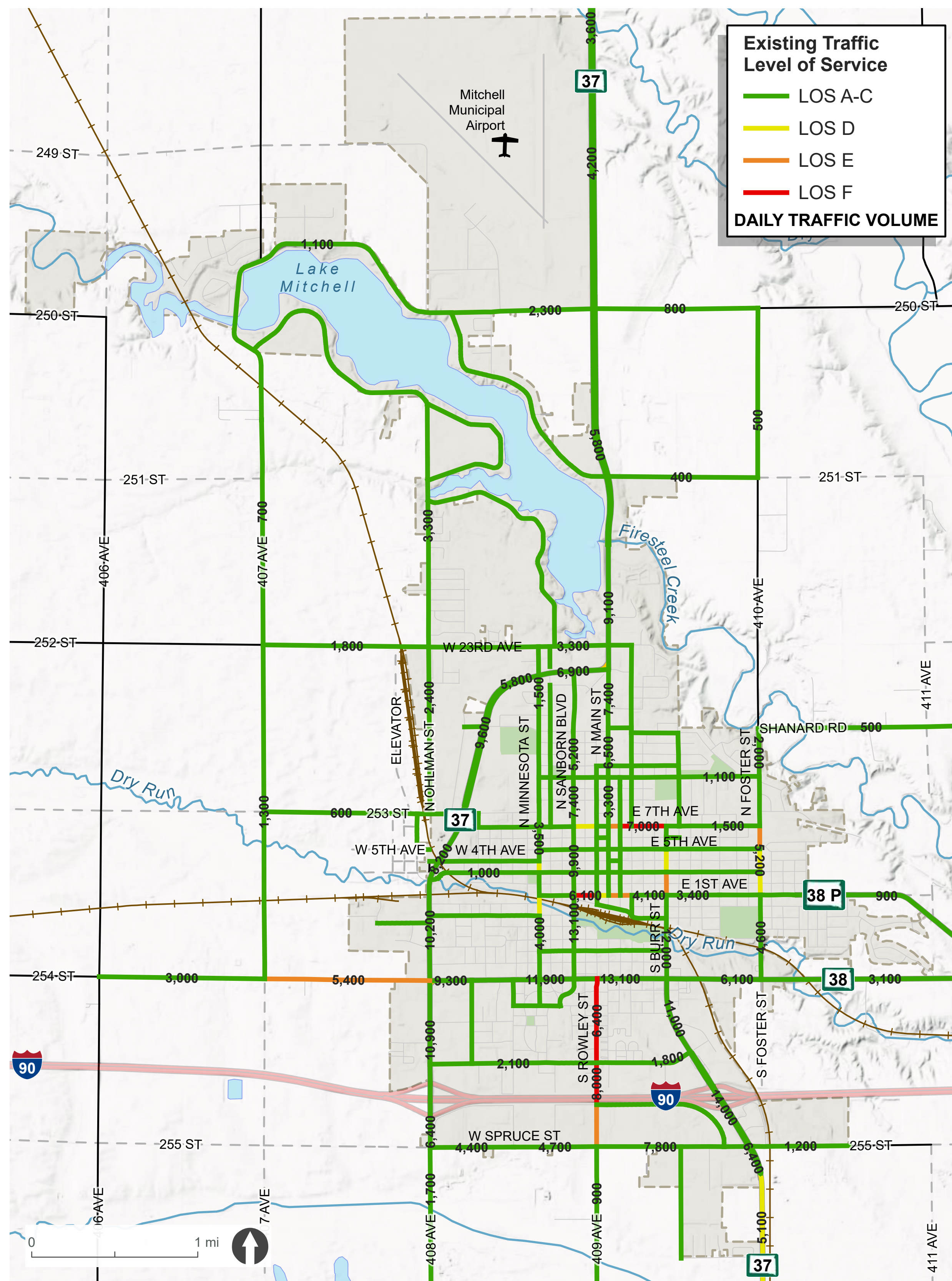


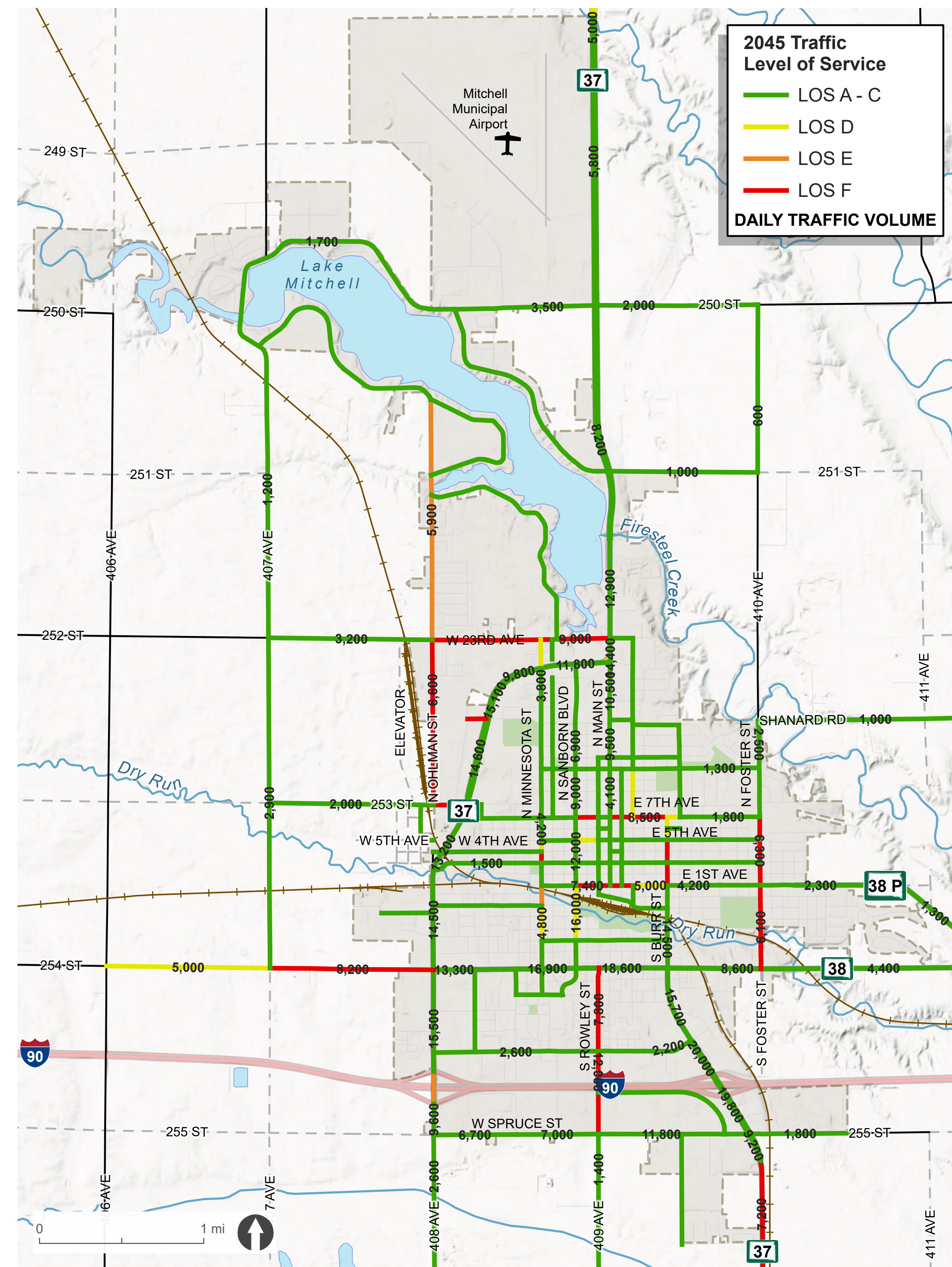
BACKGROUND INFORMATION

TRAFFIC VOLUMES AND LEVEL OF SERVICE

EXISTING DAILY VOLUMES AND LEVEL OF SERVICE



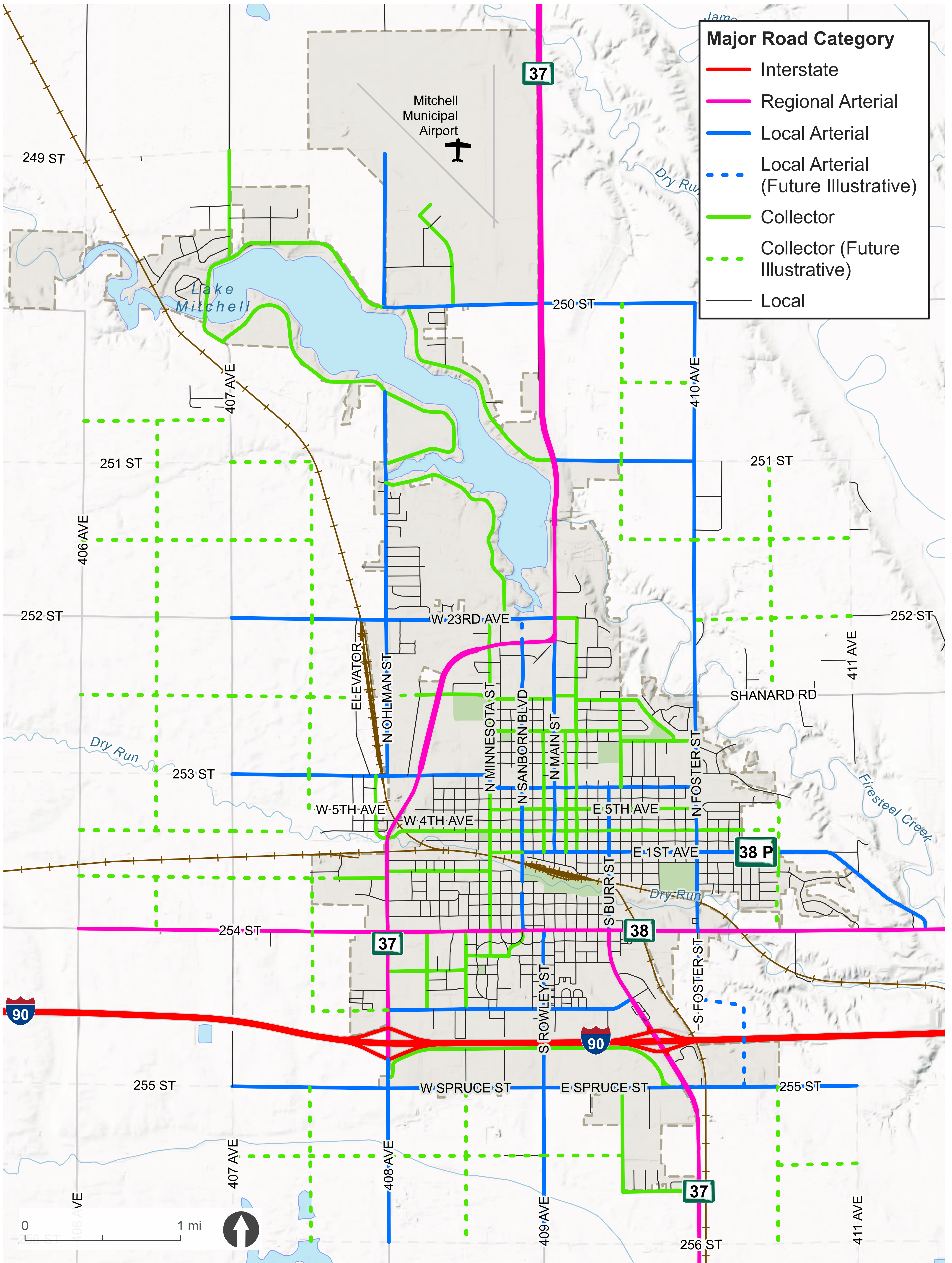
YEAR 2045 DAILY VOLUMES AND LEVEL OF SERVICE



