RAPID CITY

RAILYARD RELOCATION AND RAILWAY CONFIGURATION STUDY

RAPID CITY AREA
Metropolitan Planning Organization

APRIL 2026 DRAFT

Executive Summary

The Rapid City Railyard Relocation and Railway Configuration Study was conducted to solve a long-standing conflict between the city's growth and its industrial rail infrastructure. Currently, the Rapid City, Pierre & Eastern Railroad (RCP&E) railyard sits in the middle of a developing urban corridor, creating a physical barrier that prevents the expansion of Fairmont Boulevard and Minnesota Avenue, while forcing trains to block major intersections like East Saint Patrick Street during routine switching operations.

The study's central finding is that the current configuration is no longer sustainable. It evaluated several relocation sites and determined that moving operations to Box Elder is the most viable path forward. This site offers the best balance of operational efficiency for the railroad while moving heavy industrial activity away from residential areas. Additionally, the study emphasizes that the Pressler Junction intersection must be reconfigured into a full "wye" to eliminate the need for trains to back up into downtown traffic.

Financially, the relocation is presented as a strategic trade-off. While moving a railyard is expensive, it would allow the City to avoid the massive costs of replacing the aging Cambell Street Overpass, opting instead for simpler at-grade crossings. Ultimately, the study concludes that relocating the yard is the best way to reconnect the city's eastern and western halves, improve emergency response times, and provide the railroad with a modern facility that fits the region's 21st-century needs.

Acknowledgements

The following individuals and organizations were essential to the success of this planning effort.

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Project Overview and Purpose

The Rapid City Railyard Relocation & Railway Configuration Study (study) was commissioned by the Rapid City Area Metropolitan Planning Organization (MPO) in response to community challenges and the recommendations of previous planning efforts. The primary intent of this study, built upon the foundation established by the Cambell Street Structure Study, was to investigate the effectiveness and feasibility of relocating the current Rapid City, Pierre & Eastern Railroad (RCP&E) railyard to an alternate location. A significant focus was also placed on identifying a more efficient rail network configuration for the region. This analysis was undertaken with the goal of finding an alternative that addresses community concerns, alleviates the need to replace the Cambell Street bridge (shown in Figure 1), considers efficient, effective rail operations, and supports the orderly growth of the region.

Figure 1: Cambell Street Overpass

Background and Need

Railroad operations, particularly in southeast Rapid City where the existing railyard is located, have historically presented challenges to the local community. The current rail configuration relies on an ineffective wye (i.e., triangular) rail intersection for switching movements which

frequently blocks critical arterial streets near downtown Rapid City. In addition, trains traveling east-west must travel south toward the railyard and then travel in reverse to continue to their destination, resulting in slow moving and stopping trains at downtown crossings. These delays raise concerns regarding train exposure, unnecessarily increase rail activity, and impact transportation efficiency, emergency access, and overall community livability.

Adding to vehicle and rail efficiency concerns, the study was also prompted by the condition of the Cambell Street Overpass, a grade-separated crossing near the railyard that serves eastern Rapid City. The bridge structure is degrading and will need to be replaced or removed soon, prompting the *Cambell Street Structure Study* (2022) to determine the best path forward. If removed, the existing Cambell Street bridge will need a new, at-grade crossing that may impact the overall efficiency of the transportation network near the railyard. Studying a possible railyard relocation and supporting network reconfiguration allows for the potential of an at-grade crossing at Cambell Street or other options that could improve area mobility and access around the exiting railyard.

To accommodate future growth in Rapid City, new roadway connections will be required to alleviate congestion on existing roadways and railroad crossings. Rapid City plans to construct low- and medium-density housing to the east of the railyard, which may require the extension of Fairmont Boulevard and Minnesota Street over the railroad to the east. If the railyard remains at its current location, future grade-separated crossings may come at a considerable additional cost to the community.

The MPO commissioned this study to address these important issues and explore a long-term solution for enhancing mobility and supporting orderly future growth of Rapid City.

Scope of Work and Report Structure

The study employed a comprehensive, data-driven approach, including continuous outreach with key project stakeholders and railroad operators. The scope of work undertook several critical components:

- Existing Conditions Analysis: Collecting data on the existing RCP&E rail line and railyard operations to establish a baseline for analysis.
- Site Evaluation and Alternatives: Developing a multi-criteria assessment matrix to evaluate and rank up to five potential railyard relocation sites.
- Feasibility and Cost Estimates: Providing planning-level cost estimates for various relocation scenarios and determining if an alternate facility is operationally and economically viable.
- Impact Analysis: Considering the impacts of relocation on traffic patterns, the mobility of non-motorized users, and various sensitive receptors within the region.

Using data-driven analysis supported by extensive stakeholder engagement, this final report presents the evaluation of candidate sites, recommends a preferred location for the railyard in the future, provides an implementation schedule, and suggests a detailed path forward to secure federal grant funding for moving the project toward construction.

Figure 2: Railroad crossing at Highway 44

Goals and Alternatives

Chapter Two

RAPID CITY
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Railway Configuration Study

The Railyard Relocation and Railway Configuration Study has specific, outcome-oriented goals intended to resolve long-standing operational and community challenges associated with the current rail network. The aging Cambell Street Overpass needs replacement, presenting an opportunity to study relocating the Rapid City, Pierre & Eastern Railroad (RCP&E) railyard to reshape existing rail operations in the region. This study focuses on analyzing a variety of alternatives stemming from the findings of the *Cambell Street Structure Study* (2022). These alternatives include the feasibility of relocating the railyard, reconfiguring the Pressler Junction rail intersection, and assessing the viability of replacing the Cambell Street Overpass. The goals of the alternatives analysis seek to improve community safety, mobility, and access, while also developing collaborative implementation strategies. Among the key alternatives studied:

1. Determining Feasibility of Railyard Relocation

Determining the effectiveness and feasibility of relocating the RCP&E railyard from its current location to an alternative site is a major goal of this study. This includes assessing whether a new facility is operationally and economically viable for the railroad operator.

2. Determining Feasibility of ReconJ guring Pressler Junction Rail Intersection

Identifying and recommending a more efficient rail line configuration through Rapid City. The study evaluates alternatives that eliminate or mitigate the use of the current ineffective "wye" intersection for switching movements, which is a primary cause of road blockages and operational delays.

3. Assessing the Viability of Replacing the Cambell Street Overpass

As outlined by the Cambell Street Structure Study and South Dakota Department of Transportation (SDDOT) estimates, replacement of the Cambell Street Overpass with a bridge is likely to cost over $30 million. It may be more beneficial for the community to spend these resources on the relocation of the railyard to outside of Rapid City, as simply replacing the bridge will not alleviate community issues and will not facilitate the eastward expansion of the city.

Improving Community Safety, Mobility, and Access

The study sought to address key community goals currently impacted by railroad operations, including mitigating street blockages, enhancing emergency access, and supporting future development. To address these goals, the study evaluates solutions to reduce the frequency and duration of train blockages on critical arterial streets (particularly in the southeastern part of Rapid City), reduce emergency vehicle response times delayed by trains, and provide a rail configuration that supports planned transportation network expansions. The study will also consider impacts of the existing RCP&E rail line and railyard on multimodal traffic and mobility of non-motorized transportation users, with a focus on reconstructing or removing the Cambell Street Overpass.

Developing an Implementation Strategy

Beyond technical analysis, a critical goal of the study was to provide the MPO and Rapid City with a clear path toward executing one or more of the identified solutions, including:

- Recommending a single, preferred site for the relocated railyard based on multi-criteria analysis.
- Creating an implementation schedule outlining the necessary steps to transition from planning to construction.
- Providing a detailed process for securing federal grant funding to finance the project.

Through a sound implementation strategy, the study will provide the City and its partners with a path toward a long-term solution that simultaneously improves railroad efficiency and enhances the safety, livability, mobility, and economic vitality of the Rapid City community and broader region.

Existing Conditions and Analysis

Chapter Three

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During the *Cambell Street Structure Study* (2022), the Rapid City, Pierre & Eastern Railroad (RCP&E) expressed an interest in relocating its existing railyard to a new location. The Cambell Street Overpass travels over the RCP&E rail line near the existing railyard. To understand impacts of the railyard on area residents and potential relocation effects on other sites, gaining knowledge of existing railyard infrastructure and operations was important. This section describes the study area, existing rail operations, previous planning efforts, and baseline conditions.

Study Area

The study area spans portions of both Meade and Pennington Counties. However, the analysis focuses on a 1-mile buffer along the existing rail lines within about 15 miles of downtown Rapid City and the current RCP&E railyard. A map of the study area is shown in Figure 4.

Figure 3: Train cars in railyard

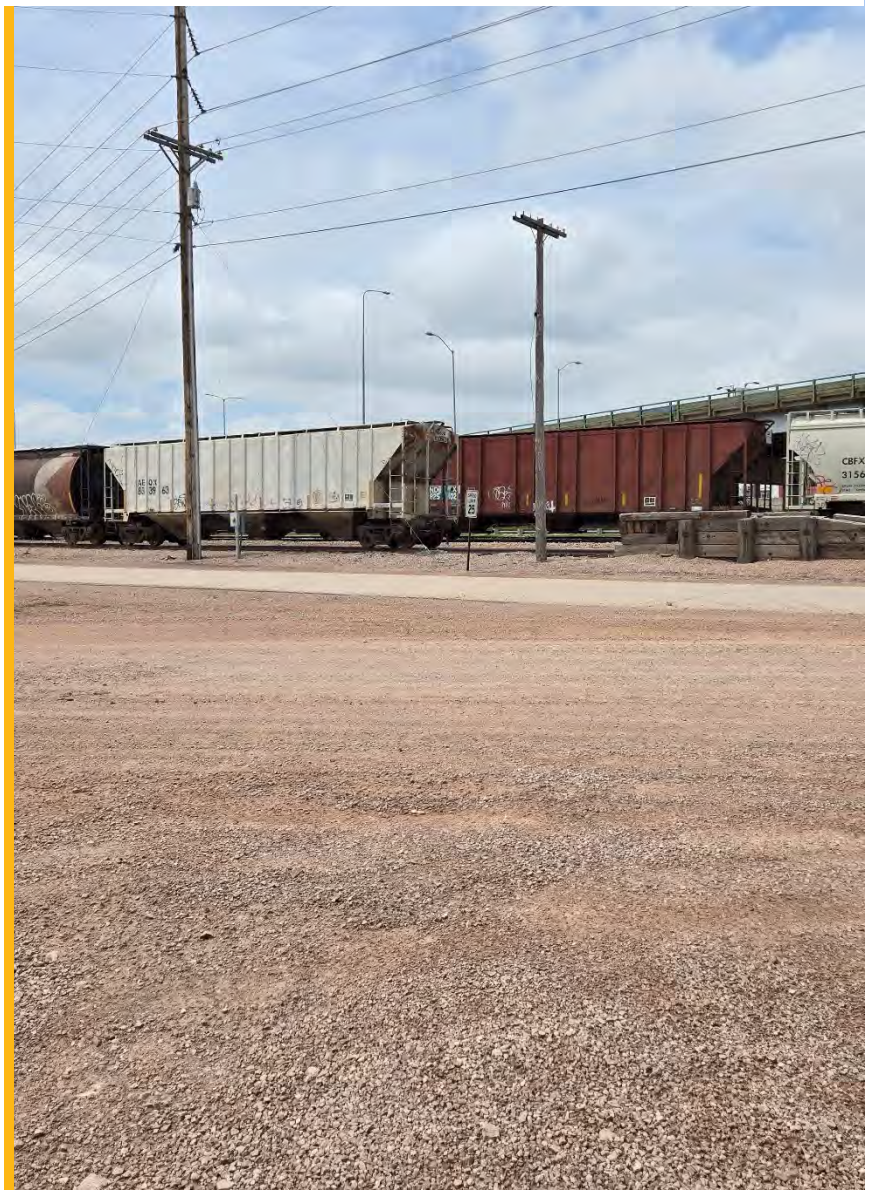
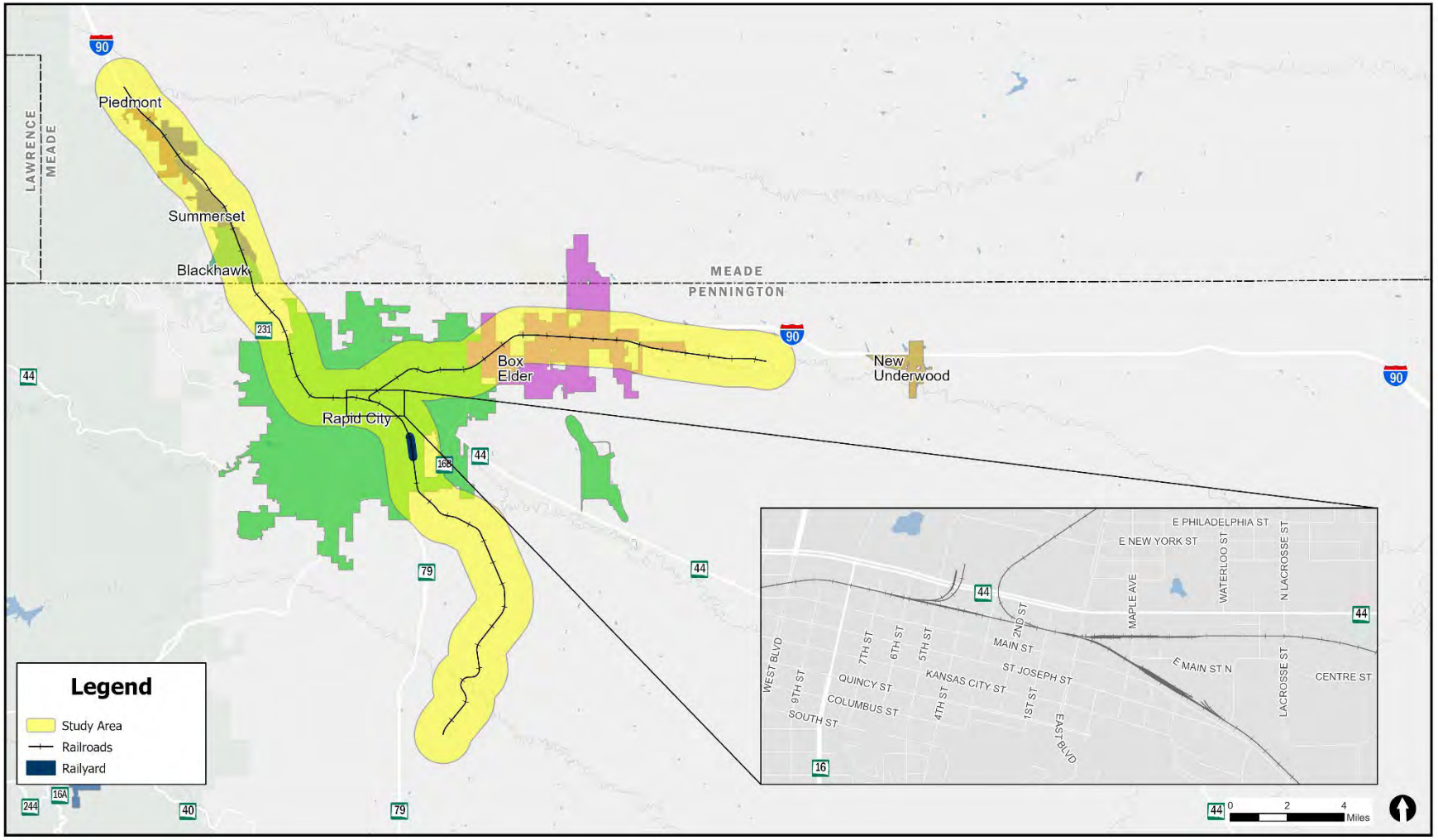


Figure 4: Study Area



Existing Rail Corridor and Railyard

All active rail lines running through Rapid City are owned by RCP&E, with activity centered around Pressler Junction, a rail intersection near downtown. RCP&E was acquired by Genessee and Wyoming in 2014 and their mainline runs between Rapid City and Tracy, Minnesota. East of Rapid City, the rail line runs roughly parallel to I-90 until Wall, South Dakota, where it then follows US Highway 14 to Pierre, South Dakota, and on into Minnesota. The mainline has interchanges with BNSF Railway (BNSF) in Florence, Minnesota, and with CPKC in Tracy, Minnesota. RCP&E also holds trackage rights on CPKC from Tracy to Mankato, Minnesota. Two RCP&E branch lines extend from Pressler Junction: a western branch line runs northwest from Rapid City to Colony, Wyoming, along Interstate 90 (I-90) passing through Belle Fourche, to Colony, where it interchanges with BNSF. A southern branch line begins at Pressler Junction and runs south to Crawford, Nebraska, where RCP&E interchanges with BNSF.

The RCP&E railyard is located on the southern branch line on the southeastern side of Rapid City near the Cambell Street Overpass at Saint Joseph Street (see Figure 5). The railyard runs along the eastern side of Cambell Street at a slight angle to the street, which allows for businesses to locate between the yard and Cambell Street. The railyard occupies about 4,500 feet along the branch line track. The yard includes four parallel tracks for switching and building trains, each of which is about 4,000 feet, for a combined length of 16,700 feet. The railyard features several on-site buildings, including a two-bay service shop, cold storage facilities, and an office for employees. There are several laydown yards for various materials scattered around the railyard, including a yard dedicated to the storage of railroad ties. The railyard does not have transloading capacity, which RCP&E desires.

