



STURGIS MAIN STREET

Project P76689 (05) PCN)4AE
Main Street Reconstruction Project



ROAD MAP – HOW DID WE GET HERE??



The Future Sturgis Process

5



The Future Sturgis Process

Retail Committee

- ❖ Develop a new Comprehensive Plan
- ❖ Downtown Redevelopment Plan

- ❖ Began with a series of meetings
- ❖ Identified priority Areas in the community
- ❖ Community Pride, Bridging Economic and Social Gaps, Industrial Development, Retail Development and Tourism.



2008
Future
Sturgis

ROAD MAP – HOW DID WE GET HERE??



2010 CITY HIRED RDG TO COMPLETE A NEW COMPREHENSIVE PLAN



CITY OF STURGIS COMPREHENSIVE PLAN UPDATE



City of Sturgis Comprehensive Plan Update



Kadmas
Lee &
Jackson
Engineers Surveyors
Planners

RDG
ENGINEERS SURVEYORS PLANNERS

Planners met with City Staff, City Leaders, Civic Groups and Public to receive input and identify ways to achieve community growth and improve quality of life.

CITY OF STURGIS COMPREHENSIVE PLAN UPDATE



Kadrmas
Lee &
Jackson
Engineers Surveyors
Planners

RDG
ASSOCIATES P.C.



Main Street



- Each block subtly themed with an era of motorcycling.
- Add a designated midblock crossing for the long blocks.
- Additional shade trees.



- **StreetPrint application on asphalt** at intersections to shorten crossing distance and distinguish no parking area.

- **Removable bollards** at bump-outs to allow for plowing snow.

- **Vertical markers** become exhibits for historical images and stories of the Rally.

- **Inlaid markers** in the sidewalk contribute to the walking tour of downtown.



Main Street



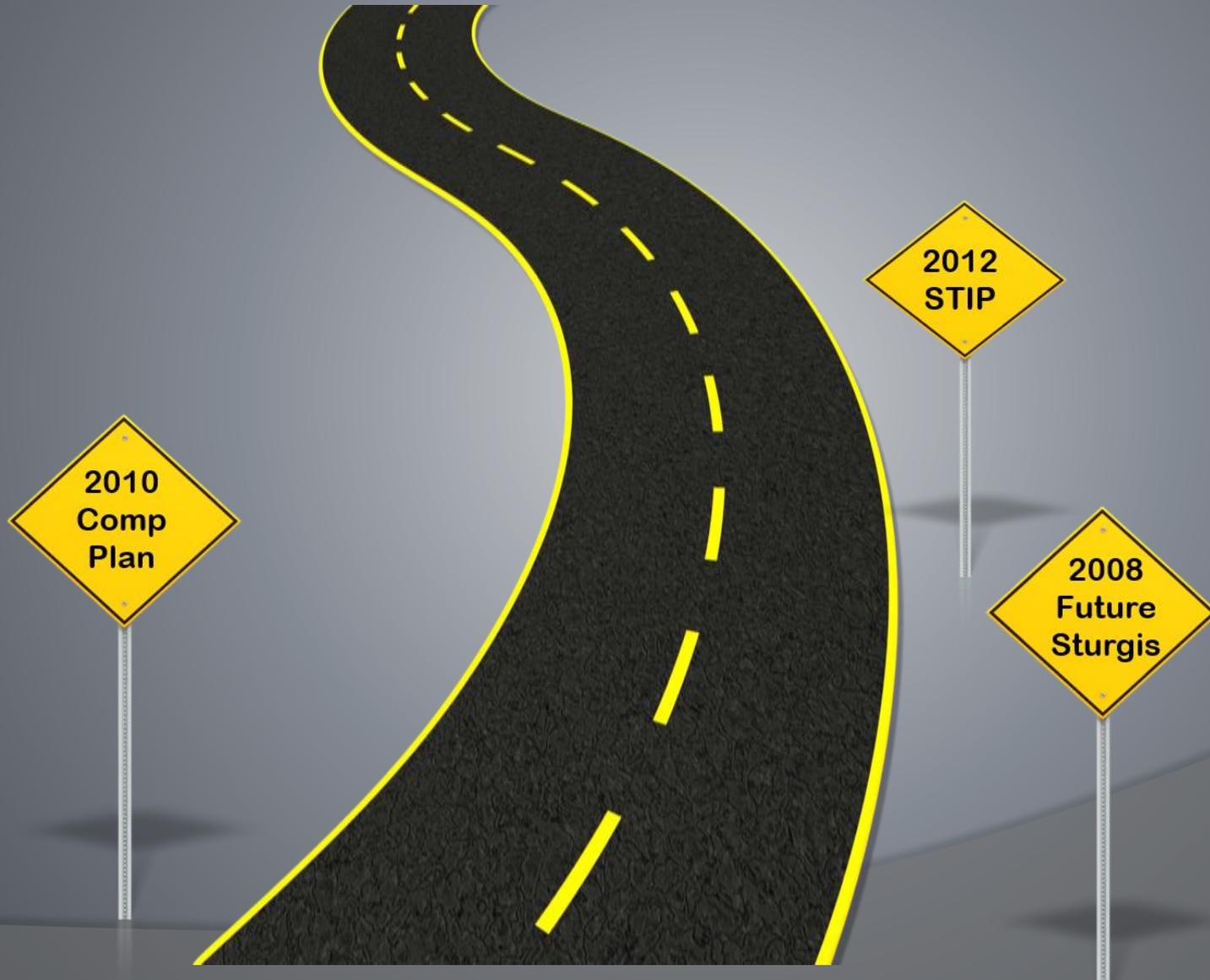
Convertible street. Perspective illustration showing view of Main Street from Junction Avenue. Concept includes improved crossings, streetscape, and possible walking tour.

Comprehensive Plan was finalized by RDG in late spring and presented to the Sturgis Planning Commission in accordance with SDCL.

On July 18th, 2011 Public Hearing was held & City Council Adopted the 2030 Sturgis Comprehensive Plan

City Staff continues to develop policies and actions that strive to implement the visions and actions of the 2030 Sturgis Comprehensive Plan.

ROAD MAP – HOW DID WE GET HERE??