MAJOR ROADS PLAN

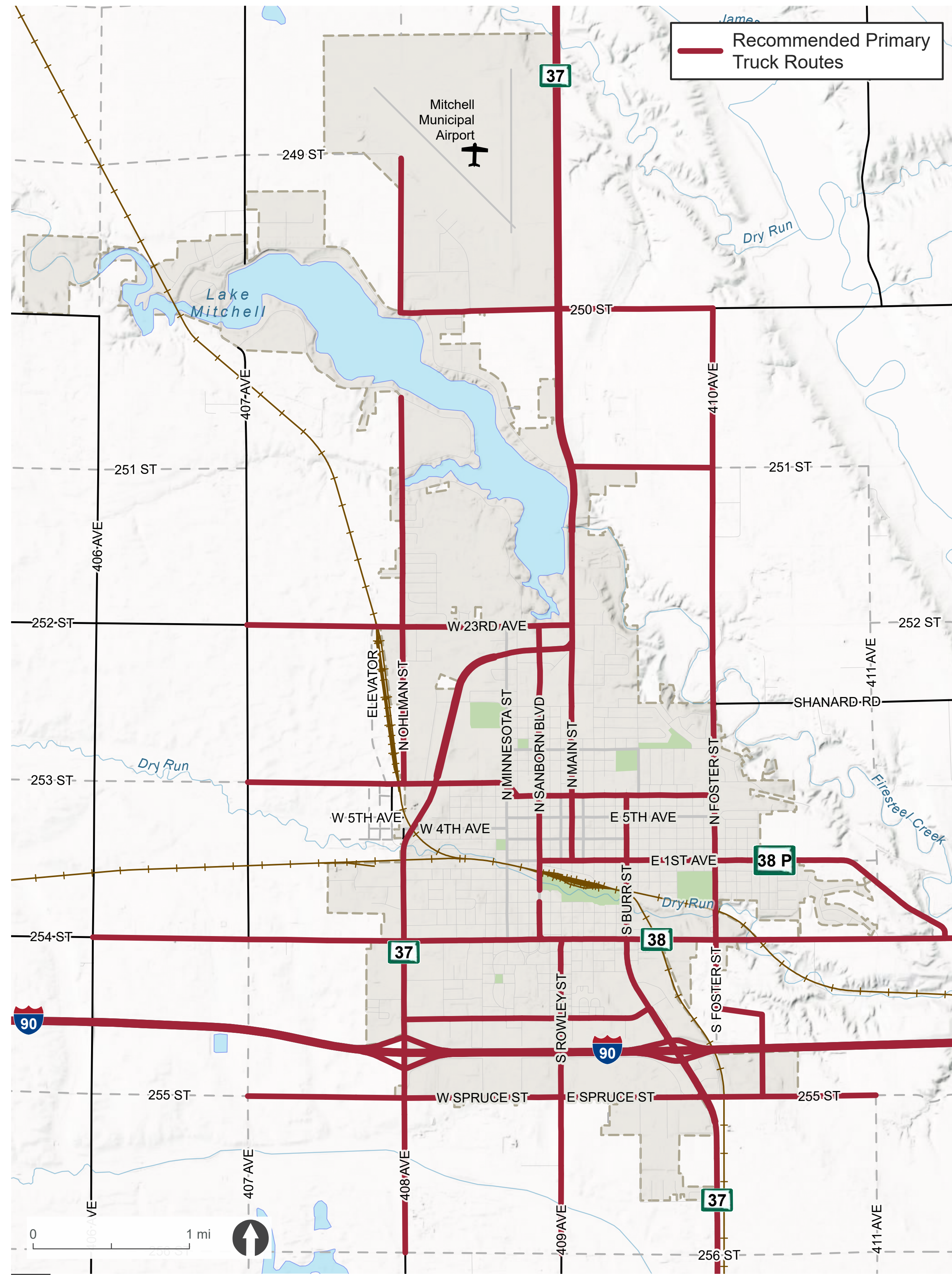
MAJOR ROADS PLAN

MAJOR ROADS PLAN

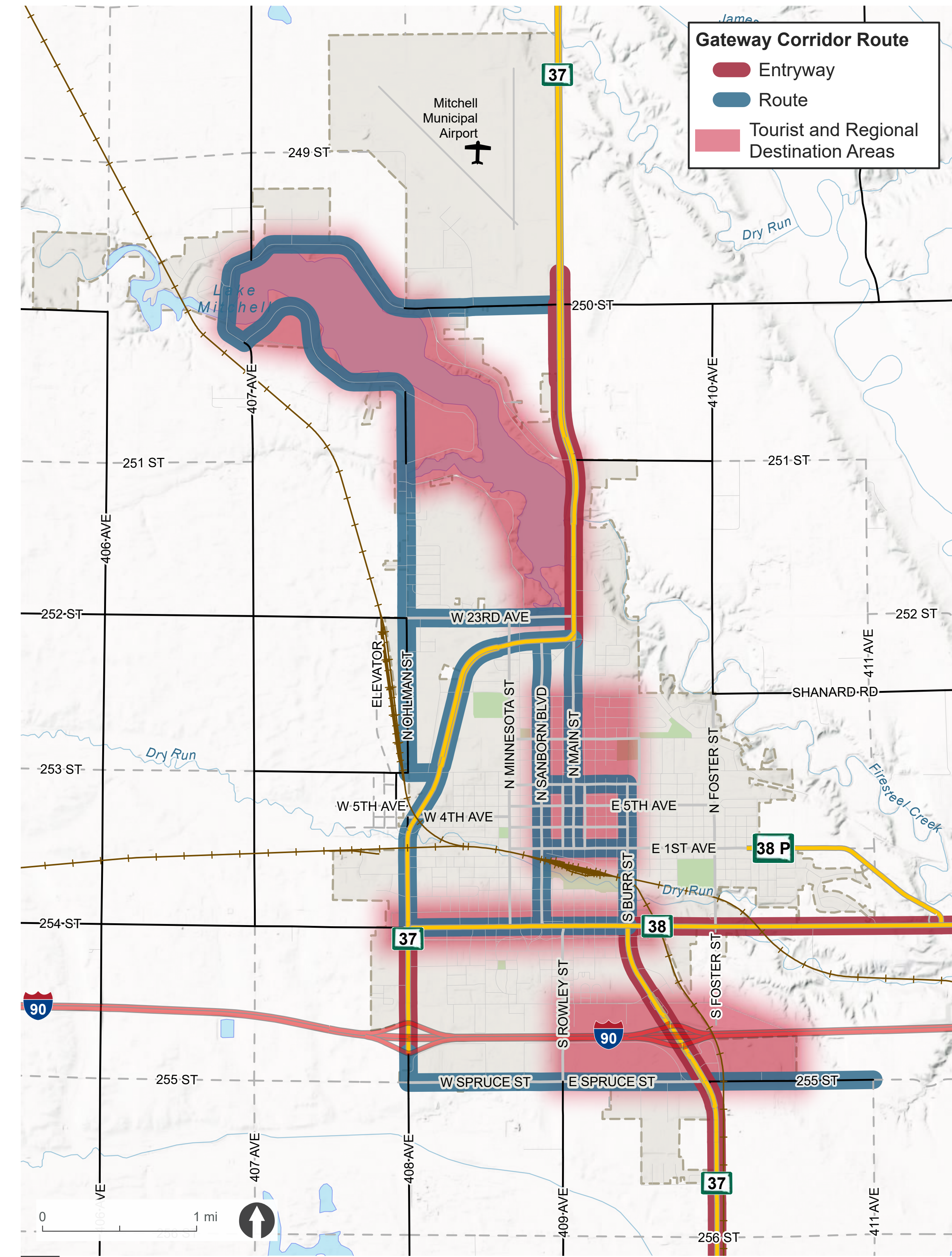


MAJOR ROADS PLAN ROUTE RECOMMENDATIONS

RECOMMENDED MAJOR ROADS PLAN PRIMARY TRUCK ROUTES

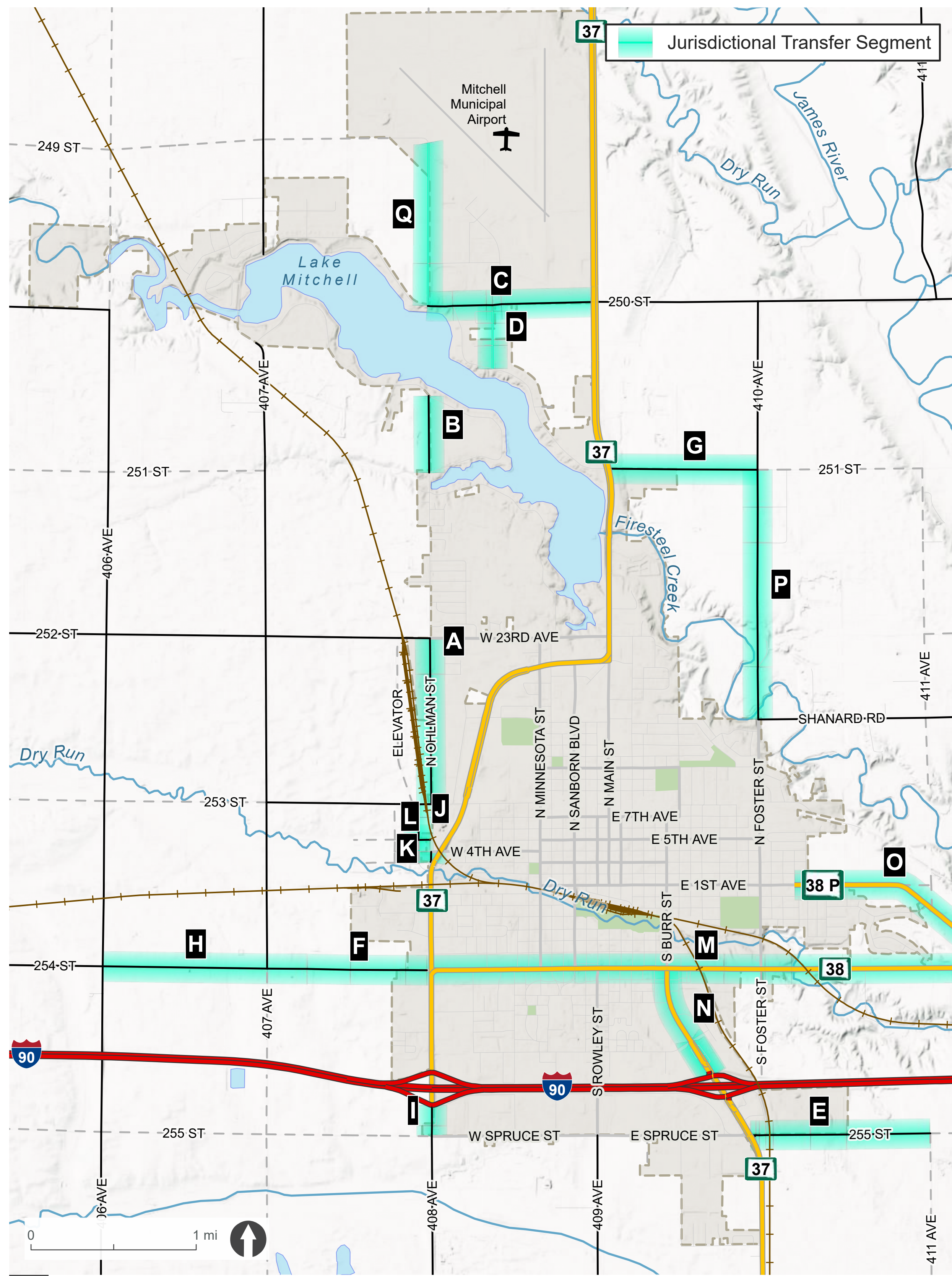


GATEWAY CORRIDORS



CANDIDATE ROADWAYS FOR JURISDICTIONAL TRANSFER

JURISDICTIONAL TRANSFER



CANDIDATE ROADWAYS FOR JURISDICTIONAL TRANSFER

PRIORITY TIER	MAP INDEX	SEGMENT	TRANSFER TYPE
Tier 1	A	Ohlman Street: 8th Avenue to 23rd Avenue	County to City
	B	Ohlman Street: Between South Harmon Drive intersections	County to City
	C	National Guard Road: North Harmon Drive to SD37	County to City
	D	Fiala Road: National Guard Road to North Harmon Drive	County to City
	E	Spruce Street: SD37 to 411th Avenue	County to City
	F	254th Street/Havens Avenue: 407th Avenue to Ohlman Street	County to City
Tier 2	G	38th Street: SD37 to Foster Street	County to City
	H	254th Street/Havens Avenue: 406th Avenue to 407th Avenue	County to City
	I	408th Avenue: I-90 interchange to Spruce Street	County to City
	J	Lytle Street: 3rd Avenue to 8th Avenue	County to City
	K	Ohlman Street: 3rd Avenue to 4th Avenue	County to City
	L	5th Avenue: Lytle Street to Ohlman Street	County to City
Tier 3	M	Havens Avenue/SD38: within city limits and east to SD38P	State to City
	N	Burr Street: I-90 interchange to Havens Avenue	State to City
	O	SD38P: Wallace Street to SD38	State to City
	P	Foster Street: Shanard Road to 38th Street/251st Street	County to City
	Q	Ohlman Street: North Harmon Drive to 249th Street	County to City