At the southern end of the RCP&E railyard, industrial rail spurs provide direct access to several area businesses, including Dakota Panel, Pacific Steel & Recycling, Kugler Oil Company, and CZ Construction. These companies receive necessary materials by rail at their facilities and load outbound products directly onto freight trains from their facilities to expedite and simplify their shipping processes.

What is transloading?

Transload facilities involve transferring non-containerized commodities from one mode to another. Transloading is frequently used to effectively leverage railroad services where shippers/receivers do not have direct rail access (i.e., an industrial spur directly into their production or warehousing facilities). Transloading functions for many bulk commodities and finished and unfinished goods, such as produce, beverage products, lumber, paper, metals, and building materials, as well as products that are difficult to transport long distances by road.

Figure 5: Rapid City, Pierre & Eastern Railroad (RCP&E) railyard

Approximately 11 trains traverse the western and southern branch lines each day—five during daylight hours and six at night—while two trains travel along the eastern mainline each day—both during daylight hours.

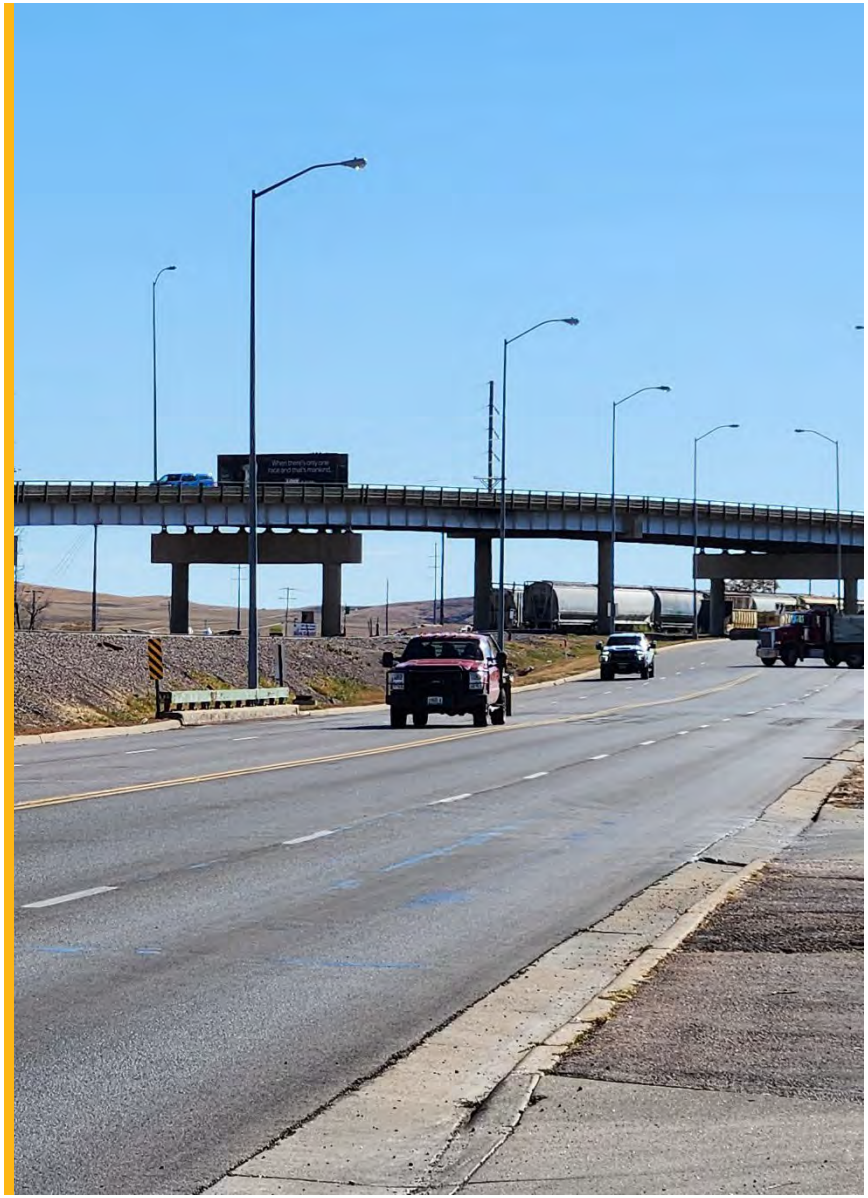
Conditions to Consider

An analysis of data and existing plans helped identify potential issues and opportunities, including existing literature, plans and policies pertinent to the rail corridors, and potential future sites. Additional details on the studies reviewed are found in Appendix A.

Overpass Condition

The Cambell Street Overpass shown in Figure 6, is in poor condition and needs to be replaced. The Rapid City Area Metropolitan Planning Organization (MPO) completed the *Cambell Street Structure Study* in 2022 to assess the condition of the overpass and examine alternatives for reconstruction. Alternatives included less expensive at-grade crossings that could improve mobility for residents but were not preferred by RCP&E if the current railyard location remained unchanged.

Figure 6: Saint Joseph Street under Cambell Street



Pressler Junction Design

During the study, it became clear that the design of the Pressler Junction intersection near downtown Rapid City was a significant issue for the railroad's existing operations. The existing rail operations in Rapid City primarily use east-west tracks but due to the current design of the Pressler Junction intersection, inefficient train movement requires trains on the mainline to turn south before changing direction as shown in Figure 8. The lack of a direct mainline connection forces trains to head south to the railyard for switching and assembly, severely impeding traffic flow crossing at-grade crossings between Pressler Junction and the railyard. This southbound movement for east/west trains is necessary regardless of whether the yard is moved and would only change if the design of the rail intersection is addressed.

Figure 7: Pressler Junction in downtown Rapid City

Figure 8: Pressler Junction train movements

Safety and Quality of Life

While RCP&E rail services are economically important to the state and region, significant train activity near downtown Rapid City and surrounding neighborhoods poses safety and quality-of-life concerns. The area around the southern branch line of the railroad and railyard is difficult to navigate for residents due to frequently blocked crossings and heavy train activity. The current design of Pressler Junction and the location of the railyard limit quality-of-life improvements that can be made in the area. Trains use their horns when entering at-grade road crossings which are loud and a concern to many people who live near railroad tracks. Additionally, rail lines near population centers often result in trespassing on railroad property with exceedingly dangerous pedestrian activity crossing or traveling along railroad tracks.

Future Land Use Plans

Traffic operations at the intersection of Cambell Street and East Saint Patrick Street are significantly impacted by rail operations with frequent blocked at-grade crossings and a significant bottleneck at the intersection of two minor arterials connecting critical growth areas. East Saint Patrick Street is designated as a "Revitalization Node" within *Plan Rapid City*, Rapid City's comprehensive plan, which envisions a transition toward vibrant mixed-use development and enhanced

multimodal accessibility. Successful redevelopment in this area is heavily contingent upon future rail operations and potential modifications to the Cambell Street Overpass and traffic operations at the intersection of Cambell Street and East Saint Patrick Street

The southern stretch of Cambell Street is classified as a "Gateway Corridor," a designation the city is using to transform the roadway into a "unique and attractive" entrance that utilizes high-quality design elements to welcome both residents and tourists. Balancing aesthetic and revitalization goals with the functional realities of downtown rail operations remains a pivotal challenge for the area's long-term transformation and city's future vision identified in *Plan Rapid City*.

Transportation Needs

As Rapid City expands to the east, the RCP&E rail line and railyard present significant physical barriers to local and regional connectivity. Currently, bicycle and pedestrian infrastructure near East Saint Patrick Street and Cambell Street is sparse, and, as development intensifies on the eastern side of the tracks, there are few planned connections to bridge this divide. Existing rail infrastructure discourages the integration of active transportation strategies and conflicts with the City's plan to adopt Complete Streets policies that incorporate sidewalks, trails, and on-street bicycle infrastructure into the local roadway network. The *Rapid City Major Streets Plan Analysis and Update* (2024) and the *Pennington County Master Transportation Plan* (2024) identify the eastern side of the RCP&E's southern branch line as a primary location for future housing and employment growth in the region. However, current infrastructure appears insufficient to support this expansion.

While neither Cambell Street nor Saint Joseph Street are identified as immediate priorities for improvement, the City has targeted Fairmont Boulevard for a critical eastward extension across the railyard to South Dakota Highway 79 (SD 79). Project feasibility depends heavily on the future of the railyard itself. If the yard remains at its current location, the City and South Dakota Department of Transportation (SDDOT) would possibly be forced to construct a costly grade-separated crossing, similar to the Cambell Street Overpass. If the railyard is relocated, an at-grade crossing could likely be

implemented at Fairmont Boulevard. This latter option would be more cost-effective for the City while providing access for pedestrians and cyclists to better align with the city's long-term multimodal goals without significant elevation change.

Environmental Concerns

Trains often transport hazardous materials that can be harmful to the environment and humans. Trains and associated yard activity can also stir up dust, create noise impacts, and impact water resources should a spill occur. Limiting the impact of rail cargoes and rail operations on residents and the environment is an important consideration that grows as population increases near the railyard.

Rail Operations

The current railyard location does not meet future business needs of RCP&E. Key concerns include inefficient route and yard operations resulting in frequent backups and traffic obstructions at nearby at-grade crossings. RCP&E has also expressed the desire to provide transload services which the current railyard cannot accommodate.

Engagement

Chapter Three

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Public and stakeholder outreach was a foundational element of the study, recognizing that changes to the built environment in a community with a strong railroad history require meaningful feedback and broad consensus. The primary goal of the engagement program was to understand public sentiment regarding a potential railyard relocation and to fully consider the opinions and concerns of all residents and stakeholders.

In alignment with the Rapid City Area Metropolitan Planning Organization's (MPO) adopted *Public Participation Plan* (2016), the study team implemented a multi-faceted Public Involvement Plan (PIP) to encourage early and continuous engagement, utilizing a combination of meetings, digital tools, and targeted outreach.

Key Engagement Components

The engagement strategy used a multi-layered approach to ensure both technical and community alignment throughout the study. A Study Advisory Team (SAT) provided inter-agency oversight, while public and stakeholder meetings gathered broad-based feedback on rail needs and recommendations. This effort was reinforced by targeted outreach and internal communications to ensure the inclusion of underrepresented populations and alignment with local leadership. All activities were anchored by a responsive project webpage, which served as the central hub for information sharing and ongoing community dialogue.

Study Advisory Team (SAT)

The SAT was formed to guide the overall study process and ensure continuous coordination. The SAT consisted of key stakeholders, including representatives from:

- Municipal and MPO staff
- Rapid City, Pierre & Eastern Railroad (RCP&E)
- South Dakota Department of Transportation (SDDOT)

- Federal Highway Administration (FHWA)
- Federal Railroad Administration (FRA)
- Freight customers and military freight

The SAT held five meetings throughout the project to report on findings, confirm expectations, and provide input at key milestones. The data used to analyze Community Impacts were decided by SAT based on public engagement.

Public and Stakeholder Meetings

The study included two rounds of public involvement to inform the community and solicit input:

- The first round of engagement included a series of pop-up meetings focused on introducing the study's scope and objectives and gathering initial input on community needs and desires related to rail configuration.
- The second round of engagement included a hybrid (online and in-person) meeting centered on presenting the consultant team's initial findings and recommendations and gathering feedback on the proposed path forward.

These events, along with individual or small group stakeholder meetings, were promoted through legal advertisements, press releases, and social media to maximize community awareness and participation.

Targeted Outreach and Internal Communications

The PIP included explicit strategies to ensure the engagement process was inclusive of all segments of the Rapid City community. Specific outreach was designed for:

- Seniors and people with disabilities
- Minorities and low-income communities

- Business, environmental groups, and other communities of local significance

Additionally, an internal communications strategy was developed to share information within the MPO and the City, including providing suggestions for City Council and committee presentations.

Project Webpage

Engagement activities included creating a user-friendly and device-responsive project website. This digital component served as a central hub to:

- Share information and educate the public.
- Provide community engagement opportunities.
- Integrate with other digital communication channels.

Engagement Outcomes

First Round of Engagement

Project Website

The project website, rcrailyardstudy.com, launched on June 17, 2025. It included content about the study background, overview, and objectives, as well as a map, timeline graphic, and photos of the railyard. Other content on the website included a comment map, events, resources, frequently asked questions, and a comment form. The website was regularly promoted on printed and digital materials using a QR code.

Screenshots of the website can be found in Appendix B.

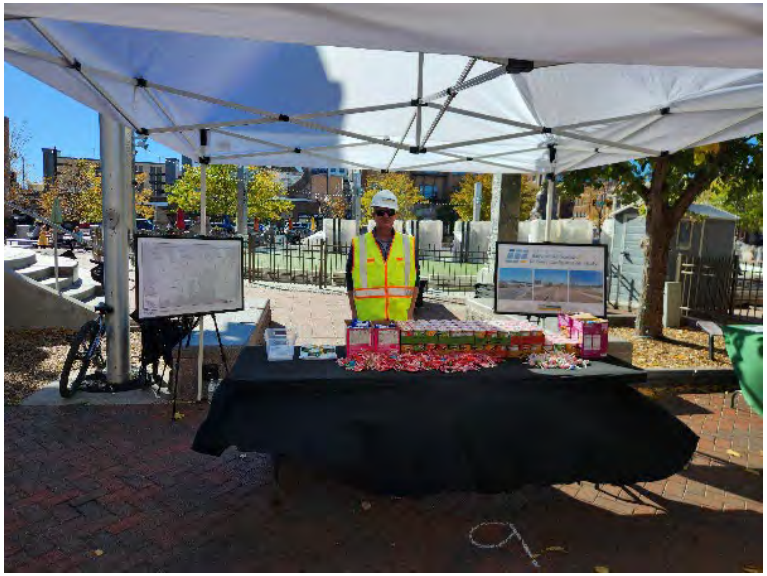
Between May 29, 2025, and the preparation of this report, the website had over 2,300 views, with the average session exceeding two minutes. A full analytics report is available in Appendix B.

Pop-Up Meetings

In lieu of a traditional kick-off public meeting, the project team participated in existing community events to meet the public in the spaces they were already engaging in. The pop-up meetings generally consisted of at least two project team members staffing a table that provided a project handout, coloring sheets and crayons for children, and a board showing the project area. Pop-up meeting materials are shown in Appendix B.

In total, the project team hosted three pop-up meetings (Figure 9) during the summer and fall of 2025.

Figure 9: Engaging community members in Rapid City



Live on the Lawn

The first pop-up event took place on Wednesday, July 9, 2025. *Live on the Lawn* is a free outdoor music event at Main Street Square in downtown Rapid City. Overall attendance at the event was good, and more than 15 people stopped at the project booth. Since this was the first outreach event, many individuals stopping at the booth had questions about what the study was about and why it was needed. Others inquired about the future location of the railyard and/or shared concerns about frequently blocked crossings.

Family Food Truck Night

The second pop-up meeting took place on Tuesday, September 2, 2025. *Family Food Truck Night* is a weekly gathering of food trucks in Canyon Lake Park in Rapid City. General turnout at the event was low because of rainy weather. At this event, the project team chatted with about a dozen interested parties and handed out project-branded coloring sheets to children enjoying dinner with their families.

Downtown Trick-or-Treat

The final pop-up event took place on Saturday, October 25, 2025. The *Downtown Trick-or-Treat* is an annual event organized by downtown Rapid City that allows businesses and organizations to hand out candy to children and families at Main Street Square in downtown Rapid City. This was the best attended event, with over 1,000 children and adults doing drive-by-style trick-or-treating. The project team had over 300 coloring sheets, 150 handouts, approximately 300 treats with a QR code sticker, and multiple bags of candy. All available materials, treats, and candy were distributed at the event.

Satellite Displays

To provide project information more widely across the region, satellite displays were set up in target communities. Displays included a study area map, study overview, and a QR code link to a survey for the project. Satellite displays were placed in multiple areas likely impacted by the study and its outcomes. These locations include the following:

- City of Summerset City Hall
- Timmons Market (Box Elder)
- Rapid City, City Hall
- Rapid City Library

The satellite display is available in Appendix B.

Survey

The public survey for the Rapid City Railyard Relocation & Railway Configuration Study was conducted to gather community perspectives on potential relocation of the existing RCP&E railyard and to better understand the public's priorities, concerns, and values related to the project. The survey was open from October 18, 2025, to December 18, 2025, during which 175 total responses were received. A full survey memo is available in Appendix B.

Key Findings

- Reducing traffic delay was the most important outcome of the railyard relocation for those who completed the survey.
- Using government funds for railyard relocation was unpopular but residents also indicated that the railroad should not be responsible for all relocation costs.
- Minimizing noise, air, and environmental impacts, protecting residential communities, and locating the railroad in existing industrial areas were important to the public.

Second Round of Public Engagement

An Open House held Tuesday, January 27, 2026, 4–6 p.m. at City Hall, provided community members with information about the project and allowed them to provide feedback on the criteria used to rank candidate sites. Community values expressed at the meeting impacted the eventual weighting of evaluation criteria used to rank candidate sites. An online meeting was also hosted on the project website from Tuesday, January 27, 2026, through Sunday, February 28, 2026.

These events were promoted through satellite displays, a press release, social media posts, and legal advertisements in the Rapid City Journal, Black Hills Pioneer, and Native Sun News.