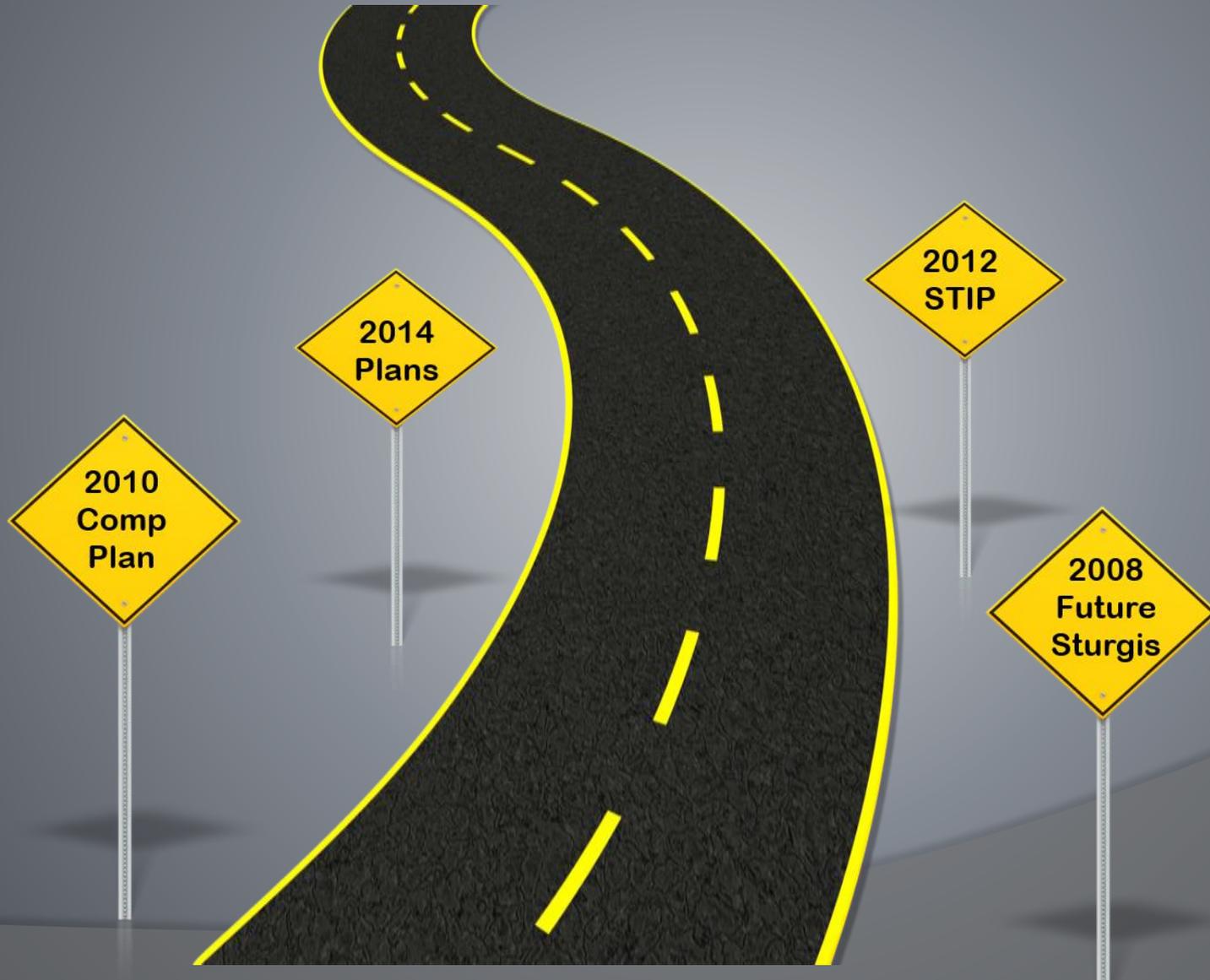
2013 City Council Passed Resolution 2013-06, requesting that the Reconstruction of Main Street be placed on the South Dakota DOT 5-year Statewide Transportation Improvement Program

Fall of 2013 the project was fully programmed into the State Transportation Improvement Program by the South Dakota DOT with construction scheduled in 2016-2017.

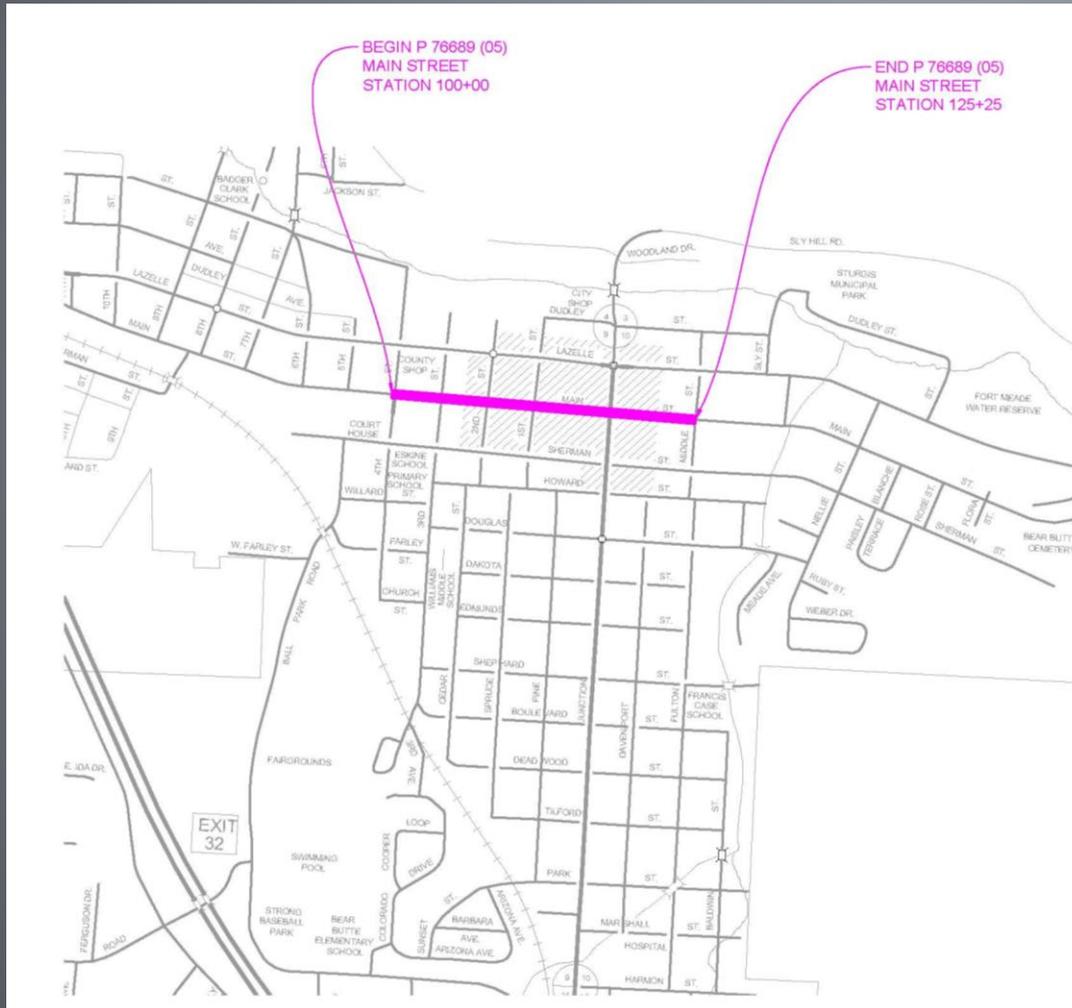
In early Spring of 2014 SDDOT began negotiations with Fourfront Design, Inc. for the Engineering and Design of the Project.