TIER 1: High priority to address existing needs

TIER 2: Medium priority, or priority based on future development timeline

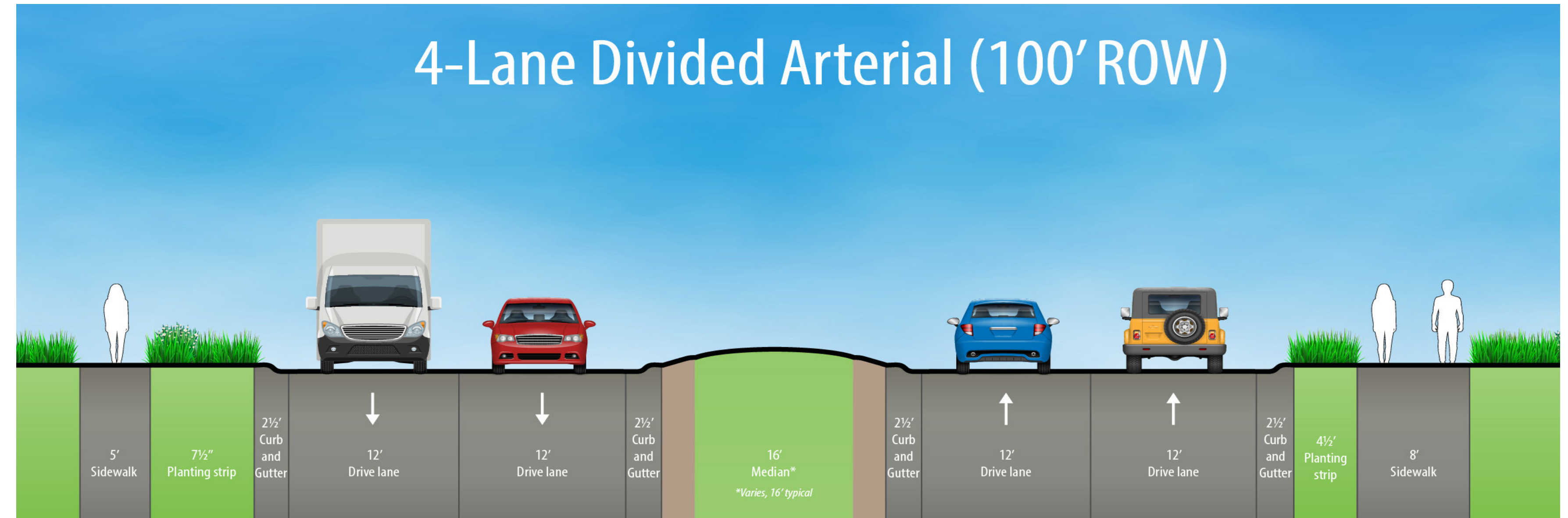
TIER 3: Low priority or long-range need

MAJOR ROADS PLAN TYPICAL SECTIONS

3-Lane Arterial or Collector (66' ROW)



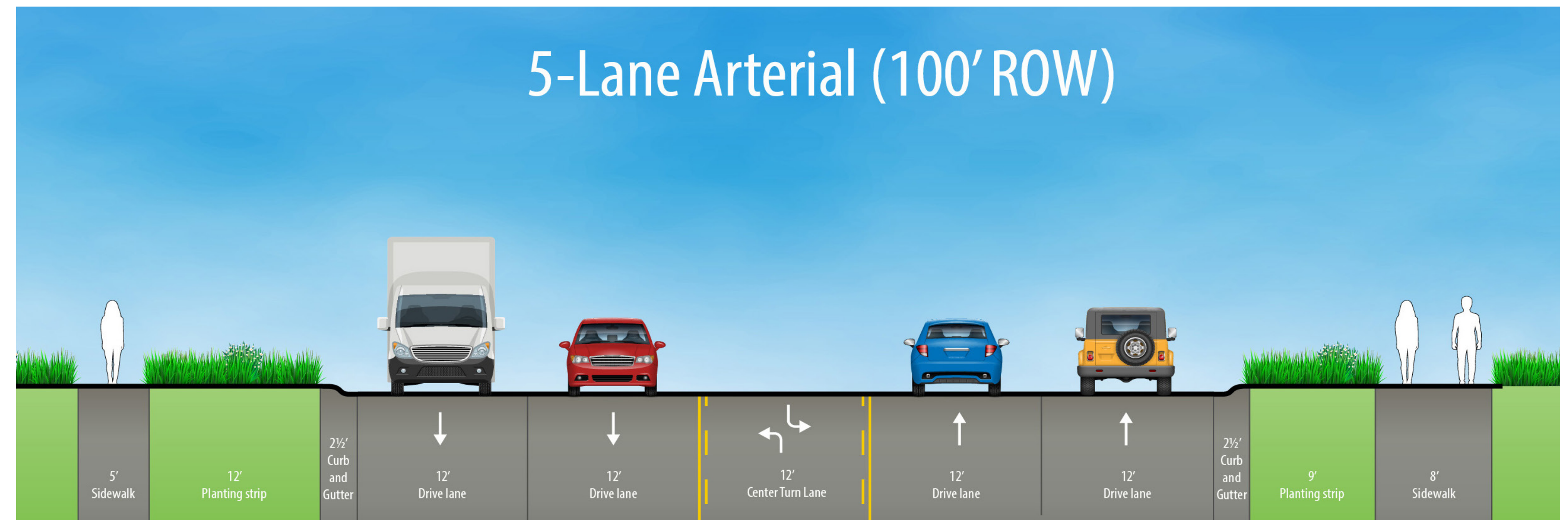
4-Lane Divided Arterial (100' ROW)



2-Lane Collector and Local (66' ROW)



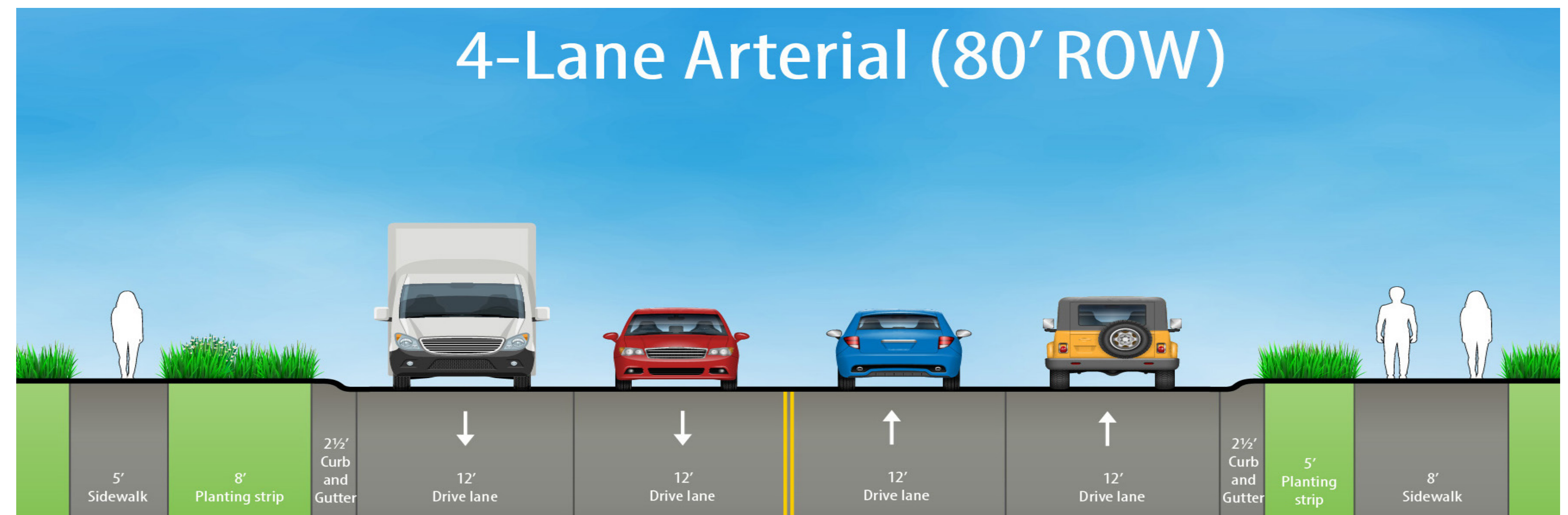
5-Lane Arterial (100' ROW)



2-Lane Collector and Local with Bike Lanes (66' ROW)



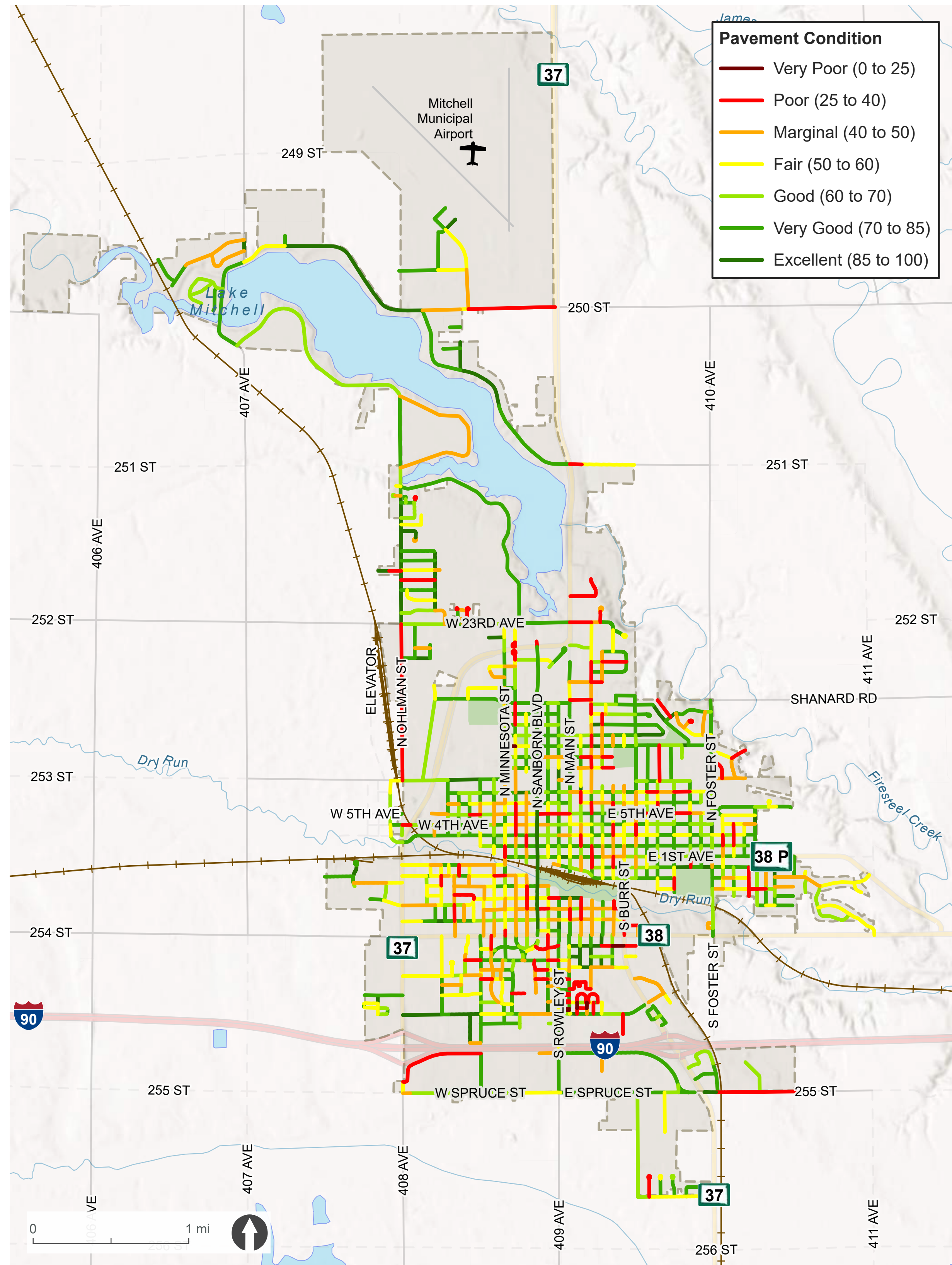
4-Lane Arterial (80' ROW)



PAVEMENT MANAGEMENT PLAN

PAVEMENT CONDITION INDEX (PCI)

