project.
301 funds are for milling areas that will be overlaid by the Street Division.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	225,000					225,000
Total	225,000					225,000

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets	25,000					25,000
8910 - Streets	200,000					200,000
Total	225,000					225,000

Project # **50336**

Project Name **5th Street Panel Repairs**

Last Revised 5/24/04

Project Manager Larry Chilstrom

Contact Larry Chilstrom

Department Streets

Type Maintenance

Useful Life 15 years

Category Infrastructure

Priority 1 Urgent

Total Cost \$245,000

Description

Panel replacement, joint sealing, and spall repair on 5th St from St. Charles to Columbus. This is last of a three phase project, first two phases were completed in 2001 and 2002.

Justification

Panels are cracked and joint sealant is deteriorating.

Expenditures	2004	2005	2006	2007	2008	Total
Construction			245,000			245,000
Total			245,000			245,000

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets			245,000			245,000
Total			245,000			245,000

Project # **50347**

Project Name **Pine Street Construction, Farnwood to Latrobe**

Last Revised 10-3-02

Project Manager Joe Jagodzinski

Contact Joe Jagodzinski

Department Streets

Type Expansion/Economic Dev

Useful Life

Category Infrastructure

Priority 2 Very Important

Total Cost \$267,000

Description

Construction of 700 ft. of AC street with 32' paved width, curb and gutter, sidewalk, storm sewer, 8" sanitary sewer, and 8" watermain, in existing ROW between Farnwood and Latrobe. Project cost includes 5% and 6% assessment fees.

Following Informal Hearing in July, 2002, a valid petition in opposition to the assessed project was received and acknowledged by the Council. No further action will be undertaken on the project unless property owners change their position.

Justification

High density development in area immediately west of Pine St ROW requires additional access for safety and normal traffic circulation. Planning Commission recommended and Council directed staff to initiate an assessed project.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				15,000		15,000
Construction				252,000		252,000
Total				267,000		267,000

Funding Sources	2004	2005	2006	2007	2008	Total
SAB 28 - Assessments				267,000		267,000
Total				267,000		267,000

Project # 50362
Project Name Meade St Mill & Overlay
Last Revised 6-25-02
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life
Category Infrastructure
Priority 3 Important
Total Cost \$150,000

Description

Mill and overlay Meade St. from Hawthorne to Cherry Ave.

Justification

Previous sewer projects and recent construction related traffic have damaged pavement.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				150,000		150,000
Total				150,000		150,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				150,000		150,000
Total				150,000		150,000

Project # 50364-1187
Project Name W. Chicago Street/Drainage Reconst, Seeaire- Wedge
Last Revised 9/22/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 2 Very Important
Total Cost \$1,100,000

Description

Grading, paving, C&G, storm sewer and drainage channel, street lighting, watermain, sanitary sewer, sidewalk, irrigation, landscaping. Second phase of three phase project, of which 50137, and 50365 are phases 1 and 3 respectively.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		50,000				50,000
Construction			1,050,000			1,050,000
Total		50,000	1,050,000			1,100,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund			48,000			48,000
8910 - Streets		50,000	630,000			680,000
8911 - Drainage			225,000			225,000
8915 - Govt Bldgs			22,000			22,000
933 - Water Enterprise Fund			125,000			125,000
Total		50,000	1,050,000			1,100,000

Project # 50365
Project Name 44th St. Storm Sewer Outfall
Last Revised 4/10/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 3 Important
Total Cost \$675,000

Description

Construction of including box culvert under Main St.

Third phase of three phase project, of which 50137, and 50364 are phases 1 and 2, respectively.

Need to add costs for realignment of Greys Drive and South Canyon intersections.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			45,000			45,000
Construction				630,000		630,000
Total			45,000	630,000		675,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund				20,000		20,000
8910 - Streets			20,000	250,000		270,000
8911 - Drainage			25,000	275,000		300,000
933 - Water Enterprise Fund				85,000		85,000
Total			45,000	630,000		675,000

Project # 50366
Project Name W. Chicago Street Lighting
Last Revised 4/9/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life
Category Infrastructure
Priority 4 Less Important
Total Cost \$152,000

Description

Roadway lighting on W. Chicago from 44th St to Sturgis Road. Provide taller HPS lighting at each intersection and midblock to provide adequate illumination.

Justification

Current lighting does not provide adequate, consistent illumination of W. Chicago for collector status street with high traffic volumes. Current lighting was installed as temporary measure with reconstruction of street, need to relocate poles from under high voltage power line in boulevard area to parkway area to properly illuminate street intersections.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			7,000			7,000
Construction				145,000		145,000
Total			7,000	145,000		152,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			7,000	145,000		152,000
Total			7,000	145,000		152,000

Project # **50367**
 Project Name **Staton Place Street and Utilities Reconstruction**
 Last Revised 2-8-03 Contact Joe Jagodzinski
 Project Manager Joe Jagodzinski Department Streets

Type Maintenance
 Useful Life
 Category Infrastructure
 Priority 3 Important
 Total Cost \$148,000

Description

Reconstruction pavement, C&G, and water & sewer utilities.
 Will be combined with CIP Project #50364, W. Chicago Reconst. Seeair St to Wedgewood
 Need further investigation of condition of sanitary sewer in project area.

Justification

Cul-de-sac does not allow adequate access for fire trucks. Sewer drains NE thru back yards and needs to be relaid south to W. Chicago. Water main is 40 yr cast iron.

Expenditures	2004	2005	2006	2007	2008	Total
Construction		148,000				148,000
Total		148,000				148,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		62,000				62,000
8910 - Streets		58,000				58,000
933 - Water Enterprise Fund		28,000				28,000
Total		148,000				148,000

Project # **50379**
 Project Name **Downtown Alleys Reconstruction**
 Last Revised 12-5-03 Contact Larry Chistrom
 Project Manager Larry Chistrom Department Streets

Type Maintenance
 Useful Life
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$312,606

Description

Regrade and pave 4-6 blocks of alleys in the downtown area

Justification

Pavement in poor condition, drainage problems need correction.

Prior	Expenditures	2004	2005	2006	2007	2008	Total	Future
62,606	Construction		50,000	50,000	50,000	50,000	200,000	50,000
Total	Total		50,000	50,000	50,000	50,000	200,000	Total

Prior	Funding Sources	2004	2005	2006	2007	2008	Total	Future
62,606	8910 - Streets		50,000	50,000	50,000	50,000	200,000	50,000
Total	Total		50,000	50,000	50,000	50,000	200,000	Total

Project # **50380**

Project Name **Knollwood St Realignment at Haines**

Last Revised 4/8/03

Project Manager Klare Schroeder

Contact Klare Schroeder

Department Streets

Type Improvement

Useful Life

Category Infrastructure

Priority 3 Important

Total Cost \$355,000

Description

Realign Knollwood Drive to connect to Wright St and reconstruct intersection at Haines. Wright St intersection currently scheduled to be signalized in 2006, may need to consider combining projects.

Justification

Knollwood / Haines intersection is too close to I-90 ramps.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				25,000		25,000
Land Acquisition				80,000		80,000
Construction					250,000	250,000
Total				105,000	250,000	355,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				105,000	250,000	355,000
Total				105,000	250,000	355,000

Project # **50382**

Project Name **Street Rehab. & Resurfacing, Various Locations**

Last Revised 4/10/03

Project Manager Larry Chilstrom

Contact Larry Chilstrom

Department Streets

Type Maintenance

Useful Life

Category Infrastructure

Priority 5 Future Consideration

Total Cost \$1,400,000

Description

Resurface ACC pavement streets, including curb & gutter as needed, at locations to be determined and to be coordinated with locations requiring water and sewer replacement.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			600,000	800,000		1,400,000
Total			600,000	800,000		1,400,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			600,000	800,000		1,400,000
Total			600,000	800,000		1,400,000

Project # **50383**
 Project Name **Minnewasta St. Mill & Overlay**
 Last Revised 10-16-02
 Project Manager Joe Jagodzinski
 Contact Joe Jagodzinski
 Department Streets

Type Maintenance
 Useful Life
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$201,000

Description

Mill and overlay Minnewasta St. from sheridan Lk Rd to approximately 160 ft south of Aster Ct. Replace existing C.I. watermains and Poly-B services. (Sewer mains are good condition.) (No drainage improvements needed.)

Justification

Pavement is heaved, displaced and alligatored, with numerous utility cuts. Needs repair to preserve useful life of street.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			12,000			12,000
Construction			189,000			189,000
Total			201,000			201,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			79,000			79,000
933 - Water Enterprise Fund			122,000			122,000
Total			201,000			201,000

Project # **50385-1245**
 Project Name **Park Drive Panel Replacements**
 Last Revised 4/19/04
 Project Manager Larry Chilstrom
 Contact Larry Chilstrom
 Department Streets

Type Maintenance
 Useful Life 15 years
 Category Infrastructure
 Priority 2 Very Important
 Total Cost \$237,000

Description

Panel replacement, joint sealing and spall repair from north of Corral Dr. to Wonderland Dr.
 Bid: \$214933.35

Justification

Panels are cracked and joint sealant is deteriorating.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	215,000					215,000
Contingency	22,000					22,000
Total	237,000					237,000

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets	237,000					237,000
Total	237,000					237,000

Project # 50386-1294
Project Name Sheridan Lake Road Panel Replacements, South Phase
Last Revised 5/24/04
Project Manager Larry Chilstrom
Contact Larry Chilstrom
Department Streets

Type Maintenance
Useful Life 15 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$228,500

Description

Panel replacement, joint sealing, and spall repair, from S. Wildwood to Fairway Hills.

Originally scheduled and budgeted for 2003; deferred until 2004 as a result of construction on other streets.

Justification

Panels are cracked and joint sealant is deteriorating.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	208,500					208,500
Contingency	20,000					20,000
Total	228,500					228,500

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets	228,500					228,500
Total	228,500					228,500

Project # 50397
Project Name Dyess Ave Reconstruction, I-90 to Seger
Last Revised 9/19/03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life 20 years
Category Infrastructure
Priority 4 Less Important
Total Cost \$1,175,000

Description

Reconstruct approximately 3,000 ft of Dyess Ave from Mall Dr. to Seger to industrial section, including major drainage improvements. Assumes that Dyess Ave from I-90 to Mall Drive has been reconstructed with Mall Dr. project 50314.

Justification

Subgrade is in poor condition, recent overlay will reach end of its useful life in near future, rural street section has inadequate shoulders. Increasing industrial traffic requires heavier pavement section. Provisions for increased runoff from development is lacking or poor in the area.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				75,000		75,000
Construction					1,100,000	1,100,000
Total				75,000	1,100,000	1,175,000

Funding Sources	2004	2005	2006	2007	2008	Total
Undetermined Funding				75,000	1,100,000	1,175,000
Total				75,000	1,100,000	1,175,000

Project # 50398**Project Name Universal Dr Reconstruct, Deadwood to City Limits****Last Revised 5-18-02****Contact Joe Jagadozinski****Project Manager Joe Jagodzinski****Department Streets****Type Maintenance****Useful Life 20 years****Category Infrastructure****Priority 4 Less Important****Total Cost \$615,000****Description**

Reconstruct approximately 1,600 ft of Universal Dr from Deadwood Ave to city limits to industrial section.

Justification

Heavy truck traffic has caused deterioration of pavement such that periodic maintenance is inadequate per Street Superintendent. Also have received citizen complaints (Mike Barkel, 10-7-01 and 4-29-02)

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				40,000		40,000
Construction					575,000	575,000
Total				40,000	575,000	615,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				40,000	575,000	615,000
Total				40,000	575,000	615,000

Project # 50402-1251**Project Name Fairmont Blvd/Hwy 16 Intersection Improvements****Last Revised 9/16/03****Contact Dan Coon****Project Manager Dan Coon****Department Streets****Type Improvement****Useful Life 25****Category Infrastructure****Priority 2 Very Important****Total Cost \$225,400****Description**

Widen west leg of intersection to align E/W lanes and provide southbound LT lane onto Fairmont. Funding sources include Riddles and DOT. In the 2004 STIP, DOT budgeted \$70k to participate in project. Riddles have not yet agreed to a cost share amount; their cost share is estimated based on results of traffic impact study prepared by CETEC for the City. Project cost includes \$12k for roadway lighting using steel poles; budget constraints may require standard wood poles to be installed. Project had been rescheduled for tentative construction in 2007 to allow DOT to rescope and budget for larger project.

Justification

Misalignment of lanes poses safety hazard. Increased trip generation onto west leg of intersection as result of Riddles expansion warrants improvements at this time. Pedestrian crossing needs improvement.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
13,400	Construction	212,000					212,000
Total	Total	212,000					212,000

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
13,400	8910 - Streets	130,000					130,000
	Non-City Funds	12,000					12,000
Total	SDDOT	70,000					70,000
	Total	212,000					212,000

Project # 50405-1238**Project Name Skyline Dr / Tower Rd Intersection****Last Revised** 1/13/04**Contact** Larry Chilstrom**Project Manager** Larry Chilstrom**Department** Streets**Type** Improvement**Useful Life** 40**Category** Infrastructure**Priority** 1 Urgent**Total Cost** \$50,000**Description**

Realignment of Skyline Dr. to intersect with Tower Rd.
No additional ROW needed.

Justification

Vertical alignment and poor intersection geometry (intersection is heavily skewed) constitute a hazardous condition to motorists
Lack of well defined roadway in the general area of the intersection invites off-road travel, causing mud-tracking and reentrainment.
Current pavement of Skyline is in poor condition.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	50,000					50,000
Total	50,000					50,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	50,000					50,000
Total	50,000					50,000

Project # 50409**Project Name N. 39th Street Reconstruction****Last Revised** 1/20/04**Contact** Dave LaFrance**Project Manager** Dave LaFrance**Department** Streets**Type** Improvement**Useful Life** 40**Category** Infrastructure**Priority** 3 Important**Total Cost** \$126,000**Description**

Reconstruction of approx. 200 ft of street and overlay of approx. 330 ft from intersection of W. Chicago to north end of 39th Street. Also replace existing 1" Poly B and 6" cast iron water lines in ROW with 8" PVC Water Main.
Consider funding with 301 funds in 2003.

Justification

Steep cross slope and longitudinal slope causes drainage problems on east side of street, diverting drainage from street into driveway at 306 N. 39th.
Replace Poly B and cast iron water lines to increase life of water mains.
Citizen complaint to D. Bjerke 9-17-02

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		8,000				8,000
Construction		118,000				118,000
Total		126,000				126,000

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets		69,000				69,000
933 - Water Enterprise Fund		57,000				57,000
Total		126,000				126,000

Project # 50410
Project Name East St. Andrew Reconstruction
Last Revised 3-24-03
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life 40
Category Infrastructure
Priority 4 Less Important
Total Cost \$610,000

Description

Reconstruct 3 blocks of E. St. Andrew from E. Blvd to 3rd St., including curb and gutter, AC pavement, water, and sewer.
 Project needs to be fully scoped as of 10-18-02. Coordinate with 50462.
 May be streets in area in similar condition.
 For 5 blocks east of 5th St total cost estimate is \$1,170,000. For 5 blocks of St Charles east of 5th cost estimate is \$1,170,000. For N/S streets (which ones?) west of 5th cost estimate is \$1.2 M

Justification

Citizen complaints re: steep crown causes difficulty in accessing driveways.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				35,000		35,000
Construction					575,000	575,000
Total				35,000	575,000	610,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund				6,000	100,000	106,000
8910 - Streets				24,000	400,000	424,000
933 - Water Enterprise Fund				5,000	75,000	80,000
Total				35,000	575,000	610,000

Project # 50415
Project Name 7th Street Improvements
Last Revised 10-18-02
Project Manager Larry Chilstrom
Contact Larry Chilstrom
Department Streets

Type Maintenance
Useful Life 40
Category Infrastructure
Priority 2 Very Important
Total Cost \$100,000

Description

Mill and overlay (?) 7th St from Columbus to South St.