August of 2014 the City of Sturgis entered into agreement with the SDDOT to allow Fourfront Design, Inc. to complete the plans for Main Street Reconstruction project.

ROAD MAP – HOW DID WE GET HERE??



Met with Design Team from FourFront Design, Inc. to identify the project Scope and Limits:



- ❖ Project will need to be completed in two (2) Phases
- ❖ Phase 1- Will be from Junction to Middle Street (Spring of 2016)
- ❖ Phase 2- Will be remainder from Junction to 4th Street (Fall of 2016 thru Spring 2017)
- ❖ Project will consist of total reconstruction of Main Street to include drainage improvements, pavement removal and replacement, sidewalk removal and replacement, street lighting, water main replacement and streetscaping.

Unique Project Elements



- ❖ Timing Sequence of Project (Weather, Rally and Events)
- ❖ Maintaining Localized Traffic to area business thru the duration of the project
- ❖ Ensuring we are able to continue to provide essential services (water, power, fire, ambulance and police)

- ❖ Existing Conditions (Street Width, Different FF elevations, Storm Drainage, Sidewalks unknown service conditions) Questionnaire was mailed to property owners to identify any unknown or existing conditions that would need to be addressed.
- ❖ Street Lighting (meeting State and Federal standards)
- ❖ StreetScaping
- ❖ Identify any future improvements (street lighting, water & power needs)
- ❖ Keeping project consistent with elements in the Comprehensive Plan and 2nd Street Plaza.