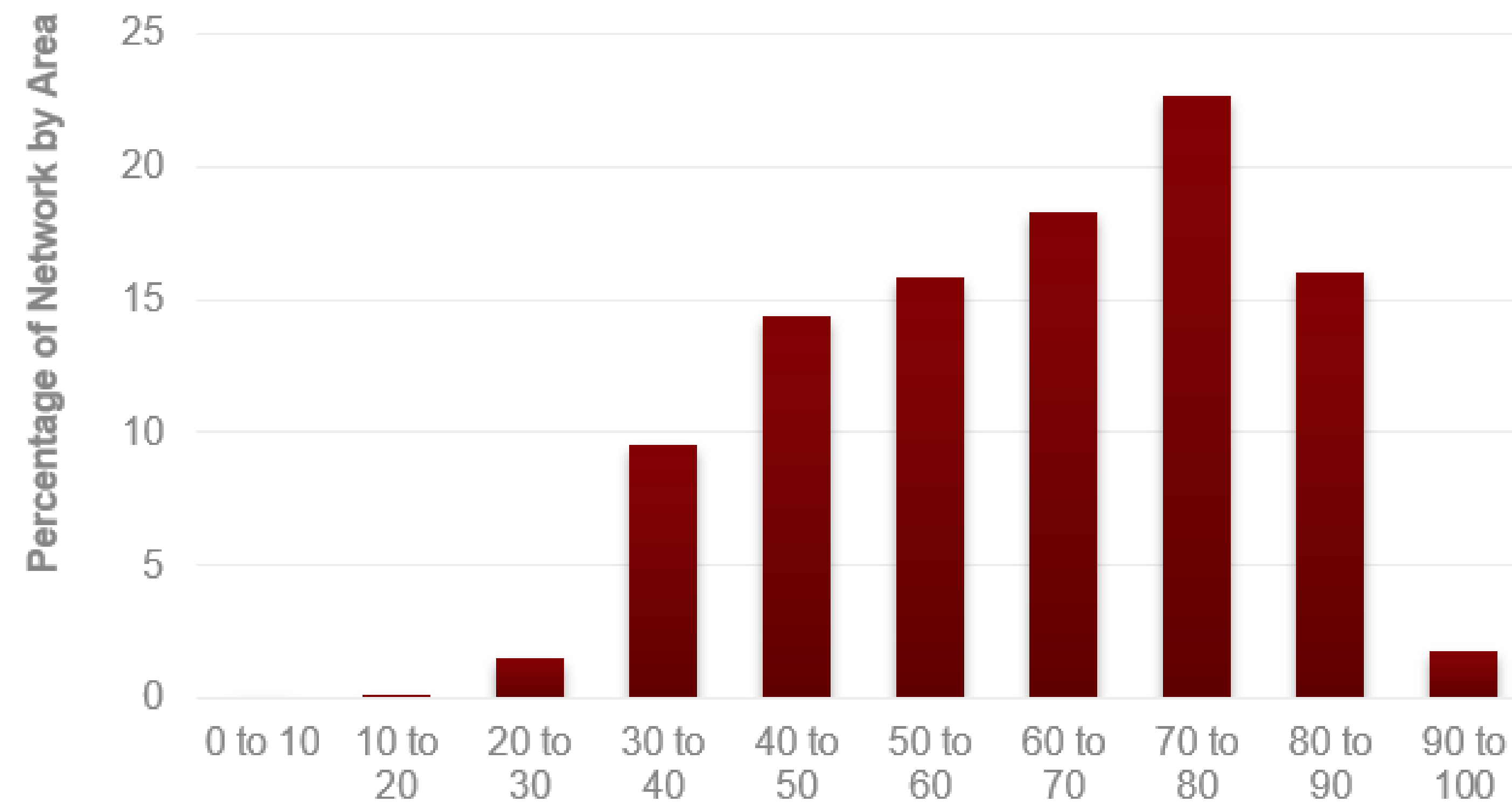
PAVEMENT CONDITION INDEX FOR THE CITY OF MITCHELL (2022)



PAVEMENT CONDITION INDEX DESCRIPTIONS

PCI RANGE	DESCRIPTION	RELATIVE REMAINING LIFE	DEFINITION
85-100	Excellent	15 to 25 Years	"Like new" condition. Little to no maintenance required when new; routine maintenance such as crack and joint sealing.
70-85	Very Good	12 to 20 Years	Routine maintenance such as patching and crack sealing with surface treatment such as seal coats or slurries.
60-70	Good	10 to 15 Years	Heavier surface treatments, chip seals, and thin overlays. Localized panel replacements for concrete.
40-60	Fair	7 to 12 Years	Heavy surface-based inlays or overlays with localized repairs. Moderate to extensive panel replacements.
25-40	Poor	5 to 10 Years	Sections will require very thick overlays, surface replacement, base reconstruction, and possible subgrade stabilization.
0-25	Very Poor	0 to 5 Years	High percentage of full reconstruction.

EXISTING PAVEMENT CONDITION INDEX DISTRIBUTION



PAVEMENT MANAGEMENT FUNDING AND PCI RECOMMENDATIONS

CITY OF MITCHELL NETWORK CONDITION SUMMARY

Average Network PCI: 63

Percent Rated 'Excellent' (PCI greater than 85): 7%

Percent Rated 'Poor' or 'Very Poor' (PCI less than 40): 10%

NETWORK CONDITION GOALS

Average Network PCI: 60 – 65

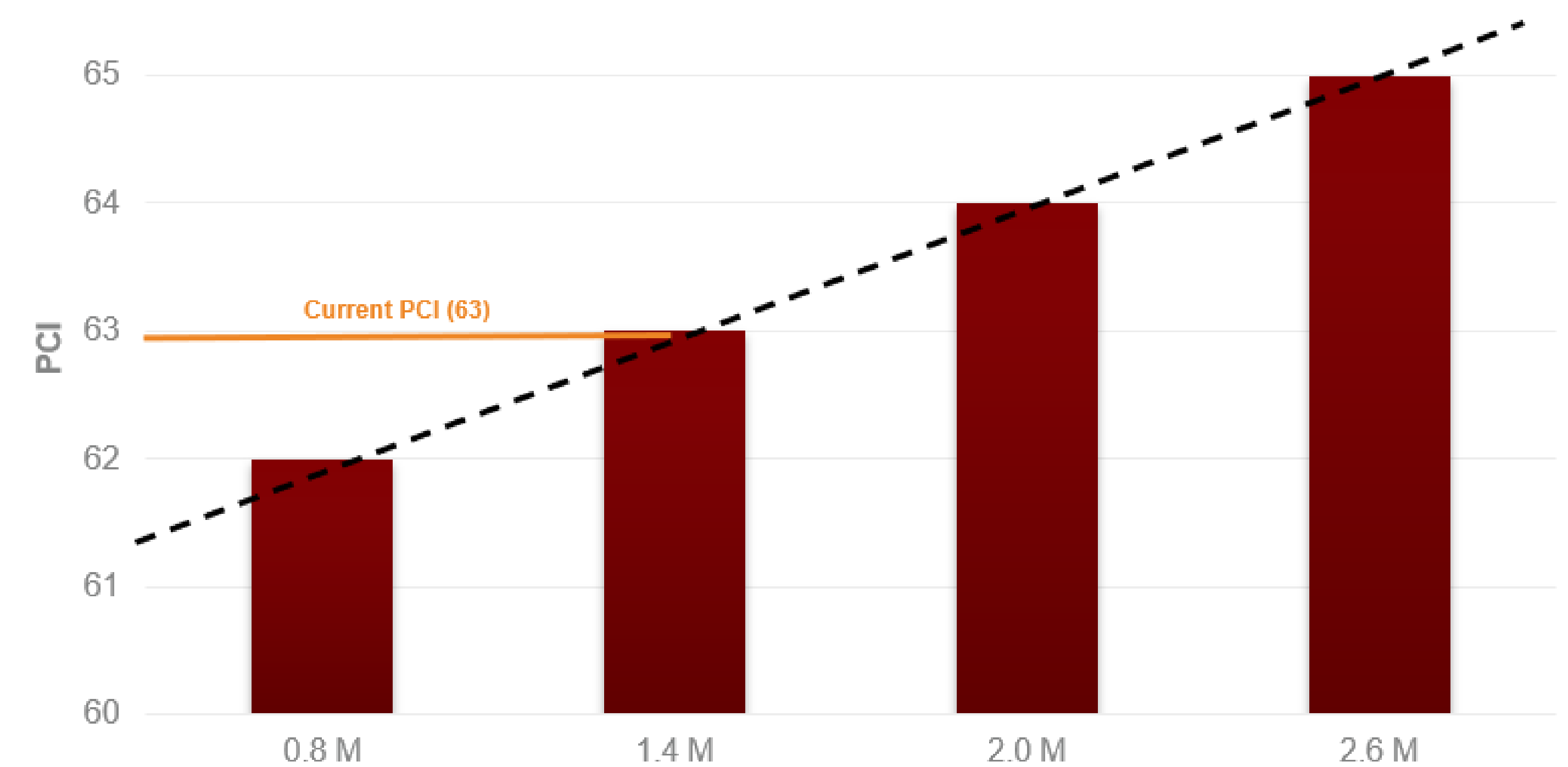
Percent Rated 'Excellent' (PCI greater than 85): minimum 15%

Percent Rated 'Poor' or 'Very Poor' (PCI less than 40): maintain 10%, with maximum of 15%

5-YEAR MAINTENANCE AND REHABILITATION SCENARIOS

Maintain Existing PCI: scenario maintains existing road network to a level equal to the current condition (average PCI of 63)

Increase PCI by One Annually: scenario increases the network's overall PCI by one point each year over the next five years

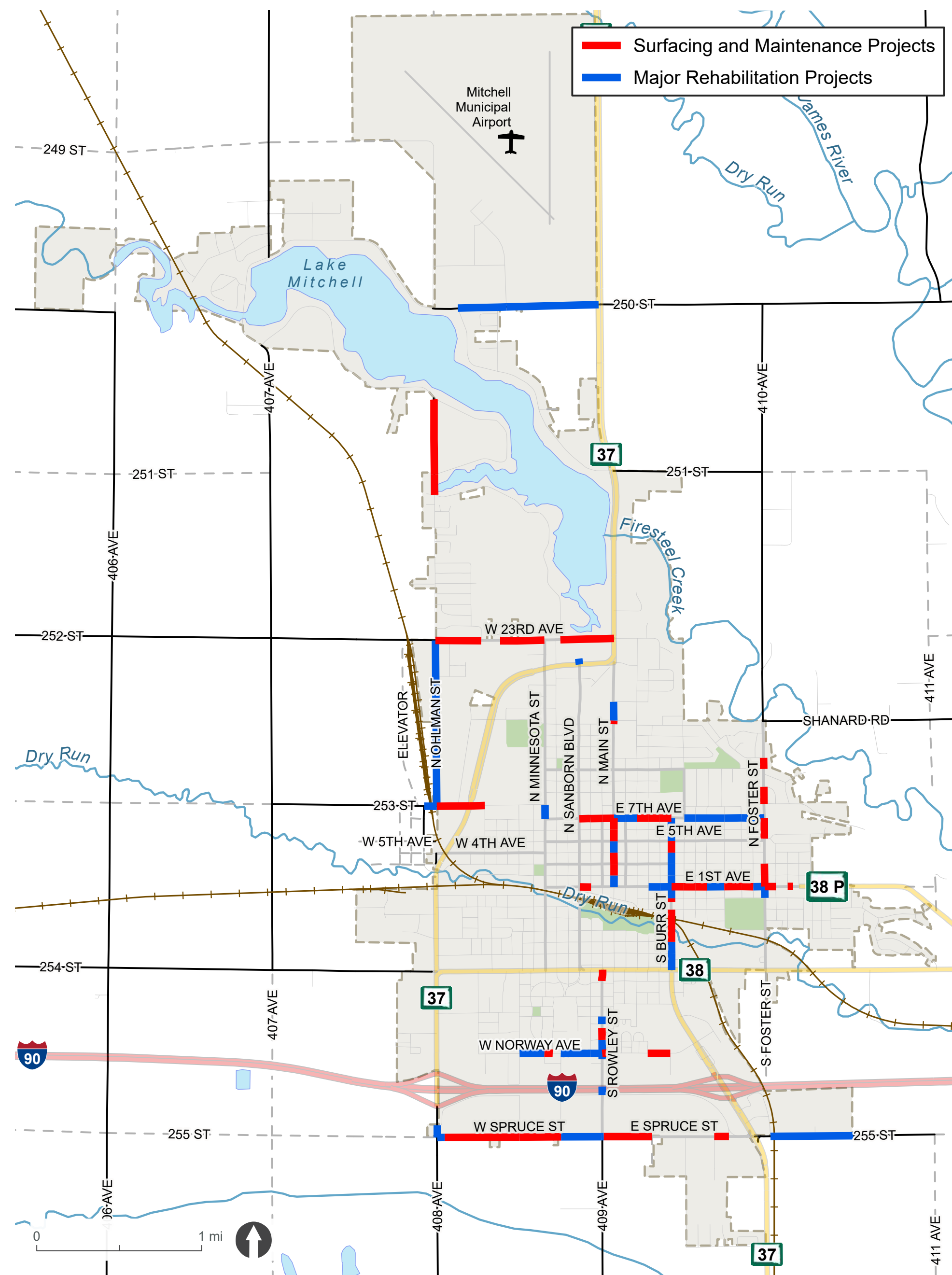


RECOMMENDED SCENARIO: 'MAINTAIN EXISTING PCI'