Justification

Per Don Brumbaugh, 7-3-02.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				100,000		100,000
Total				100,000		100,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				100,000		100,000
Total				100,000		100,000

Project # 50416
Project Name Elm Av / St. Patrick St. Intersection Improvements
Last Revised 1/19/04
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Improvement
Useful Life 25
Category Infrastructure
Priority 3 Important
Total Cost \$382,000

Description
 Signalize existing stop controlled (4-way) intersection. Replace existing rutted ACC pavement through intersection with 8" PCC for loop installation and improved durability and ride, reconstruct curb on south quadrants of St. Pat to increase radius, add storm sewer inlets, and replace about 130 ft of existing 20" watermain under the new pavement.
 Cost estimate based on 1) signalization = \$150,000; 2) resurfacing and minor geometry improvements = \$116,000; 3) inlets and drainage improvements = \$22,000; and 4) water main reconstruction = \$66,000.
 Project will be designed and constructed with #50130, Elm St Reconstruction, Meade to St. Pat.

Justification
 Ordered in by Council. Intersection ranks third in importance on City network, 8th overall in City when DOT intersections are considered. Meets warrants 1, 2, 6, 7, 8, 9, 11. ADT's on St. Patrick are ~ 12,000, on Elm ~ 7,000.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services			28,000			28,000
Construction				354,000		354,000
Total			28,000	354,000		382,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			24,000			24,000
933 - Water Enterprise Fund			4,000	69,000		73,000
Undetermined Funding				285,000		285,000
Total			28,000	354,000		382,000

Project # 50425
Project Name Centennial St Improvements, Elm to Michigan
Last Revised 10-19-02
Project Manager Joe Jagodzinski
Contact Joe Jagodzinski
Department Streets

Type Maintenance
Useful Life 40
Category Infrastructure
Priority 4 Less Important
Total Cost \$35,000

Description
 Remove and replace approximately 100-150 LF of street surface, add edge drains. Pavement is failing as result of gw sump discharge(s) into gutter on Michigan.

Justification
 Originated with service request from 524 Centennial due to failing driveway approach. Brumbaugh & Wells investigated in July, 2001, recommended street repairs.

Expenditures	2004	2005	2006	2007	2008	Total
Construction				35,000		35,000
Total				35,000		35,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				35,000		35,000
Total				35,000		35,000

Project # **50427**
 Project Name **Disk Dr. Extension, Haines to Howard**
 Last Revised 1/13/04
 Project Manager Klare Schroeder
 Contact Klare Schroeder
 Department Streets

Type TID
 Useful Life 40
 Category Infrastructure
 Priority 1 Urgent
 Total Cost **\$1,684,200**

Description

Extension of approximately 2,400 ft of street from west side of Tire Plus property to Howard Dr, including ____ " watermain, sanitary sewer, and ____ " storm sewer crossing. Project is partially funded by TIF No. 36, Ph I, constructed by developer (McKee's). Project includes construction cul-de-sac on Howard at west property boundary of United Lumber.

Justification

Development driven project.

Prior	Expenditures	2004	2005	2006	2007	2008	Total
1,664,000	Construction	20,200					20,200
Total	Total	20,200					20,200

Prior	Funding Sources	2004	2005	2006	2007	2008	Total
1,664,000	933 - Water Enterprise Fund	20,200					20,200
Total	Total	20,200					20,200

Project # **50428**
 Project Name **Jolly Lane Reconstruction, Hwy 44 to Back Nine Dr**
 Last Revised 10-19-02
 Project Manager Klare Schroeder
 Contact Klare Schroeder
 Department Streets

Type Improvement
 Useful Life 40
 Category Infrastructure
 Priority 4 Less Important
 Total Cost **\$815,000**

Description

Reconstruction of approximately 3,000 ft of Jolly Lane. Assume 3 lane urban section, ACC pavement and drainage improvements. Sewer and water are about 12 years old and in good condition. ROW for this segment: northern 700 ft is in City limits, middle 1,300 is in County, and southern 1,000 ft is half City, half County, so project would be funded 40/60 City/County.

Justification

Pavement in poor condition. Increasing traffic volumes with development of Elks Country Estates and Plum Creek subdivisions on narrow rural street in poor condition beginning to be safety concern.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services				65,000		65,000
Construction					750,000	750,000
Total				65,000	750,000	815,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets				26,000	300,000	326,000
Non-City Funds				39,000	450,000	489,000
Total				65,000	750,000	815,000

Project # **50445**
 Project Name **PCC Pavement Maintenance, Various Locations**
 Last Revised 5/24/04
 Project Manager Larry Chilstrom
 Contact Larry Chilstrom
 Department Streets

Type Maintenance
 Useful Life 15 years
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$525,000

Description
 PCC pavement repairs, various locations to be identified.
 Budgeted \$245k for Sheridan Lake Rd Panel Replacements, North Phase, in 2006.
 Budgeted \$150k for Canyon Lk Watermain Replacement, #50004-878 in 2008.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			65,000	310,000	150,000	525,000
Total			65,000	310,000	150,000	525,000

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets			65,000	310,000	150,000	525,000
Total			65,000	310,000	150,000	525,000

Project # **50485-1334**
 Project Name **Mall Drive Extension Ph 1, E. North to Dyess**
 Last Revised 5/17/04
 Project Manager Klare Schroeder
 Contact Klare Schroeder
 Department Streets

Type Expansion/Economic Dev
 Useful Life 40
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$1,930,000

Description
 Construction of 2,000 ft of arterial street from Dyess to new extension of E. North to be constructed with DOT's I-90 Exit 60 project. Includes water and sewer construction. Pavement type and lane configuration to be determined in preliminary design. Horizontal and vertical alignments have been established in Northeast Area Analysis Study, 2002, by Alliance/HDR.
 This segment was originally part of larger project, Mall Drive Extension, Lacross to Elk Vale, CIP No. 50314, which project has been reduced in cost by this project estimate.
 Cost estimates include 15% contingency.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	95,000	91,000				186,000
Construction		1,744,000				1,744,000
Total	95,000	1,835,000				1,930,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		116,000				116,000
8910 - Streets	95,000					95,000
933 - Water Enterprise Fund		188,000				188,000
Undetermined Funding		1,531,000				1,531,000
Total	95,000	1,835,000				1,930,000

Project # **50486**
 Project Name **Tower Rd Reconstruction, Cathedral Dr to bridge**
 Last Revised 12-5-03
 Project Manager Joe Jagodzinski

Type Improvement
 Useful Life 40
 Category Infrastructure
 Priority 1 Urgent
 Total Cost **\$240,000**

Description

Reconstruct approximately _____ ft. of AC pavement, including removal and replacement of AC pavement, removal and replacement of saturated subgrade, installation of edge drain. C&G still in good condition.
 Project was brought forth by Street Super in July, 03. Pavement will need repairs to maintain safe street section until it can be reconstructed.
 Addition of project to 5 Yr CIP needs Council approval, as of 12-5-03.

Justification

Pavement is heavily rutted, up to 8" deep, in areas, with stress cracking and alligating throughout the section. Retaining wall on RC Med Center is cracking and shows gaps between blocks.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	20,000					20,000
Construction		220,000				220,000
Total	20,000	220,000				240,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	20,000	220,000				240,000
Total	20,000	220,000				240,000

Project # **50498**
 Project Name **Timmons Blvd Road Construction**
 Last Revised 1/13/04
 Project Manager Joe Jagodzinski

Type TID
 Useful Life 50
 Category Infrastructure
 Priority 1 Urgent
 Total Cost **\$1,980,000**

Description

Construction of Timmons Blvd from Elk Vale Road to DeGeest St, including grading, curb & gutter, ACC pavement, storm sewer, sanitary sewer, and water mains. Doyle Estes has applied for an IDPF loan; SAB28 fund has been proposed as source of funds for the loan (9-03).

Justification

Provide access and water service to new school.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services	165,000					165,000
Construction	1,650,000					1,650,000
Contingency	165,000					165,000
Total	1,980,000					1,980,000

Funding Sources	2004	2005	2006	2007	2008	Total
SAB 28 - Assessments	1,980,000					1,980,000
Total	1,980,000					1,980,000

Project # 50518-H020
Project Name Anamosa St Reconstruction, Lacross to Herman
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type Improvement
Useful Life 40
Category Infrastructure
Priority 3 Important
Total Cost \$1,653,000

Description

P 1648() PCEMS H020 Grading, widening, curb & gutter, PCCP surfacing, storm sewer, sidewalks, ROW, and roadway lighting. Need to scope utilities needs. Have experienced sewer overloading and backups in Racine area during rainstorms.

Justification

Segment identified in 2000 Long Range Transportation Plan as being over capacity based on current laneage. Pavement is in poor condition.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		100,000				100,000
Construction				1,553,000		1,553,000
Total		100,000		1,553,000		1,653,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		10,000		100,000		110,000
933 - Water Enterprise Fund		10,000		100,000		110,000
STP - Urban Systems		80,000		1,353,000		1,433,000
Total		100,000		1,553,000		1,653,000

Project # 50519-H021
Project Name Anamosa St Reconstruction, Haines to Midway St
Last Revised 6/28/04
Project Manager Klare Schroeder
Contact Klare Schroeder
Department Streets

Type Improvement
Useful Life 40
Category Infrastructure
Priority 3 Important
Total Cost \$1,593,000

Description

P 1648() PCEMS H021 Grading, widening, curb & gutter, PCCP surfacing, storm sewer, intersection improvements, traffic signals, roadway lighting, and sidewalks.

Scope of utility improvements needs to be established.

Justification

Segment identified in 2000 Long Range Transportation Plan as being over capacity based on current laneage. Pavement is in poor condition.

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		95,000				95,000
Construction					1,498,000	1,498,000
Total		95,000			1,498,000	1,593,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		5,000			75,000	80,000
933 - Water Enterprise Fund		10,000			150,000	160,000
STP - Urban Systems		80,000			1,273,000	1,353,000
Total		95,000			1,498,000	1,593,000

Project # **50525**
 Project Name **Bridge Deck Repairs, Various Locations**

Last Revised 11/21/03
 Project Manager Joe Jagodzinski
 Contact Joe Jagodzinski
 Department Streets

Type Maintenance
 Useful Life 20 years
 Category Infrastructure
 Priority 2 Very Important

Total Cost \$200,000

Description

Contract bridge maintenance in locations to be decided.
 Prior maintenance projects in 2003: Chapel Lane and E. Main (recoat structure); Sheridan Lk Rd and E. Main (deck repairs).

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction			200,000			200,000
Total			200,000			200,000
Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets			200,000			200,000
Total			200,000			200,000

Project # **50540**
 Project Name **Lacross St Panel Repairs**

Last Revised 4/19/04
 Project Manager Larry Chilstrom
 Contact Lary Chilstrom
 Department Streets

Type Maintenance
 Useful Life 40
 Category Infrastructure
 Priority 1 Urgent

Total Cost \$50,100

Description

Replace PCCP panels, curb gutter, and sidewalk following subgrade stabilization on Lacross St north of Omaha intersection.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction	42,100					42,100
Contingency	8,000					8,000
Total	50,100					50,100
Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets	50,100					50,100
Total	50,100					50,100

Project # 50547
Project Name Brentwood St. Overlay
Last Revised 4/19/04
Project Manager Keith Johnson
Contact Rod Johnson
Department Streets

Type Maintenance
Useful Life 20 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$10,000

Description

Brentwood Street Cul-de-sac
 Install geofabric on existing pavement and overlay with 2" of asphalt concrete. The subgrade is very wet, however the existing pavement is stable. If the pavement were removed extensive subgrade work would be required. With the low amount of traffic an overlay appears to be appropriate.

Justification

Existing pavement is alligatored and in need of repair.

Expenditures	2004	2005	2006	2007	2008	Total
Construction		10,000				10,000
Total		10,000				10,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets		10,000				10,000
Total		10,000				10,000

Project # 50549
Project Name Mill & Overlay, Various Locations
Last Revised 5/17/04
Project Manager Joe Jagodzinski
Contact Don Brumbaugh
Department Streets

Type Maintenance
Useful Life 15 years
Category Infrastructure
Priority 1 Urgent
Total Cost \$590,000

Description

2004 M&O projects are listed in project #50549, Mill & Overlays for 2004.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Construction		290,000		300,000		590,000
Total		290,000		300,000		590,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets		290,000		300,000		590,000
Total		290,000		300,000		590,000

Project # **50552**
 Project Name **Sheridan Lake Road Panel Replacements, North Phase**
 Last Revised 5/24/04 Contact Don Brumbaugh
 Project Manager Larry Chilstrom Department Streets

Type Maintenance
 Useful Life 15 years
 Category Infrastructure
 Priority 1 Urgent
 Total Cost \$245,000

Description

Panel replacement, joint sealing, and spall repair, from Fairway Hills to Jackson Blvd..
 Second phase of a two phase project, first of which was completed in 2004.

Justification

Panels are cracked and joint sealant is deteriorating.

Expenditures	2004	2005	2006	2007	2008	Total
Construction		245,000				245,000
Total		245,000				245,000

Funding Sources	2004	2005	2006	2007	2008	Total
301 - STCM Streets		245,000				245,000
Total		245,000				245,000

Project # **50559**
 Project Name **Anamosa St. Reconstruction, Midway to Herman**
 Last Revised 6/28/04 Contact Klare Schroeder
 Project Manager Klare Schroeder Department Streets

Type Improvement
 Useful Life 40
 Category Infrastructure
 Priority 3 Important
 Total Cost \$2,268,000

Description

Grading, widening, curb & gutter, PCCP surfacing, storm sewer, intersection improvements, traffic signals, sidewalks, and roadway lighting.

Justification

Expenditures	2004	2005	2006	2007	2008	Total	Future
Professional Services		120,000				120,000	2,148,000
Total		120,000				120,000	Total

Funding Sources	2004	2005	2006	2007	2008	Total	Future
833 - Sewer Enterprise Fund		10,000				10,000	2,148,000
933 - Water Enterprise Fund		10,000				10,000	
STP - Urban Systems		100,000				100,000	
Total		120,000				120,000	Total

Project # 50560**Project Name Eglin St Reconstruction, E. North to DOT Entrance****Last Revised 6/28/04****Contact Joel Jundt****Project Manager Klare Schroeder****Department Streets****Type Improvement****Useful Life 40****Category Infrastructure****Priority 2 Very Important****Total Cost \$856,000****Description**

Grading, curb & gutter, storm sewer, sidewalk, PCCP surfacing and roadway lighting.

Need to scope extent of water and sewer improvements needed.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Professional Services		60,000				60,000
Construction			796,000			796,000
Total		60,000	796,000			856,000

Funding Sources	2004	2005	2006	2007	2008	Total
833 - Sewer Enterprise Fund		0				0
933 - Water Enterprise Fund		0				0
STP - Urban Systems		60,000	796,000			856,000
Total		60,000	796,000			856,000

Project # 50562-1419**Project Name Signal Drive Street Repair****Last Revised 7/26/04****Contact Joe Jagodzinski****Project Manager Joe Jagodzinski****Department Streets****Type Improvement****Useful Life 10 years****Category Infrastructure****Priority 1 Urgent****Total Cost \$60,000****Description**

Repair of Signal Drive from St. Cloud to East Blvd.. Perform installation of edge drains and mill and ACC overlay with select spot repairs

Justification

Existing asphalt pavement performed in 1952 consists of 3" ACC on 4" gravel base atop weathered shale. Pavement shows evidence of alligator cracking, longitudinal and transverse cracking and heaving and subsidence. This project is at the request of Council. Project is limited to @\$60,000.00 construction costs budget.

Expenditures	2004	2005	2006	2007	2008	Total
Construction	60,000					60,000
Total	60,000					60,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets	60,000					60,000
Total	60,000					60,000

Project # 8910Inflat

Project Name Contingency/Inflation for 8910 - Streets

Last Revised 4/12/04

Contact Dan Coon

Project Manager

Department Streets

Type Unassigned

Useful Life

Category Unassigned

Priority 1 Urgent

Total Cost \$367,000

Description

Annual amounts are 3% of budget for design and construction before carry-forwards or transfers to/from other budgets.