In-Person Public Meeting Open House

An in-person open house featured a pre-recorded presentation playing on a loop in the Circle of Friends Community Room, with the open house held in the City Council Chambers. Attendees were encouraged to first view the presentation before visiting the open house to meet with the project team. Approximately 13 attendees signed in for the public meeting. The presentation, study boards, meeting handout, and sign-in sheet from the meeting are available in Appendix B.

Online Public Meeting

The online public meeting provided interested parties an opportunity to review meeting materials at their leisure. Screenshots of the online public meeting can be found in Appendix B.

During the comment period, the online meeting had over 350 views, with the average session exceeding six and a half minutes. A full analytics report is available in Appendix B.

Comment Period

Public comments were accepted in multiple formats, including paper comment forms, emails, and digital submissions through the online meeting.

Development of Evaluation Criteria

Chapter Four

RAPID CITY
Railyard Relocation &
Railway Configuration Study

To select a candidate site that best meets Rapid City Area's needs, a two-pronged approach was used. First, a quantitative framework was created to ensure objectivity of the selection process. The second approach was a qualitative evaluation based on railroad operations of the site.

For the qualitative framework evaluation, predefined evaluation criteria served as benchmarks for measuring each option to compare impacts and feasibility to establish a transparent, data-driven process. The goal of the two-pronged approach was to ensure that sites were evaluated based on what is important to the community and accounted for the site operations based on railroad needs. Combining these approaches creates a systemic approach that leads to final recommendations that are strategically sound and defensible to stakeholders.

Evaluation criteria for the quantitative framework were created based on known challenges and opportunities identified throughout the study by engaging the Study Advisory Team (SAT), public outreach, and considerations established by existing conditions. This combination of elements led to five primary scoring criteria, each with up to four sub-category components.

Figure 10: Railroad track at existing site

Figure 11: Scoring categories

Evaluation Criteria

The quantitative framework was the primary tool to evaluate sites using evaluation criteria that were developed over the course of several meetings between the project team and SAT, then presented to the public for comment to ensure community support and ensure no key criteria were overlooked.

Together, the evaluation criteria provide a comprehensive assessment of the factors that may inhibit community livability at each candidate site. In addition, weights were assigned to categories of criteria that were deemed more important by stakeholders, including the SAT and the public.

Safety

The safety evaluation criteria determine the impact that relocating a railyard onto each candidate site will have on the transportation network and public safety in the surrounding area.

- Bicycle and Pedestrian Safety: W*ill the railyard increase conflicts between bicycles, pedestrians, and trains?* This criterion is measured using Replica's travel demand model. Replica is a data purveyor that produces and maintains a national activity-based travel demand model. The model was used to determine the percentage of total trip origins near the site location that were bike/walk trips. The assumption is that sites in areas with higher bike/walk trip intensities pose a greater safety risk than those in areas with lower bike/walk trip intensities.
- Traffic Safety: *Will the railyard increase conflicts between vehicles and trains?* Will crashes increase due to a relocated railyard? Impacts on traffic safety were quantified by the expected number of annual crashes at grade crossings that would be impacted by each site's location. Predicted crash rates were sourced from the Federal Railroad Administration (FRA) rail crossing database. This assumes that relocating a site to areas already experiencing higher than expected crashes at crossings would likely exacerbate existing safety problems. The USDOT crash prediction value is calculated from the annual average daily traffic (AADT) at the crossing and the number of trains using the crossing daily.
- Public Safety: *Will the relocated railyard be located in an area where it is at a higher risk of attracting trespassers?* Using data from Replica, the number of walking trips within a buffer around the site was estimated and standardized per mile based on the site's length. The assumption is that the more people who are walking near the railyard, the more likely it is that someone will trespass into the railyard. Incidents like this endanger trespassers, railyard workers, and railroad property.

Environment

The environment evaluation criteria establish whether a relocated railyard on a candidate site will negatively impact the surrounding environment, including the air, ground, and water.

- Dust and Air Pollution: *Will the relocated railyard affect the overall air quality of the surrounding community?* There is a specific area near Rapid City, locally known as "west of the Gap," where an ongoing dust pollution problem persists. As it is, only sites located directly in this area are likely to worsen dust pollution. Based on stakeholder feedback, the Black Hawk and Schaeferville sites are located in areas where a railyard could contribute to dust pollution. Locating the railyard west of the Gap equally affects the rank of the two sites.
- Noise Pollution: *Will the relocated railyard increase nuisance noise for a significant number of people in the surrounding community?* Site location impacts on noise pollution were quantified using US Census data. Specifically, the total population within a buffer around each site was estimated and standardized by site length.
- Ground and Surface Water Impacts: *Is the relocated railyard located on or near water or a floodplain and could it therefore degrade water quality for the surrounding community?* The impact of new site locations on water resources is expressed in a "wetland index," which is calculated from the acres of wetland overlapping buffers around each site, standardized by site length. The overlap area value was multiplied by a value from 1 to 10 based on the likelihood of abatement at that level, such as when a stream flows directly through the site. These values were standardized to 0–100, with 100 representing the site with the greatest impact on water resources.

Economy

The economy evaluation criteria establish whether a relocated railyard on a candidate site will benefit or harm the local, neighborhood, and/or regional economy.

- Housing Supply Impacts: *Is the relocated railyard located on or near a site where housing is planned or where it already exists?* This was measured using the presence of nearby housing units using census block data from the 2020 US Census. This measure summarizes the impact that a railyard at each site could have on the existing value of the nearby houses. Project stakeholders provided information about upcoming developments near railyard sites and none of the sites have planned new housing in active development nearby.
- Job Growth: *Will the railyard relocation create jobs or lead to a loss of jobs in the area surrounding the candidate site?* This was measured using data from the census Longitudinal Employer-Household Dynamics (LEHD) and the LEHD Origin-Destination Employment Statistics (LODES) using the OnTheMap web app. This data shows the location of jobs throughout the United States at the census block group level. The number of jobs near each site was collected and scored, assuming that areas with less employment nearby would experience a relatively larger impact from the railyard's move than areas with significant existing employment.
- Job Quality: *Will the railyard relocation create varied and high-quality jobs in the area surrounding the candidate site?* The LODES data also includes average wage information for the areas it supplies employment information. The average wages at jobs near each potential railyard site were collected and the sites were scored assuming that those with lower average wages nearby would benefit from new railyard jobs, which are relatively high paying.
- Relocation Distance: *How far will the rail company need to relocate to the new railyard?* The assumption is that higher relocation costs are associated with increased relocation distance.
- Tourism: *Will the relocated railyard at the candidate site affect the tourism prospects for the Rapid City region?* Using stakeholder feedback and analysis of the railyard location, the likelihood of tourism impacts was generally low. The existing site has no significant effect on current tourism, as it is extant and integrated into the current Rapid City tourism structure.

Community Livability

The community livability evaluation criteria determine whether a relocated railyard at each candidate site affects the overall quality of life for nearby residents.

- Impacts to Regional Traffic Operations: *Will the relocated railyard at each candidate site detriment the traffic flow of surrounding roadways?* A new railyard could affect nearby traffic flow in two ways. First, rail crossings can cause traffic stoppages as trains use them; second, a new railyard is likely to increase the proportion of traffic that is commercial. Increasing commercial traffic in the area impacts traffic flow and traffic safety. Sites were ranked based on the nearby AADT and the current commercial traffic percentage. It is assumed that areas with lower AADTs would have a smaller impact on existing traffic flow, and that areas with higher existing commercial traffic percentages would be less impacted by a railyard than areas with very little nearby commercial traffic.
- Bicycle and Pedestrian Connectivity: *Will the relocated railyard at each candidate site create a barrier for bicyclists and pedestrians between their homes and destinations?* None of the proposed locations appear to have a direct impact on bike-walk connectivity (e.g., a shared-use path that goes through the site footprint). Replica data was used to estimate the number of bike-pedestrian trips nearby, standardized by site length. However, moving the railyard to any of the sites will allow for the removal of the Cambell Street bridge, which currently represents a significant barrier to bike-pedestrian travel due to its steepness and lack of bike facilities. For this reason, the existing site was artificially assigned the lowest score in this category, despite not having the most nearby bike-pedestrian trips. This acknowledges the benefits to bicyclists and pedestrians of moving the site.
- Rapid City's Community Brand: *Will the relocated railyard at each candidate site affect the overall lifestyle and feeling of Rapid City for nearby residents?* Community members love Rapid City's overall small-town feel and community identity. Communities with large tourism economies maintain a "brand," and changes to the city can negatively affect this brand for locals and tourists alike. The potential impacts of each site were estimated based on the distance from the proposed site to downtown Rapid City.

Buildability

Buildability evaluates each site using criteria that are important for the construction of a new railyard. The topics include:

- Site Flatness: Site flatness was estimated using digital elevation models (DEM) and site footprints. The estimated amount of soil that would need to "cut" or "fill" to make the area flat was used to rank sites. This measure is less relevant for the existing site because it is already built. For this reason, the existing site was given the highest score in buildability essentially to represent that it has already been built.
- Rainwater Runoff: Using a DEM and a model of rainwater flow through sites was modeled. These models account for elevation but do not include information regarding ground permeability or other factors. Analysis allowed for ranking sites based on two measurements.
    1. The total water flow through each site based on the site's entire footprint.
    2. The maximum waterflow at a single point within each site.

    Sites were scored so that sites with less water flow scored higher than sites with more water flow.

Some scoring subcategories overlap with other subcategories. Each of the category scores for *Community Livability* and *Buildability* were intended to stand alone as a representation of its focus and contribution when combined into an overall score. Redundancy within the scoring system was usually the result of different overall interests within the community and potential site users, as measured by a shared data point. For example, the extent that a prospective site is within a floodplain impacts the community by potentially increased water pollution during floods and affects the site owners by affecting their ability to operate the railyard. Having the floodplain information in just one or the other would not fully represent the various stakeholders involved and shared interests and priorities of the region.

Scoring

Community Impact Scores were calculated using a multifactor evaluation tool consisting of the five scoring modules: Safety, Economic, Environmental, Community Livability, and Buildability. These modules were used to rank sites in terms of current overall impact on the community. An existing multifactor spreadsheet tool for evaluating railroad crossings, Rail Crossing Assessment Tool (RCAT), was augmented for this project to reflect the needs of this study. The modified tool leverages data to focus on safety, economic, environmental, and community livability factors relevant to Rapid City and the greater region in the context of a potential railyard relocation. Beyond the Community Impact Score based on RCAT, the modified scoring system incorporates Buildability as part of the overall score, intended to focus on site geographic impacts along with community impacts.

Weighing the Scores

Criteria weighting was based on feedback from the SAT about the perceived relevance of each scoring criterion to railyard relocation. The measures used in the Community Impact Score were identified from general community feedback on transportation projects available in public documents, such as community comprehensive plans. This ensured that the inputs used to measure community impacts are consistent with the public's most important issues and build on ongoing planning efforts. However, some of the elements were more relevant to this project's goal of scoring and ranking potential relocation sites for the Rapid City, Pierre & Eastern Railroad (RCP&E) railyard.

Values from each site for the sub-module criteria were initially ranked from 1 through 7 and then normalized to a 1 through 5 (rounded) score. This was done because some sub-module ranking scores were very close in value. Instead of ranking one above the other in such a situation, this system lets sites tie when their scores are nearly equal. The approach recognizes that sub-module scores that were very close together may fall within a margin of error, even if that error

remains unknown and unquantified. This approach was desirable because of issues such as measurement error and random variation that can affect the accuracy of data-driven analysis.

To create the total module scores from each 1-through-5 sub-score, a weighted average using the community-provided weights was used. These module scores were combined into overall site scores based on a weighted sum of module scores where the safety, environmental, economic, and community livability scores were equally weighted and the site buildability score was weighted at half the value of the other modules.

Site Operations

The second approach was qualitative and was used to evaluate site operations. This portion of the evaluation considers the impacts to rail operations that relocating the railyard to an alternative site would have on RCP&E's ability to conduct business. To evaluate the sites for site operations, the candidate sites were visited and discussed with the railroad company. These visits and discussions allowed the project team to consider how the change in railyard location would impact railroad operations. The criteria are largely based on local knowledge and feedback from Rapid City and RCP&E regarding existing rail operations and how different sites could impact rail operations.

Candidate Sites

Chapter Five

RAPID CITY
Railyard Relocation &
Railway Configuration Study

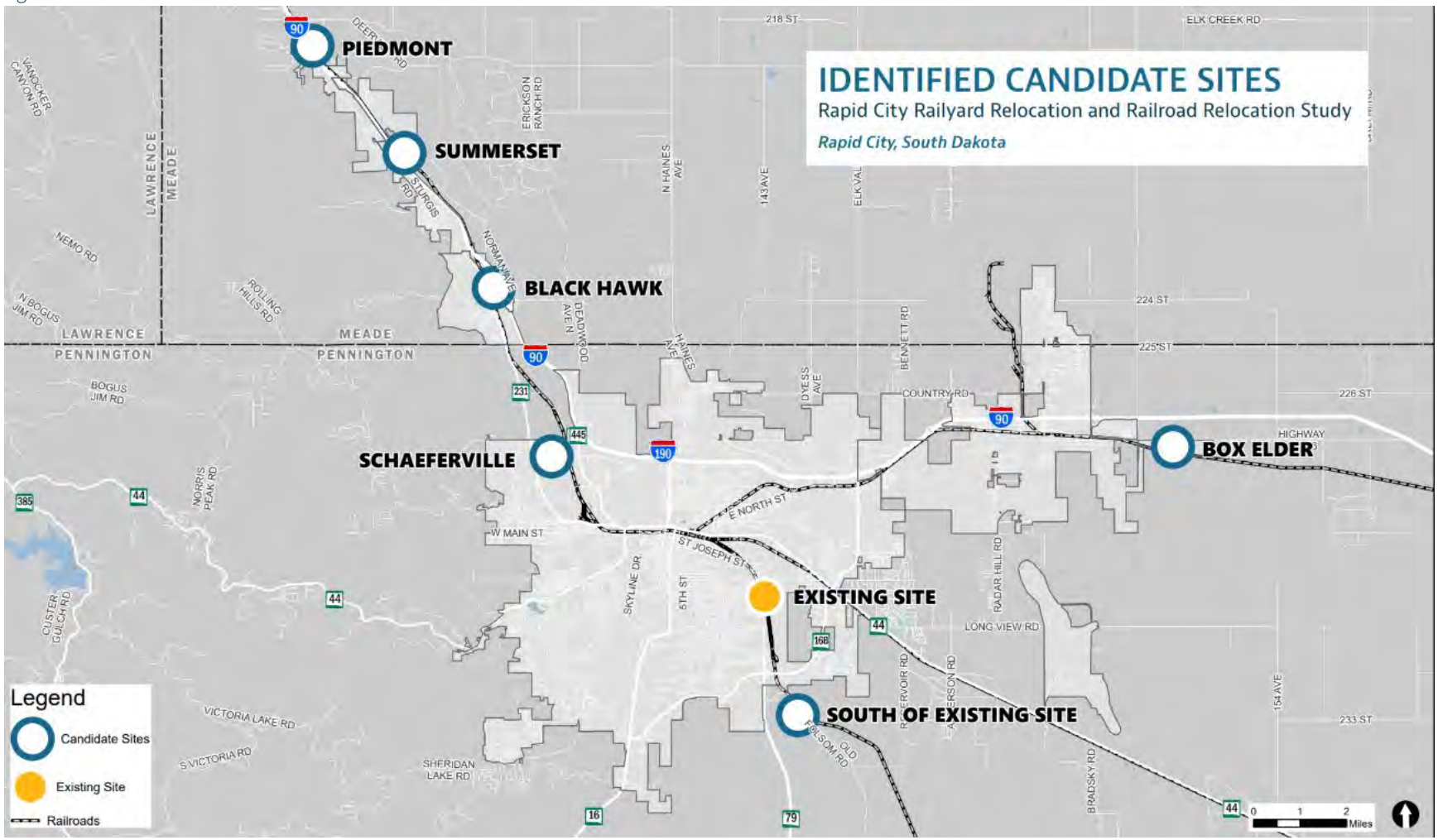
Site Needs

For Rapid City, Pierre & Eastern Railroad (RCP&E) operating requirements, the railroad has established yard standards that include a minimum 1-mile siding track along the main line without being interrupted by a crossing, with a 1.5- to 2-mile yard track preferred. Without adequate track length, necessary yard operations lead to train (and vehicle traffic) backups and inefficiencies, such as using mainline tracks for storage when combining loads. An inefficient yard layout can severely impact the overall capacity and flow of the entire rail network, making relocating to a new site unlikely if the new location does not meet current and future needs.

RPC&E also indicated they require a minimum of 50 acres for a new yard to ensure there is ample room for necessary structures and storage. Several structures will be constructed on site, including office space for administrative purposes, cold storage facilities, train maintenance facilities, and other storage facilities as needed. Storage tracks must be placed near the main line. The Cambell Street railyard currently has 3.3 miles of storage tracks which RPC&E stated were adequate; however, if relocated, they would like additional storage tracks.

Using these considerations, the team identified several locations in Rapid City and Box Elder in Pennington County, along with three other potential sites in Meade County on the RCP&E main rail line that met these requirements. These sites are shown in Figure 12 below.

Figure 12: Candidate site locations



Pressler Junction

RCP&E has expressed willingness to relocate their railyard facility if the Pressler Junction rail intersection is improved. Without improvements to Pressler Junction, RCP&E faces the same operational issue regardless of where the railyard is located, removing any incentive for them to fund a relocation effort. Before a candidate site is selected for further design development, RCP&E, South Dakota Department of Transportation (SDDOT), and Rapid City should finalize a plan and agreement to complete the wye at Pressler Junction shown in Figure 13. (Specific actions to address Pressler Junction are noted in the Implementation Plan section).