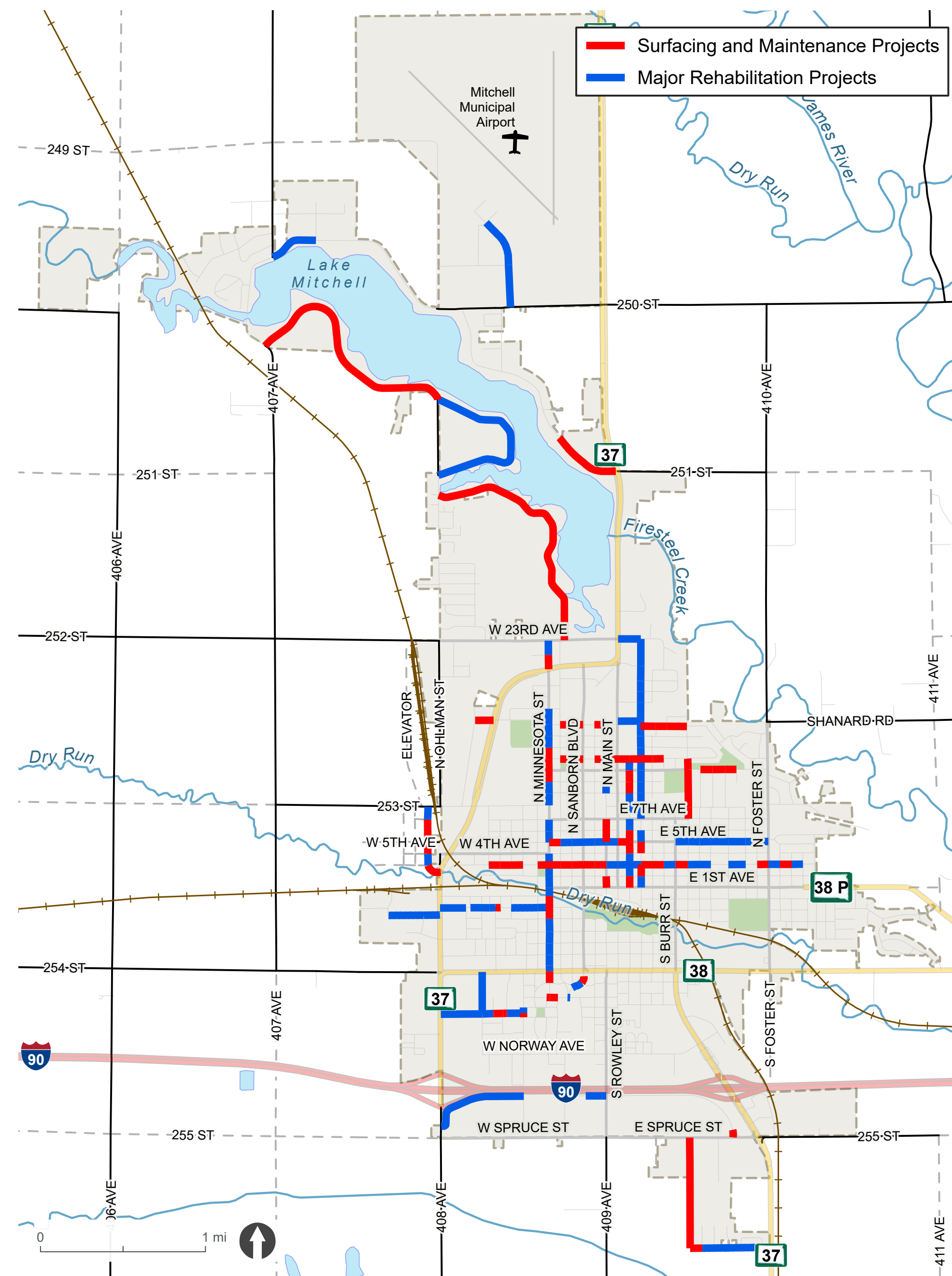
CANDIDATE PAVEMENT MANAGEMENT 'NEXT ACTIVITY'

The 'Next Activity' for pavement management was identified for several roadway segments throughout Mitchell. These figures serve as a reference to support flexibility when planning for future projects.