Justification

Expenditures	2004	2005	2006	2007	2008	Total
Contingency		39,000	105,500	109,000	113,500	367,000
Total		39,000	105,500	109,000	113,500	367,000

Funding Sources	2004	2005	2006	2007	2008	Total
8910 - Streets		39,000	105,500	109,000	113,500	367,000
Total		39,000	105,500	109,000	113,500	367,000

APPENDIX A

**CITY OF RAPID CITY
AIR QUALITY POLICY, APPLICABILITY AND
DEFINITIONS**

**Chapter 8.34
Of the Rapid City Municipal Code**

November 2000

AIR QUALITY ORDINANCE

8.34 AIR QUALITY COMPLIANCE

8.34.010 Policy of City: In order to maintain a compliance status with the United State's Environmental Protection Agency's National Ambient Air Quality Standards and to prevent adverse health effects that result from fugitive emissions and smoke from wood burning and open burning, it is hereby declared to be the policy of the City of Rapid City, South Dakota to achieve and maintain the PM10 and PM2.5 National Ambient Air Quality Standards by controlling fugitive emissions, open burning and wood burning so as to protect the health and welfare of all the people who inhabit the city; to limit environmental damage to plant and animal life within the county; and to promote commercial and industrial development while limiting environmental degradation; and to educate the residents of the city on air quality issues. This policy is to be achieved and maintained through the development and implementation of programs of education, air pollution prevention, abatement and control. It is the purpose of Chapters 8.34 through 8.44 to provide for a program of fugitive emissions control by applying reasonable available control technology and solid fuel smoke abatement.

8.34.020 Applicability: Chapters 8.34 through 8.44 pertaining to air quality compliance to control particulate matter shall apply to:

- A. The geographical area encompassing the city limits of the City of Rapid City;
- B. Smoke from solid fuel burning devices and opening burning;
- C. Construction permits;
- D. Parking lot permits (paved parking lots or graveled lots);
- E. Compliance plans for continuous operations.

8.34.030 Definitions:

Air Quality Board:

1. There is hereby created an Air Quality Board consisting of seven (7) voting members and three (3) ex-officio members.
 - a. The composition and further requirements of the seven voting members are as follows:
 - i. Two (2) members representing industry;
 - ii. One (1) member representing the engineering profession (member shall have graduated from an accredited college or university with an engineering degree);
 - iii. One (1) member representing environmental interests (member shall have an interest and knowledge in environmental issues, preferably air quality issues);
 - iv. One (1) member representing homeowners (member shall own a home in the regulated area);
 - v. One (1) member representing the business community (member shall be associated with a business in the regulated area);
 - vi. One (1) member at large (member shall be selected at large by the County Commission).
2. Six of the voting members of the Air Quality Board shall be appointed by the Mayor of Rapid City and confirmed by the Rapid City Council for a term of three (3) years on a staggered term basis. One member at large will be appointed by the Pennington County Commission for a term of three (3) years. The current Board shall continue until their respective terms are up and shall be replaced by application and appointment.

3. All voting members shall be residents of the regulated area as defined in Section 8.34.020(A), or the area as regulated in Section 1.02 of Pennington County Ordinance No. 12, with the exception of the two industry members, shall not derive a majority of their income, either directly or indirectly, from a person, who is subject to regulation by Rapid City Municipal Code Chapters 8.34 through 8.44. For purposes of this section, a person who is subject to regulation by Rapid City Municipal Code Chapters 8.34 through 8.44 does not include one who is regulated solely for a parking lot, open burning, or a solid fuel burning device. Applicants for the above positions, except for the industry representative, shall submit a signed statement that they do not derive a majority of their income from a person who is subject to regulation by Rapid City Municipal Code Chapters 8.34 through 8.44. Any further documentation which the Rapid City Council or Pennington County Commission may require concerning the applicant's finances are to be considered confidential and shall not be made available to anyone other than the Rapid City Council or Pennington County Commission.
4. The composition and professional associations of the three Ex-Officio Members are as follows:
 - a. One (1) member representing state government (Secretary of the Department of Environment and Natural Resources, or designee);
 - b. One (1) member representing the city of Rapid City, South Dakota (Mayor of Rapid City or designee);
 - c. One (1) member representing the Pennington County Commission (Chairman of Board or designee).
5. The duties of the Air Quality Board shall be to review and approve compliance plans, serve as an appeal board, act on enforcement action initiated by the Air Quality Division, and make recommendations to the Rapid City Council and Pennington County Commission on policies related to the air quality of the City of Rapid City and Pennington County. The purpose and goal of the decisions made and actions taken by the Air Quality Board shall be to protect and serve the public interest.

"Air Quality Control Zone" means that area as defined in Section 8.34.020 (A).

Air Quality Division. There is created the Rapid City Air Quality Division. The Air Quality Division shall be responsible for the administration and enforcement of Chapters 8.34 through 8.44.

"Ambient Air" means that portion of the atmosphere outside of buildings to which the general public has access.

"Best Management Practices" means a storm water technique, measure or structural control that is used for a given set of conditions to manage the quantity and improve the quality of storm water runoff in the most cost-effective manner.

"Burning Season" means that period of time from November 1st through March 31st in the following year.

Civil Action. In addition to the penalties set forth in Chapters 8.34 through 8.44 for a smoke abatement violation, the Air Quality Board may bring civil action for appropriate relief including a temporary or permanent injunction to enforce compliance with the provisions of Chapters 8.34 through 8.44.

"Commission" means the Pennington County Commission.

"Compliance Plan" means the plan prepared for the control and prevention of fugitive emissions from continuous operation activities.

"Construction Activity" means any temporary activity, which involves the removal or alteration of the natural or pre-existing cover of one acre or more of land. The one acre of surface area is based on a cumulative area of anticipated disturbance to be completed for the entire project. Construction activity shall include but not be limited to stripping of topsoil, drilling, blasting, excavation, dredging, ditching, grading, street maintenance and repair, road construction, or earth moving. Construction activity is generally completed within one year.

"Continuous Operation Activity" means any activity which may cause particulate fugitive emissions to be released into the ambient air and which is conducted on an on-going basis in the same locality including but not limited to, street deicing and traction material activities, loading and unloading of material that may cause fugitive emissions and for a site with ongoing soil fill operations.

"Control Measure" means a technique, practice or procedure used to prevent or minimize the generation, emission, entrainment, suspension, and/or airborne transport of fugitive dust.

"Corrective Action" means actions required by the Air Quality Division or Air Quality Board to correct violations of the Chapters 8.34 through 8.44.

"Council" means the Rapid City Council.

"Disturbed Area" means a property where the natural or pre-existing cover has been disturbed but not properly reclaimed or stabilized to prevent fugitive emissions.

"Ecosystem Management" means those activities employed to maintain or enhance the floral or fauna habitat, or to reduce accumulated natural fuels in an area, and supervised by a local, state or federal land/wildlife management agency.

"Entry on Property" any duly authorized officer, employee or representative of any city or county agency responsible for enforcing Chapters 8.34 through 8.44, after obtaining an escort and complying with safety regulations, may enter and inspect that part of any property, premises or place in which such officer, employer, or representative has reasonable grounds to believe is a source of air pollution or in which such officer, employee or representative has reasonable grounds to believe that the provisions of Chapters 8.34 through 8.44 are not being followed. The entry and inspection may be conducted at any reasonable time, without prior notice, for the purpose of investigating said pollution or of ascertaining the state of compliance with the ordinance. No person shall refuse entry or access to any authorized person who requests entry for the purpose of such an investigation, and who presents appropriate credentials, nor shall any person obstruct, hamper or interfere with any such investigation.

"Erosion Control" means the measures that will be used to limit erosion of soil from disturbed areas at a construction site. The purpose of erosion control is to limit the amount and rate of erosion occurring on disturbed areas.

"Fire Hazard" means any thing or act, including buildings or flammable materials, which increases or could cause an increase of the hazard or menace of fire to a greater degree than that customarily recognized as normal by persons in the general public.

"Fire Department Personnel Training" means activities designed for the purpose of training fire department personnel and conducted by a fire department.

"Fuel" means solid matter burned in a solid fuel burning device or under the conditions of open burning that is limited to the following: untreated dry wood and lumber, coal and products manufactured for the sole purpose as a fuel. Untreated wood or lumber shall mean wood in its natural state that has not been chemically soaked or treated.

"Fugitive Emissions" means those particulate emissions, which do not pass through a stack, chimney, vent, or other functionally equivalent opening. In the event that any of the particulate emissions included by this definition are regulated by the state of South Dakota, the stricter and more extensive requirements for control of such emissions shall be enforced over the less restrictive requirements. Particulate emissions from rock crushers for which a permit to operate has been issued are excluded from this definition.

"Gravel Pad" means a layer of washed gravel, rock or crushed rock which is at least two inches or larger in diameter, located at the interface of the construction site and a paved surface. The gravel pad shall be an adequate length to dislodge mud, dirt and/or debris from the tires of motor vehicles, haul trucks and/or equipment prior to leaving the work area.

"Grizzly" means a device, such as rails, pipes or grates, used to dislodge mud, dirt, and/or debris from the tires and undercarriage of motor vehicles and/or haul trucks prior to leaving the work site.

"Inappropriate Fuel for Open Burning" includes, but is not limited to: leaf piles, grass clippings, green plants, refuse, paper, rubbish, books, magazines, fiberboard, packaging, rags, fabrics, building materials, animal waste, liquid gelatinous hydrocarbons, tar, paints and solvents, chemically soaked or treated wood, plastic or rubber, the materials specified in Section 8.36.020(D), or other materials not listed in this section.

"Inappropriate Fuel for Solid Fuel Burning Devices" includes, but is not limited to: leaves, grass clippings, pine needles, green plants, refuse, paper, rubbish, books, magazines, fiberboard, packaging, rags, fabrics, building materials, animal waste, liquid or gelatinous hydrocarbons, tar, paints and solvents, chemically soaked or treated wood, plastic or rubber, the materials specified in Section 8.36.020(D), or other materials not listed in this section.

"Manual Sweeping" means the use of a hand broom and shovel or bobcat for clean up of soil deposited on a paved surface. This method shall be used only if the area of impact is small or as a pre-cleaning for another clean up method.

"Mechanical Sweeping" means the sweeping method used to remove material from a paved surface utilizing a water system and mechanical capture of material to eliminate or reduce fugitive emissions.

"National Ambient Air Quality Standards (for particulates)" means the national primary and secondary ambient air standards for particulate matter as described in the Code of Federal Regulations (CFR), Title 40, Volume 2, Part 50 (July 1, 1997) specifically:

1. PM_{2.5}: The annual primary and secondary PM_{2.5} standards are met when the annual arithmetic mean concentration, as determined in accordance with 40 CFR, Part 50, Appendix N (July 1, 1997) is less than or equal to 15.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The 24-hour primary and secondary PM_{2.5} standards are met when the 98th percentile 24-hour concentration, as determined in accordance with 40 CFR, Part 50, Appendix N (July 1, 1997), is less than or equal to 65 $\mu\text{g}/\text{m}^3$.
2. PM₁₀: The annual primary and secondary PM₁₀ standards are met when the annual arithmetic mean concentration, as determined in accordance with 40 CFR, Part 50, Appendix K (July 1, 1997) is less than or equal to 50 $\mu\text{g}/\text{m}^3$. The 24-hour primary and secondary PM₁₀ standards are attained when the expected number of days per calendar year with the 24-hour average concentration above 150 $\mu\text{g}/\text{m}^3$, as determined in accordance with 40 CFR, Part 50, Appendix N (July 1, 1997), is less than or equal to one.

"Normal Agricultural Practices" means all activities conducted by the owner or lessee at a site for the production of crops and/or nursery plants.

"Noxious Weed" means undesirable vegetation that is characterized by profuse seed production and/or an ability to spread through rapid growth, making it difficult to control or eradicate through normal management operations.

"Opacity" means the degree to which fugitive emissions reduce the transmission of a light source.

"Open Burning" means the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the ambient air without passage through a stack, duct, or chimney.

"Open Burning Permit" means the permit that must be obtained from the Air Quality Division and completed by any person seeking approval to conduct open burning. The permit provides relevant information regarding a planned open burning activity. Depending on the location of the open burn, a permit may be required by the South Dakota Department of Agriculture, Wildland Fire Suppression Division or Rapid City Department of Fire and Emergency Services.

"Parking Lot" means any paved parking lot, one acre or more in size, to which deicing and/or traction materials are applied during adverse weather and any unpaved parking or storage lot, one acre or more in size.

"Phased Work" means work completed in phases for subdivision improvements. A separate permit will be required for each phase of subdivision work. Work can not be phased for the sole purpose of reducing the size of the work to be less than one acre and not subject to the requirements of a permit.

"PM_{2.5}" means particulate matter with an aerodynamic diameter less than or equal to a nominal two and one-half micrometers.

"PM10" means particulate matter with an aerodynamic diameter less than or equal to a nominal ten micrometers.

"Person" means any individual, partnership, firm, association, municipality, public or private corporation, subdivision or agency of the State, trust, estate or any other legal entity.

"Political Subdivision" means any public or private entity that maintains street operations within the area designated in Section 8.34.020(A).

"Project completion" means all surface areas have been reclaimed by building construction, paving, gravel, landscaping and/or permanent revegetation to prevent fugitive dust generation.

"Reasonably Available Control Technology (RACT)" means the emission control technology determined on a case by case basis by the Air Quality Division to be feasible in meeting the requirements of Chapters 8.34 through 8.44, taking into account energy, the environment, economic impacts and other costs.

"Reclamation Plan" means the plan that describes the manner and timeframe in which all disturbed surfaces will be stabilized to prevent fugitive dust generation.

"Reentrainment" means a process in which particulate matter that has been deposited in one place is then liberated into the ambient air by vehicular travel, wind, or other causes.

"Road Construction Travel Surface" means the surface material located at the interface of the road construction activity and the paved public right of way. The travel surface shall be constructed of a material and length to adequately dislodge mud, dirt and/or debris from the tires of motor vehicles, haul trucks and/or equipment prior to leaving the road construction area.

"Sediment Control" means the measures that will be used to limit transport of sediment to off-site properties, public rights of way and downstream receiving waters. The objective of sediment control is to capture the soil that has been eroded before it leaves the construction site.

"Smoke" means small airborne particles resulting from incomplete combustion consisting predominantly, but not exclusively, of carbon, ash, and other combustible materials, that form a visible plume.

"Solid Fuel Burning Device" means any fireplace, fireplace insert, wood stove, wood burning heater, wood fired boiler, coal fired furnace, coal stove, or similar device burning any solid fuel used for aesthetic, cooking or space heating inside a building.

"Trackout Control Device" means a device that includes but is not limited to a gravel pad, grizzly, wheel wash system, road construction travel surface and/or paved area for temporary use that has restricted public access, located at the point of intersection of a construction activity and a paved road, street or parking lot to dislodge mud, dirt, and/or debris from the tires of motor vehicles, haul trucks and/or equipment prior to leaving the work area. The device shall be the full width of all points of ingress and egress. The device shall be maintained in a condition, which will prevent trackout onto paved surfaces and public rights of way.

"Vacant Lot" means a lot or property where there is no current activity but fugitive dust can be generated because the property has not been properly reclaimed or stabilized to prevent fugitive emissions.

"Vacuum Sweeping" means the method of sweeping used to remove material from a paved surface that utilizes a water system and vacuum capture of material to eliminate or reduce fugitive emissions.

"Wheel Wash System" means a system at the site entrance used to wash soil from motor vehicles or equipment to prevent tracking or material becoming dislodged from the vehicle or equipment onto a public right of way or paved parking lot.

"Wildfire" means an uncontrolled fire spreading through vegetative fuels, exposing and possibly consuming structures.