PRELIMINARY PLANS

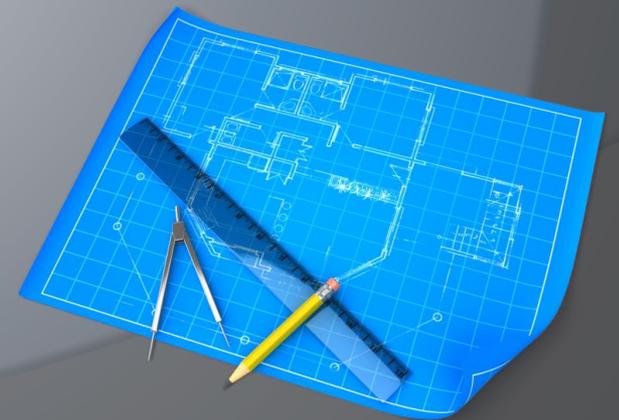
GRADING

UTILITY

LANDSCAPING

LIGHTING

PAVEMENT MARKING



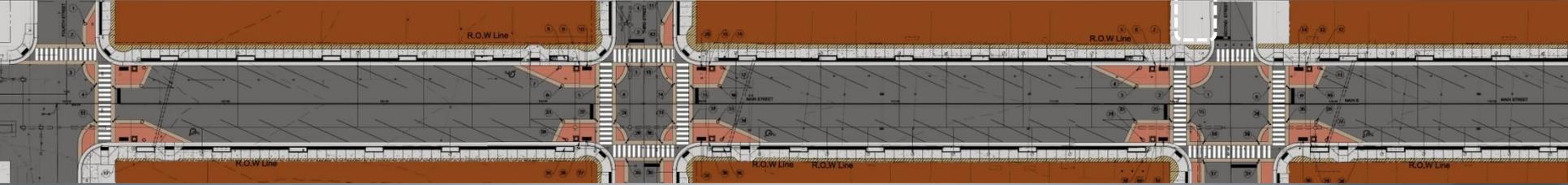
PROJECT OVERVIEW

4TH STREET

3RD STREET

2ND STREET

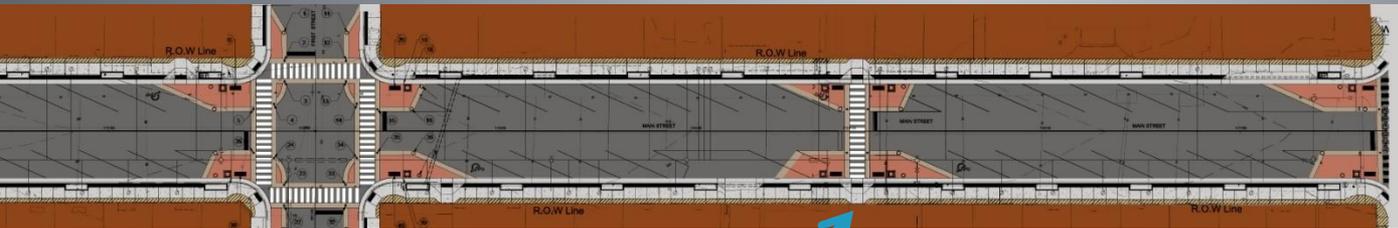
FUTURE STURGIS PLAZA



1ST STREET

MID-BLOCK CROSSING

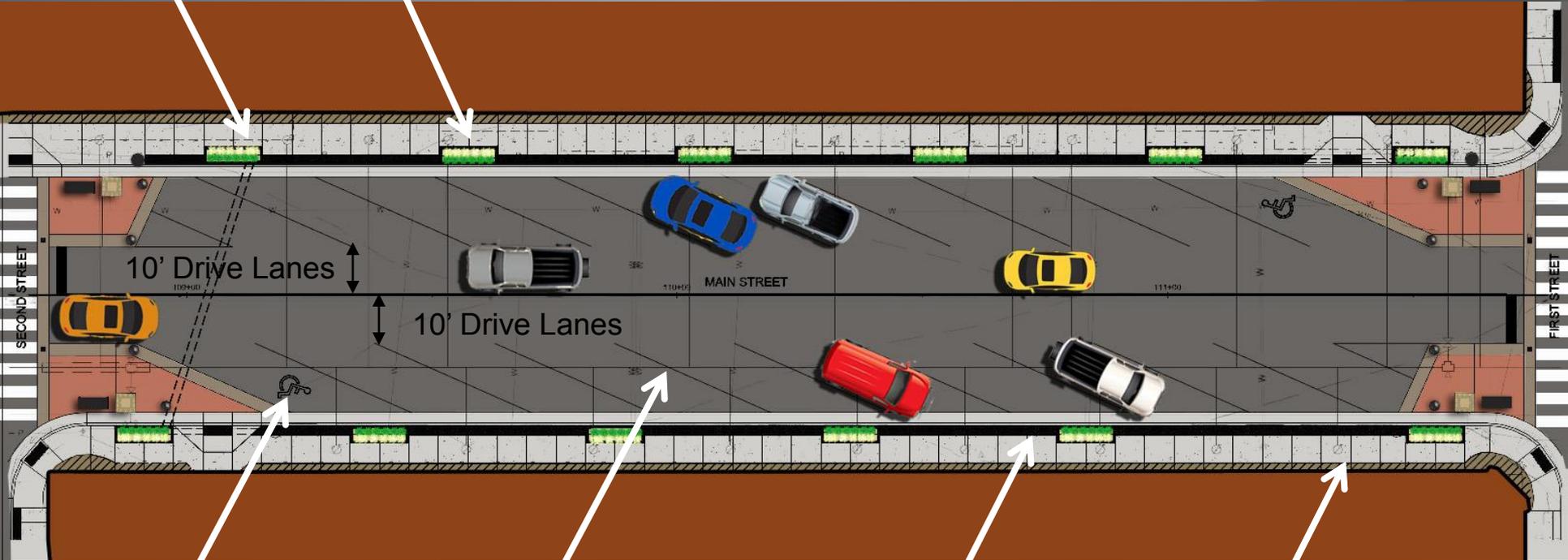
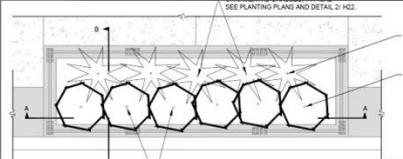
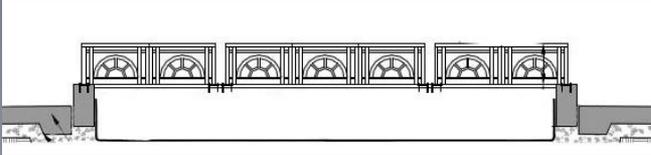
JUNCTION AVE.