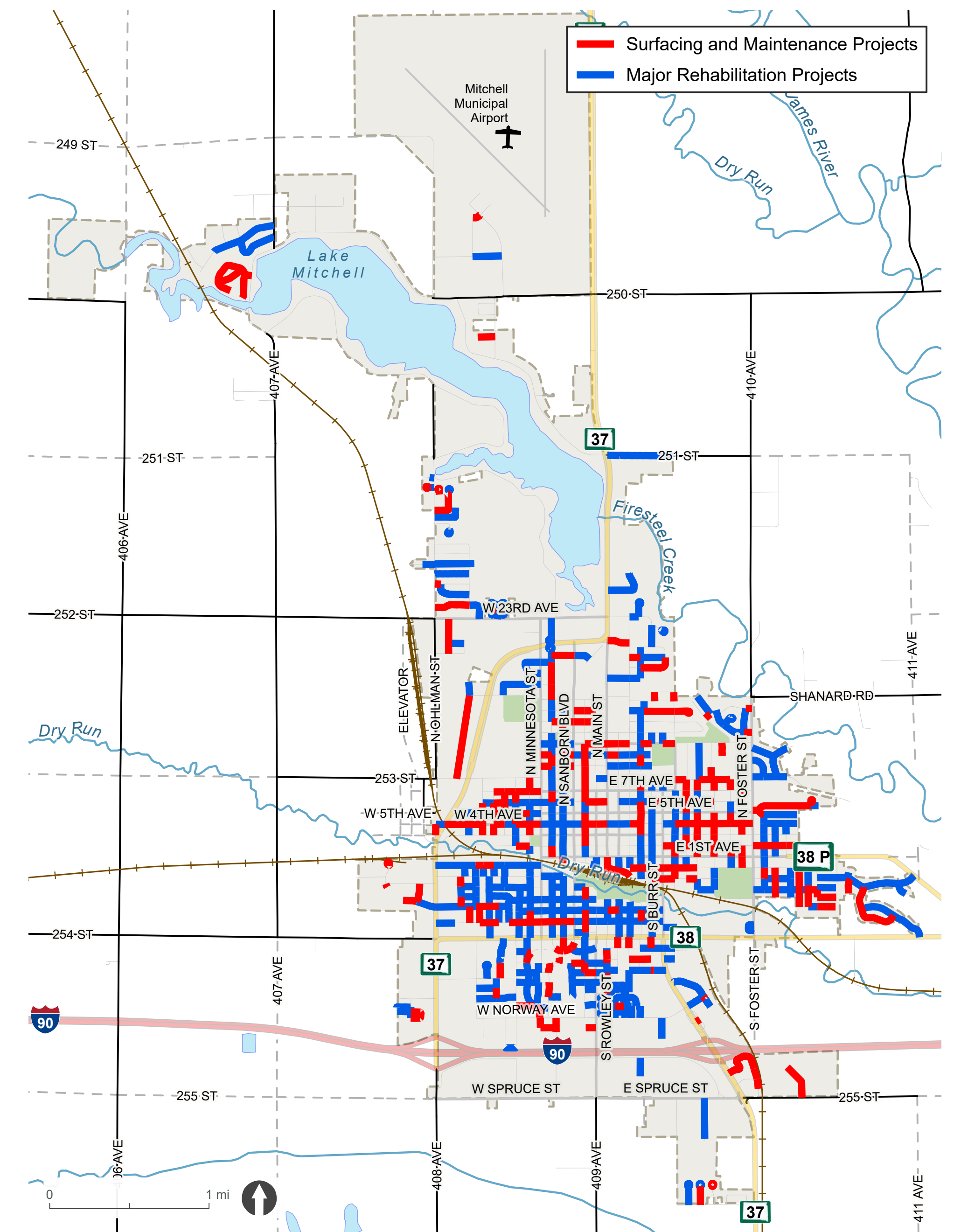
ARTERIAL STREETS



COLLECTOR STREETS



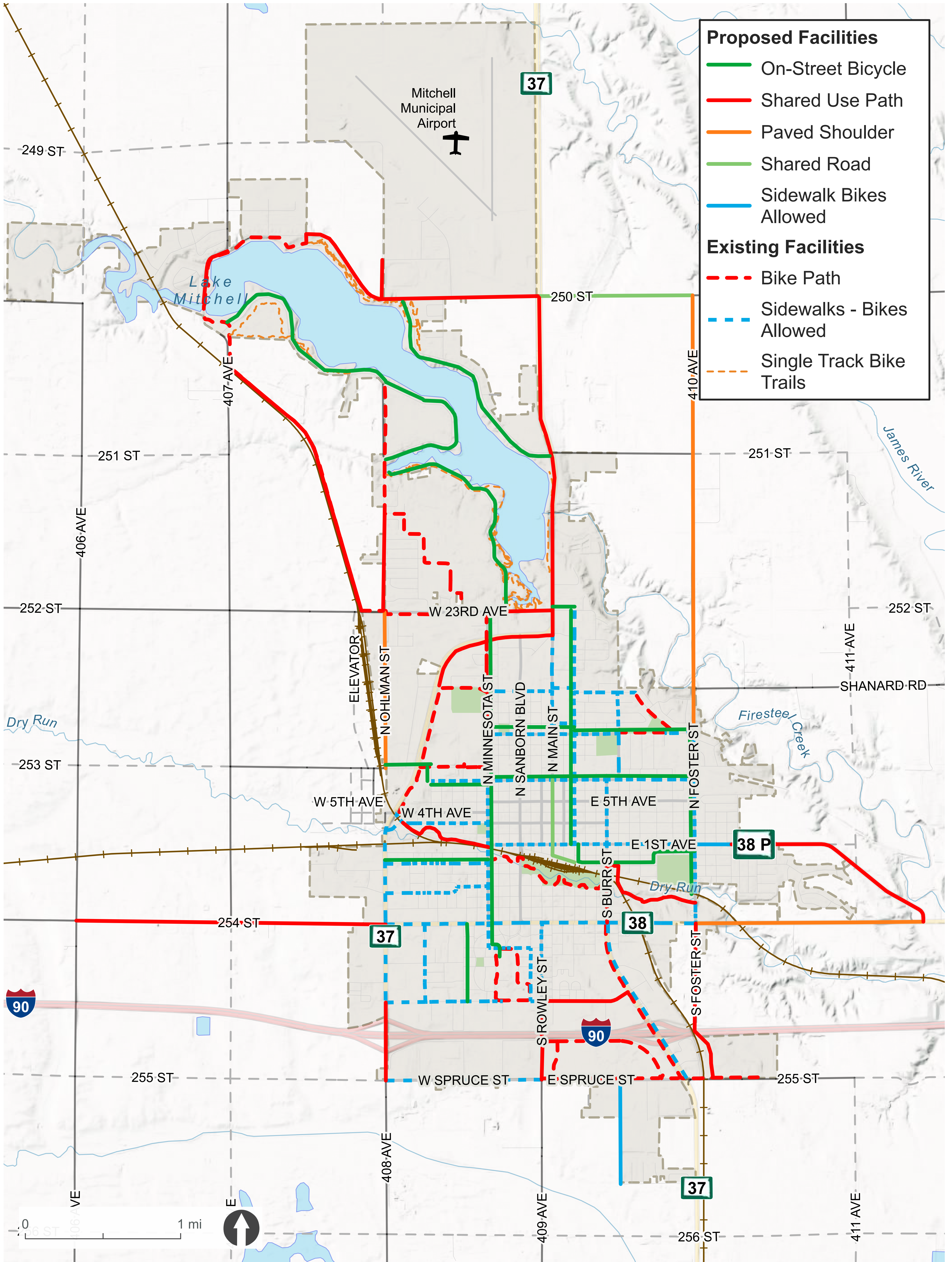
LOCAL STREETS



BICYCLE AND PEDESTRIAN PLAN

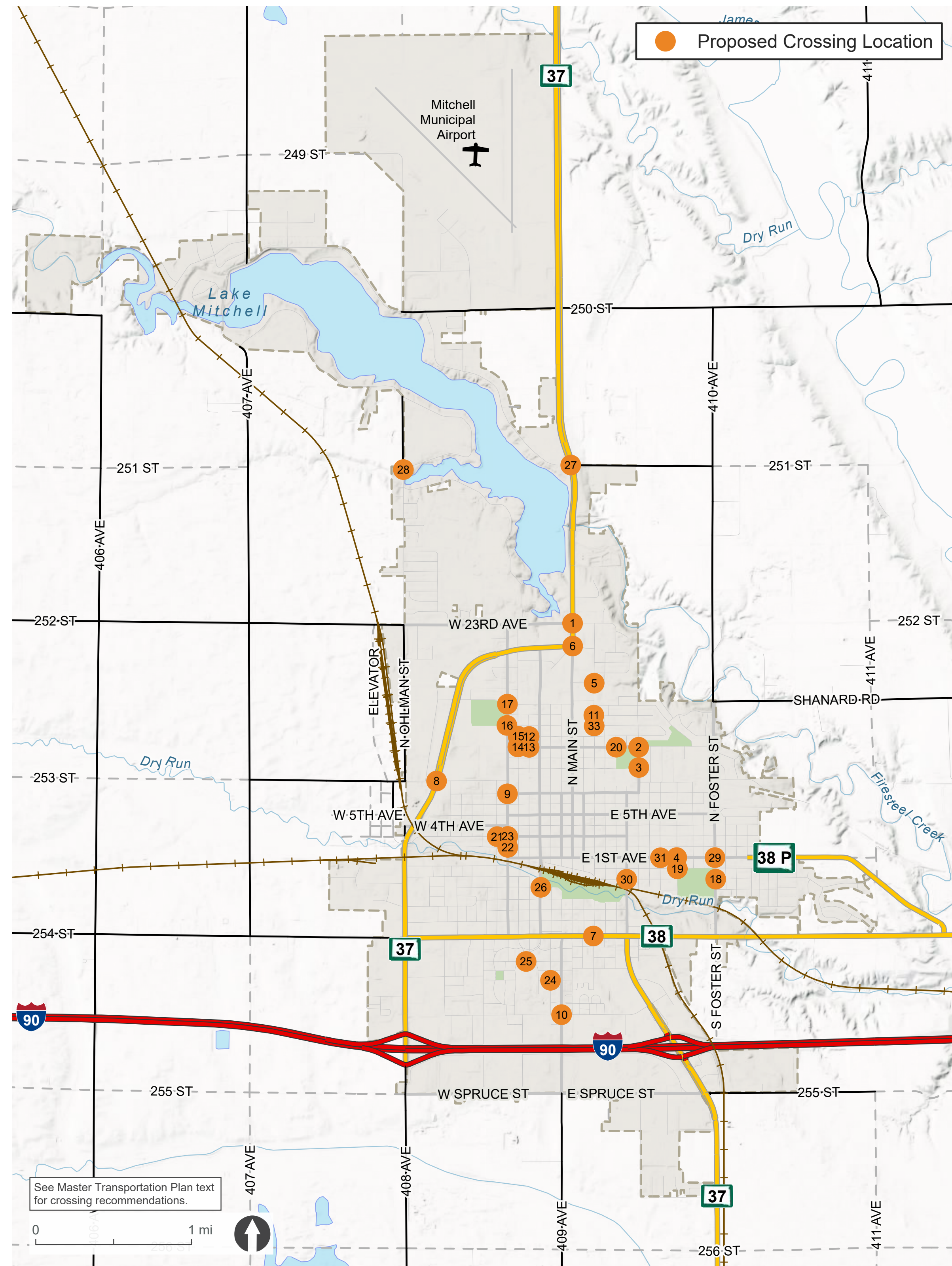
RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK PLAN

RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK PLAN



BICYCLE AND PEDESTRIAN CROSSING IMPROVEMENTS AND COST SUMMARIES

PEDESTRIAN CROSSING LOCATIONS



ESTIMATED COSTS

BICYCLE AND PEDESTRIAN RECOMMENDATIONS

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
8' Concrete Shared Use Path	LF	85,000	\$100	\$8,530,000
Bike Lanes	MILES	8.1	\$135,000	\$1,090,000
Buffered Bike Lanes	MILES	0.8	\$185,000	\$150,000
Bicycle Boulevard (Includes Traffic Calming, Signing and Striping)	MILES	4.7	\$250,000	\$1,800,000
Paved Shoulder (Includes Signing and Striping)	MILES	4.9	\$115,000	\$610,000
Shared Roadway (Includes Signing and Striping)	MILES	5.0	\$10,500	\$20,000
5' Concrete Sidewalk	LF	5,250	\$75	\$360,000
Pedestrian Scale Lighting	MILES	1.5	\$400,000	\$600,000
Total				\$13,160,000

PROPOSED CROSSING IMPROVEMENTS

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
Crosswalks, Pavement Markings and Warning Signs	EACH	86	\$3,000	\$258,000
Construct ADA Ramp	EACH 1	1	\$10,000	\$110,000
Add Detectable Warning Surface (Truncated Domes)	EACH	49	\$500	\$24,500
Pedestrian Hybrid Beacon (HAWK)	EACH 3		\$300,000	\$900,000
Total				\$1,292,500

BICYCLE AND PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN PROJECTS (Standalone Projects)

CORRIDOR	LIMITS	PROJECT TYPE	LENGTH (MI)	MITCHELL AREA	PRIORITY	COST (2023 \$)	COST (YOE)
Dry Run Creek	Ohlman Street to Minnesota Street	Shared Use Path; Lighting	0.65	Dry Run Creek	Short-Term	\$600,000	\$700,000
Dry Run Creek	Burr Street to Foster Street	Shared Use Path; Lighting	0.9	Dry Run Creek	Short-Term	\$835,000	\$965,000
North Harmon Drive	National Guard Road to SD37	Bicycle Boulevard or Shared Roadway	1.5	Lake Mitchell	Short-Term	\$375,000	\$435,000
West and South Harmon Drive	West and South of Lake Mitchell	Bicycle Boulevard or Shared Roadway	2.5	Lake Mitchell	Short-Term	\$625,000	\$725,000
Indian Village Road	West and South of Lake Mitchell	Bicycle Boulevard or Shared Roadway	1.5	Lake Mitchell	Short-Term	\$375,000	\$435,000
1st Avenue	Foster Street to Wallace Street	Sidewalk	0.25	Mitchell Growth Area	Short-Term	\$100,000	\$115,000
Norway Avenue	Rowley Street to Burr Street	Shared Use Path	0.6	I-90 Corridor	Short-Term	\$325,000	\$375,000
Capital Street	Spruce Street to Carl Road	Sidewalk	0.7	Mitchell Growth Area	Short-Term	\$275,000	\$320,000
Main Street	7th Avenue to Railroad Avenue (to Ash Street)	Shared Roadway (Pedestrians on Sidewalk)	0.65	Mitchell Core Bicycle Network	Short-Term	\$10,000	\$15,000
Adjacent to Railroad Tracks West of Lake Mitchell	23rd Avenue to West Harmon Drive	Shared Use Path (Convert to all-weather surfacing)	1.85	Lake Mitchell	Mid-Term	\$975,000	\$1,400,000
North Harmon Drive	Liveasy Lane (connection to existing path) to Ohlman Street	Shared Use Path	0.75	Lake Mitchell	Mid-Term	\$400,000	\$590,000
North Harmon Drive/Navin Road	Northwest Lake Mitchell	Shared Use Path	0.4	Lake Mitchell	Mid-Term	\$215,000	\$315,000
Ohlman Street	North Harmon Drive to Industrial Road	Shared Use Path	0.25	Lake Mitchell	Mid-Term	\$135,000	\$200,000
National Guard Road	SD37 to Foster Street	Shared Roadway (Bicycles)	1.0	Mitchell Growth Corridor	Long-Range	\$10,000	\$20,000
Foster Street	fifNational Guard Road to 11th Avenue	Paved Shoulders	2.8	Mitchell Growth Corridor	Long-Range	\$325,000	\$585,000
Ohlman Street	Norway Avenue to Spruce Street	Shared Use Path	0.5	Long-Range I-90 Crossing	Long-Range	\$265,000 + structure costs	\$480,000 + structure costs

Short-Term (<2030) Mid-Term (2030-2039) Long-Range (2040+)

BICYCLE AND PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN PROJECTS (Corridor Projects)

CORRIDOR	LIMITS	PROJECT TYPE	LENGTH (MI)	MITCHELL AREA	PRIORITY	COST (2023 \$)	COST (YO E)	CORRIDOR PROJECT CROSS-REFERENCE
Ohlman Street	Kemper Avenue to 23rd Avenue	Shared Use Path	0.65	Lake Mitchell	Short-Term	\$350,000	\$400,000	F
SD38P	Wallace Street to SD38	Shared Use Path	1.45	Mitchell Growth Area	Short-Term	\$765,000	\$890,000	SDDOT project
SD38	Foster Street to SD38P	Paved Shoulder	1.5	Mitchell Growth Area	Short-Term	\$175,000	\$200,000	SDDOT project
Rowley Street	Norway Avenue to Cabela Drive	Shared Use Path	0.25	I-90 Corridor Area	Short-Term	\$135,000	\$160,000	L
SD37	15th Avenue to National Guard Road	Shared Use Path	3.1	SD37 Corridor	Short-Term	\$1,675,000	\$1,950,000	SDDOT project
Havens Avenue	407th Avenue to SD37 (Ohlman Street)	Shared Use Path	1.0	Mitchell Growth Corridor	Mid-Term	\$525,000	\$775,000	K
Burr Street	Havens Avenue to 1st Avenue	Shared Use Path	0.25	Dry Run Creek	Mid-Term	\$135,000	\$200,000	N
23rd Avenue	Minnesota Street to SD37	Shared Use Path	0.45	Lake Mitchell	Mid-Term	\$240,000	\$350,000	I
National Guard Road	Ohlman Street to SD37	Shared Use Path	1.0	Lake Mitchell	Mid-Term	\$525,000	\$775,000	G
Rowley Street	Cabela Drive to Spruce Street	Shared Use Path	0.25	Mitchell Growth Area	Mid-Term	\$135,000	\$200,000	M
Havens Avenue	406th Avenue to 407th Avenue	Shared Use Path	1.0	Mitchell Growth Area	Long-Range	\$525,000	\$950,000	U
Ohlman Street	23rd Avenue to 8th Avenue	Paved Shoulders	1.0	Mitchell Growth Area	Long-Range	\$115,000	\$210,000	Q

BICYCLE AND PEDESTRIAN PROJECTS (Mitchell Core Bicycle Network)