"Wildfire Control Management" means activities, including open burning, that are conducted to reduce the potential for serious or wild fires.

8.36 SMOKE ABATEMENT

8.36.010 Restrictions on Solid Fuel Burning Devices:

- A. Inappropriate Fuels Burned in Solid Fuel Burning Device Prohibited: No person shall, at any time, burn inappropriate fuel as defined in Section 8.34.030 in any solid fuel burning device. No person shall use a fuel in a solid fuel burning device, except those that are recommended by the manufacturer, subject to any installation or operational restrictions imposed by the manufacturer.
- B. Sale of New Solid Fuel Heating Devices: After July 1, 1991, no person shall sell or offer for sale, any new solid fuel heating device as defined by the United States Environmental Protection Agency in 40 CFR Part 60.530 through 60.539b, unless the solid fuel heating device has been emissions certified and labeled in accordance with those requirements. After July 1, 1991, no person shall sell or offer to sell any new solid fuel heating device that cannot be certified under the aforementioned federal regulation unless the solid fuel heating device has an air to fuel ratio equal to or greater than 35 to 1 as determined by an independent testing laboratory.

8.36.020 Open Burning Rules:

- A. Open Burning Restricted: No person shall, at any time, engage in open burning activities within the Air Quality Control Zone, except as allowed under the following conditions:
 - 1. Open burning of agricultural irrigation ditches;
 - 2. Open burning for noxious weed control;
 - 3. Open burning for wildfire control management;
 - 4. Open burning for ecosystem management;
 - 5. Open burning for fire department personnel training;
 - 6. Open burning of a fire hazard.
 - 7. Open burning for the heating or cooking of food for human consumption in residential areas, City of Rapid City parks and campground areas.
 - 8. Open burning for recreational purposes when such fires are confined to a fireplace or barbecue pit.
 - 9. Open burning for ceremonial purposes.

Any inappropriate fuels, as defined in Section 8.34.030, present prior to open burning will be removed to the fullest extent possible prior to ignition.

- B. Conditions for Open Burning Approval: Prior to ignition, a person requesting to open burn for the exceptions allowed under subsection (A) of this section must gain permission from one of the following fire control entities listed in subsection (B)(1)(a) through (c) of this section, based upon the location of the proposed burning activity. Permits are not required for activities covered under subsection (A)(7) of this section.

1. Zones of Jurisdiction for Gaining Permission to Open Burn:

- a. The Black Hills Forest Fire Protection District: This includes all areas outside of the Rapid City city limits that are west of Interstate 90 to the north, and west of South Highway 79 to the south. Permission will be granted by the Wildland Fire Coordinator of the South Dakota Department of Agriculture, Wildland Fire Suppression Division, or his designee.
- b. Rapid City: This includes all areas within the Rapid City city limits. Permission will be granted by the Rapid City Department of Fire and Emergency Services.
- c. All other portions of the Control Zone: This includes those areas served by the North Haines Volunteer Fire Department (VFD), the Box Elder VFD, the Rapid Valley VFD, except that portion west of South Highway 79, and those residents of the Black Hawk VFD who reside in that portion east of Interstate 90. Permission for these areas will be granted by the Rapid City Air Quality Division by obtaining an open burn permit.

2. The following information, as outlined on the open burning permit, will be provided to the appropriate fire control entity as described in subsection (B)(1) of this section:

- a. The type of burning as described in subsection A of this section;
- b. Size of burn;
- c. Location of the site;
- d. Anticipated time and date of burn;
- e. Name and phone number of contact person;
- f. Name of responsible party assuming liability for the burn;
- g. A contingency plan to be implemented in the event that control of the burn is lost.

A copy of the open burning permit is available at the Air Quality Division and at all fire departments whose territories are outside of the Black Hills Forest Fire Protection District and inside of the Air Quality Control Zone.

- C. Basis for Approval: Approval may be granted following receipt of the open burning permit, and will be contingent upon the following:

1. Current and forecast meteorological conditions;
2. Current ambient air quality data;
3. The volume of burning pending at the time of the request;
4. The information provided on the open burning permit;
5. A site inspection, conducted at the discretion of the Air Quality Division.

Approval may be revoked or suspended by the Air Quality Division prior to the actual burn in order to protect public health and welfare. This determination would be based upon changing meteorological and/or ambient air conditions.

- D. State Air Quality Regulations (Administrative Rules of South Dakota 74:36:06) prohibit the following open burning practices:

1. A person may not burn waste oils, rubber, waste tires, tarpaper, or asphalt shingles. For the purposes of this regulation, waste oil means any oil that has been refined from crude oil, used and contaminated by physical or chemical impurities as a result of such use;
2. A municipality or county governmental agency may not burn municipal solid waste unless exempted by the small town exemption in accordance with Administrative Rules of South Dakota 74:27:12:25;
3. A person may not conduct or permit the operation of a salvage operation by open burning, except as allowed in the Administrative Rules of South Dakota 74:27;
4. A person may not burn railroad ties or wood treated with inorganic arsenicals, pentachlorophenol, or creosols.

8.37 GENERAL AIR QUALITY PRACTICES

8.37.010 General Standards for All Construction Projects: All owners, contractors, subcontractors and operators involved in construction activities must provide reasonably available control technology as described in Section 8.38.050 to prevent or minimize particulate matter from becoming airborne regardless of the size of the construction project. All construction sites must maintain a trackout control device and/or clean up material deposited on a paved surface in accordance with Section 8.39.010.

8.37.020 Erosion and Sediment Control Measures: All sites, including but not limited to, construction sites, vacant lots or homes without landscaping, shall maintain erosion and sediment control measures to prevent soil from going off site to public rights of way where soil can be readily reentrained.

- A. Erosion controls are surface treatments that stabilize soil exposed by excavation or grading. Erosion control measures, or best management practices, are variously referred to as source controls, vegetative controls or non-structural controls.
- B. Sediment controls capture soil that has been eroded. Soil particles suspended in runoff can be filtered through a porous media or deposited by slowing the flow and allowing the natural processes of sedimentation to occur. Sediment controls, or best management practices, are built to perform this function, and are also referred to as structural controls.

8.37.030 Reclamation of Disturbed Areas: Landscaping and revegetation shall be completed as soon as grading or construction has been completed to eliminate or reduce wind and/or water erosion. When landscaping and/or revegetation can not be completed immediately due to weather, the exposed areas can be temporarily stabilized and final landscaping and/or revegetation can be completed in the next planning season. A written reclamation plan may be required by the Air Quality Division for sites where there are on going problems with vegetative and structural stabilization.

8.37.040 Stabilization of Vacant Lots: Vacant lots shall be maintained and stabilized to prevent fugitive dust generation from sources including but not limited to wind and/or water erosion, trackout or erosion to public right of way, and vehicle or equipment traffic.

8.38 CONSTRUCTION PERMITS, PARKING LOT PERMITS AND COMPLIANCE PLANS

8.38.010 Construction Permit Required: No person shall engage in any construction activity disturbing one acre or more of surface area which may cause fugitive emissions to be released into the ambient air without first obtaining a construction permit from the Air Quality Division. The one acre of surface area is based on a cumulative area of anticipated disturbance to be completed for the entire project.

8.38.020 Parking Lot Permits Requirements: All owners and operators of parking and/or storage lots one acre or more in size that meet the following criteria are required to obtain a permit from the Air Quality Division:

- A. Any paved parking lot on which deicing and traction materials are applied during adverse weather; and.
- B. All unpaved parking lots or storage lots.

8.38.030 Compliance Plan Required: No person shall engage in any continuous operation that may cause fugitive emissions to be released into the ambient air without first having a compliance plan approved by the Air Quality Board.

A construction permit shall not be required for construction activity at a continuous operation activity facility if such construction activity is a part of the site's compliance plan.

8.38.040 The following activities are exempt from Rapid City Municipal Code Chapters 8.34 through 8.44:

- A. Fugitive emissions from industrial sources permitted by the South Dakota Department of Environment and Natural Resources that have incorporated fugitive dust control requirements or conditions.
- B. Activities conducted at City of Rapid City or Pennington County recreational facilities, such as but not limited to ball fields, bicycle racetracks or the fairgrounds.
- C. Landscape maintenance. Landscape maintenance does not include grading, trenching or any other mechanized surface disturbance activities.
- D. Normal agricultural practices.

The use of dust control measures for these exempted activities is recommended but not required.

8.38.050 Reasonably Available Control Technology Requirements: Any construction permit, parking lot permit, continuous operation or political subdivision responsible for maintaining public roads shall provide for reasonably available control technology to prevent fugitive emissions from becoming airborne. If the reasonably available control technology selected for the site proves to be insufficient at controlling fugitive emissions, additional measures shall be required. Such controls may include, but not be limited to the following practices:

- A. For activity involving the removal or alteration of natural or pre-existing ground cover including, but not limited to road construction, land clearing, excavating, grading, earthmoving, dredging, or demolition:
 - 1. Use of water to control fugitive emissions from disturbed areas or other work activities;
 - 2. Chemical stabilization;
 - 3. Applying dust palliative;
 - 4. Minimization of area disturbed;

5. Reclamation of disturbed area as soon as possible;
 6. Vehicular speed limitation;
 7. Routine cleaning of paved areas, with a vacuum sweeper, as necessary to remove any materials deposited through tracking or erosion that may become reentrained. Any other method of cleaning shall be submitted in writing to the Air Quality Division for approval;
 8. Maintain a trackout control device at all site access points to prevent tracking onto the public right of way or private driveways or parking lots where fugitive dust may become reentrained;
 9. Minimization of dust from open trucks or onsite storage piles and/or;
 10. Install plastic fences to reduce wind erosion.
- B. For paved and unpaved roads, alleyways and storage areas, construction, altering, yearly street or highway maintenance and repair of road surface:
1. Use of water to control fugitive emissions from disturbed areas or other work activities;
 2. Chemical stabilization;
 3. Applying dust palliative;
 4. Vehicular speed limitation;
 5. Movement of materials by enclosed vehicles or covered conveyance system;
 6. Routine cleaning of paved areas by sweeping (mechanical or vacuum) to remove materials that may become reentrained;
 7. Water flushing (when safety is not jeopardized); and/or
 8. Wetting ahead of open sweepers on rural roads.
- C. Paved parking lots and unpaved parking or storage lots:
1. The paved parking lots shall be cleaned either by sweeping (mechanical or vacuum sweeper), water flushing (when safety is not jeopardized), or by any means possible to reduce reentrainment of deicing and traction materials; and
 2. The unpaved parking lots shall be maintained by any means possible to reduce dust reentrainment, such as wetting down, chemical stabilization, and vehicular speed limitation. The most appropriate control measures shall be used to prevent erosion or trackout from an unpaved parking or storage lot to a paved public right of way where the material can be readily reentrained.
- D. For material screening, handling, storage, processing or transportation:
1. Installation of baghouses and other emission control and collection systems;
 2. Enclosed conveyance systems;
 3. Enclosing, covering, or applying dust suppressants on storage piles where practical;
 4. Moisturizing or chemically treating the material during processing;
 5. Cleaning of paved areas; and/or
 6. Movement of materials by enclosed vehicle or covered conveyance system.
- E. For erosion and sediment control:
1. Soil stabilization of exposed area and stockpiles within fourteen (14) days on areas that will remain dormant for longer than thirty (30) days;
 2. Installing wind screen or equivalent wind speed reduction device to control wind erosion;
 3. Chemical stabilization;
 4. Covering with a non-erodible material; and/or
 5. Runoff control barriers, such as silt fences, and dams.

- F. Landscaping and Revegetation: Landscaping and revegetation shall be completed as soon as grading or construction has been completed. When landscaping and/or revegetation can not be completed immediately due to weather, the exposed areas can be temporarily stabilized and final landscaping and/or revegetation can be completed in the next planning season. If necessary, a written reclamation plan may be required by the Air Quality Division.

8.38.060 Contents of Application for Construction Permit, Parking Lot Permit, Compliance Plan or any Amendment to a Permit or Compliance Plan: All applications shall be submitted to the Air Quality Division. The applications shall contain:

- A. Name and address of the person making the application. If the applicant is a corporation, the name and address of its registered agent.
- B. Legal description and location of the land affected, including a site map.
- C. Description of the proposed construction or proposed continuous operation activity including nature and description of equipment used;
- D. Proposed date for both commencement and termination of operation.
- E. Proposed date for both commencement and completion of reclamation plan including a detailed description of plan.
- F. Necessity for state approval and, if so, an indication of:
 - 1. If application has been made;
 - 2. When action on the application is expected;
 - 3. Name, division and board or the state agency from which approval is sought.
- G. An overall description of the nature and scope of the construction or continuous operation activity and conditions, which will result in fugitive emissions.
- H. A plan of the Reasonably Available Control Technology required in Section 8.38.050 to be applied, which will prevent fugitive emissions that exceed 20% opacity.
- I. Upon request by the Air Quality Division the following information may be required:
 - 1. A listing of all sources of particulate fugitive emissions, stating in tons per year the uncontrolled emissions to be produced;
 - 2. The control technology applied or proposed to be applied and the fugitive emissions expected in tons per year after the control technology has been applied;
 - 3. The percentage of efficiency of the control technology.

The plan shall identify the sources of all emissions calculations or estimates and provide documentation of the methods used to determine control efficiency.

- J. Upon request by the Air Quality Division a discussion of the economic and technical reasonableness of the proposed fugitive emission controls, including data, which will assist the Air Quality Board in determining if the control technology specified in the compliance plan will meet the requirements set forth in Chapters 8.34 through 8.44, may be required.

The Air Quality Board shall have the authority to require the applicant to provide actual or proposed production data to the Air Quality Division. This information shall be used by the Air Quality Division for the purpose of processing the application, and determining if a compliance plan or compliance plan amendment will meet the requirements of Chapters 8.34 through 8.44, and for no other purposes.

8.38.070 Records and Information Available to Public: Any records or information obtained by the Air Quality Division or Air Quality Board from owners or operators of an air contaminant source or sources shall be available to the public.

8.38.80 Application Procedure for Construction Permits:

- A. The Air Quality Division shall have (10) working days from the time a determination is made that the application is complete to either approve or reject the application and issue the construction permit. If the Air Quality Division determines the application is complete and is in compliance with the ordinance, a construction permit shall be issued. In the event that the application has not been approved or rejected within the (10) working day period, it shall be deemed to be approved.
- B. Any change in construction, which would result in an increase of fugitive emissions from the construction site, shall require an amendment to the construction permit. The amendment procedure is the same as set out in subsection A of this section. The required fee for the amendment is described in Chapter 8.42.
- C. The construction permit fee is as described in Chapter 8.42. The fee is payable to the City of Rapid City, and shall be collected by Air Quality Division at the time an application is filed.

8.38.090 Application Procedure for Parking Lot Permits:

- A. The Air Quality Division shall have (10) working days from the time a determination is made that the application is complete to either approve or reject the application and issue the parking lot permit. If the Air Quality Division determines the application is complete and is in compliance with the ordinance, a parking lot permit shall be issued. In the event that the application has not been approved or rejected within the (10) working day period, it shall be deemed to be approved.
- B. Any change in operations or maintenance of the parking lot, which would result in an increase of fugitive emissions from the site, would require an amendment to the parking lot permit. The amendment procedure is the same as set out in Section 8.38.080(A). The required fee for the amendment is described in Chapter 8.42.
- C. The parking lot permit fee is as described in Chapter 8.42. The fee is payable to the City of Rapid City, and shall be collected by Air Quality Division at the time an application is filed.

8.38.100 Application Procedure for Compliance Plans:

- A. All applications for a compliance plan or amendments to a compliance plan shall be submitted to the Air Quality Division at least fifteen working days before the regular bimonthly Air Quality Board Meeting at which it would be considered. The fifteen working day time period shall commence on the day after the date the application was submitted and shall include the day of a Board meeting if such a date is a working day. During the fifteen-day period, the Air Quality Division shall determine if the application is complete. No application shall be submitted to the Air Quality Board that does not have all the information required by Chapters 8.34 through 8.44. If an application is returned to the applicant as not being complete, the rejection notice shall be in writing and specifically state what information is missing or not contained in sufficient detail to meet the requirements of Chapters 8.34 through 8.44.
- B. Any change in continuous operation activity, which would result in an increase of fugitive emissions from that site shall require an amendment to the approved compliance plan permit.