TYPICAL BLOCK DESIGN

STANDARD
CONCRETE
SIDEWALK

RAISED PLANTER



ADA PARKING
STALL

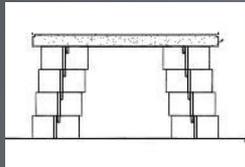
DIAGONAL
PARKING

COLORED
CONCRETE
BAND

COLORED
CONCRETE
BAND

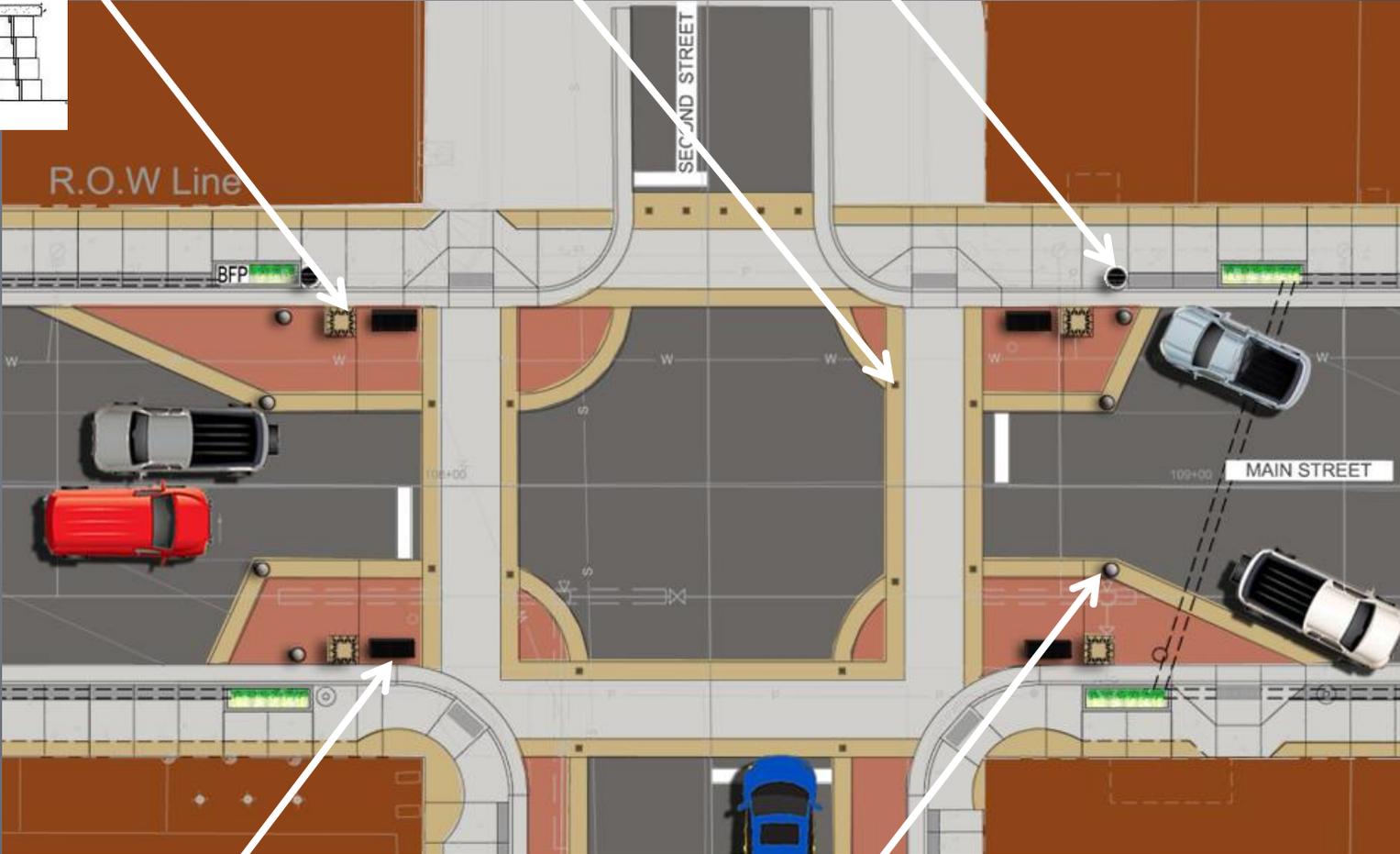
TYPICAL NODE DESIGN

REMOVABLE SCULPTURE PLINTH



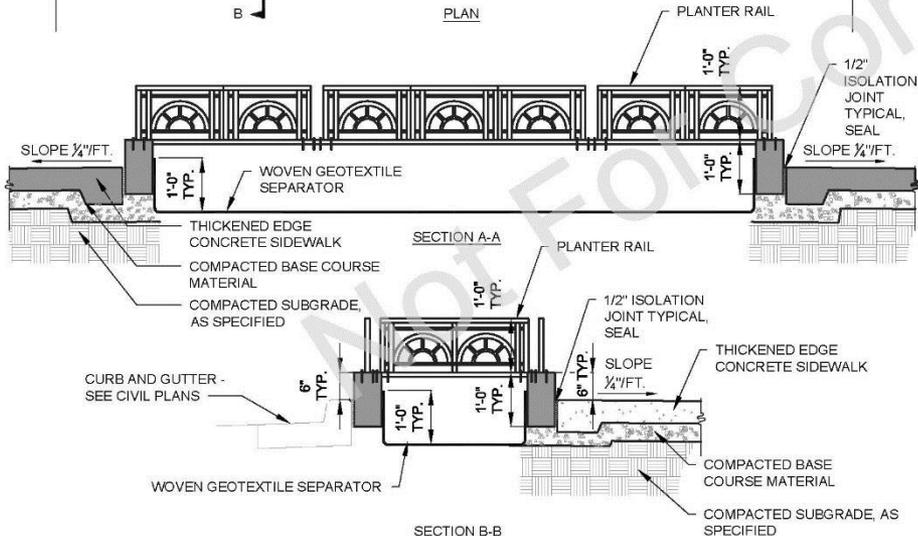
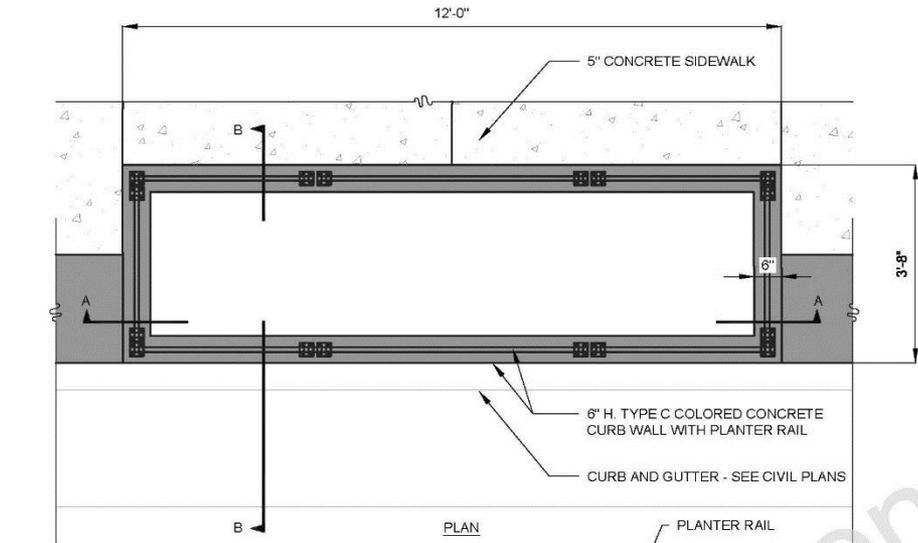
REMOVABLE BOLLARD

TRASH RECEPTACLE

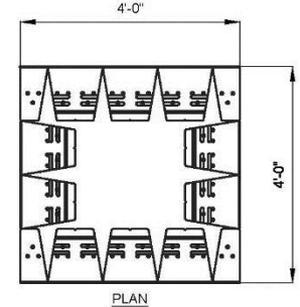
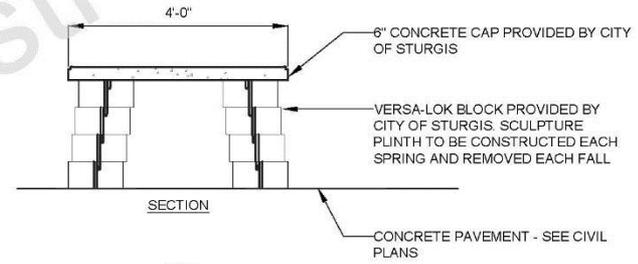