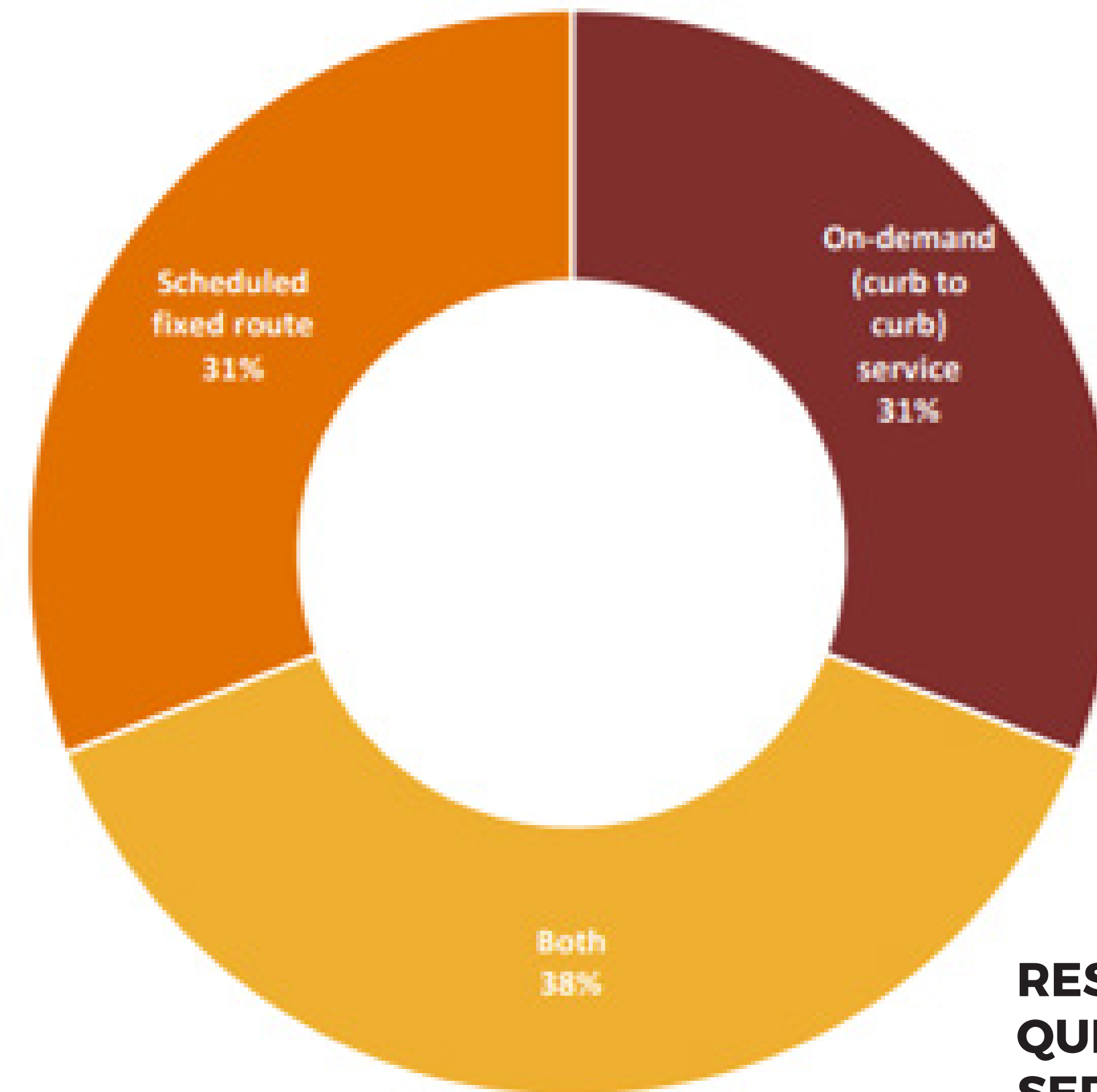
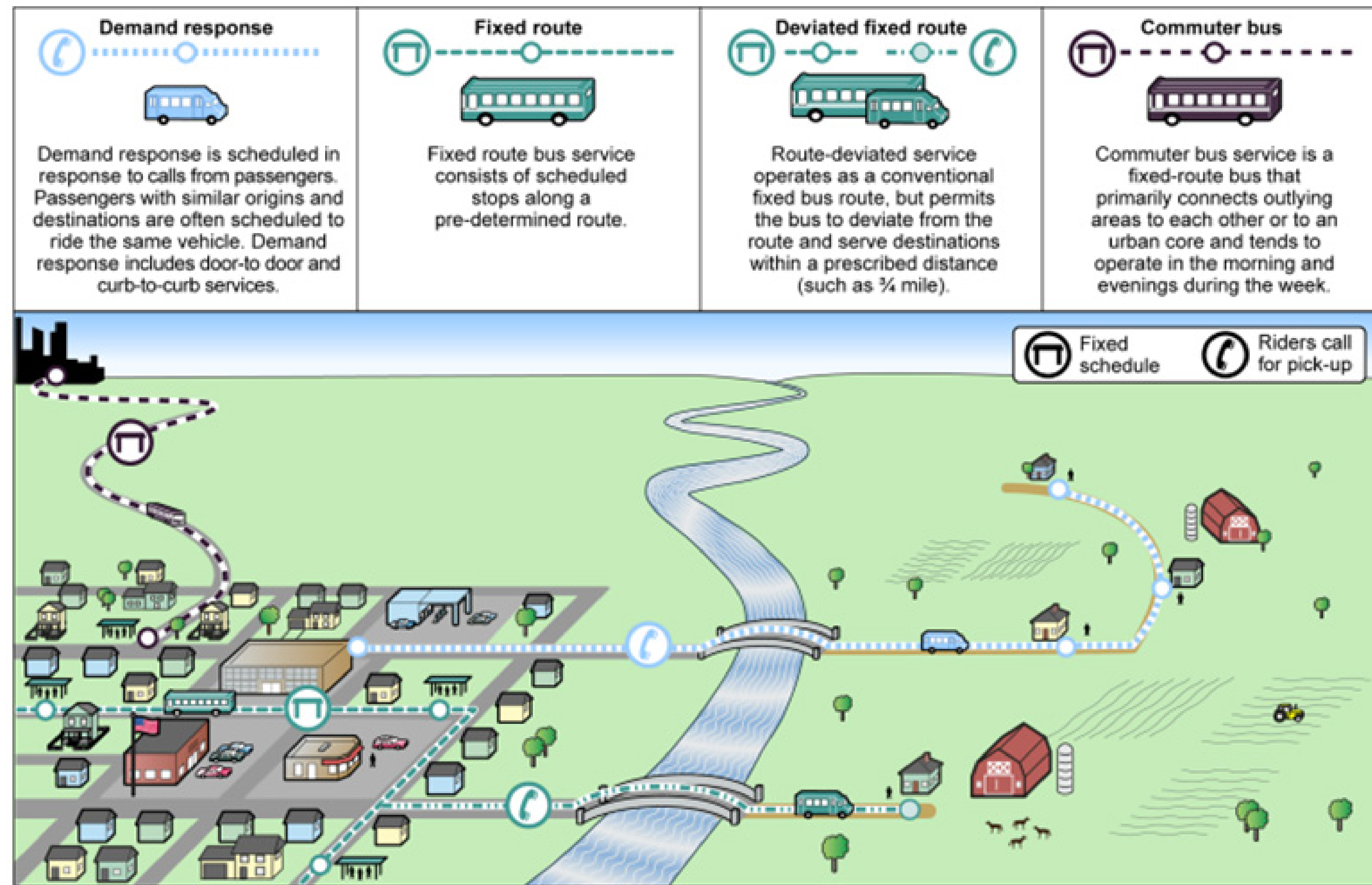
CORRIDOR	LIMITS	PROJECT TYPE	LENGTH (MI)	MITCHELL AREA	PRIORITY	COST (2023 \$)	COST (YO E)
Kimball Street	1st Avenue to 23rd Avenue	Bike Lane	1.5	Mitchell Core Bicycle Network	Mid-Term	\$205,000	\$300,000
23rd Avenue	Main Street to Kimball Street		0.15			\$20,000	\$30,000
12th Avenue	Minnesota Street to Kimball Street	Bike Lane	0.55	Mitchell Core Bicycle Network	Mid-Term	\$75,000	\$110,000
11th Avenue	Kimball Street to Foster Street		0.8			\$110,000	\$160,000
8th Avenue	Ohlman Street to Edgerton Street	Bike Lane	0.3	Mitchell Core Bicycle Network	Mid-Term	\$40,000	\$60,000
Edgerton Street	8th Avenue to 7th Avenue		0.1			\$15,000	\$20,000
7th Avenue	Edgerton Street to Minnesota Street		0.4			\$55,000	\$80,000
7th Avenue	Burr Street to Foster Street		0.55			\$75,000	\$110,000
7th Avenue	Minnesota Street to Burr Street	Buffered Bike Lane	0.75	Mitchell Core Bicycle Network	Mid-Term	\$140,000	\$205,000
Ash Street	Ohlman Street to Minnesota Street	Bicycle Boulevard	1.0	Mitchell Core Bicycle Network	Mid-Term	\$250,000	\$365,000
Ash/Hanson Street	Kimball Street/1st Avenue to Foster Street	Bicycle Boulevard	0.65	Mitchell Core Bicycle Network	Mid-Term	\$165,000	\$240,000
Minnesota Street	23rd Avenue to McCabe Street	Bike Lane	2.25	Mitchell Core Bicycle Network	Mid-Term	\$305,000	\$450,000
Miller Avenue	Norway Avenue to Havens Avenue	Bike Lane	0.5	Mitchell Core Bicycle Network	Mid-Term	\$70,000	\$105,000
Foster Street	Dry Run Creek to 11th Avenue	Bike Lane	1.05	Mitchell Core Bicycle Network	Mid-Term	\$140,000	\$205,000

Short-Term (<2030) Mid-Term (2030-2039) Long-Range (2040+)

TRANSIT PLAN

TRANSIT PLAN

TYPES OF TRANSIT SERVICE OFFERINGS



RESULTS OF TRAVEL SURVEY QUESTION REGARDING TRANSIT SERVICE PREFERENCES

RECOMMENDATIONS

Transit Development Plan

- Assess feasibility, benefits, and drawbacks of expanded service, fixed routes, mobility on demand, or combination of services

Enhance Service Offerings

- Part of Transit Development Plan
- Explore feasibility of Sunday service
- Evaluate new technology to improve communication, routing, and scheduling

Fixed Route Feasibility Study

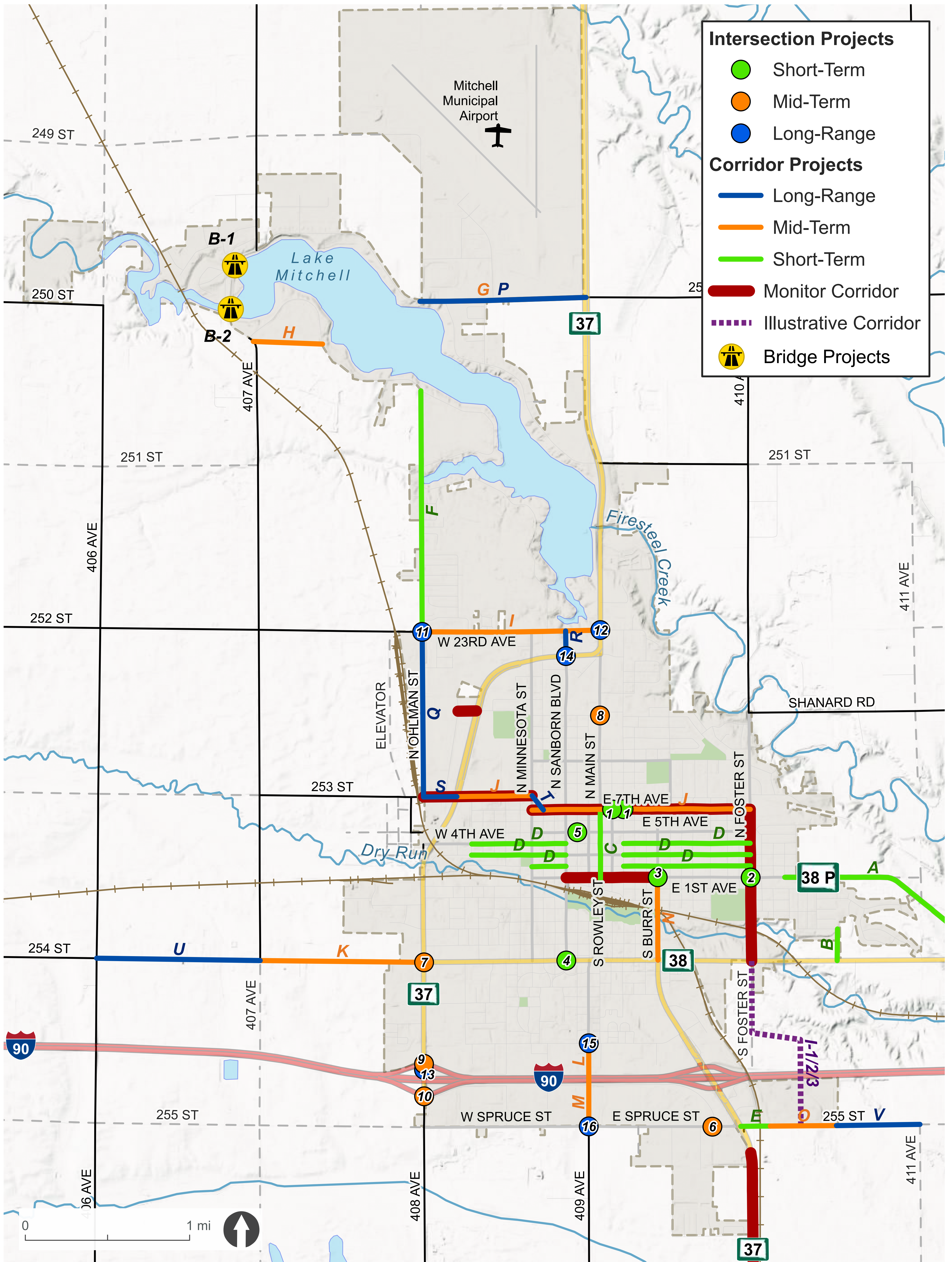
- Fixed route pilot project as part of, or following, the Transit Development Plan