Figure 13: Pressler Junction reconfiguration

The design of Pressler Junction in downtown Rapid City is a significant issue for the railroad's operations. As described earlier, the RCP&E mainline is an east-west track; however, due to the Pressler Junction design, east/west trains must go south before changing direction to enter the yard. One solution is to add a rail wye intersection and a switch at the Pressler Junction rail intersection (SD 44 and 3rd Street) that would improve efficiency and reduce the need for a future Cambell

Street Overpass replacement. The new wye would provide a direct east-west connection, enabling more efficient rail operations.

Furthermore, a new wye at Pressler Junction would open the potential of relocating the railyard on the east-west mainline reducing blocked crossings on the southern branch line. Given the lower volumes on the southern branch line, an at-grade crossing may be feasible on Cambell Street, eliminating the need for a costly street overpass bridge replacement. The wye layout option at Pressler Junction rail intersection could be implemented with minimal impact on existing businesses or parking.

Existing Site

The analysis of the existing railyard site, which is situated southeast of downtown, serves to establish the critical need for a relocation study. Its current configuration presents numerous operational, safety, and community disadvantages that outweigh the few inherent benefits.

Site Benefits

The site's primary advantages are tied to the status quo (i.e., rail infrastructure already exists, eliminating the need for new capital investment in tracks and facilities). Nearby

Figure 14: Storage at existing railyard

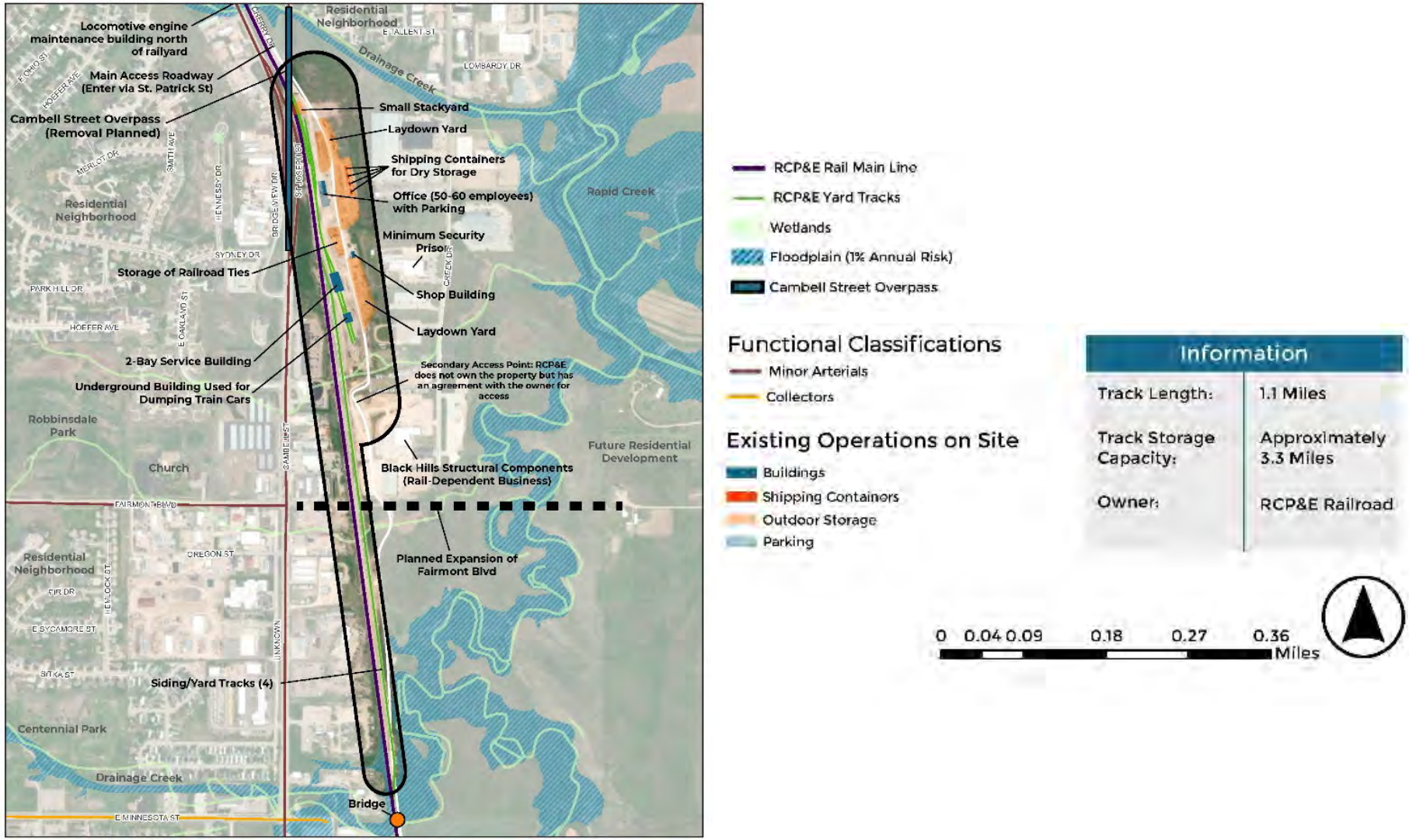
businesses and employees of the railyard have a degree of certainty around a commute that has been long established. Finally, negative aspects of the existing railyard are known, creating a baseline level of community expectation.

Site Considerations

Disadvantages of maintaining the current site are significant and far-reaching. Operationally, the site does not work well for train operations because of its reliance on the ineffective Pressler Junction. Blocked crossings and traffic disruptions on nearby streets also result in emergency response delays. Safety concerns are also elevated with an increased risk of trespassing due to proximity to downtown. The existing railyard's proximity to downtown likely has negative impacts on tourism. Demographically, the current location imposes a burden on the surrounding community: twice as many people live within 1 mile of the site compared to the average of all alternatives. Additionally, incomes in the area are less than the study area median, raising equity concerns. The existing Cambell Street Overpass lacks bicycle or pedestrian sidewalks or lanes, effectively creating a bicycle and pedestrian barrier. The existing layout also makes the planned extension of Fairmont Boulevard and the removal of the Cambell Street bridge more difficult, directly hindering the City's future development and multimodal mobility goals. Overall, the existing railyard's operational deficiencies, high community costs, and development constraints make it unsustainable for the future of Rapid City.

Figure 15: Existing railyard

Existing Cambell Street Railyard



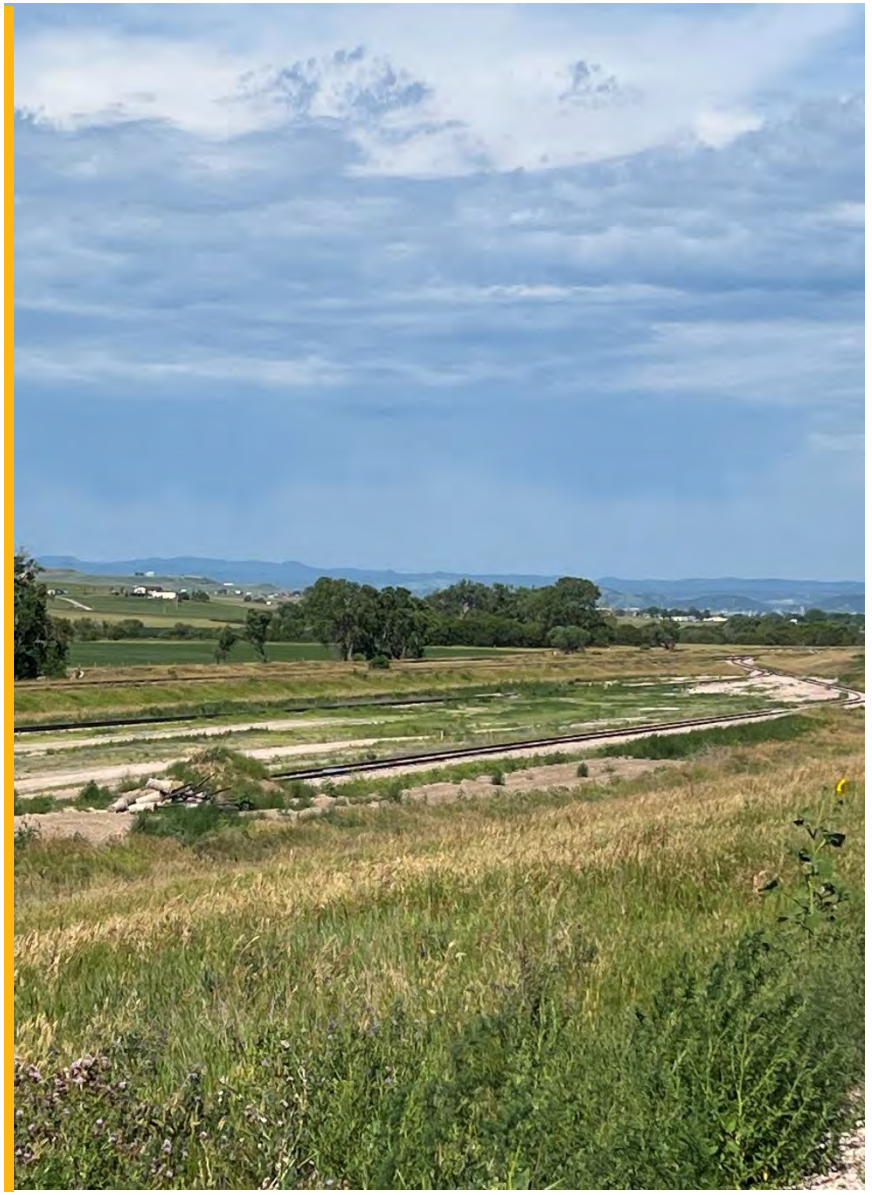
Candidate Sites

Six candidate sites, excluding the existing site, were identified through desktop analysis and field visits. To be considered a candidate site, each location was required to:

- Have at least 1 mile of railroad track uninterrupted by a crossing,
- Be relatively flat, and
- Have at least 50 acres of undeveloped land.

Because RCP&E also expressed an interest in transloading operations, at least 1.5–2 miles of uninterrupted track was viewed as preferred. Candidate sites are introduced and described in the following section.

Figure 16: Box Elder Site



Site 1: Piedmont

The Piedmont site is in Meade County just east of Piedmont on RCP&E's western subdivision off Pressler Junction and is shown in Figure 19. The site currently contains undeveloped space, homes, and a church. It is near the intersection of I-90 and Deerview Road. The site has approximately 1.58 miles of uninterrupted track between crossings on 154 acres.

Site Benefits

This site offers substantial relief from the core problems associated with the existing railyard. Namely, it reduces yard activity impacts on the surrounding population. The Piedmont site has significantly less population living within 1 mile of the site compared to the existing location. Its isolation also provides significant safety and environmental advantages: Piedmont is the farthest site from downtown, making trespassing less of a concern. The site is far from the area west of "the Gap," an area where West Omaha Street and West Main Street pass between the ridges west of downtown. The area west of the Gap has a well-documented history of air pollution caused by the natural wind tunnel that is created by the geography of the Gap and the site has few wetlands. The Piedmont site also shows a

Figure 17: Piedmont Site

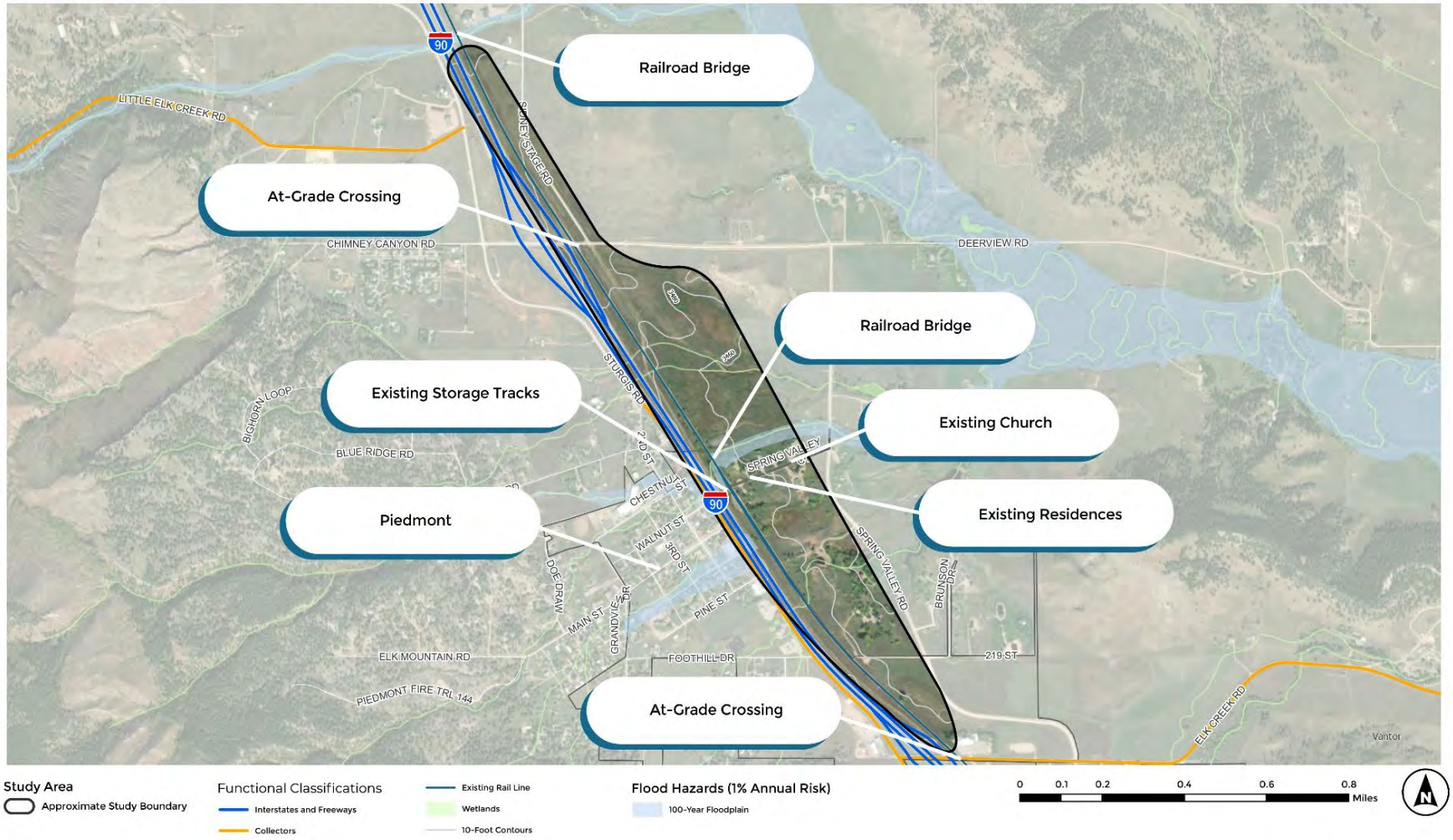
lower USDOT crash prediction risk (88 percent less) than the existing site. Operationally the site meets RCP&E requirements and nearby streets have far lower traffic volumes, reducing community disruption. Finally, the area's average wage is 9 percent less than the existing site, suggesting minimal economic wage impacts of a site in relation to this area.

Site Considerations

The drawbacks of this site are relatively minor but require attention during the design phase. As it is the farthest site from the existing site, the transition and implementation logistics would be more complex and potentially more costly. Overall, this alternative strongly aligns with the project's goals by offering high operational improvements and minimal community impact.

Figure 18: Piedmont Site

Figure 19: Piedmont Candidate Site



Site 2: Summerset

The Summerset site is in Meade County northeast of the interchange of I-90 and Stagestop Road, near the Wonderland Homes subdivision as shown in Figure 21. The site is owned by SDDOT and is planned to be a part of the forthcoming interchange reconstruction. The site has approximately 2.31 miles of track between crossings on 103 acres.