REMOVABLE BENCH

REMOVABLE PLANTER



1 TYPE C CONCRETE (6") CURB WALL WITH PLANTER RAIL
 1/2" = 1'-0"

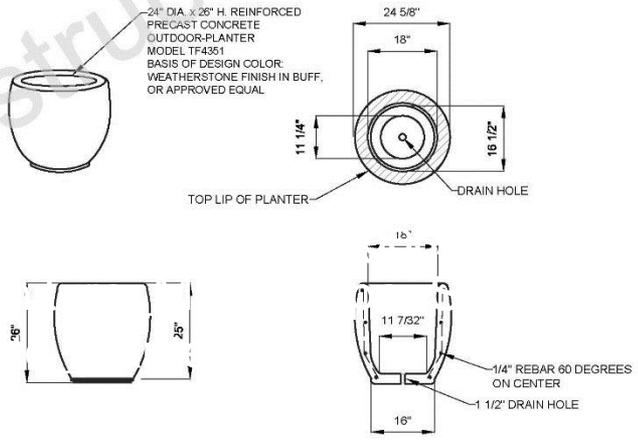
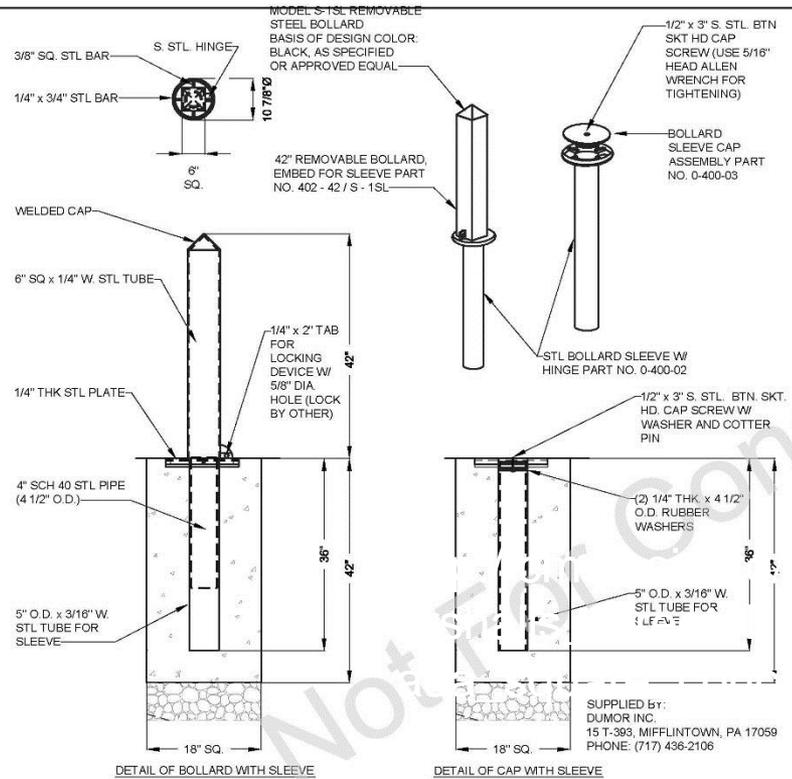


2 REMOVABLE SCULPTURE PLINTH
 1/2" = 1'-0"

441.65002 - Bureau of Public Works - Planning and Design - 11/11/2014 10:00 AM - 11/11/2014 10:00 AM - 11/11/2014 10:00 AM



	SCALE	PROJECT	SHEET	TITLE
	3/4" SOUTH 3/4" O.D.	P 76688 (05) PCN 04AE	H14	H26
REVISION: 05/02/04				



NOTES:

1. SET SLEEVE INTO FOOTER HOLDING PLUM, SQUARE AND HEIGHT SHOWN.
2. SLIDE BOLLARD INTO SLEEVE AFTER CONCRETE HAS HARDENED. HAVE HINGE TAB SLIDE INTO BOLLARD BASE PLATE SLOT FOR LOCKING.
3. FOR USE OF CAP: WHEN BOLLARD IS REMOVED, PLACE CAP INTO SLEEVE. TIGHTEN CAP BY USING 1/2" x 3" BUTTON HEAD BOLT. THIS WILL COMPRESS THE RUBBER WASHERS' THICKNESS AND EXPAND THE DIAMETER TO FIT SNUG TO SLEEVE.
4. STL. MEMBER'S COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
5. LOCKING DEVICE PROVIDED BY OTHER.

www.CADdetails.com/info REFERENCE NUMBER 017-207.

SUPPLIED BY: BELSON
OUTDOORS, INC. 111 NORTH
RIVER ROAD
NORTH AURORA, IL 60542
PHONE: (800) 323-5564
FAX: (630) 897-0573
EMAIL: sales@belson.com

1 REMOVABLE BOLLARD
NOT TO SCALE

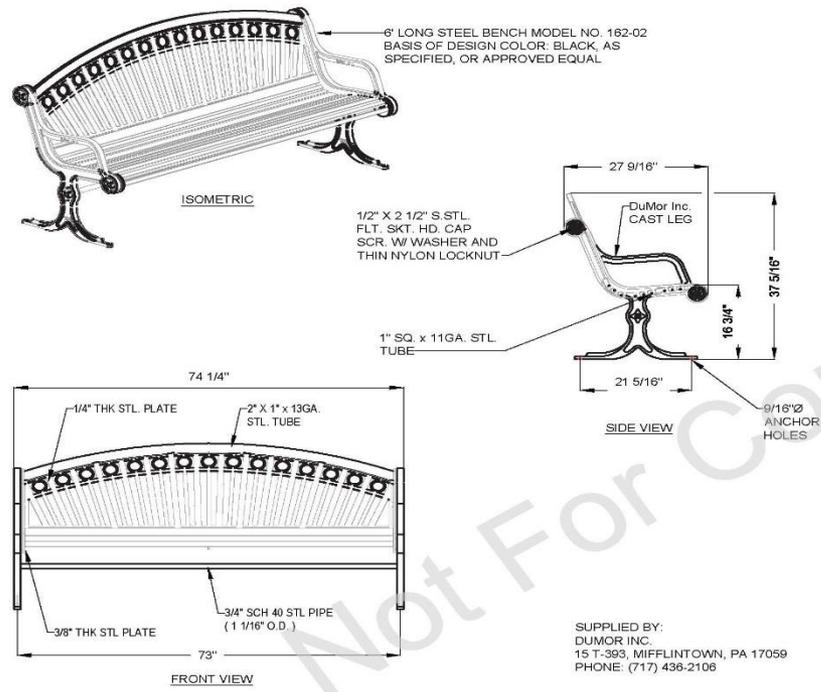
2 REMOVABLE CONCRETE PLANTER
1/2" = 1'-0"



REMOVABLE
CONCRETE
PLANTER

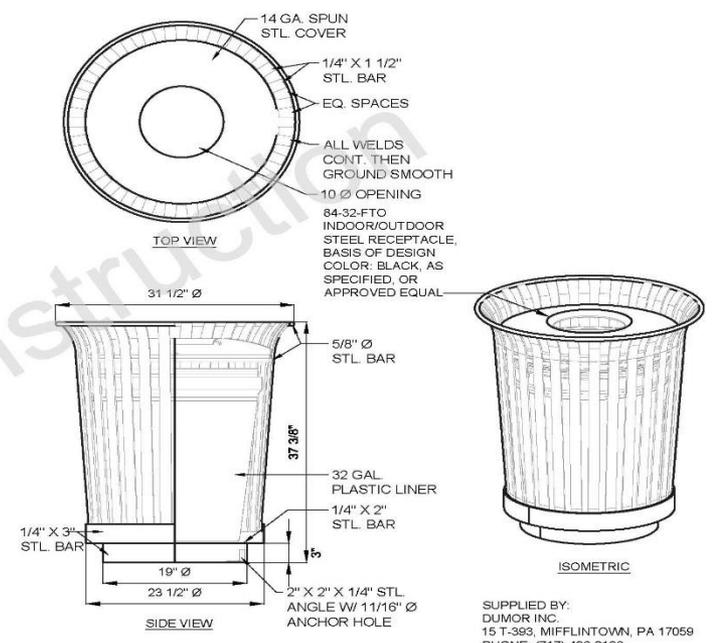
REMOVABLE
BOLLARD





1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. ALL STEEL MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
4. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
5. CUSTOM LETTERING AVAILABLE FOR RECESSED SIDE PANELS (TOTAL OF 37 SPACES). 6. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 017-234.