Any amendments to a compliance plan will take effect upon approval by the Air Quality Board. The existing compliance plan will be amended to reflect the change and will be

valid through the life of the initial permit. Fees for amendment will be charged in accordance with Chapter 8.42.

- C. Once an application for a compliance plan or an amendment to a compliance plan has been submitted to the Air Quality Division, a sixty (60) day review period shall commence. The Air Quality Board must approve the proposed plan within sixty (60) days or such plan shall be deemed as approved. If the applicant is requested to provide additional information within a specified period of time and fails to act within such time period, the sixty (60) day review period shall be extended by a like number of days.
- D. The compliance plan fee is as described in Chapter 8.42. The fee is payable to the City of Rapid City, and shall be collected by Air Quality Division at the time an application is filed.

8.38.110 Life of Permits and Compliance Plans:

- A. Construction permit: The construction permit shall be valid for one year. If all areas have not been reclaimed at the end of one year, the permit can be renewed for up to one additional year by submitting a written request to the Air Quality Division prior to the expiration of the permit. For subdivision work that is to be completed in phases, a separate permit is required for each phase. Project completion is the date on which the site has been reclaimed through building construction, paving, landscaping, permanent revegetation and/or other permanent stabilization.
- B. Parking Lot Permits: The parking lot permit shall be valid for three years unless site conditions or operations change. Applications for a parking lot permit renewal shall be submitted to the Air Quality Division sixty (60) days prior to the expiration, and shall follow the requirements as described in Section 8.38.090.
- C. Compliance Plans: After Air Quality Board approval of the compliance plan, a three (3) year operating permit shall be issued by the Air Quality Division. This operating permit allows the applicant to commence the operation thereunder. Applications for a compliance plan renewal shall be submitted to the Air Quality Division sixty (60) days prior to the expiration, and shall follow the requirements as described in Section 8.38.100.

8.38.120 Operating with a Compliance Plan: The approved compliance plan shall become binding terms of the operation. Amendments to a compliance plan approved by the Air Quality Board are enforceable provisions of the permit.

Compliance plans shall be updated every three years, or three years from a plan's last review by the Air Quality Board, whichever is later. The update shall contain all changes, additions, modifications, and expansions, which would result in an increase of fugitive emissions from the operation over the past three (3) years.

8.39 STREETS, ROADS AND PARKING LOT REINTRAINMENT REQUIREMENTS

8.39.010 Streets, Roads and Parking Lot Reentrainment Requirements.

- A. All reentrainment requirements are applicable to the areas defined in Section 8.34.020(A).
- B. Any political subdivision responsible for maintaining any public road is required to have a compliance plan as described in Chapter 8.38.
- C. No person shall place any street deicing and traction materials upon any road, highway, driveway, or parking lot to which the public has general access which does not meet the following requirements:

1. A durability or hardness as defined in Mohs scale of greater than 6 for 70% of the material used;
2. No more than 3% of the total particle material content by weight may be smaller than 200 sieve.

For street deicing and traction materials, these criteria apply only to the material prior to the addition of salt or chemicals. Material of a lesser hardness may be used on steep roads if it is the only effective option available.

- D. Any political subdivisions responsible for maintaining any public road shall clean the center line and areas immediately adjacent to the travel lane. Cleaning shall commence under one or more of the following conditions:
1. When it has been determined by the Air Quality Division that the streets are sufficiently dry to commence street sweeping;
 2. When it has been determined by the Air Quality Division that there is a fugitive emissions problem due to street deicing and traction materials.

Street cleaning will not be required on public roads with restricted travel, or when unusual weather or other circumstances prevent it. The political subdivision shall include in its compliance plan a street cleaning plan listing priority streets and schedules. The compliance plan is as described in Chapter 8.38.

- E. Any political subdivisions maintaining any public roads shall water flush such roadways when it has been determined by the Air Quality Division that street deicing and traction materials are causing a fugitive emissions problem. This will be conducted after street cleaning. Street water flushing is not required if it endangers public safety or if water use restrictions are in effect. The political subdivision shall include in its compliance plan a water flushing plan.
- F. All vehicles that are transporting fugitive dust emitting materials on public roads shall be covered with a tarp to reduce such emissions or must use a method that is equally effective in reducing such emissions.
- G. Any material that is deposited, other than street deicing and traction materials, on any public roadway on which vehicular travel is not restricted, that could be reentrained as fugitive emissions shall be cleaned or removed within 24 hours of deposition. The cleaning or removal process shall be conducted so that minimal fugitive emissions are generated. Deposited materials shall be cleaned up by using a vacuum sweeper or other method pre-approved by the Air Quality Division. The use of a dry mechanical broom or compressed air is prohibited.
- H. Cleaning of Paved Surfaces: Deposited materials shall be cleaned up by using a vacuum sweeper or manually sweeping up materials. Sufficient water shall be used to prevent or minimize fugitive dust during sweeping activities. The use of a dry mechanical broom or compressed air to clean up deposited materials is prohibited.

8.39.020 Reasonably Available Control Technology Requirements: Any political subdivision responsible for maintaining public roads in the areas defined in Section 8.34.020 (A) shall provide for reasonably available control technology to prevent fugitive emissions from becoming airborne as described in Chapter 8.38.

8.40 EMISSION STANDARDS

8.40.010 Emissions Standards for Construction, Parking Lots or Continuous Operation Facility Sites:

- A. Facility boundary standard: The transportation of visible fugitive emissions off the property of a construction, parking lot or continuous operation facility site for more than 10% of the time for any one hour period will be considered as an indication that the provisions of the construction permit, parking lot permit or compliance plan are not being complied with and shall cause a determination to be made of the source of the visible fugitive emissions and an opacity reading to be made at such sources. Visible fugitive emissions limitations specified in this paragraph shall be determined by a certified observer using Tennessee Visible Emission Evaluation Method (40 CFR 52.2220 Part A 73 Method 4), Visual Determination of Fugitive Dust Emission Crossing a Property Line, approved by EPA Fed. Reg. V52, No. 10, January 15, 1987, Page 1628.
- B. Fugitive emissions source standard: A fugitive emissions source shall not have a density greater than that designated as twenty percent (20%) opacity. Exceedance of this standard shall be considered a violation of the provisions of the construction permit or compliance and cause a review of the construction permit, parking lot permit or compliance plan. Fugitive emissions limitations specified in this paragraph shall be determined by a certified observer using Tennessee Visible Emission Evaluation Method 1, (40 CFR 52.2220 Part A 50, 51 Method) Visual Determination of Opacity of Emission From Nontraditional Source, approved by the US EPA in Federal Register, Vol. 47, No. 235, December 7, 1982, page 54936, as amended, Federal Register Vol. 28, No. 51, March 15, 1983, page 10834, Federal Register Vol. 50, No. 78, April 23, 1985, page 15892; or by operation of equipment approved by the Air Quality Division that is known to produce equivalent or more accurate results.

No readings shall be made when wind velocity exceeds twenty (20) miles per hour during, or within thirty (30) minutes of the reading as determined by a qualified person, or by use of one or more anemometers at the site. Anemometers shall be used where practical. The property line of public or private rights-of-way through the construction or continuous operation facility site shall not be used for a measurement location.

8.41 ENFORCEMENT AND APPEAL

8.41.010 Notice of Violation - Order for Corrective Action Included: The Air Quality Division has reason to believe that a violation of any provision of Chapters 8.34 through 8.44 has occurred, the Air Quality Division may cause written notice to be served upon the alleged violator or violators. The notice shall specify:

- A. The provision(s) of Chapters 8.34 through 8.44 alleged to be violated;
- B. The facts alleged to constitute a violation thereof.

The notice may include an order that necessary corrective action be taken within a reasonable time period.

The Air Quality Division shall execute or issue a written notice of violation and order to any person who violates any portion of Chapters 8.34 through 8.44.

8.41.020 Penalties and Petition to Contest Notice of Violation: Any person violating any portion of Chapters 8.34 through 8.44 shall be subject to a fine not to exceed \$200.00. Each calendar day a violation occurs shall be considered a separate offense. Any person who wishes to contest a notice of violation or order requiring corrective action must request a

hearing before the Air Quality Board within (15) days of receiving the notice of violation or it becomes final. A petition to contest a notice of violation or order requiring corrective action to the Air Quality Board shall be heard at its next regularly scheduled meeting in which a decision on the notice of violation shall be rendered. The Air Quality Board's decision may be appealed to the Common Council in accordance with Section 8.41.030 (D).

8.41.030 Air Quality Board Appeal Procedures

A. General Provisions

1. The Air Quality Board shall presume the Notice of Violation or order requiring corrective action is correct and proper.
2. The violator shall bear the burden of proving it is more likely than not that the Notice of Violation or order requiring corrective action was improperly issued.
3. The Air Quality Board may modify the Hearing Procedure set out in 8.42.030(B) prior to the start of any hearing. All parties shall be given at least five days notice of any proposed changes and the opportunity to comment on any procedural modifications. Any party may waive the notice requirement and consent to a modified hearing procedure prior to the start of a hearing if it appears that the times allotted will not be sufficient, and the modifications grant the parties additional time for argument.
4. Upon receipt of a request for a hearing, the Air Quality Division shall schedule the hearing for the next regularly scheduled meeting and inform the violator of the date and time of the hearing. The violator shall also be given a copy of the provisions governing the appeal procedure.

B. Hearing Procedure

1. City staff shall briefly present to the Air Quality Board the circumstances that lead to the issuance of a Notice of Violation or order requiring corrective action. The staff shall be allotted five minutes for their presentation.
2. The violator shall be allotted ten minutes to present its basis for appeal to the Air Quality Board.
3. City staff shall have ten minutes to reply to the violator's arguments.
4. The violator shall have five minutes for rebuttal to City staff's reply.
5. The Air Quality Board may direct questions to the violator or to City staff.
6. The Chair of the Air Quality Board, may in its discretion, allot additional time to each party for additional comment after the Board members have completed questioning the parties.

C. Decision of the Air Quality Board

1. At the completion of the hearing procedure set out in 8.42.030(B), the Chair shall declare the hearing complete. The Board shall then deliberate the merits of the appeal.
2. The Chair may, in its discretion, accept additional comments from the parties.
3. During the deliberation process, any member of the Board may make an appropriate motion regarding disposition of the appeal. If the motion is seconded, the standard practice for discussing and deciding motions shall apply.
4. Any motion regarding the disposition of an appeal shall require the support of a majority of the Board members present for the Hearing. The Chair shall not vote except in the case of a tie vote.

D. Appeal to the Common Council

1. The violator may appeal any adverse decision of the Air Quality Board to the Common Council.
2. To initiate an appeal to the Common Council, the violator must file with the Finance Officer a written request for reconsideration of the Air Quality Board's action within fifteen days of the Air Quality Board's decision. The Finance Officer shall include the request for reconsideration on the next Common Council agenda and inform the violator of the date and time of the meeting.
3. The violator may appear before the Common Council and request that the decision of the Air Quality Board be reconsidered and a hearing be set by the Council.
4. If the Common Council approves the request for reconsideration, it shall immediately set a hearing on the reconsideration for the next regularly scheduled Council meeting.
5. Failure of the applicant to appear and request reconsideration or failure to appear for the hearing on the appeal shall be deemed a waiver of the appeal and shall finalize the decision of the Air Quality Board.

8.41.040 Action After Expiration of Time For Appeal: When the time for appeal to the Air Quality Board has passed without an appeal of a Notice of Violation and Order issued under 8.41.010 or when the time for corrective action granted by the Air Quality Board pursuant to 8.41.060 has passed without completion of all corrective action, the Air Quality Division may take any action it deems necessary to prevent further violations of the Chapters 8.34 through 8.44.

8.41.050 Recovery of Costs Incurred: All costs and expenses incurred by the Air Quality Division, the City Attorney or other City Staff in carrying out the provisions of 8.41.040 shall be billed to the property owner. If not paid in full within 30 days, the remaining amount due shall be assessed to the property where the violation occurred.

8.41.060 Time Allowed for Corrective Action in Air Quality Board Order: For any order issued as part of a notice or after proceedings under Chapters 8.34 through 8.44, the Air Quality Board shall prescribe the date by which the violation shall cease and may prescribe timetables for necessary action in preventing, abating or controlling the implicated emissions or air pollution.

8.41.070 Remedy Not Exclusive: Nothing in Chapters 8.34 through 8.44 shall be construed to abridge, limit or otherwise impair the right of any person to damages or other relief on account of injury to persons or property, and to maintain any action or other appropriate proceedings for such relief.

8.41.080 Consent Agreement: Nothing in Chapters 8.34 through 8.44 shall prevent the air quality division from notifying an alleged violator of violations and negotiating a consent agreement. Any consent agreement shall be approved by the Air Quality Board.

8.41.090 Voluntary compliance: Nothing in Chapters 8.34 through 8.44 shall prevent the Air Quality Division from making efforts to obtain voluntary compliance through warning, conferences, or any other appropriate means. However, the Air Quality Divisions shall not be obligated to make any such efforts and may proceed directly to available enforcement actions.

8.42 FEES:

8.42.010 Application fees for permitting services are payable to City of Rapid City and shall be collected by the Air Quality Division at the time an application is filed. The city of Rapid City and county of Pennington County are exempt from paying fees. Fees administered by this office will be as follows:

- A. Construction permit for sites one to five acres: seventy-five dollars; for sites over 5 acres: one hundred dollars, one year permit renewal: twenty-five dollars;
- B. Permits for paved parking lots larger than or equal to one acre: seventy-five dollars;
- C. Permits for unpaved parking or storage lots larger than or equal to one acre: one hundred dollars;
- D. Compliance plan for continuous operations: one hundred and fifty dollars;
- E. Amendments to construction permits, parking lot permits or compliance plans: twenty five dollars.
- F. Open burning permit: no charge.

Failure to submit the application and/or pay the permitting fee prior to the commencement of fugitive dust generating activities will result in a daily fine not to exceed \$200.00. Each day in which the application and/or payment is not received, is considered a separate offense, and separate fines will be assessed.

8.44 SEVERABILITY OF PROVISIONS AND APPLICATIONS

8.44.010 Severability of Provisions and Applications: If a part of this chapter is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of Chapters 8.34 through 8.44 is invalid in one or more of its applications, the part remains in effect in all valid applications that are severable from the invalid application.