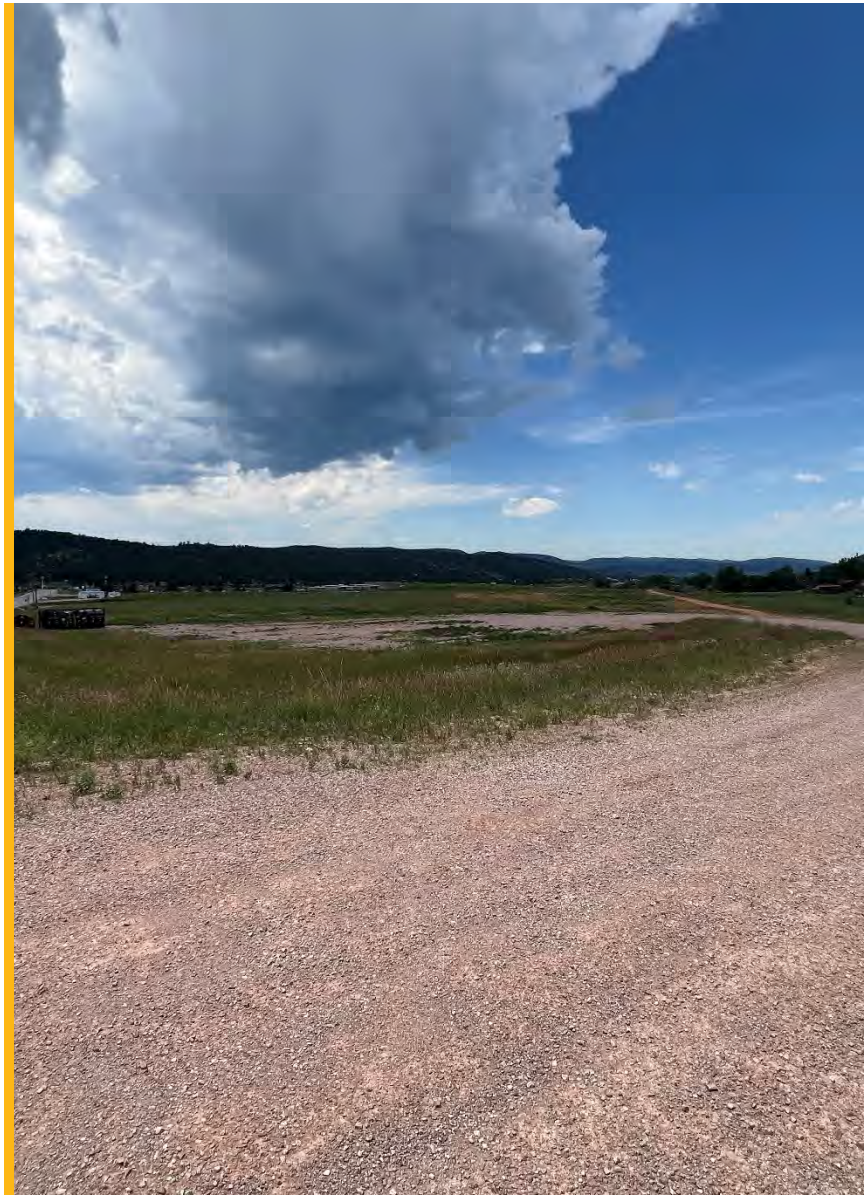
Site Benefits

This site is by far the most isolated from the urban core, achieving the project goal of reducing the rail-community interface. It is located far from downtown and the area west of the Gap, significantly reducing the risks of trespassing and air pollution caused by dust. Operationally and for mobility, the site is highly effective: it would improve train operations, offer lower traffic volumes on nearby streets, and has fewer nearby bike/pedestrian trips compared to the existing site (13 percent), making it more advantageous in terms of community mobility.

Site Considerations

Despite its isolation, the site suffers from severe drawbacks that likely render it unsuitable. While geographically isolated

Figure 20: Summerset Site



from downtown, it would affect a high concentration of residents and natural resources. It has the most homes and people living within 1 mile of all the alternative sites considered, and its wetland index is higher than all sites, based on overlap with wetlands and potential need for abatement. Thus, this site poses major environmental permitting challenges. The area has comparable average wages (6 percent lower than existing). Finally, like several other options, this site does not fully align with the City's future land use plan, adding a layer of bureaucratic complexity to the high safety and environmental costs.

Figure 21: Summerset Candidate Site

Site 3: Black Hawk

The Black Hawk site is located near Black Hawk in Meade County on the southern side of Summerset on the western leg of Pressler Junction and is shown in Figure 23. It is directly northwest of the intersection of I-90 and Peaceful Pines Road. Currently the site contains undeveloped land and one home. It offers approximately 1 mile of track between crossings on 139 acres.

Site Benefits

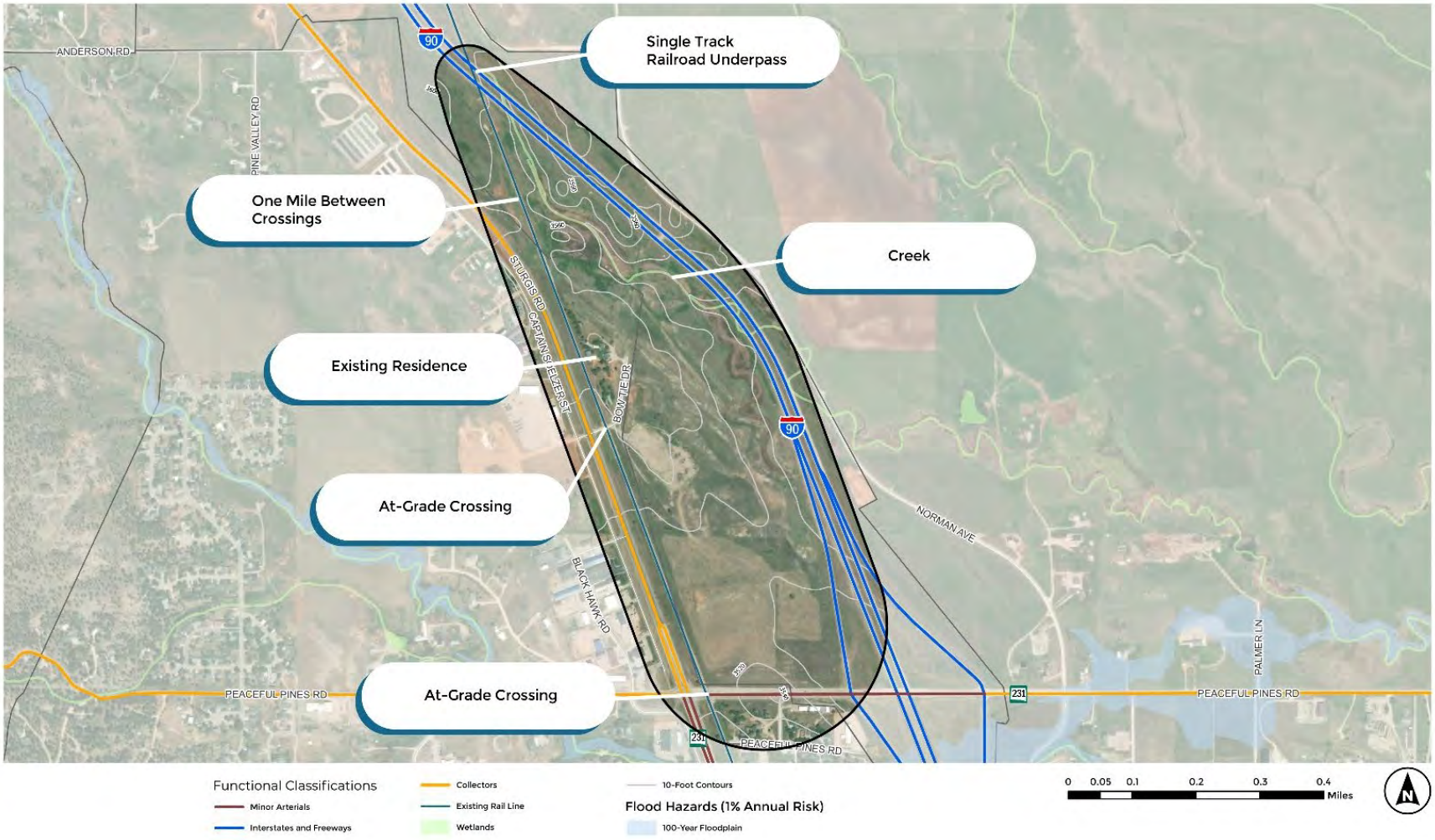
This site significantly improves safety and reduces the project's physical impact on the community. USDOT predicted crashes at nearby crossings were 69 percent lower than the predicted crashes near the existing site. The site drastically reduces the residential impact as well, with 76 percent fewer homes and 67 percent fewer people living within 1 mile of the site compared to the densely populated existing location. Environmentally, the site is favorable in terms of water resources, with a wetland impact that is lower than the existing site and 76 percent better than the worst site. Crucially, from an operational and mobility standpoint, this alternative improves train operations and is associated with 96 percent lower traffic volumes on nearby streets compared to existing, suggesting a reduction in community disruption.

Figure 22: Black Hawk Site

Site Considerations

The site's drawbacks are primarily related to planning and environmental alignment. While it offers many advantages, it does not fully align with the City's future land use plan, which would necessitate a comprehensive review and potential adjustments to long-range planning documents. Environmentally, the site is located close to the industrial area west of the Gap, requiring careful planning to manage potential dust pollution. Finally, the site still presents some impacts to bike/pedestrian connectivity, meaning mitigation efforts would be necessary, though likely less intensive than at the current location. Overall, this alternative is highly competitive, offering strong operational and safety gains to balance against non-conforming land use and minor connectivity issues.

Figure 23: Blackhawk Candidate Site



Site 4: Schaeferville

The Schaeferville site is located on an existing mine on the western edge of Rapid City in Pennington County and is shown in Figure 25. It is currently owned by GCC, a cement production company, and Pete Lien and Sons, a mining, processing, and construction supply company. The site is industrial in nature already and offers approximately 2.2 miles of track between crossings on over 1,400 acres.

Site Benefits

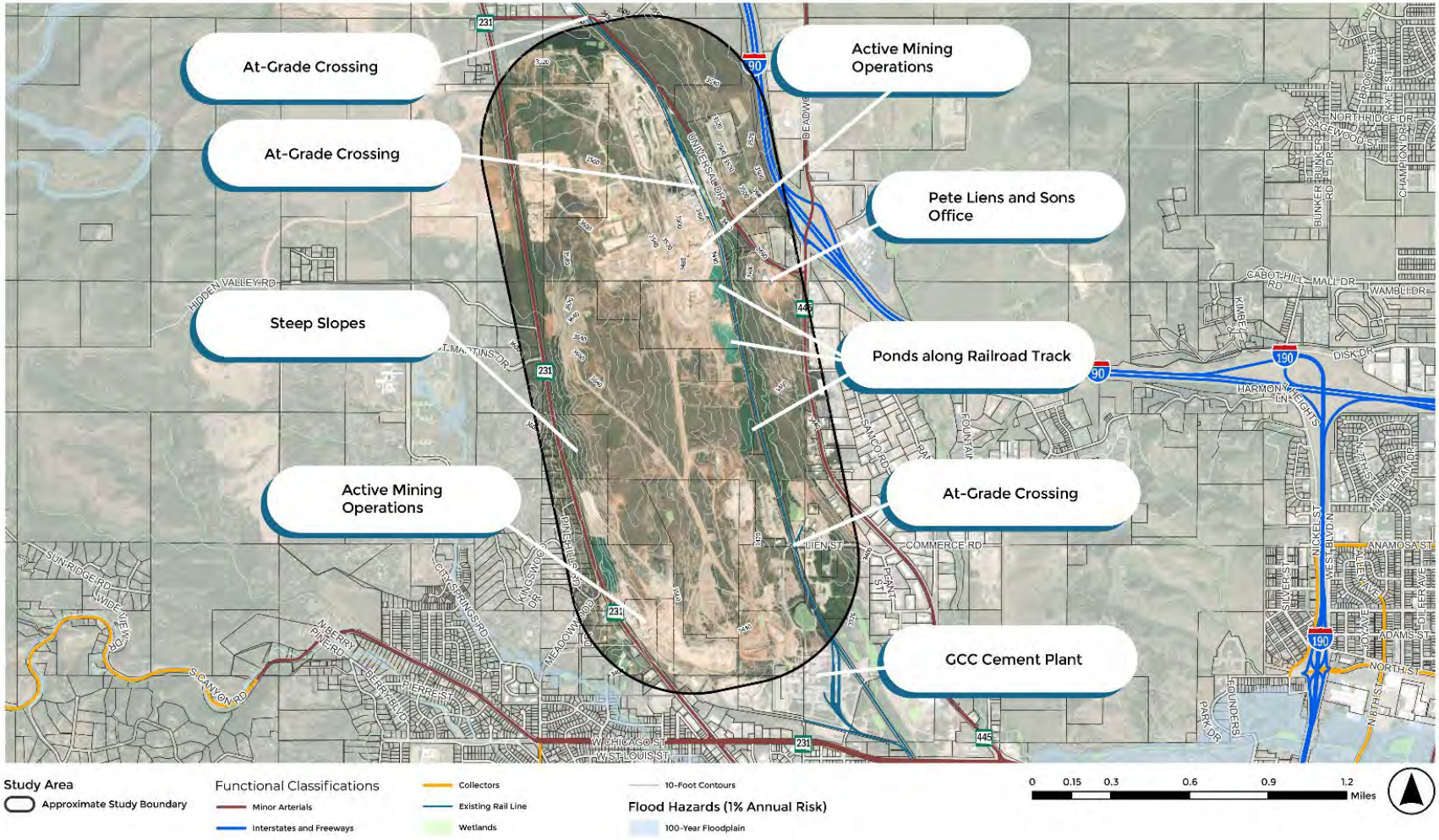
This site offers many advantages over other sites. In terms of safety, it achieves the second highest safety score ranking among all sites and demonstrates a 67 percent lower annual safety cost compared to the existing railyard. The site significantly minimizes impact on the residential community, with 86 percent fewer houses and 95 percent fewer people living within 1 mile of the site compared to the current location. Furthermore, it offers substantial mobility advantages by exhibiting lower traffic volumes on nearby streets and having no impact on existing bike/pedestrian connectivity along its route.

Figure 24: Schaeferville Site

Site Considerations

Despite the strong safety and operational gains, the site raised several equity and environmental concerns. The location has the highest existing job density of all sites considered, suggesting that relocation or construction could cause the most significant disruption to nearby businesses. Furthermore, household incomes in the area are a concern, being 27 percent less than the existing site's median household income. This raises an equity issue, as the project risks burdening a population already facing economic challenges. Environmentally, the site is located in the industrial area west of the Gap, with dust and air pollution concerns but limited wetland concerns. The pre-existing dust and air pollution issue for the area could be made worse by increased rail activity. However, the 53 percent fewer wetland acres/mile when compared to the existing site is a positive. Finally, a significant construction drawback is that the site is not flat and would require significant grading, which would increase construction complexity and cost. This alternative thus represents a powerful operational solution that demands robust mitigation strategies for its environmental and socioeconomic impacts.

Figure 25: Schaeferville Candidate Site



Site 5: South of Existing Site

The Black Hills Industrial Center site is located south of the existing railyard on the southern leg of the rail lines of Rapid City in Pennington County and is shown in Figure 28. The site is surrounded by a regional-scale industrial development currently under construction. The development is planned to feature rail-dependent industrial uses and offers over 2 miles of track between crossings on 49 acres.

Site Benefits

This site offers major improvements in safety and environmental metrics compared to the existing railyard. Annual safety costs were projected to be 90 percent lower, reflecting a substantial decrease in potential incidents due to its location. Furthermore, the site is far less disruptive to the immediate residential community, with 93 percent fewer homes and 92 percent fewer people per mile nearby than the existing site. Environmentally, the site is generally favorable, being slightly further from the industrial area west of the Gap and involving 26 percent fewer wetland acres/mile of rail line compared to the current location. Its

Figure 26: South of Existing Site

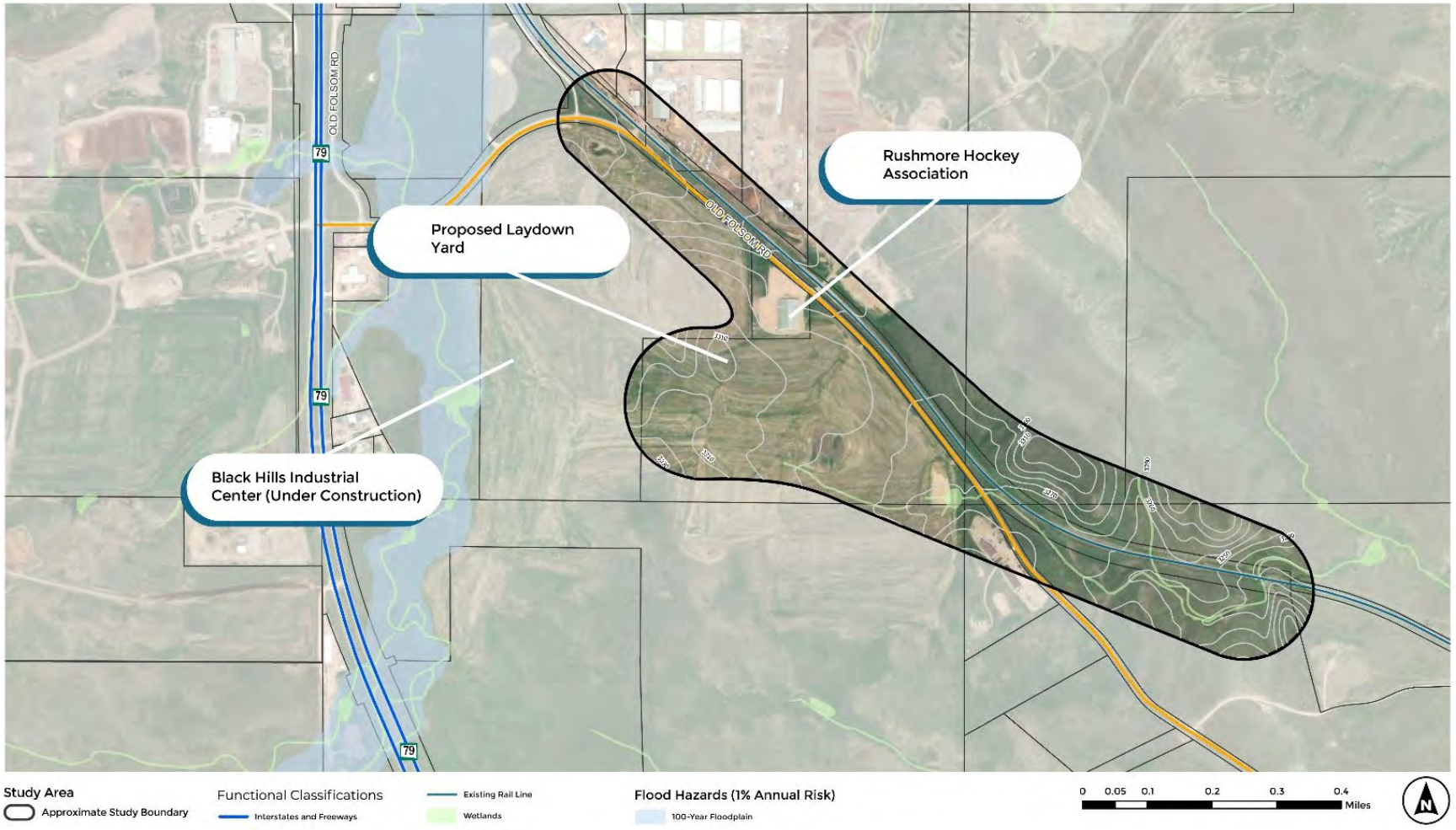
location, a little further from the central downtown area, might mitigate some of the existing traffic impacts by reducing blocked crossings when trains are built.