Scheduling Software Working Group

IMPLEMENTATION PLAN

RECOMMENDED INTERSECTION AND CORRIDOR PROJECTS

RECOMMENDED INTERSECTION AND CORRIDOR PROJECTS



INTERSECTION PROJECTS

INTERSECTION PROJECTS

INDEX	INTERSECTION	PROJECT TYPE	PRIORITY	TYPE	COST (2023 \$)	COST (YOY)	CORRIDOR PROJECT CROSS-REFERENCE
1	7th Avenue & Kimball Street 7th Avenue & Lawler Street	Traffic Control	Short-Term	Safety	\$10,000	\$10,000	B-B
2	Foster Street & 1st Avenue	Traffic Control, Access Management, and Traffic Calming	Short-Term	Safety	\$500,000	\$600,000	A-A
3	Burr Street & 1st Avenue	Traffic Signal Modifications	Short-Term	Safety	\$100,000	\$115,000	N
4	Sanborn Boulevard & Havens Avenue	Traffic Signal Modifications	Short-Term	Safety	\$50,000	\$60,000	
5	5th Avenue & Duff Street	Intersection Modifications	Short-Term	Safety	\$300,000	\$340,000	
6	Spruce Street & Wal-Mart RIRO	Spruce Street Median	Mid-Term	Safety	\$450,000	\$650,000	
7	Havens Avenue & SD37	Traffic Signal and Access	Mid-Term	Safety	\$500,000	\$735,000	K
8	Main Street & 15th Avenue	Intersection Study	Mid-Term	Safety	\$100,000	\$145,000	
9	Ohlman Street & I-90 Exit 330 Westbound Ramp Terminal Intersection	Turn Lanes	Mid-Term	Traffic	\$400,000	\$600,000	
10	Ohlman Street & I-90 Exit 330 Eastbound Ramp Terminal Intersection	Turn Lanes and Traffic Signal	Mid-Term	Traffic	\$800,000	\$1,200,000	
11	23rd Avenue & Ohlman Street	Traffic Signal (if applicable)	Long-Range	Traffic and Safety	\$400,000	\$700,000	F, I, Q
12	23rd Avenue & SD37	Traffic Signal	Long-Range	Traffic and Safety	\$400,000	\$700,000	I
13	Ohlman Street & I-90 Exit 330 Westbound Ramp Terminal Intersection	Traffic Signal	Long-Range	Traffic and Safety	\$400,000	\$700,000	
14	SD37 & Sanborn Boulevard	Traffic Signal	Long-Range	Traffic and Safety	\$400,000	\$700,000	
15	Rowley Street & Norway Avenue	Traffic Signal	Long-Range	Traffic and Safety	\$400,000	\$700,000	L
16	Rowley Street & Spruce Street	Traffic Signal (if applicable)	Long-Range	Traffic and Safety	\$400,000	\$700,000	M

Short-Term (<2030) Mid-Term (2030-2039) Long-Range (2040+)

ROADWAY CORRIDOR PROJECTS

ROADWAY CORRIDOR PROJECTS

INDEX	CORRIDOR	LIMITS	PROJECT TYPE	PRIORITY	COST (2023 \$)	COST (YOE)	JURISDICTION NOTES
A	SD38P	Wallace Street to SD38	Urban Reconstruction	Short-Term	\$7,000,000	\$8,000,000	SDDOT project; Transfer to City
B	Mattie Street	Charles Avenue to SD38 (Havens Avenue)	2-Lane Urban Construction	Short-Term	\$700,000	\$800,000	
C	Main Street	7th Avenue to Railroad Street	Downtown Intersection Improvements	Short-Term	\$1,500,000	\$2,000,000	
D	2nd / 3rd / 4th Avenue	SD37 and Foster Street (varies)	One-Way to Two-Way Conversion	Short-Term	\$100,000	\$150,000	
E	Spruce Street	SD37 (Burr Street) to west Mitchell Technical College access	5-Lane Urban Reconstruction	Short-Term	\$1,200,000	\$1,400,000	City/County cost share; Transfer to City
F	Ohlman Street	S Harmon Drive to 23rd Avenue	3-Lane Urban Reconstruction	Short-Term	\$7,500,000	\$8,500,000	City/County cost share; Transfer to City
G	National Guard Road	Ohlman Street to SD37	3-Lane Urban Construction <i>(Partial - One Side Only)</i>	Mid-Term	\$3,500,000	\$5,200,000	
H	West Harmon Drive Connection	Navin Road to West Harmon Drive	2-Lane Urban Construction	Mid-Term	\$1,500,000	\$2,200,000	
I	23rd Avenue	Ohlman Street to SD37	3-Lane Urban Reconstruction <i>Includes Ohlman Street intersection</i>	Mid-Term	\$5,600,000	\$8,200,000	
J	8th/7th Avenue	SD37 to Foster Street	Traffic Calming	Mid-Term	\$550,000	\$800,000	
K	Havens Avenue	407th Avenue to SD37 (Ohlman Street)	3-Lane Urban Reconstruction <i>Includes 407th Avenue intersection</i>	Mid-Term	\$5,800,000	\$8,500,000	City/County cost share; Transfer to City
L	Rowley Street	Norway Avenue to I-90 Bridge	3-Lane Urban Construction <i>(Remaining Urban Section Elements)</i> <i>Includes Norway Avenue intersection</i>	Mid-Term	\$550,000	\$800,000	
M	Rowley Street	I-90 Bridge to Spruce Street	3-Lane Urban Reconstruction <i>Includes Spruce Street intersection</i>	Mid-Term	\$1,250,000	\$1,800,000	
N	Burr Street	1st Avenue to Havens Avenue	Corridor Study	Mid-Term	\$50,000	\$75,000	
O	Spruce Street	W Mitchell Technical College access to ½-mile west of 411th Avenue	5-Lane Urban Reconstruction	Mid-Term	\$3,750,000	\$5,500,000	City/County cost share; Transfer to City
P	National Guard Road	Ohlman Street to SD37	3-Lane Urban Construction <i>(Remaining Urban Section Elements)</i>	Long-Range	\$3,500,000	\$6,500,000	City/County cost share; Transfer to City
Q	Ohlman Street	23rd Avenue to 8th Avenue	3-Lane Urban Reconstruction <i>Includes 8th Avenue intersection</i>	Long-Range	\$5,000,000	\$9,000,000	City/County cost share; Transfer to City
R	Sanborn Boulevard	SD37 to 23rd Avenue	3-Lane Urban Construction	Long-Range	\$750,000	\$1,500,000	
S	8th Avenue	Ohlman Street to SD37	3-Lane Urban Reconstruction	Long-Range	\$1,400,000	\$2,500,000	
T	7th Avenue to 8th Avenue Diagonal Connector	Minnesota Street to Wisconsin Street	3-Lane Urban Reconstruction with Diagonal Connection	Long-Range	\$1,300,000	\$2,500,000	
U	Havens Avenue	406th Avenue to 407th Avenue	3-Lane Urban Reconstruction <i>Includes 406th Avenue intersection</i>	Long-Range	\$5,500,000	\$10,000,000	City/County cost share; Transfer to City
V	Spruce Street	½-mile west of 411th Avenue to 411th Avenue	3-Lane Urban Reconstruction	Long-Range	\$2,500,000	\$4,500,000	City/County cost share; Transfer to City

Short-Term (<2030) Mid-Term (2030-2039) Long-Range (2040+)

ILLUSTRATIVE PROJECTS, “WATCH” CORRIDORS, AND BRIDGE PROJECTS

ILLUSTRATIVE PROJECTS

INDEX	CORRIDOR	LIMITS	PROJECT TYPE	PRIORITY	COST (2023 \$)	COST (YOE) (LONG-RANGE)
I-1	Foster Street Extension	SD38 (Havens Avenue) to Spruce Street	Feasibility Study Includes roadway and multimodal components	Illustrative	\$150,000	\$275,000
I-2	Foster Street Extension (Roadway)	SD38 (Havens Avenue) to Spruce Street	Urban Construction; I-90 Crossing	Illustrative	\$18,500,000	\$33,000,000
I-3	Foster Street Extension (Shared Use Path)	SD38 (Havens Avenue) to Spruce Street	Shared Use Path	Illustrative	\$800,000 + structure costs	\$1,300,000 + structure costs
I-4	East Bypass	SD37 to SD38 F	Feasibility Study	Illustrative	\$100,000	\$180,000
I-5	Burr Street	1st Avenue to Havens Avenue	Multimodal Corridor Improvements	Illustrative	Based on study recommendations	Based on study recommendations

‘WATCH’ CORRIDORS

INDEX	CORRIDOR	LIMITS	PROJECT TYPE	PRIORITY
A-A	Foster Street	7th Avenue to SD38 (Havens Avenue)	Monitor for 3-lane urban section or 2-lane section with turn lanes at major intersections	Monitor corridor
B-B	8th/7th Avenue	8th Avenue: Ohlman Street to Minnesota Street 7th Avenue: Minnesota Street to Foster Street	Monitor for 3-lane urban section or 2-lane section with turn lanes at major intersections	Monitor corridor
C-C	1st Avenue	Sanborn Boulevard to Burr Street	Monitor for 3-lane urban section or 2-lane section with turn lanes at major intersections	Monitor corridor
D-D	SD37 S	Spruce Street south	Monitor for multilane section and/or intersection turn lanes	Monitor corridor
E-E	15th Avenue	Commerce Street to SD37	Monitor SD37 & 15th Avenue intersection and Commerce Street & 15th Avenue intersection for turn lane and/or traffic control needs associated with future development	Monitor corridor

BRIDGE PROJECTS

INDEX	BRIDGE #	TYPE	YEAR BUILT	ROUTE	CROSSING	MAJOR ROADS PLAN DESIGNATION	NEEDS	CONDITION	10-YEAR PROJECT	COST (2023 \$)	COST (YOE)
B-1	18-129-060	Bridge	2000	Harmon Drive	Lake Mitchell Canal	Collector	Posted 50% of Legal Load	Poor	Replacement	\$1,800,000	\$1,900,000
B-2	18-129-061 B	Bridge	2015 H	Harmon Drive	Firesteel Creek	Collector	G	Good	Polymer overlay; (Spall & Rail Repairs)	\$400,000	\$400,000

FUNDING

TRANSPORTATION PROGRAM HISTORIC FUNDING AND EXPENDITURES

FUNDING

Transportation Program Funding	2019 – 2021 3-year Average (YOR \$)
2 nd Penny Sales Tax	\$3,825,000
Surface Transportation Funds	\$575,000
Local Government Highway and Bridge Fund	\$420,000
License Fees	\$140,000
Grants / Other	\$270,000
TOTAL	\$5,230,000

EXPENDITURES

Transportation Program Expenditures	2019 – 2021 3-year Average (YOR \$)
Street and Sidewalk Capital Improvements	\$1,320,000
Pavement Management	\$480,000
Operations and Maintenance	\$780,000
Staff Resources	\$2,160,000
Equipment	\$220,000
Street Lighting	\$270,000
TOTAL	\$5,230,000

PROJECT COST VS. FORECASTED FUNDING (SCENARIO A)

100% CITY FUNDING TO RECONSTRUCT GROWTH AREA ROADWAYS

Projects	SHORT-TERM 2024-2029	MID-TERM 2030-2039	Assumptions and Notes
Intersections	\$1,130,000	\$1,530,000	<i>Project tables</i>
Corridor Segments	\$11,050,000	\$33,075,000	<i>Project tables</i>
Bicycle and Pedestrians	\$4,650,000	\$7,250,000	<i>Project tables</i>
Pavement Management	\$9,740,000	\$20,560,000	<i>\$1.4 M/year</i>
Traffic Signal Enhancements	\$700,000	\$1,470,000	<i>\$100,000/year</i>
Sidewalk Program	\$700,000	1,470,000	<i>\$100,000/year</i>
Bridges	\$700,000	\$1,470,000	<i>\$100,000/year</i>
Total	\$28,770,000	67,850,000	
Annual Cost	\$4,795,000	\$6,785,000	
Forecasted Funding Allocation for Projects	<i>\$21,000,000</i>	<i>\$44,000,000</i>	

Scenario assumes 100% City of Mitchell funding to reconstruct Davison County highways within the Mitchell growth area (rural to urban reconstruction).

ANTICIPATED FUNDING GAP:

SHORT-TERM:
\$8 MILLION

MID-TERM:
\$24 MILLION



PROJECT COST VS. FORECASTED FUNDING (SCENARIO B)

50% CITY FUNDING / 50% EXTERNAL SOURCES TO RECONSTRUCT GROWTH AREA ROADWAYS

Projects	SHORT-TERM 2024-2029	MID-TERM 2030-2039	Assumptions and Notes
Intersections	\$1,130,000	\$1,530,000	<i>Project tables</i>
Corridor Segments	\$7,000,000	\$23,475,000	<i>Project tables</i>
Bicycle and Pedestrians	\$4,650,000	\$7,250,000	<i>Project tables</i>
Pavement Management	\$9,740,000	\$20,560,000	<i>\$1.4 M/year</i>
Traffic Signal Enhancements	\$700,000	\$1,470,000	<i>\$100,000/year</i>
Sidewalk Program	\$700,000	1,470,000	<i>\$100,000/year</i>
Bridges	\$700,000	\$1,470,000	<i>\$100,000/year</i>
Total	\$24,720,000	58,260,000	
Annual Cost	\$4,795,000	\$5,826,000	
Forecasted Funding Allocation for Projects	<i>\$21,000,000</i>	<i>\$44,000,000</i>	

Scenario assumes 50% City of Mitchell funding and 50% external funding to reconstruct Davison County highways within the Mitchell growth area (rural to urban reconstruction). External funding could include cost-share with Davison County or grants.

ANTICIPATED FUNDING GAP:

SHORT-TERM:
\$4 MILLION

MID-TERM:
\$14 MILLION