APPENDIX B

PENNINGTON COUNTY ORDINANCE NO. 12
REVISED
(07/23/02)

AIR QUALITY ORDINANCE

INDEX

1.0	AIR QUALITY COMPLIANCE	1
1.01	Policy of County	1
1.02	Applicability	1
1.03	Definitions	1
2.0	SMOKE ABATEMENT.....	7
2.01	Restrictions on Solid Fuel Burning Devices	7
2.02	Open Burning Rules	8
3.0	GENERAL AIR QUALITY PRACTICES.....	9
3.01	General Standards for All Construction Projects.....	9
3.02	Erosion and Sediment Control Measures	10
3.03	Reclamation of Disturbed Areas.....	10
3.04	Stabilization of Vacant Lots	10
4.0	CONSTRUCTION PERMITS, PARKING LOT PERMITS AND COMPLIANCE PLANS	10
4.01	Construction permit required	10
4.02	Parking Lot Permits Requirements.....	10
4.03	Compliance Plan Required.....	10
4.04	The following activities are exempt from this ordinance	11
4.05	Reasonably available control technology requirements	11
4.06	Contents of application for construction permit, parking lot permit, compliance plan or any amendment to a permit or compliance plan.....	12
4.07	Records and Information Available to Public	13
4.08	Application procedure for construction permits	13
4.09	Application Procedure for Parking Lot Permits	14
4.10	Application procedure for compliance Plans.....	14
4.11	Life of Permits and Compliance Plans.....	15
4.12	Operating with a Compliance Plan	15
5.0	STREETS, ROADS AND PARKING LOT REENTRAINMENT REQUIREMENTS	15
5.01	Streets, Roads and Parking Lot Reentrainment Requirements.....	15
5.02	Reasonably Available Control Technology Requirements	16

6.0	EMISSION STANDARDS	16
6.01	Emissions Standards for Construction, Parking Lots or Continuous Operation Facility Sites.....	16
7.0	ENFORCEMENT AND APPEAL	17
7.01	Notice of Violation - Order for Corrective Action Included.....	17
7.02	Penalties and Petition to Contest Notice of Violation	17
7.03	Air Quality Board Appeal Procedures	17
7.04	Action After Expiration of Time For Appeal.....	18
7.05	Recovery of Costs Incurred	18
7.06	Time Allowed for Corrective Action in Air Quality Board Order	18
7.07	Remedy Not Exclusive	18
7.08	Consent Agreement	18
7.09	Voluntary compliance	18
8.0	FEES	19
8.01	Fees.....	19
9.0	SEVERABILITY OF PROVISIONS AND APPLICATIONS	20
9.01	Severability of Provisions and Applications	20

PENNINGTON COUNTY ORDINANCE NO. 12

Be it ordained by the Board of County Commissioners of Pennington County, South Dakota:

1.0 AIR QUALITY COMPLIANCE

1.01 Policy of County: In order to maintain a compliance status with the United State's Environmental Protection Agency's National Ambient Air Quality Standards and to prevent adverse health effects that result from fugitive emissions and smoke from wood burning and open burning, it is hereby declared to be the policy of Pennington County, South Dakota to achieve and maintain the PM₁₀ and PM_{2.5} National Ambient Air Quality Standards by controlling fugitive emissions, open burning and wood burning so as to protect the health and welfare of all the people who inhabit the county; to limit environmental damage to plant and animal life within the county; and to promote commercial and industrial development while limiting environmental degradation; and to educate the residents of the county on air quality issues. This policy is to be achieved and maintained through the development and implementation of programs of education, air pollution prevention, abatement and control. It is the purpose of this ordinance to provide for a program of fugitive emissions control by applying reasonable available control technology and solid fuel smoke abatement.

1.02 Applicability: This ordinance pertaining to air quality compliance to control particulate matter shall apply to:

1. 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 the City of Rapid City;
2. Smoke from solid burning devices and open burning;
3. Construction permits;
4. Parking lot permits (paved parking lots or graveled lots);
5. Compliance plans for continuous operations.

This ordinance applies to the sources listed above located in the area defined in Section 1.02 (1).

1.03 Definitions.

1. Air Quality Board: There is created an Air Quality Board consisting of seven voting members and three ex-officio members.
 - a. The composition and further requirements of the seven voting members are as follows:
 1. Two members representing industry,
 2. One member representing the engineering profession (member shall have graduated from an accredited college or university with an engineering degree),

3. One member representing environmental interests (member shall have an interest and knowledge in environmental issues, preferably air quality issues),
4. One member representing homeowners (member shall own a home in the regulated area),
5. One member representing the business community (member shall be associated with a business in the regulated area),
6. One member at large (member shall be selected at large by the county commission);

Six of the voting members of the Air Quality Board shall be appointed by the Mayor of Rapid City and confirmed by the Rapid City Council for a term of three years on a staggered term basis. One member at large will be appointed by the Pennington County Commission for a term of three years. The current Board shall continue until their respective terms are up and shall be replaced by application and appointment;

All voting members shall be residents of the regulated area as defined in Section 8.34.020 of the Rapid City Municipal Code or the area as regulated in Section 1.02 of Pennington County Ordinance No. 12, with the exception of the two industry members, and shall not derive a majority of their income, either directly or indirectly, from a person who is subject to regulation by Pennington County Ordinance No. 12. For purposes of this section, a person who is subject to regulation by this ordinance does not include one who is regulated solely for a parking lot, open burning, or a solid fuel burning device. Applicants for the above positions, except for the industry representative, shall submit a signed statement that they do not derive a majority of their income from a person who is subject to regulation by this ordinance. Any further documentation which the Rapid City Council or Pennington County Commission may require concerning the applicant's finances are to be considered confidential and shall not be made available to anyone other than the Rapid City Council or Pennington County Commission.

- b. The composition and professional associations of the three ex officio members are as follows:
 1. One member representing state government (Secretary of the Department of Environment and Natural Resources, or designee),
 2. One member representing the city of Rapid City, South Dakota (Mayor of Rapid City or designee),
 3. One member representing the Pennington County Commission (Chairman of Board or designee);

The duties of the Air Quality Board shall be to review and approve compliance plans, serve as an appeal board, act on enforcement action initiated by the Air Quality Division, and make recommendations to the Pennington County Commission and Rapid City Council on policies related to the air quality of Pennington County and Rapid City. The purpose and goal of the decisions made and actions taken by the Air Quality Board shall be to protect and serve the public interest.

2. Air Quality Control Zone: That area as defined in Section 1.02(1).

3. Air Quality Division: There is hereby created the Rapid City Air Quality Division located in the Rapid City Planning and Zoning Office. The Air Quality Division shall be responsible for the administration and enforcement of Rapid City Municipal Code Chapters 8.34 through 8.44 and Pennington County Ordinance No. 12.
4. Ambient Air: That portion of the atmosphere outside of buildings to which the general public has access.
5. Best Management Practices. A storm water technique, measure or structural control that is used for a given set of conditions to manage the quantity and improve the quality of storm water runoff in the most cost-effective manner.
6. Burning Season: That period of time from November 1st through March 31st in the following year.
7. Civil Action: In addition to the penalties set forth in this ordinance for a smoke abatement violation, the Air Quality Board may bring civil action for appropriate relief including a temporary or permanent injunction to enforce compliance with the provisions of this ordinance.
8. Commission: The Pennington County Commission.
9. Compliance Plan: The plan prepared for the control and prevention of fugitive emissions from continuous operation activities.
10. Construction Activity: Any temporary activity which involves the removal or alteration of the natural or pre-existing cover of one acre or more of land. The one acre of surface area is based on a cumulative area of anticipated disturbance to be completed for the entire project. Construction activity shall include but not be limited to stripping of topsoil, drilling, blasting, excavation, dredging, ditching, grading, street maintenance and repair, road construction or earth moving. Construction activity is generally completed within one year.
11. Continuous Operation Activity: Any activity which may cause particulate fugitive emissions to be released into the ambient air and which is conducted on an on-going basis in the same locality including but not limited to, street deicing and traction material activities, loading and unloading of material that may cause fugitive emissions and for a site with ongoing soil fill operations.
12. Control Measure: A technique, practice or procedure used to prevent or minimize the generation, emission, entrainment, suspension, and/or airborne transport of fugitive dust.
13. Corrective Action: Actions required by the Air Quality Division or Air Quality Board to correct violations of this ordinance.
14. Council: Rapid City Council.
15. Disturbed Area: A property where the natural or pre-existing cover has been disturbed but not properly reclaimed or stabilized to prevent fugitive emissions.

16. Ecosystem Management: Those activities employed to maintain or enhance the floral or fauna habitat, or to reduce accumulated natural fuels in an area, and supervised by a local, state or federal land/wildlife management agency.
17. Entry on Property: Any duly authorized officer, employee or representative of any city or county agency responsible for enforcing this ordinance, after obtaining an escort and complying with safety regulations, may enter and inspect that part of any property, premises or place in which such officer, employer, or representative has reasonable grounds to believe is a source of air pollution or in which such officer, employee or representative has reasonable grounds to believe that the provisions of this ordinance are not being followed. The entry and inspection may be conducted at any reasonable time, without prior notice, for the purpose of investigating said pollution or of ascertaining the state of compliance with the ordinance. No person shall refuse entry or access to any authorized person who requests entry for the purpose of such an investigation, and who presents appropriate credentials, nor shall any person obstruct, hamper or interfere with any such investigation.
18. Erosion Control: The measures that will be used to limit erosion of soil from disturbed areas at a construction site. The purpose of erosion control is to limit the amount and rate of erosion occurring on disturbed areas.
19. Fire Hazard: Any thing or act, including buildings or flammable materials, which increases or could cause an increase of the hazard or menace of fire to a greater degree than that customarily recognized as normal by persons in the general public.
20. Fire Department Personnel Training: Activities designed for the purpose of training fire department personnel and conducted by a fire department.
21. Fuel: Solid matter burned in a solid fuel burning device or under the conditions of open burning that is limited to the following: untreated dry wood and lumber, coal and products manufactured for the sole purpose as a fuel. "Untreated wood or lumber" means wood in its natural state that has not been chemically soaked or treated.
22. Fugitive Emissions: Those particulate emissions which do not pass through a stack, chimney, vent, or other functionally equivalent opening. In the event that any of the particulate emissions included by this definition are regulated by the state of South Dakota, the stricter and more extensive requirements for control of such emissions shall be enforced over the less restrictive requirements. Particulate emissions from rock crushers for which a permit to operate has been issued are excluded from this definition.
23. Gravel Pad: A layer of washed gravel, rock or crushed rock which is at least two inches or larger in diameter, located at the interface of the construction site and a paved surface. The gravel pad shall be an adequate length to dislodge mud, dirt and/or debris from the tires of motor vehicles, haul trucks and/or equipment prior to leaving the work area.
24. Grizzly: A device, such as rails, pipes or grates, used to dislodge mud, dirt, and/or debris from the tires and undercarriage of motor vehicles and/or haul trucks prior to leaving the work site.

25. Inappropriate Fuel for Open Burning: Includes, but is not limited to: leaf piles, grass clippings, green plants, refuse, paper, rubbish, books, magazines, fiberboard, packaging, rags, fabrics, building materials animal waste, liquid gelatinous hydrocarbons, tar, paints and solvents, chemically soaked or treated wood, plastic or rubber, the materials specified in Section 2.02(4), or other materials not listed in the definition of fuel in Section 1.03(16).
26. Inappropriate Fuel for Solid Fuel Burning Devices: Includes, but is not limited to: leaves, grass clippings, pine needles, green plants, refuse, paper, rubbish, books, magazines, fiberboard, packaging, rags, fabrics, building materials, animal waste, liquid or gelatinous hydrocarbons, tar, paints and solvents, chemically soaked or treated wood, plastic or rubber, the materials specified in Section 2.02(4), or other materials not listed in the definition of fuel listed in Section 1.03(16).
27. Manual Sweeping: The use of a hand broom and shovel or bobcat for clean up of soil deposited on a paved surface. This method shall be used only if the area of impact is small or as a pre-cleaning for another clean up method.
28. Mechanical Sweeping: The sweeping method used to remove material from a paved surface utilizing a water system and mechanical capture of material to eliminate or reduce fugitive emissions.
29. National Ambient Air Quality Standards (for particulates): The national primary and secondary ambient air standards for particulate matter as described in the Code of Federal Regulations (CFR), Title 40, Volume 2, Part 50 (July 1, 1997); specifically:
 - a. PM_{2.5}: The annual primary and secondary PM_{2.5} standards are met when the annual arithmetic mean concentration, as determined in accordance with 40 CFR, Part 50, Appendix N (July 1, 1997) is less than or equal to 15.0 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). The 24-hour primary and secondary PM_{2.5} standards are met when the 98th percentile 24-hour concentration, as determined in accordance with 40 CFR, Part 50, Appendix N (July 1, 1997), is less than or equal to 65 $\mu\text{g}/\text{m}^3$.
 - b. PM₁₀: The annual primary and secondary PM₁₀ standards are met when the annual arithmetic mean concentration, as determined in accordance with 40 CFR, Part 50, Appendix K (July 1, 1997) is less than or equal to 50 $\mu\text{g}/\text{m}^3$. The 24-hour primary and secondary PM₁₀ standards are attained when the expected number of days per calendar year with the 24-hour average concentration above 150 $\mu\text{g}/\text{m}^3$, as determined in accordance with 40 CFR, Part 50, Appendix N (July 1, 1997), is less than or equal to one.
30. Normal Agricultural Practices. All activities conducted by the owner or lessee at a site for the production of crops and/or nursery plants.
31. Noxious Weed: Undesirable vegetation that is characterized by profuse seed production and/or an ability to spread through rapid growth, making it difficult to control or eradicate through normal management operations.
32. Opacity: The degree to which fugitive emissions reduce the transmission of a light source.

33. Open Burning Permit: Permit that must be obtained from the Air Quality Division and completed by any person seeking approval to conduct open burning. The permit provides relevant information regarding a planned open burning activity. Depending on the location of the open burn, a permit may be required by the South Dakota Department of Agriculture, Wildland Fire Suppression Division or Rapid City Department of Fire and Emergency Services.
34. Parking Lot: Any paved parking lot, one acre or more in size, to which deicing and/or traction materials are applied during adverse weather and any unpaved parking or storage lot, one acre or more in size.
35. Phased Work: Work completed in phases for subdivision improvements. A separate permit will be required for each phase of subdivision work. Work can not be phased for the sole purpose of reducing the size of the work to be less than one acre and not subject to the requirements of a permit.
36. PM2.5: Particulate matter with an aerodynamic diameter less than or equal to a nominal two and one-half micrometers.
37. PM10: Particulate matter with an aerodynamic diameter less than or equal to a nominal ten micrometers.
38. Person: Any individual, partnership, firm, association, municipality, public or private corporation, subdivision or agency of the state, trust, estate or any other legal entity.
39. Political Subdivision: Any public or private entity that maintains street operations within the area designated in Section 1.02(1).
40. Project completion: All surface areas have been reclaimed by building construction, paving, gravel, landscaping and/or permanent revegetation to prevent fugitive dust generation.
41. Reasonably Available Control Technology (RACT): The emission control technology determined on a case by case basis by the Air Quality Board to be feasible in meeting the requirements of this ordinance, taking into account energy, the environment, economic impacts and other costs.
42. Reclamation Plan: The plan that describes the manner and timeframe in which all disturbed surfaces will be stabilized to prevent fugitive dust generation.
43. Reentrainment: A process in which particulate matter that has been deposited in one place, is then liberated into the ambient air by vehicular travel, wind, or other causes.
44. Road Construction Travel Surface: The surface material located at the interface of the road construction activity and the paved public right of way. The travel surface shall be constructed of a material and length to adequately dislodge mud, dirt and/or debris from the tires of motor vehicles, haul trucks and/or equipment prior to leaving the road construction area.

45. **Sediment Control:** The measures that will be used to limit transport of sediment to off-site properties, public rights of way and downstream receiving waters. The objective of sediment control is to capture the soil that has been eroded before it leaves the construction site.
46. **Smoke:** Small airborne particles resulting from incomplete combustion consisting predominantly, but not exclusively, of carbon, ash, and other combustible materials, that form a visible plume.
47. **Solid Fuel Burning Device:** Any fireplace, fireplace insert, wood stove, wood-burning heater, wood-fired boiler, coal-fired furnace, coal stove, or similar device burning any solid fuel used for aesthetic, cooking or space heating inside a building.
48. **Trackout Control Device:** A device that includes but is not limited to a gravel pad, grizzly, wheel wash system, road construction travel surface and/or paved area for temporary use that has restricted public access, located at the point of intersection of a construction activity and a paved road, street or parking lot to dislodge mud, dirt, and/or debris from the tires of motor vehicles, haul trucks and/or equipment prior to leaving the work area. The device shall be the full width of all points of ingress and egress. The device shall be maintained in a condition, which will prevent trackout onto paved surfaces and public rights of way.
49. **Vacant Lot:** A lot or property where there is no current activity but fugitive dust can be generated because the property has not been properly reclaimed or stabilized to prevent fugitive emissions.
50. **Vacuum Sweeping:** The method of sweeping used to remove material from a paved surface that utilizes a water system and vacuum capture of material to eliminate or reduce fugitive emissions.
51. **Wheel Wash System:** A system at the site entrance used to wash soil from motor vehicles or equipment to prevent tracking or material becoming dislodged from the vehicle or equipment onto a public right of way or paved parking lot.
52. **Wildfire:** An uncontrolled fire spreading through vegetative fuels, exposing and possibly consuming structures.
53. **Wildfire Control Management:** Activities, including open burning, that are conducted to reduce the potential for serious or wild fires.