Site Considerations

Despite these advantages, the analysis identified several important considerations. The site is still fairly close to downtown, meaning it could still contribute to some urban interface issues. It is associated with slightly more jobs in the area compared to the existing site, which could raise concerns about business disruption during construction. Traffic volumes in the immediate vicinity were found to be similar to the existing site, indicating that while it might alleviate downtown blockages, localized traffic impacts would still need careful mitigation. A key operational consideration is that this specific site does not improve train operations, and the relocation would negatively impact existing bike/pedestrian connectivity in the area.

Figure 27: South of Existing Site

Figure 28: South of Existing Site



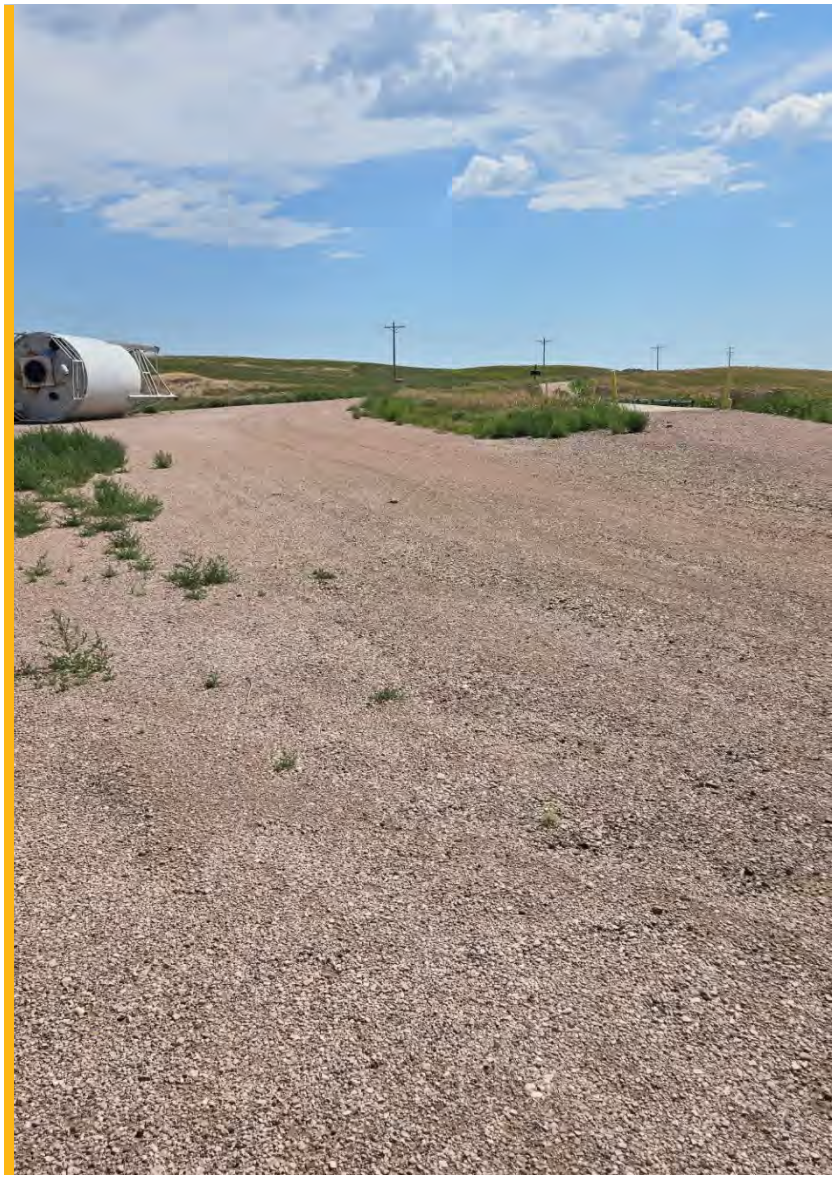
Site 6: Box Elder

The Box Elder site is located on the eastern leg of rail off Pressler Junction, along County Highway 1416 south of I-90 on the eastern edge of Box Elder in Pennington County and is shown in Figure 31. The Box Elder site offers approximately 1.75 miles of track between crossings on 207 acres. The site currently contains a small rail loading facility and storage tracks. It is also located near a water treatment plant and the Bandit Speedway.

Site Benefits

This alternative is a near-perfect solution for minimizing community impact. It is situated in an isolated area far from downtown and far from the area west of the Gap, virtually eliminating trespassing and dust pollution concerns. Crucially, it has the fewest homes or people living within 1 mile of the site of all considered sites, showing a dramatic reduction of 97 percent fewer homes and 98 percent fewer people living nearby compared to the existing railyard. Operationally, the site improves train operations and benefits from the fact that the Midcontinent Transload and Freight Solutions site is doing transloading work already in the area, according to the Pennington County Master Transportation Plan, suggesting existing rail-related infrastructure or land use compatibility.

Figure 29: Box Elder Site

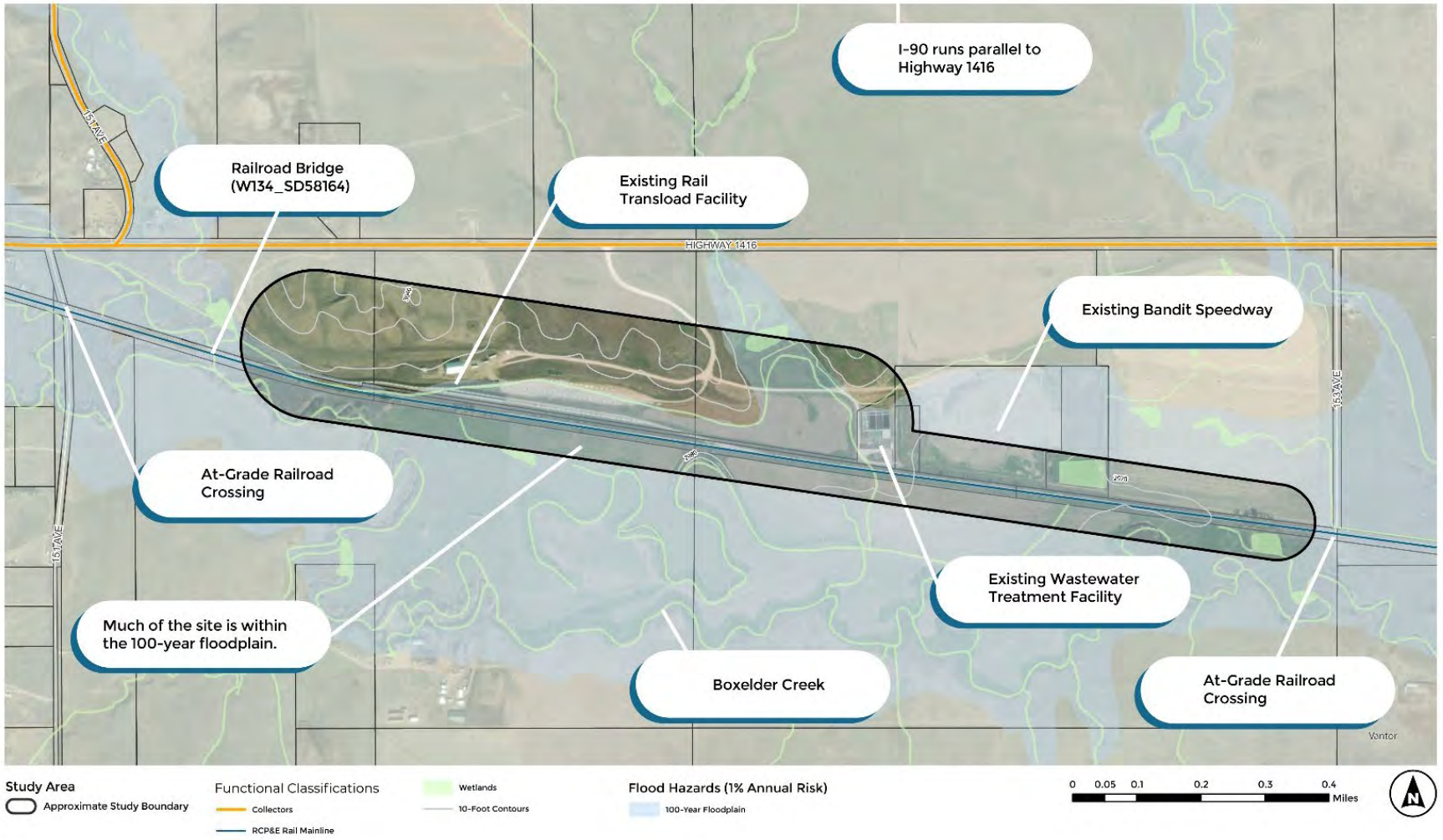


Site Considerations

Despite its isolation, this alternative suffers from constraints that would likely require mitigation. It had a slightly higher annual safety cost than the existing site (8 percent higher), which, while not as severe as other sites, is a point of concern. The most significant obstacle is environmental: the site contains the most wetland acres/mile of all sites, with 161 percent more wetlands than the existing site. This high concentration of wetlands could result in complex and time-consuming environmental permitting and mitigation requirements. Additionally, the site's proximity near Box Elder Creek is likely a concern to both the railroad and the City of Box Elder due to flood risk and environmental regulations. Finally, like several other alternatives, the site does not fully align with the City's future land use plan, requiring administrative adjustments. While it provided the greatest relief to the residents living closer to Rapid City, the significant increase in environmental complexity is a concern for the site.

Figure 30: Box Elder Site

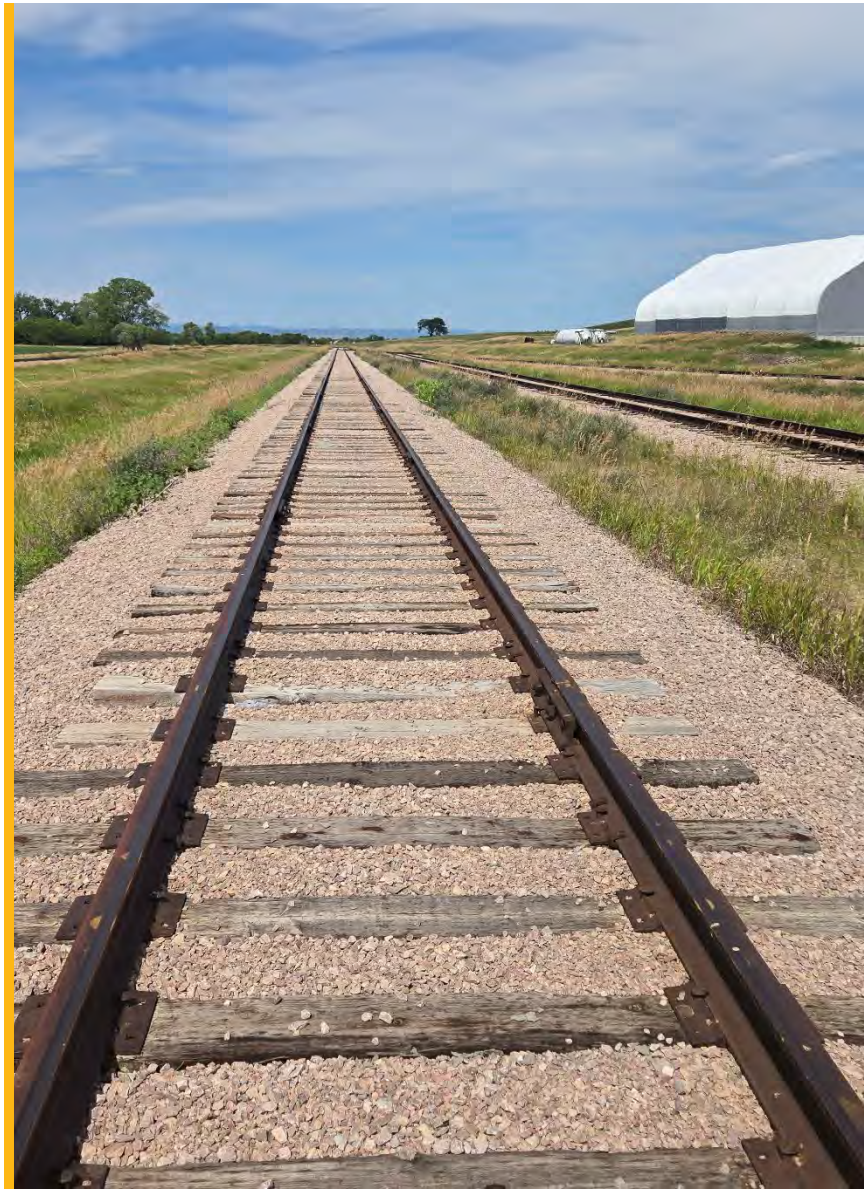
Figure 31: Box Elder Candidate Site



Candidate Site Considerations

The comprehensive multi-criteria analysis of the existing railyard and the six proposed alternatives revealed a complex array of trade-offs across safety, community impact, environment, and operational efficiency. The evaluation confirmed that the Existing Site is unsustainable due to high safety costs, severe community disruption because of the high density of homes/people, emergency access delays, and operational inefficiency, despite the advantage of existing infrastructure. Conversely, the candidate sites collectively offered significant improvements in operational performance and mobility. Ultimately, the final recommendation for the preferred site will need to balance the critical operational and safety gains achieved by the alternatives against the need to minimize adverse impacts on wetlands, existing jobs, and equity-focused populations.

Figure 32: Railroad track at Box Elder Candidate Site



EXISTING RAILYARD

RAPID CITY
Railyard Relocation & Railway Configuration Study

CAMBELL STREET CROSSING - RAPID CITY

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	28.8
ECONOMIC SCORE	27.6
BUILDABILITY SCORE	50.0
COMMUNITY LIVABILITY SCORE	12.8
SAFETY SCORE	16.0

WEIGHTED SCORE

26.1

- RCP&E Rail Main Line
- RCP&E Yard Tracks
- Wetlands
- Floodplain (1% Annual Risk)
- Cambell Street Overpass

Functional Classifications
- Minor Arterials
- Collectors

Existing Operations on Site
- Buildings
- Shipping Containers

0 0.04 0.09 0.18 0.27 0.36 Miles

RANK

5

Figure 34: Piedmont One-Pager

1 CANDIDATE SITE

RAPID CITY
Railyard Relocation & Railway Configuration Study

PIEDMONT

Primary Parcels: 0D.86.02 , 15.37.0A, 15.75.0D, & 0D.55.0B

Candidate Site #1 is in Meade County outside of Piedmont on the western leg of the wye. It is relatively flat but has existing homes, a church, and a bridge on the site.

SITE BENEFITS

- Lower annual safety cost than existing site: 26% less.
- Farthest site from downtown so trespassing is less of a concern.
- 96% fewer homes and people living within a mile of the site compared to existing site.
- Area incomes are 23% higher than existing site.
- Far from the gap.
- Few wetlands in area.
- Lower traffic streets nearby.
- Improves train operations.

SITE CONSIDERATIONS

- Negatively impacts bike/ped connectivity
- Far from existing site.

DISTANCE TO HIGHWAY

300 Feet

NEAREST HIGHWAY

I-90

ESTIMATED ACREAGE

190 Acres

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	37.2
ECONOMIC SCORE	33.8
BUILDABILITY SCORE	16.7
COMMUNITY LIVABILITY SCORE	47.2
SAFETY SCORE	43.0

WEIGHTED SCORE

36.4

RANK

1

Figure 35: Summerset One-Pager

2 CANDIDATE SITE

RAPID CITY
Railyard Relocation & Railway Configuration Study

SUMMERSET

Primary Parcels: 0C.53.111 & 0C.62.01

SITE BENEFITS

- Far from downtown.
- Far from the gap.
- Lower traffic volumes on nearby streets.
- No impact to bike/ped connectivity.
- Improves train operations.

SITE CONSIDERATIONS

- Very high annual safety cost: 2x higher than existing site.
- Most homes and people within a mile of all.
- 10% more wetlands in area than existing site.
- Incomes are 27% higher in area than existing site.
- Does not fully align with City's future land use plan.

DISTANCE TO HIGHWAY

1,200 Feet

NEAREST HIGHWAY

I-90

ESTIMATED ACREAGE

80 Acres

Candidate Site #2 is located in the northern portion of Summerset on the western leg of the wye. It is near a neighborhood on the site of an SDDOT interchange realignment project.