1 REMOVABLE BENCH
1/2" = 1'-0"



1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
4. RECEPTACLE FULLY ASSEMBLED AT FACTORY.
5. ALL WELDS CONT. THEN GROUND SMOOTH.
6. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
7. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 017-331.

2 WASTE RECEPTACLE
1/2" = 1'-0"

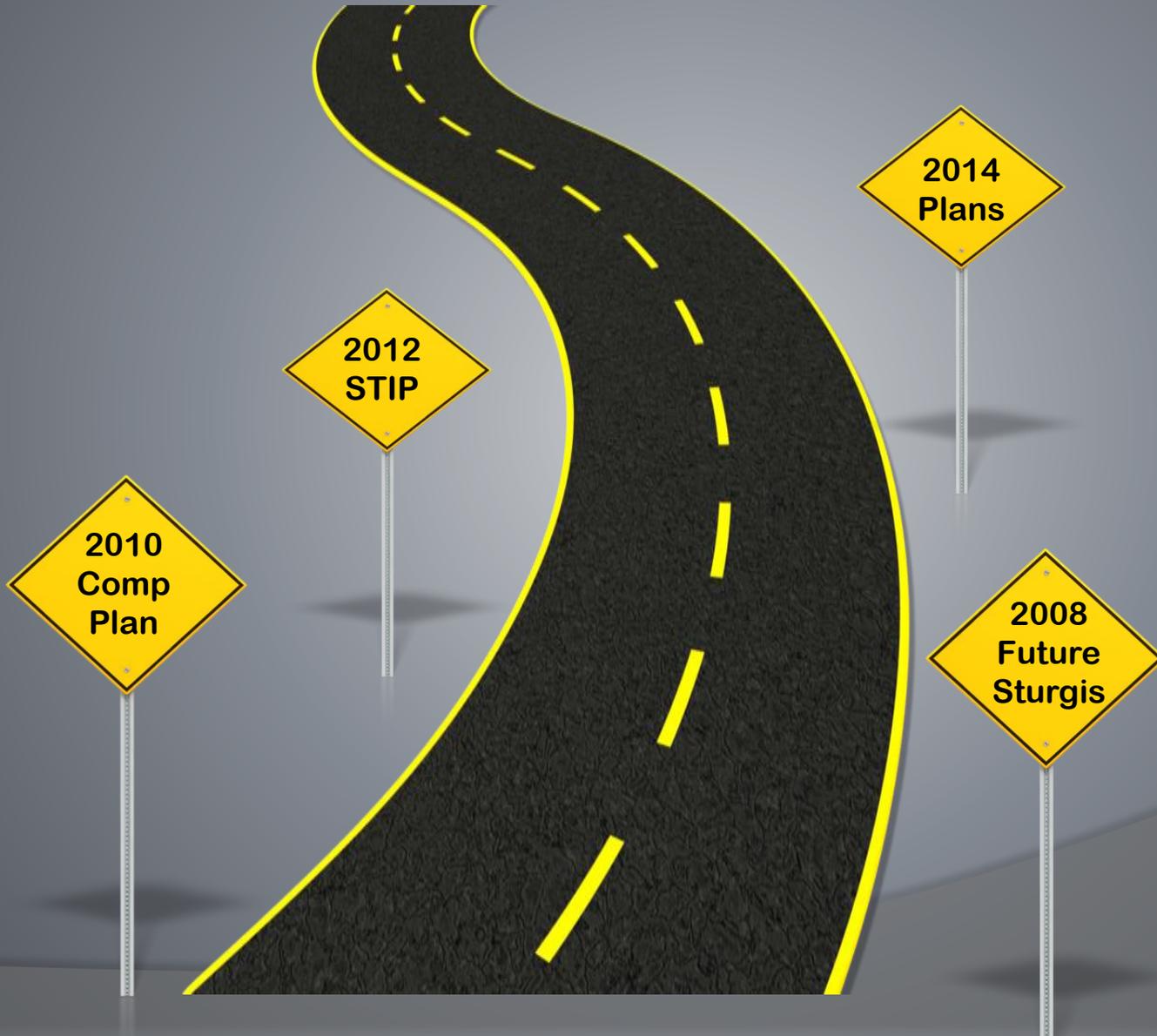


TRASH RECEPTACLE



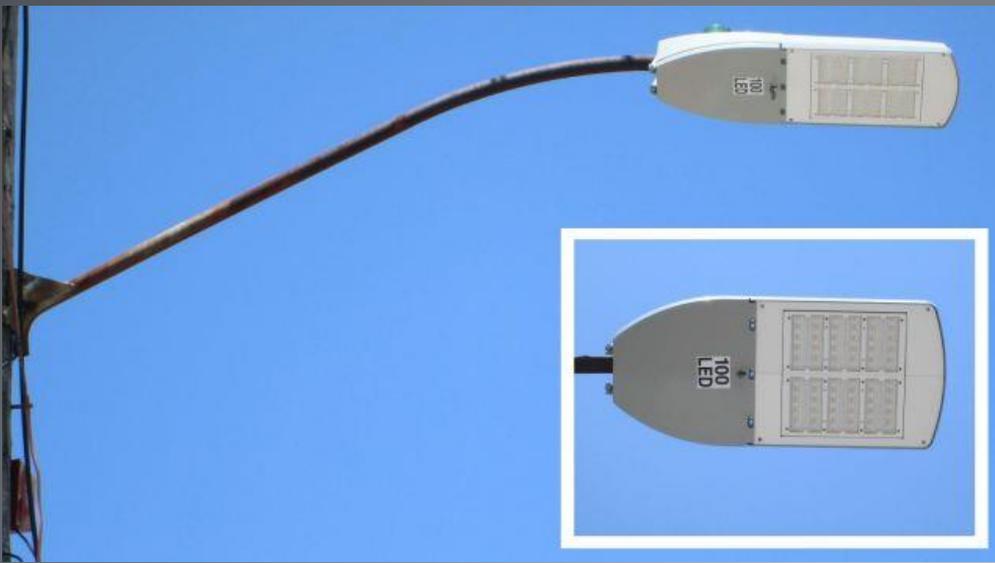
REMOVABLE BENCH

ROAD MAP – HOW DID WE GET HERE??