2.0 SMOKE ABATEMENT

2.01 Restrictions on Solid Fuel Burning Devices

1. **Inappropriate Fuels Burned in Solid Fuel Burning Device Prohibited:** No person shall, at any time, burn inappropriate fuel as defined in this ordinance in any solid fuel burning device. No person shall use a fuel in a solid fuel burning device, except those that are recommended by the manufacturer, subject to any installation or operational restrictions imposed by the manufacturer.
2. **Sale of New Solid Fuel Heating Devices:** After July 1, 1991, no person shall sell or offer for sale, any new solid fuel heating device as defined by the United States Environmental Protection Agency in 40 CFR Part 60.530 through 60.539b, unless

the solid fuel heating device has been emissions certified and labeled in accordance with those requirements. After July 1, 1991, no person shall sell or offer to sell any new solid fuel heating device that can not be certified under the aforementioned federal regulation unless the solid fuel heating device has an air to fuel ratio equal to or greater than 35 to 1 as determined by an independent testing laboratory.

2.02 Open Burning Rules:

1. Open Burning Restricted: No person shall, at any time, engage in open burning activities within the Air Quality Control Zone, except as allowed under the following conditions:
 - a. Open burning of agricultural irrigation ditches;
 - b. Open burning for noxious weed control;
 - c. Open burning for wildfire control management;
 - d. Open burning for ecosystem management;
 - e. Open burning for fire department personnel training;
 - f. Open burning of a fire hazard.
 - g. Open burning for the heating or cooking of food for human consumption in residential areas, City of Rapid City parks and campground areas.
 - h. Open burning for recreational purposes when such fires are confined to a fireplace or barbecue pit.
 - i. Open burning for ceremonial purposes.

Any inappropriate fuels, as defined in Section 1.03(16 18) present prior to open burning will be removed to the fullest extent possible prior to ignition.

2. Conditions for Open Burning Approval: Prior to ignition, a person requesting to open burn for the exceptions allowed under Section 2.02(1) must gain permission from one of the following fire control entities listed below, based upon the location of the proposed burning activity. Permits are not required for activities covered under subsection (1)(g) of this section.

a. Zones of Jurisdiction for Gaining Permission to Open Burn:

1. The Black Hills Forest Fire Protection District: This includes all areas outside of the Rapid City city limits that are west of Interstate 90 to the north, and west of South Highway 79 to the south. Permission will be granted by the Wildland Fire Coordinator of the South Dakota Department of Agriculture, Wildland Fire Suppression Division, or his designee.
2. Rapid City: This includes all areas within the Rapid City city limits. Permission will be granted by the Rapid City Department of Fire and Emergency Services.
3. All other portions of the Control Zone: This includes those areas served by the North Haines Volunteer Fire Department (VFD), the Box Elder VFD, the Rapid Valley VFD, except that portion west of South Highway 79, and those residents of the Black Hawk VFD who reside in that portion east of Interstate 90. Permission for these areas will be granted by the Air Quality Division in Rapid City by obtaining an open burning permit.

- b. The following information, as outlined on the open burning permit, will be provided to the appropriate fire control entity as described in Section 2.02(2)(A):

1. The type of burning as described in Section 2.02(1);
2. Size of burn;
3. Location of the site;
4. Anticipated time and date of burn;
5. Name and phone number of contact person;
6. Name of responsible party assuming liability for the burn;
7. A contingency plan to be implemented in the event that control of the burn is lost.

A copy of the open burning permit is available at the Air Quality Division and at all fire departments whose territories are outside of the Black Hills Forest Fire Protection District and inside of the Air Quality Control Zone.

3. Basis for Approval: Approval may be granted following receipt of the open burning permit, and will be contingent upon the following:

- a. Current and forecast meteorological conditions;
- b. Current ambient air quality data;
- c. The volume of burning pending at the time of the request;
- d. The information provided on the open burning permit;
- e. A site inspection, conducted at the discretion of the Air Quality Division.

Approval may be revoked or suspended by the Air Quality Division prior to the actual burn in order to protect public health and welfare. This determination would be based upon changing meteorological and/or ambient air conditions.

4. State Air Quality Regulations (Administrative Rules of South Dakota 74:36:06) prohibit the following open burning practices:

- a. A person may not burn waste oils, rubber, waste tires, tarpaper, or asphalt shingles. For the purposes of this regulation, waste oil means any oil that has been refined from crude oil, used and contaminated by physical or chemical impurities as a result of such use;
- b. A municipality or county governmental agency may not burn municipal solid waste unless exempted by the small town exemption in accordance with Administrative Rules of South Dakota 74:27:12:25;
- c. A person may not conduct or permit the operation of a salvage operation by open burning, except as allowed in Administrative Rules of South Dakota 74:27;
- d. A person may not burn railroad ties or wood treated with inorganic arsenicals, pentachlorophenol, or creosols.

3.0 GENERAL AIR QUALITY PRACTICES

- 3.01 General Standards for All Construction Projects:** All owners, contractors, subcontractors and operators involved in construction activities must provide reasonably available control technology as described in Section 4.05 to prevent or minimize particulate matter from becoming airborne regardless of the size of the construction

project. All construction sites must maintain a trackout control device and/or clean up material deposited on a paved surface in accordance with Section 5.01.

3.02 Erosion and Sediment Control Measures: All sites, including but not limited to, construction sites, vacant lots or homes without landscaping, shall maintain erosion and sediment control measures to prevent soil from going off site to public rights of way where soil can be readily reentrained.

1. Erosion controls are surface treatments that stabilize soil exposed by excavation or grading. Erosion control measures, or best management practices, are variously referred to as source controls, vegetative controls or non-structural controls.
2. Sediment controls capture soil that has been eroded. Soil particles suspended in runoff can be filtered through a porous media or deposited by slowing the flow and allowing the natural processes of sedimentation to occur. Sediment controls, or best management practices, are built to perform this function, and are also referred to as structural controls.

3.03 Reclamation of Disturbed Areas: Landscaping and revegetation shall be completed as soon as grading or construction has been completed to eliminate or reduce wind and/or water erosion. When landscaping and/or revegetation can not be completed immediately due to weather, the exposed areas can be temporarily stabilized and final landscaping and/or revegetation can be completed in the next planning season. A written reclamation plan may be required by the Air Quality Division for sites where there are on going problems with vegetative and structural stabilization.

3.04 Stabilization of Vacant Lots: Vacant lots shall be maintained and stabilized to prevent fugitive dust generation from sources including but not limited to wind and/or water erosion, trackout or erosion to public right of way, and vehicle or equipment traffic.

4.0 CONSTRUCTION PERMITS, PARKING LOT PERMITS AND COMPLIANCE PLANS:

4.01 Construction permit required: No person shall engage in any construction activity disturbing one acre or more of surface area which may cause fugitive emissions to be released into the ambient air without first obtaining a construction permit from the Air Quality Division. The one acre of surface area is based on a cumulative area of anticipated disturbance to be completed for the entire project.

4.02 Parking Lot Permits Requirements: All owners and operators of parking and/or storage lots one acre or more in size that meet the following criteria are required to obtain a permit from the Air Quality Division:

1. Any paved parking lot on which deicing and traction materials are applied during adverse weather; and.
2. All unpaved parking lots or storage lots.

4.03 Compliance Plan Required: No person shall engage in any continuous operation which may cause fugitive emissions to be released into the ambient air without first having a compliance plan approved by the Air Quality Board.

A construction permit shall not be required for construction activity at a continuous operation activity facility if such construction activity is a part of the site's compliance plan.

4.04 The following activities are exempt from this ordinance:

1. Fugitive emissions from industrial sources permitted by the South Dakota Department of Environment and Natural Resources that have incorporated fugitive dust control requirements or conditions.
2. Activities conducted at City of Rapid City or Pennington County recreational facilities, such as but not limited to ball fields, bicycle racetracks or the fairgrounds.
3. Landscape maintenance. Landscape maintenance does not include grading, trenching or any other mechanized surface disturbance activities.
4. Normal agricultural practices.

The use of dust control measures for these exempted activities is recommended but not required.

4.05 Reasonably available control technology requirements. Any construction permit, parking lot permit, continuous operation or political subdivision responsible for maintaining public roads shall provide for reasonably available control technology to prevent fugitive emissions from becoming airborne. If the reasonably available control technology selected for the site proves to be insufficient at controlling fugitive emissions, additional measures shall be required. Such controls may include, but not be limited to the following practices:

1. For activity involving the removal or alteration of natural or pre-existing ground cover including, but not limited to road construction, land clearing, excavating, grading, earthmoving, dredging or demolition:
 - a. Use of water to control fugitive emissions from disturbed areas or other work activities;
 - b. Chemical stabilization;
 - c. Applying dust palliative;
 - d. Minimization of area disturbed;
 - e. Reclamation of disturbed area as soon as possible;
 - f. Vehicular speed limitation;
 - g. Routine cleaning of paved areas, with a vacuum sweeper, as necessary to remove any materials deposited through tracking or erosion that may become reentrained. Any other method of cleaning shall be submitted in writing to the Air Quality Division for approval;
 - h. Maintain a trackout control device at site access points to prevent tracking onto the public right of way or private driveways or parking lots where fugitive dust may become reentrained;
 - i. Minimization of dust from open trucks or onsite storage piles; and/or
 - j. Installation of plastic fences to reduce wind erosion.
2. For paved and unpaved roads, alleyways and storage areas, construction, altering, yearly street or highway maintenance and repair of road surface:
 - a. Use of water to control fugitive emissions from disturbed areas or other work activities;
 - b. Chemical stabilization;
 - c. Applying dust palliative;
 - d. Vehicular speed limitation;
 - e. Movement of materials by enclosed vehicles or covered conveyance system;

- f. Routine cleaning of paved areas by sweeping (mechanical or vacuum) to remove materials that may become reentrained;
 - g. Water flushing (when safety is not jeopardized); and/or
 - h. Wetting ahead of open sweepers on rural roads.
3. Paved parking lots and unpaved parking or storage lots:
- a. The paved parking lots shall be cleaned either by sweeping (mechanical or vacuum sweeper), water flushing (when safety is not jeopardized), or by any means possible to reduce reentrainment of deicing and traction materials; and
 - b. The unpaved parking lots shall be maintained by any means possible to reduce dust reentrainment, such as wetting down, chemical stabilization, and vehicular speed limitation. The most appropriate control measures shall be used to prevent erosion or trackout from an unpaved parking or storage lot to a paved public right of way where the material can be readily reentrained.
4. For material screening, handling, storage, processing or transportation:
- a. Installation of baghouses and other emission control and collection systems;
 - b. Enclosed conveyance systems;
 - c. Enclosing, covering, or applying dust suppressants on storage piles where practical;
 - d. Moisturizing or chemically treating the material during processing;
 - e. Cleaning of paved areas; and/or
 - f. Movement of materials by enclosed vehicle or covered conveyance system.
5. For erosion and sediment control:
- a. Soil stabilization of exposed area and stockpiles within fourteen (14) days on areas that will remain dormant for longer than thirty (30) days;
 - b. Installing wind screen or equivalent wind speed reduction device to control wind erosion;
 - c. Chemical stabilization;
 - d. Covering with a nonerodible material and/or;
 - e. Runoff control barriers, such as silt fences, and dams.
6. Landscaping and Revegetation: Landscaping and revegetation shall be completed as soon as grading or construction has been completed. When landscaping and/or revegetation can not be completed immediately due to weather, the exposed areas can be temporarily stabilized and final landscaping and/or revegetation can be completed in the next planning season. If necessary, a written reclamation plan may be required by the Air Quality Division.

4.06 Contents of application for construction permit, parking lot permit, compliance plan or any amendment to a permit or compliance plan. All applications shall be submitted to the Air Quality Division. The applications shall contain:

- 1. Name and address of the person making the application. If the applicant is a corporation, the name and address of its registered agent.
- 2. Legal description and location of the land affected, including a site map.

3. Description of the proposed construction or proposed continuous operation activity including nature and description of equipment used.
4. Proposed date for both commencement and termination of operation.
5. Proposed date for both commencement and completion of reclamation plan including a detailed description of plan.
6. Necessity for state approval and, if so, an indication of:
 - a. If application has been made;
 - b. When action on the application is expected;
 - c. Name, division and board or the state agency from which approval is sought.
7. An overall description of the nature and scope of the construction or continuous operation activity and conditions which will result in fugitive emissions.
8. A plan of the Reasonably Available Control Technology required in Section 4.05 to be applied which will prevent fugitive emissions that exceed 20% opacity.
9. Upon request by the Air Quality Division the following information may be required:
 - a. A listing of all sources of particulate fugitive emissions, stating in tons per year the uncontrolled emissions to be produced;
 - b. The control technology applied or proposed to be applied and the fugitive emissions expected in tons per year after the control technology has been applied;
 - c. The percentage of efficiency of the control technology.

The plan shall identify the sources of all emissions calculations or estimates and provide documentation of the methods used to determine control efficiency.

10. Upon request by the Air Quality Division a discussion of the economic and technical reasonableness of the proposed fugitive emission controls, including data which will assist the Air Quality Board in determining if the control technology specified in the compliance plan will meet the requirements set forth in this ordinance, may be required.

The Air Quality Board shall have the authority to require the applicant to provide actual or proposed production data to the Air Quality Division. This information shall be used by the Air Quality Division for the purpose of processing the application, and determining if a compliance plan or compliance plan amendment will meet the requirements of this ordinance and for no other purposes.

4.07 Records and Information Available to Public: Any records or information obtained by the Air Quality Division or Air Quality Board from owners or operators of an air contaminant source or sources shall be available to the public.

4.08 Application procedure for construction permits.

1. The Air Quality Division shall have ten working days from the time a determination is made that the application is complete to either approve or reject the application and issue the construction permit. If the Air Quality Division determines the application is complete and is in compliance with the ordinance, a construction permit shall be issued. In the event that the application has not been approved or rejected within the ten working day period, it shall be deemed to be approved.
2. Any change in construction which would result in an increase of fugitive emissions from the construction site shall require an amendment to the construction permit. The amendment procedure is the same as set out in subsection 1 of this section. The required fee for the amendment is described in Section 8.0.

3. The construction permit fee is as described in Section 8.0. The fee is payable to the city of Rapid City, and shall be collected by Air Quality Division at the time an application is filed.

4.09 Application Procedure for Parking Lot Permits:

1. The Air Quality Division shall have (10) working days from the time a determination is made that the application is complete to either approve or reject the application and issue the parking lot permit. If the Air Quality Division determines the application is complete and is in compliance with the ordinance, a parking lot permit shall be issued. In the event that the application has not been approved or rejected within the (10) working day period, it shall be deemed to be approved.
2. Any change in operations or maintenance of the parking lot, which would result in an increase of fugitive emissions from the site, would require an amendment to the parking lot permit. The amendment procedure is the same as set out in Section 4.09(1). The required fee for the amendment is described in Section 8.0.
3. The parking lot permit fee is as described in Section 8.0. The fee is payable to the City of Rapid City, and shall be collected by Air Quality Division at the time an application is filed.

4.10 Application procedure for compliance plans.

1. All applications for a compliance plan or amendments to a compliance plan shall be submitted to the Air Quality Division at least fifteen working days before the regular bimonthly Air Quality Board meeting at which it would be considered. The fifteen working day time period shall commence on the day after the date the application was submitted and shall include the day of a board meeting if such a date is a working day. During the fifteen-day period, the Air Quality Division shall determine if the application is complete. No application shall be submitted to the Air Quality Board that does not have all the information required by this ordinance. If an application is returned to the applicant as not being complete, the rejection notice shall be in writing and specifically state what information is missing or not contained in sufficient detail to meet the requirements of this ordinance.
2. Any change in continuous operation activity which would result in an increase of fugitive emissions from that site shall require an amendment to the approved compliance plan permit.