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	22.8
ECONOMIC SCORE	26.0
BUILDABILITY SCORE	16.7
COMMUNITY LIVABILITY SCORE	37.2
SAFETY SCORE	28.6

WEIGHTED SCORE

26.6

RANK

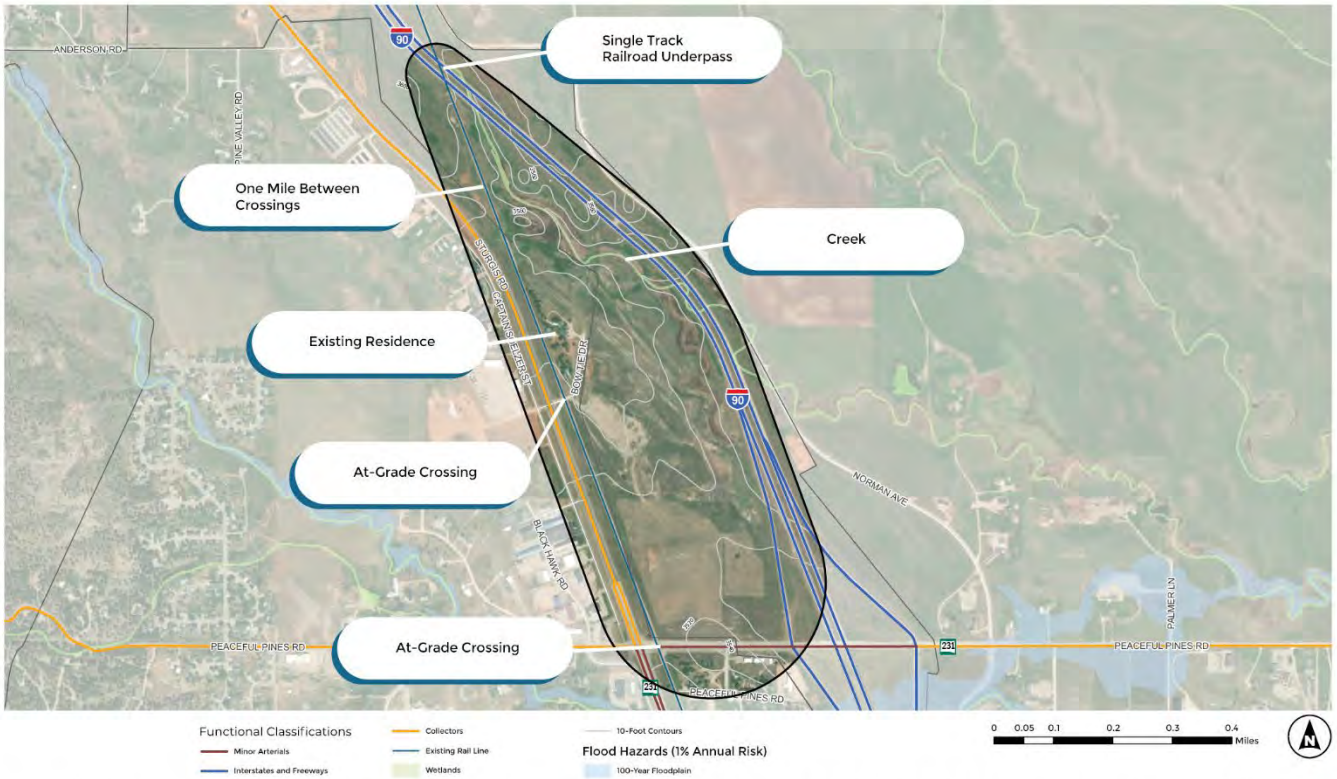
4

3 CANDIDATE SITE

RAPID CITY
Railyard Relocation & Railway Configuration Study

BLACKHAWK

Primary Parcels: 0C.66.H2 & 0C.66.I90



Candidate Site #3 is located near Black Hawk on the southern side of Summerset on the western leg of the wye. It has limited land between crossings but a flat, mostly empty site.

SITE BENEFITS

- Lower annual safety cost: 46% lower than existing site.
- Larger distance from downtown decreases trespassing concerns.
- 76% fewer homes and 67% fewer people living within 1 mile of site compared to existing site.
- Few wetlands in area than existing site.
- Lower traffic volumes on nearby streets
- Improves train operations.

SITE CONSIDERATIONS

- Close to the gap.
- Some impacts to bike/ped connectivity.
- Higher than average incomes in area.
- Does not fully align with City's future land use plan.

DISTANCE TO HIGHWAY

3,600 Feet

NEAREST HIGHWAY

I-90

ESTIMATED ACREAGE

140 Acres

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	19.6
ECONOMIC SCORE	26.2
BUILDABILITY SCORE	13.3
COMMUNITY LIVABILITY SCORE	32.8
SAFETY SCORE	20.6

WEIGHTED SCORE

22.9

RANK

6

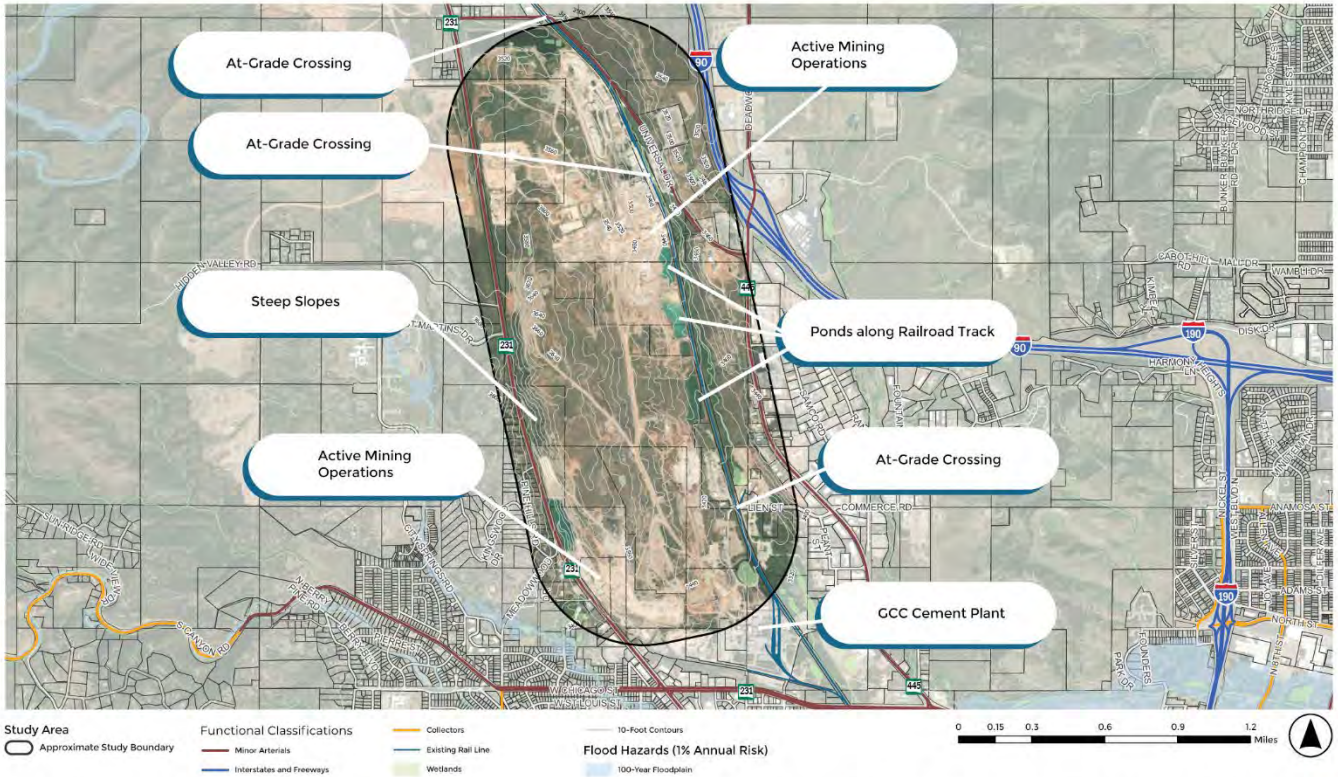
Figure 37: Schaeferville One-Pager

4 CANDIDATE SITE

RAPID CITY
Railyard Relocation & Railway Configuration Study

SCHAEFERVILLE

Primary Parcels: 2021300006 & 2028100007



Candidate Site #4 is located on the western leg of the wye near existing industrial activity. There is a plethora of space for a new railyard but has steep slopes and active mining.

SITE BENEFITS

- Lower annual safety cost: 67% lower than existing site.
- Second highest safety score ranking.
- 86% fewer houses and 95% fewer people living within a mile of the site compared to existing site.
- Lower traffic volumes on nearby streets.
- No impact on bike/ped connectivity.
- Improves train operations.

SITE CONSIDERATIONS

- Highest existing job density of all sites.
- Area household incomes are 27% less than existing site which may be an equity concern because the people living here already face economic challenges.
- Wetlands are not a major concern.
- Site is not flat; would require significant grading.
- Dust pollution is an issue in this area already and could be made worse.

DISTANCE TO HIGHWAY

3,300 Feet

NEAREST HIGHWAY

I-90

ESTIMATED ACREAGE

1,220 Acres

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	30.2
ECONOMIC SCORE	24.0
BUILDABILITY SCORE	16.7
COMMUNITY LIVABILITY SCORE	12.8
SAFETY SCORE	27.8

WEIGHTED SCORE

22.5

RANK

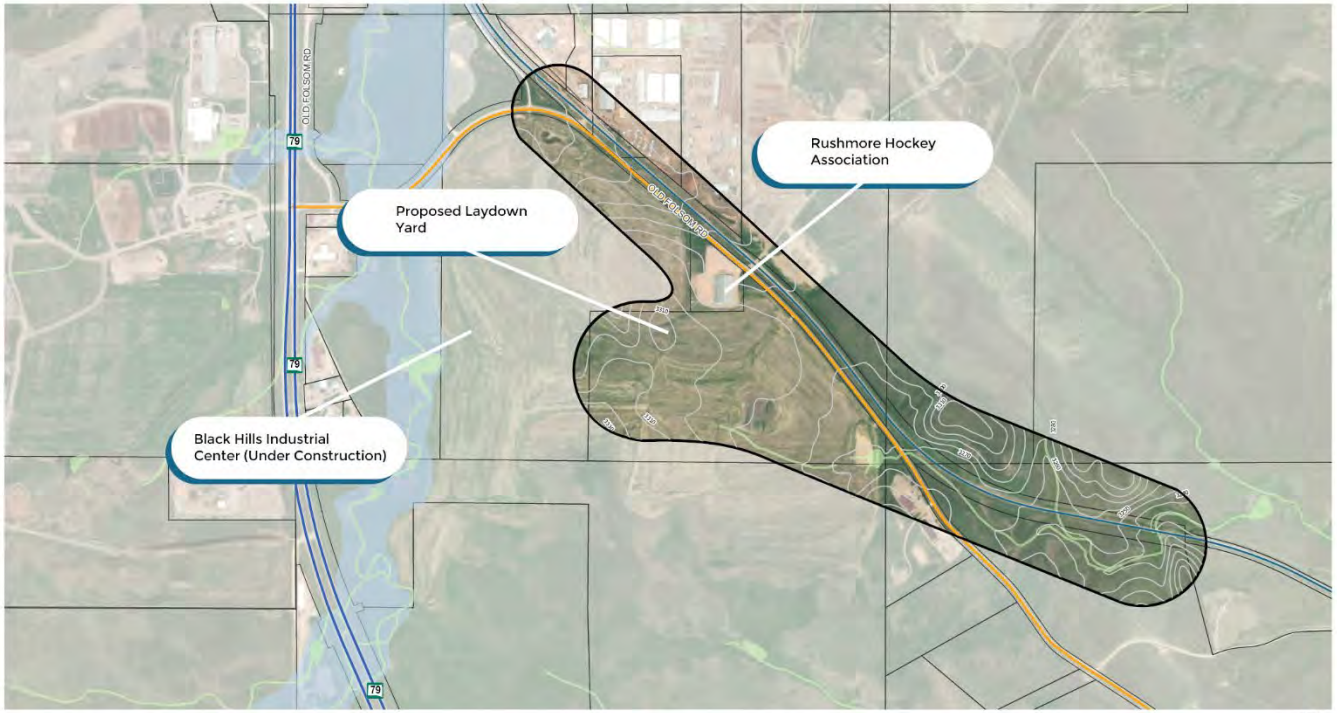
7

5 CANDIDATE SITE

RAPID CITY
Railyard Relocation & Railway Configuration Study

SOUTH OF EXISTING SITE

Primary Parcels: 3820400002, 3828200003 & 3828100002



Candidate Site #5 is located south of the existing site further away from where many people live on the southern leg of the wye. It is at the site of a new industrial park.

SITE BENEFITS

- Much lower Annual safety cost than existing site (90% lower).
- 93% fewer homes and 92% fewer people per mile than existing site.
- Slightly further from the gap.
- 26% fewer wetland acres/ mile than existing site.
- A little further from downtown.

SITE CONSIDERATIONS

- Fairly close to downtown.
- Slightly more jobs in area.
- Nearby household incomes are similar to existing site.
- Traffic volumes nearby are similar to existing site.
- Impacts bike/ped connectivity.
- Does not improve train operations.

DISTANCE TO HIGHWAY

1.85 Miles

NEAREST HIGHWAY

US-16

ESTIMATED ACREAGE

200 Acres

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	39.4
ECONOMIC SCORE	37.4
BUILDABILITY SCORE	33.3
COMMUNITY LIVABILITY SCORE	22.8
SAFETY SCORE	28.4

WEIGHTED SCORE

32.2

RANK

3

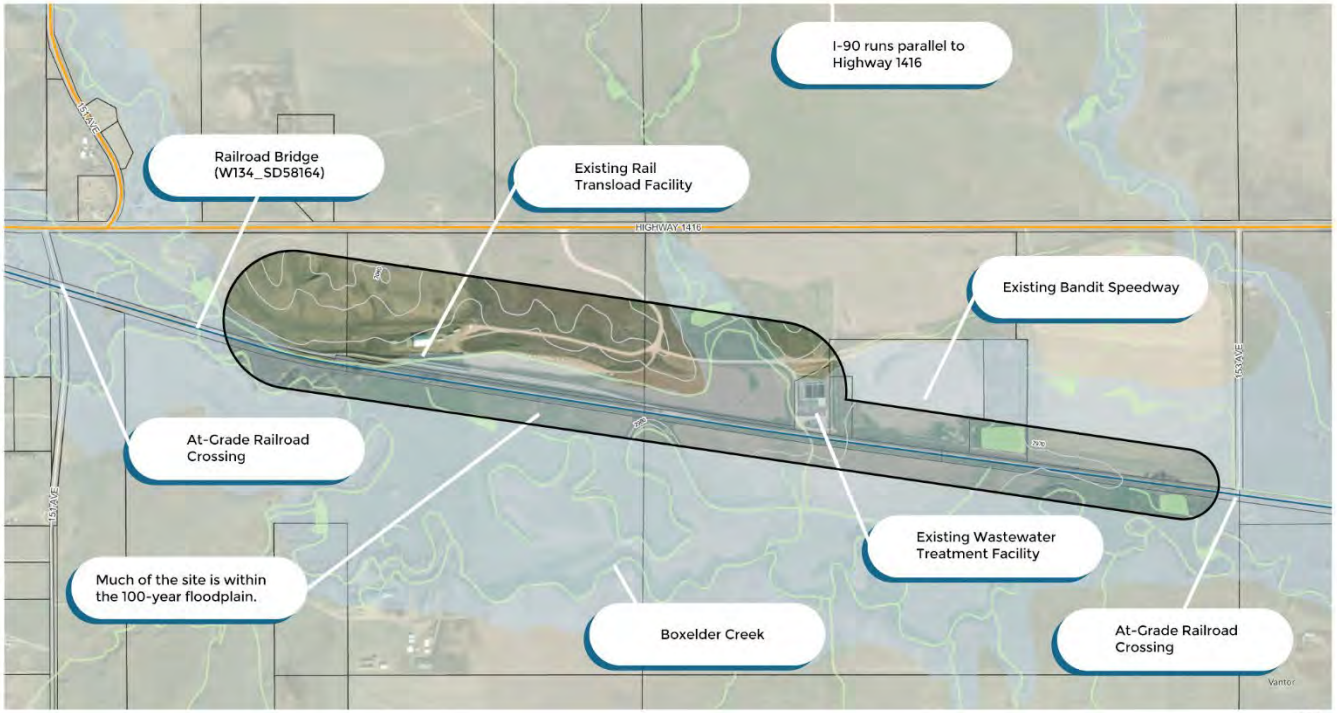
Figure 39: Box Elder One-Pager

6 CANDIDATE SITE

RAPID CITY
Railyard Relocation & Railway Configuration Study

BOX ELDER

Primary Parcels: 2227200002 & 2226100004



SITE BENEFITS

- Improved rail operations.
- Far from downtown Rapid City.
- Minimal dust pollution concerns.
- Interest from RCP&E.
- Site is currently used for rail operations.

SITE CONSIDERATIONS

- Impacts more acres of wetland than existing site.
- Located near Box Elder Creek and is within the flood plain.
- Potential conflicts with existing local planning documents.
- Higher potential for traffic safety impacts compared to existing.