EXISTING LIGHTING DEFICIENCIES

- ❖ Existing Lights have Metal-Halide bulbs
 - Do not produce as many lumens as LED bulb
 - Require more maintenance (increased cost)
 - Consume More power (increased cost)
 - Do not have thermo coupler needed to convert to LED
- ❖ In order to meet the State & Federal Standards for Lumens with our existing lights we would need an additional 58 lights
- ❖ Cost to try and retrofit existing lights was 87% cost of a new fixture.
- ❖ Little or no data on existing lights as they were purchased off of ebay.
- ❖ Existing Lights will be repurposed in the 2nd Street Plaza



12- 50' Foot Breakaway Luminaire

Located at Street Intersections on Alternating Corners



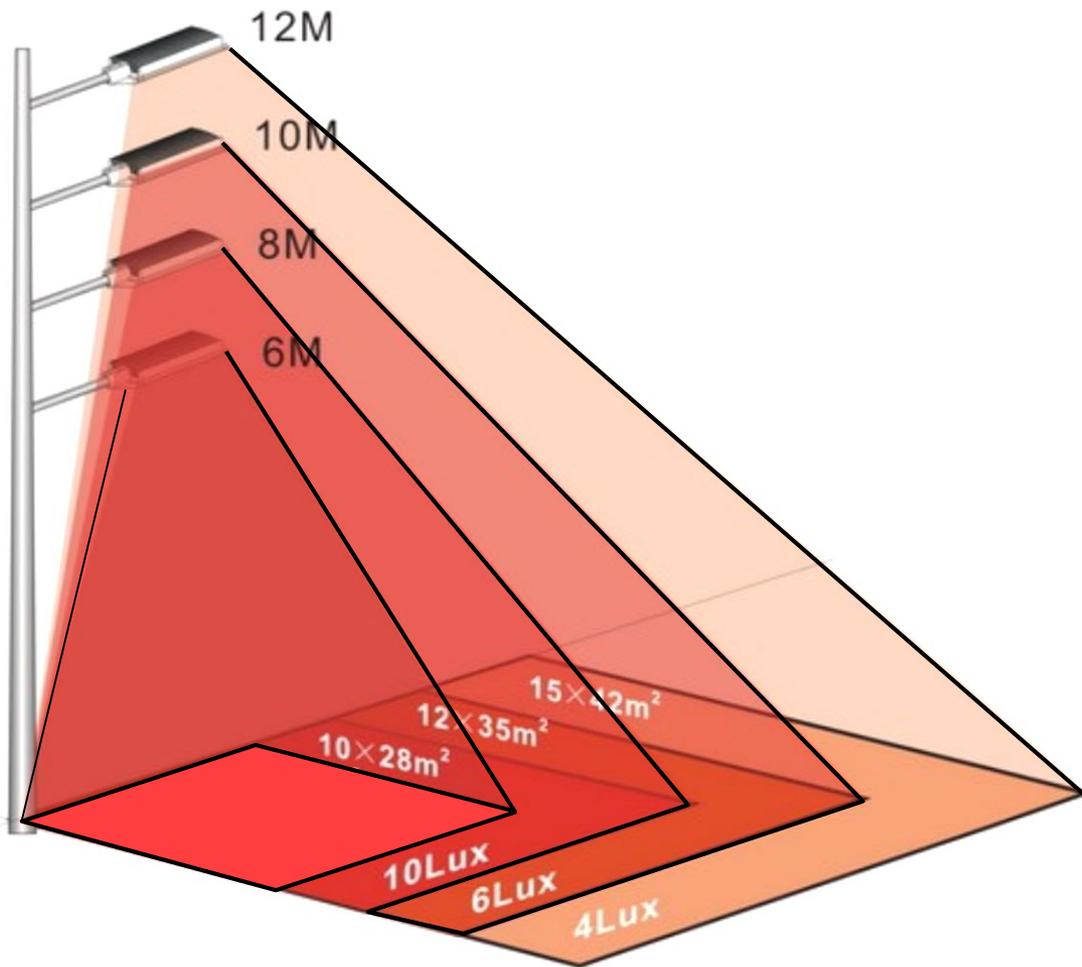
28- Decorative Luminaire Lights

LED- Low Maintenance

Low Power Consumption

Increased Lighting

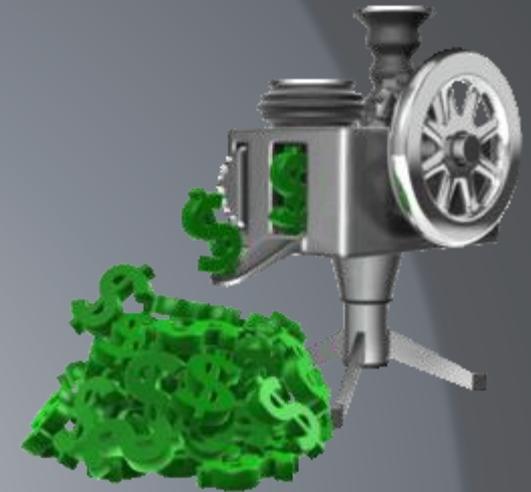




FUNDING BREAKDOWN

Estimated Total Project Cost: \$3,417,578.64

Participating:	\$2,354,900.64
STIP Allocation	- \$1,500,000.00 STIP (82% State)
	- <u>\$270,000.00</u> (Local Match 18%)
Balance	\$584,000.00



Non-Participating: \$1,062,678.00 (100% City)

Total Local Cost:	\$270,000.00
	\$584,000.00
	<u>\$1,062,678.00</u>
	\$1,916,678.00 (20% Contingency)

Currently City Has Budget in Capitol Imp. & Water \$1,900,000.00