Any amendments to a compliance plan will take effect upon approval by the Air Quality Board. The existing compliance plan will be amended to reflect the change and will be valid through the life of the initial permit. Fees for amendment will be charged in accordance with Section 8.0.

3. Once an application for a compliance plan or an amendment to a compliance plan has been submitted to the Air Quality Division, a sixty-day review period shall commence. The Air Quality Board must approve the proposed plan within sixty days or such plan shall be deemed as approved. If the applicant is requested to provide additional information within a specified period of time and fails to act within such time period, the sixty-day review period shall be extended by a like number of days.
4. The compliance plan fee is as described in Section 8.0. The fee is payable to the city of Rapid City, and shall be collected by the Air Quality Division at the time an application is filed.

4.11 Life of Permits and Compliance Plans:

1. Construction permit: The construction permit shall be valid for one year. If all areas have not been reclaimed at the end of one year, the permit can be renewed for up to one additional year by submitting a written request to the Air Quality Division prior to the expiration of the permit. For subdivision work that is to be completed in phases, a separate permit is required for each phase. Project completion is the date on which the site has been reclaimed through building construction, paving, landscaping, permanent revegetation and/or other permanent stabilization.
2. Parking Lot Permits: The parking lot permit shall be valid for three years unless site conditions or operations change. Applications for a parking lot permit renewal shall be submitted to the Air Quality Division sixty (60) days prior to the expiration, and shall follow the requirements as described in Section 4.09.
3. Compliance Plans: After Air Quality Board approval of the compliance plan, a three (3) year operating permit shall be issued by the Air Quality Division. This operating permit allows the applicant to commence the operation thereunder. Applications for a compliance plan renewal shall be submitted to the Air Quality Division sixty (60) days prior to the expiration, and shall follow the requirements as described in Section 4.10.

4.12 Operating with a Compliance Plan: The approved compliance plan shall become binding terms of the operation. Amendments to a compliance plan approved by the Air Quality Board are enforceable provisions of the permit.

Compliance plans shall be updated every three years, or three years from a plan's last review by the Air Quality Board, whichever is later. The update shall contain all changes, additions, modifications, and expansions which would result in an increase of fugitive emissions from the operation over the past three (3) years.

5.0 STREETS, ROADS AND PARKING LOT REENTRAINMENT REQUIREMENTS

5.01 Streets, Roads and Parking Lot Reentrainment Requirements.

1. All reentrainment requirements are applicable to the areas defined in Section 1.02(1).
2. Any political subdivision responsible for maintaining any public road is required to have a compliance plan as described in Section 3.0.
3. No person shall place any street deicing and traction materials upon any road, highway, driveway, or parking lot to which the public has general access which does not meet the following requirements:
 - a. A durability or hardness as defined in Mohs scale of greater than 6 for 70% of the material used;
 - b. No more than 3% of the total particle material content by weight may be smaller than 200 sieve.

For street deicing and traction materials, these criteria apply only to the material prior to the addition of salt or chemicals. Material of a lesser hardness may be used on steep roads if it is the only effective option available.

4. Any political subdivisions responsible for maintaining any public road shall clean the center line and areas immediately adjacent to the travel lane. Cleaning shall commence under one or more of the following conditions:
 - a. When it has been determined by the Air Quality Division that the streets are sufficiently dry to commence street sweeping;
 - b. When it has been determined by the Air Quality Division that there is a fugitive emissions problem due to street deicing and traction materials.

Street cleaning will not be required on public roads with restricted travel, or when unusual weather or other circumstances prevent it. The political subdivision shall include in its compliance plan a street cleaning plan listing priority streets and schedules. The compliance plan is as described in Section 4.0.

5. Any political subdivisions maintaining any public roads shall water flush such roadways when it has been determined by the Air Quality Division that street deicing and traction materials are causing a fugitive emissions problem. This will be conducted after street cleaning. Street water flushing is not required if it endangers public safety or if water use restrictions are in effect. The political subdivision shall include in its compliance plan a water flushing plan.
6. All vehicles that are transporting fugitive dust emitting materials on public roads shall be covered with a tarp to reduce such emissions or must use a method that is equally effective in reducing such emissions.
7. Any material that is deposited, other than street deicing and traction materials, on any public roadway on which vehicular travel is not restricted, that could be reentrained as fugitive emissions shall be cleaned or removed within 24 hours of deposition. The cleaning or removal process shall be conducted so that minimal fugitive emissions are generated. Deposited materials shall be cleaned up by using a vacuum sweeper or other method pre-approved by the Air Quality Division. The use of a dry mechanical broom or compressed air is prohibited.
8. Cleaning of Paved Surfaces: Deposited materials shall be cleaned up by using a vacuum sweeper or manually sweeping up materials. Sufficient water shall be used to prevent or minimize fugitive dust during sweeping activities. The use of a dry mechanical broom or compressed air to clean up deposited materials is prohibited.

5.03 Reasonably Available Control Technology Requirements: Any political subdivision responsible for maintaining public roads in the areas defined in Section 1.02 (1) shall provide for reasonably available control technology to prevent fugitive emissions from becoming airborne as described in Section 4.0.

6.0 EMISSION STANDARDS

6.01 Emissions Standards for Construction, Parking Lots or Continuous Operation Facility Sites:

1. Facility boundary standard: The transportation of visible fugitive emissions off the property of a construction, parking lot or continuous operation facility site for more than 10% of the time for any one hour period will be considered as an indication that the provisions of the construction permit, parking lot permit or compliance plan are not being complied with and shall cause a determination to be made of the source of the visible fugitive emissions and an opacity reading to be made at such sources. Visible fugitive emissions limitations specified in this paragraph shall be determined by a certified observer using Tennessee Visible Emission Evaluation

Method (40 CFR 52.2220 Part A 73 Method 4), Visual Determination of Fugitive Dust Emission Crossing a Property Line, approved by EPA Fed. Reg. V52, No. 10, January 15, 1987, Page 1628.

2. Fugitive emissions source standard: A fugitive emissions source shall not have a density greater than that designated as twenty percent (20%) opacity. Exceedance of this standard shall be considered a violation of the provisions of the construction permit or compliance and cause a review of the construction permit, parking lot permit or compliance plan. Fugitive emissions limitations specified in this paragraph shall be determined by a certified observer using Tennessee Visible Emission Evaluation Method 1, (40 CFR 52.2220 Part A 50, 51 Method) Visual Determination of Opacity of Emission From Nontraditional Source, approved by the US EPA in Federal Register, Vol. 47, No. 235, December 7, 1982, page 54936, as amended, Federal Register Vol. 28, No. 51, March 15, 1983, page 10834, Federal Register Vol. 50, No. 78, April 23, 1985, page 15892; or by operation of equipment approved by the Air Quality Division that is known to produce equivalent or more accurate results.

No readings shall be made when wind velocity exceeds twenty (20) miles per hour during, or within thirty (30) minutes of the reading as determined by a qualified person, or by use of one or more anemometers at the site. Anemometers shall be used where practical. The property line of public or private rights-of-way through the construction or continuous operation facility site shall not be used for a measurement location.

7.0 ENFORCEMENT AND APPEAL

- 7.01 Notice of Violation - Order for Corrective Action Included:** The Air Quality Division has reason to believe that a violation of any provision of this ordinance has occurred, the Air Quality Division may cause written notice to be served upon the alleged violator or violators. The notice shall specify:

1. The provision(s) of this ordinance alleged to be violated;
2. The facts alleged to constitute a violation thereof.

The notice may include an order that necessary corrective action be taken within a reasonable time period.

The Air Quality Division shall execute or issue a written notice of violation and order to any person who violates any portion of this ordinance.

- 7.02 Penalties and Petition to Contest Notice of Violation:** Any person violating any portion of this ordinance shall be subject to a fine not to exceed \$200.00. Each calendar day a violation occurs shall be considered a separate offense. Any person who wishes to contest a notice of violation or order requiring corrective action must request a hearing before the Air Quality Board within (15) days of receiving the notice of violation or it becomes final. A petition to contest a notice of violation or order requiring corrective action to the Air Quality Board shall be heard at its next regularly scheduled meeting in which a decision on the notice of violation shall be rendered. The Air Quality Board's decision may be appealed to the Commission in accordance with Section 7.03 (4).

7.03 Air Quality Board Appeal Procedures

1. General Provisions

- a. The Air Quality Board shall presume the Notice of Violation or order requiring corrective action is correct and proper.
- b. The violator shall bear the burden of proving it is more likely than not that the Notice of Violation or order requiring corrective action was improperly issued.
- c. The Air Quality Board may modify the Hearing Procedure set out in 7.03(2) prior to the start of any hearing. All parties shall be given at least five days notice of any proposed changes and the opportunity to comment on any procedural modifications. Any party may waive the notice requirement and consent to a modified hearing procedure prior to the start of a hearing if it appears that the times allotted will not be sufficient, and the modifications grant the parties additional time for argument.
- d. Upon receipt of a request for a hearing, the Air Quality Division shall schedule the hearing for the next regularly scheduled meeting and inform the violator of the date and time of the hearing. The violator shall also be given a copy of the provisions governing the appeal procedure.

2. Hearing Procedure

- a. The Air Quality Division staff shall briefly present to the Air Quality Board the circumstances that lead to the issuance of a Notice of Violation or order requiring corrective action. The staff shall be allotted five minutes for their presentation.
- b. The violator shall be allotted ten minutes to present its basis for appeal to the Air Quality Board.
- c. The Air Quality Division staff shall have ten minutes to reply to the violator's arguments.
- d. The violator shall have five minutes for rebuttal to the Air Quality Division staff's reply.
- e. The Air Quality Board may direct questions to the violator or to the Air Quality Division staff.
- f. The Chair of the Air Quality Board, may in its discretion, allot additional time to each party for additional comment after the Board members have completed questioning the parties.

3. Decision of the Air Quality Board

- a. At the completion of the hearing procedure set out in Section 7.03(2), the Chair shall declare the hearing complete. The Board shall then deliberate the merits of the appeal.
- b. The Chair may, in its discretion, accept additional comments from the parties.
- c. During the deliberation process, any member of the Board may make an appropriate motion regarding disposition of the appeal. If the motion is seconded, the standard practice for discussing and deciding motions shall apply.
- d. Any motion regarding the disposition of an appeal shall require the support of a majority of the Board members present for the Hearing. The Chair shall not vote except in the case of a tie vote.

4. Appeal to the Commission

- a. The violator may appeal any adverse decision of the Air Quality Board to the Commission.

- b. To initiate an appeal to the Commission, the violator must file with the County Auditor a written request for reconsideration of the Air Quality Board's action within fifteen days of the Air Quality Board's decision. The County Auditor shall include the request for reconsideration on the next Commission agenda and inform the violator of the date and time of the meeting.
- c. The violator may appear before the Commission and request that the decision of the Air Quality Board be reconsidered and a hearing be set by the Commission.
- d. If the Commission approves the request for reconsideration, it shall immediately set a hearing on the reconsideration for the next regularly scheduled Commission meeting.
- e. Failure of the applicant to appear and request reconsideration or failure to appear for the hearing on the appeal shall be deemed a waiver of the appeal and shall finalize the decision of the Air Quality Board.

7.04 Action After Expiration of Time For Appeal: When the time for appeal to the Air Quality Board has passed without an appeal of a Notice of Violation and Order issued under Section 7.01 or when the time for corrective action granted by the Air Quality Board pursuant to Section 7.06 has passed without completion of all corrective action, the Air Quality Division may take any action it deems necessary to prevent further violations of the this ordinance.

7.05 Recovery of Costs Incurred: All costs and expenses incurred by the Air Quality Division or other County staff in carrying out the provisions of Section 7.04 shall be billed to the property owner. If not paid in full within 30 days, the remaining amount due shall be assessed to the property where the violation occurred.

7.06 Time Allowed for Corrective Action in Air Quality Board Order: For any order issued as part of a notice or after proceedings under this ordinance, the Air Quality Board shall prescribe the date by which the violation shall cease and may prescribe timetables for necessary action in preventing, abating or controlling the implicated emissions or air pollution.

7.07 Remedy Not Exclusive: Nothing in this ordinance shall be construed to abridge, limit or otherwise impair the right of any person to damages or other relief on account of injury to persons or property, and to maintain any action or other appropriate proceedings for such relief.

7.08 Consent Agreement: Nothing in this ordinance shall prevent the air quality division from notifying an alleged violator of violations and negotiating a consent agreement. Any consent agreement shall be approved by the Air Quality Board.

7.09 Voluntary compliance: Nothing in this ordinance shall prevent the Air Quality Division from making efforts to obtain voluntary compliance through warning, conferences, or any other appropriate means. However, the Air Quality Divisions shall not be obligated to make any such efforts and may proceed directly to available enforcement actions.

8.0 FEES:

8.01 Fees: Application fees for permitting services are payable to city of Rapid City and shall be collected by the Air Quality Division at the time an application is filed. The city of

Rapid City and county of Pennington County are exempt from paying fees. Fees administered by this office will be as follows:

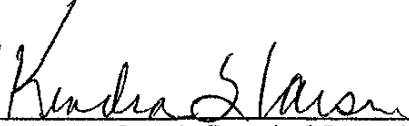
1. Construction permit, for sites one to five acres: seventy-five dollars; for sites over five acres: one hundred dollars, one year permit renewal: twenty-five dollars;
2. Permits for paved parking lots larger than or equal to one acre: seventy-five dollars;
3. Permits for unpaved parking or storage lots larger than or equal to one acre: one hundred dollars;
4. Compliance plan for continuous operations: one hundred and fifty dollars.
5. Amendments to construction permits, parking lot permits or compliance plans: twenty five dollars.
6. Open burning permits: no charge.

Failure to submit the application and/or pay the permitting fee prior to the commencement of fugitive dust generating activities will result in a daily fine not to exceed two hundred dollars. Each day in which the application and/or payment is not received, is considered a separate offense, and separate fines will be assessed.

9.0 SEVERABILITY OF PROVISIONS AND APPLICATIONS

9.01 Severability of Provisions and Applications: If a part of this chapter is invalid, all valid parts that are severable from the invalid part remain in effect. If a part of this ordinance is invalid in one or more of its applications, the part remains in effect in all valid applications that are severable from the invalid application.

Dated this 23rd day of July 2002.


Pennington County Board of Commissioners

ATTEST:


Cindy Mohler, Deputy Auditor

First Reading: June 4, 1991
Second Reading: June 18, 1991
Published: July 3, 1991
Effective Date: July 23, 1991

First Reading of Amendment: April 5, 1994
Second Reading: April 18, 1994
Published: May 5, 1994
Effective Date: May 25, 1994

First Reading of Amendment: January 2, 1996
Second Reading: January 16, 1996
Published: January 26, 1996
Effective Date: February 15, 1996

First Reading of Amendment: March 17, 1992
Second Reading of Amendment: April 7, 1992
Published: April 23, 1992
Effective: May 13, 1992

First Reading of Amendment: January 17, 1995
Second Reading: February 7, 1995
Published: February 22, 1995
Effective Date: March 14, 1995

First Reading of Amendment: June 3, 1997
Second Reading: June 17, 1997
Published: July 3, 1997
Effective Date: July 23, 1997

First Reading of Amendment: August 4, 1998
Second Reading: September 1, 1998
Published: September 16, 1998
Effective Date: October 6, 1998

First Reading of Amendment: September 5, 2000
Second Reading: September 21, 2000
Published: October 4, 2000
Effective Date: October 24, 2000

First Reading of Amendment: January 19, 1999
Second Reading: February 2, 1999
Published: February 17, 1999
Effective Date: March 9, 1999

First Reading of Amendment: May 28, 2002
Second Reading: July 23, 2002
Published: August 7, 2002
Effective Date: August 28, 2002