DISTANCE TO HIGHWAY

2.15 Miles

NEAREST HIGHWAY

I-90

ESTIMATED ACREAGE

90 Acres

Candidate Site #6 is located on the eastern edge of Box Elder, SD on the site of an existing rail transloading facility. It provides ample space for improved railyard and truck operations and has a low impact on the surrounding community compared to other candidate sites. However, it is located primarily within the 100-year floodplain.

SITE SUITABILITY SCORING

ENVIRONMENTAL SCORE	38.0
ECONOMIC SCORE	32.8
BUILDABILITY SCORE	30.0
COMMUNITY LIVABILITY SCORE	34.3
SAFETY SCORE	35.6

WEIGHTED SCORE

34.3

RANK

2

Recommendations

Chapter Six

RAPID CITY
Railyard Relocation &
Railway Configuration Study

The primary objective of this study was to determine the feasibility of relocating the Rapid City, Pierre & Eastern Railroad (RCP&E) railyard and reconfiguring the local rail network to improve community mobility, safety, and economic vitality. The following recommendations represent a multi-faceted approach including estimated costs and operational considerations to resolving long-standing operational and community challenges.

Quantitative Framework Site Rankings

Using the scoring and weighting described in Chapter Four, the candidate site rankings are as follows:

1. Piedmont (Candidate Site #1)
2. Box Elder (Candidate Site #6)
3. South of Existing Site (Candidate Site #5)
4. Schaeferville (Candidate Site #4)
5. Existing Railyard
6. Summerset (Candidate Site #2)
7. Blackhawk (Candidate Site #3)

High Scoring Sites

The site near Piedmont, the site south of the existing railyard in the Black Hills Industrial Center, and the site in Box Elder all scored significantly higher than the other four sites using the Community Impacts and Buildability score. The scoring breakdown of each site is shown in Figure 40 and Table 1. These three sites could be considered essentially equal from the quantitative framework perspective.

Figure 40: Scoring of sites

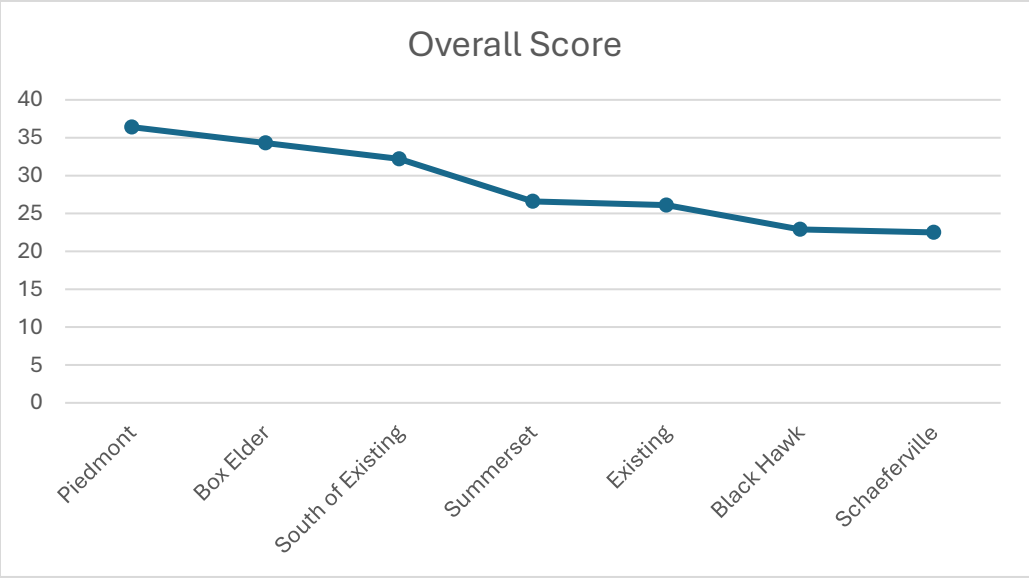


Table 1: Community Impacts ranking

Module Rank	Safety	Economic	Environmental	Community Livability	Buildability
1	Piedmont	South of Existing	South of Existing	Piedmont	Existing
2	Summerset	Schaeferville	Box Elder	Summerset	South of Existing
3	Box Elder	Piedmont	Piedmont	Box Elder	Box Elder
4	South of Existing	Existing	Schaeferville	Black Hawk	Schaeferville
5	Schaeferville	Box Elder	Existing	South of Existing	Summerset
6	Black Hawk	Black Hawk	Black Hawk	Schaeferville	Piedmont
7	Existing	Summerset	Summerset	Existing	Black Hawk

All of the three top scoring sites would have significant benefits to the community over the existing railyard location. While the top three sites have higher scores than the other candidate sites, their benefits and drawbacks differ from each other and should be considered thoughtfully. For example, the Piedmont site has the highest safety rank and there would be benefits to the Rapid City area's tourism industry to have the railyard further from downtown; however, the site also has more environmental factors that need to be considered than the other two sites.

Operational Considerations

Relocating a railyard requires an analysis of operational fluidity, capacity requirements, and network connectivity to ensure the move enhances rather than hinders freight movement. Field reviews of each candidate site were conducted to consider the operations of each site alongside RCP&E staff. Key considerations included the geometric layout of receiving, classification, and departure tracks to optimize switching efficiency, and the preservation of seamless mainline connectivity to minimize dwell times. Beyond internal yard logistics, the evaluation accounted for the integration of the new facility into the broader regional freight network, ensuring that "last-mile" service and inter-railroad handoffs remain robust. Considerable strategic planning would be needed to balance these technical requirements with land-use compatibility, safety regulations, and environmental impacts to create a future-proof facility that supports long-term economic and operational goals.

The Box Elder site was determined to operate the best of the top three scoring sites. There were concerns about the Pidemont site being too far for current and future rail employees to travel and could impact the ability to hire potential workers. The Black Hills Industrial Center, the site south of the existing railyard, does not provide significant operational advantages for RCP&E. The site is on the southern rail leg which also does not solve concerns of blocked crossings near downtown because it would continue to require switching trains to travel south.

Recommended Site

Ultimately, based on stakeholder feedback, scoring criterion evaluation, and railroad site operations evaluation, the project team prefers the Box Elder site for a relocated railyard. While it is not the highest ranking site based on the data-driven framework using community impacts and buildability, the site would work the best from the perspective of RCP&E. The site is close enough for employees to access but isolated from future population growth as it is between I-90 and Box Elder Creek. It is also on the eastern leg of rail off Pressler Junction which has significant advantages for regional rail operations and downtown safety improvements. While the site presents potential surface and groundwater pollution considerations, risk mitigation efforts can be made to ensure the railyard meets the needs of both the community and RCP&E.

Cost Estimates

In looking at alternative rail improvement options, it is important to understand key potential costs for the larger development items. This information would assist key decision-makers in better understanding significant financial aspects of the project. As previously identified in this study, the three major improvements are listed below with related costs estimates. Further details for the railyard relocation and Pressler Junction wye Improvements are provided in the related cost estimate memos listed in Appendix C. It is important to note that these cost estimates have assumptions and exemptions that provide the parameters for this information as further identified in the related attached memos.

- Cambell Street Overpass Bridge Replacement = $30,762,000, as provided by the South Dakota Department of Transportation, under a previous study.

- RCP&E Railyard Relocation = $22,400,900 to $44,757,850 range, as estimated by SRF as part of this study.
    - $20,400,900 to $37,757,850 for improvements
    - $2,000,000 to $7,000,000 for land acquisition
- RCP&E Pressler Junction Wye Improvements = $9,052,320 to $16,123,050 range, as estimated by SRF as part of this study.
    - $8,302,320 to $14,623,050 for improvements
    - $750,000 to $1,500,000 for land acquisition

For land acquisition, the railroad can use eminent domain to acquire rail right-of-way from private property owners for a fee, as long as it serves a public purpose and is for a fair market value. However, it is more community friendly to negotiate a purchase price from the landowner than to force the transaction. Railroads use both fee simple ownership (owning the land outright) and easements (rights to use the land) for their right-of-way. While many main lines are owned outright, a significant portion, especially older lines, are held via easements. If a railroad only has an easement, the land often reverts to the landowner upon abandonment.

Regardless of the site selected, the cost of moving the railyard and providing the Pressler Junction rail intersection improvement would be close to the cost of replacing the Campbell Street Overpass and would most likely be less than providing both the Cambell Street and Fairmont Boulevard overpasses. Although cost is an important item in evaluating options, other factors, such as long-term disruptions to the city transportation systems and overall public safety can be more important.

Implementation Plan

Chapter Seven

RAPID CITY
Railyard Relocation &
Railway Configuration Study

The most important aspect of any planning document is identifying achievable implementation actions that can be completed to further plan goals. To relocate the railyard and reconfigure the railway, several steps must occur before agreements can be considered and preliminary design can begin. Each step outlined below includes several recommendations to help build momentum for the project.

Step One: Determine the cost of having the railyard remain at the current site

The Rapid City Railyard Relocation & Railway Configuration Study (study) was prompted by the *Cambell Street Structure Study* (2022), which explored bridge replacement options. As outlined in the Cambell Street study, bridge replacement is likely to be an expensive construction endeavor which will be necessary if the railyard is not relocated. The South Dakota Department of Transportation (SDDOT) estimates that the reconstruction will cost approximately $30.762 million as of early 2026. Additionally, as the population in Rapid City grows east of the rail line, an additional crossing will need to be built to extend Fairmont Boulevard. This crossing could be grade-separated like Cambell Street if the railyard is not moved or at-grade if the railyard is moved. Determining the cost of both grade-separated crossings compared to at-grade crossings is an important step to understand regional traffic operations and financial impacts of decisions for either project. To kickstart the railyard relocation process, it must be determined that funding is better applied towards replacing the bridge structure than relocating the railyard.

Recommendation One	**Complete a cost estimate of the Fairmont Boulevard overpass construction and update cost estimates for at-grade crossings.**
Recommendation Two	**Conduct a cost-benefit analysis that includes rail-related impacts to community.**
Recommendation Three	**Determine the lifespan and cost of the Cambell Street overpass to delay reconstruction for transition to take place.**

Step Two: Complete the Wye at Pressler Junction Rail Intersection

Reconfiguring the Pressler Junction rail intersection is a critical step to increase railroad operational efficiencies, and to justify railyard relocation to an alternative site. The project team estimated that completing the wye at the Pressler Junction rail intersection will cost between $8,302,320 and $14,623,050, which should be factored into the cost-benefit analysis for relocating the railyard.

Recommendation One	**Engage the community and nearby property owners about the rail intersection and the importance of the redesign to a railyard relocation project**

Step Three: Select One or Two Candidate Sites to Begin Conceptual Design and Conversations with Landowners

Relocating the railyard will involve multiple stakeholders, including any affected cities, the Rapid City Area Metropolitan Planning Organization (MPO), SDDOT, Rapid City, Pierre & Eastern Railroad (RCP&E), and property owners who own land on or near the candidate sites. Engaging with all necessary stakeholders early in the conceptual design process will help create a smooth transition from the existing railyard to the new one.

Recommendation One	**Based upon the findings of this study, select the Box Elder and Piedmont candidate sites for further consideration.**
Recommendation Two	**Conduct a cost-benefit analysis for construction at identified candidate site(s).**

Step Four: Identify Funding Opportunities

Successfully relocating the RCP&E railyard will require a coordinated, multi-layered funding strategy that leverages local, state, federal, and private-sector resources. Given the scale and complexity of railyard relocation including land acquisition, track improvements, supporting infrastructure, and long-term redevelopment opportunities, the City and its partners should proactively pursue a diversified funding approach rather than relying on a single source. It will be important to identify potential funding sources that local agencies can utilize to assist in the successful completion of the project, which will have major impacts on Rapid City's roadway and freight network. This step focuses on identifying viable funding opportunities and positioning Rapid City to compete for grant programs while continuing to cultivate private-sector participation as well as continued collaboration with Elevate Rapid City and other economic development partners.

Recommendation One	**Evaluate State opportunities like the SDDOT Rail Program funding, state rail planning and economic development programs, and state-administered Community Development Block Grant or similar economic grants.**
Recommendation Two	**Pursue Federal Rail and Multimodal Grant Programs like the FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, FRA Rail Crossing Elimination (RCE) Program, USDOT RAISE Grants, and other discretionary grant programs.**
Recommendation Three	**Investigate redevelopment-driven funding tools.**
Recommendation Four	**Leverage private-sector participation and partnerships.**
Recommendation Five	**Draw on comparable case studies to inform funding strategies.**

Step Five: Conduct a Downtown Rail Corridor Safety Study

With the completion of this study and identification of a preferred railyard relocation strategy, the next critical step is to transition from planning-level analysis to targeted implementation readiness activities. This transition should focus on validating transportation system impacts, addressing safety considerations, and advancing strategies that improve mobility, accessibility, and community outcomes in downtown Rapid City.

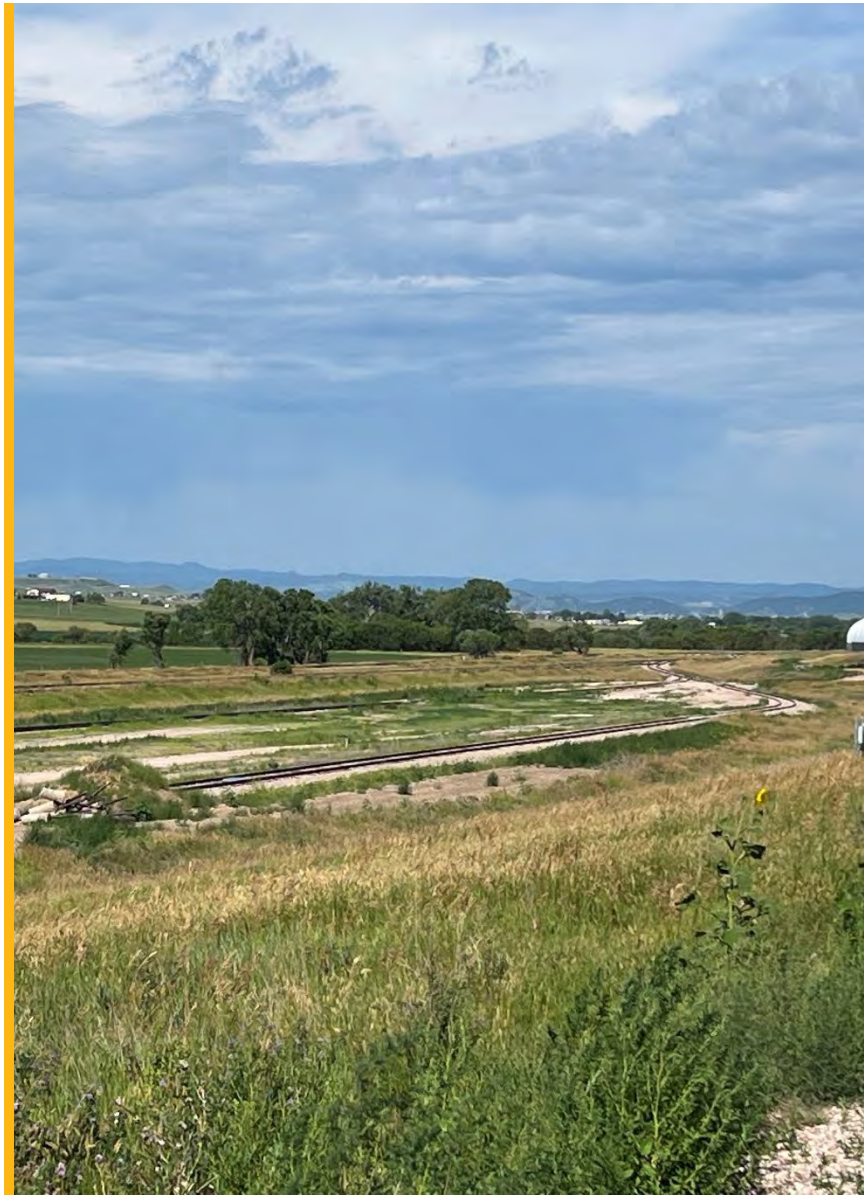
As rail operations are considered for relocation out of the urban core, new opportunities and associated responsibilities will emerge related to rail crossings, multimodal connectivity, and corridor safety. To ensure that long-term benefits are fully realized, additional focused analyses are recommended to evaluate operational performance, public safety implications, and risk mitigation strategies prior to advancing detailed design or capital programming decisions.

Recommendation One	**Evaluate safety and transportation operations impacts of at-grade rail crossings in Rapid City.**
Recommendation Two	**Identify and evaluate potential corridor-level safety enhancements.**
Recommendation Three	**Review railroad trespassing conditions and risk factors.**
Recommendation Four	**Develop and prioritize safety mitigation strategies.**

High-Level Conceptual Layout for Box Elder Site

The study offers the option of relocating the RCP&E railyard to a different location. The team felt it was important to understand what a new layout might look like to help understand property potential, thus a concept site plan was developed showing key elements and potential improvements, shown in Figure 42. Although not official, the Box Elder candidate site had a high recommendation for the relocation, so this was used as the base for the example site plan. This conceptual layout should be viewed as a high-level planning estimate for how a modern, relocated railyard could be laid out on a candidate site. Any other sites that are chosen for further analysis should have planning-level conceptual designs developed to determine whether the railyard is feasible and functional for RCP&E.

Figure 41: Existing track at Box Elder Candidate Site

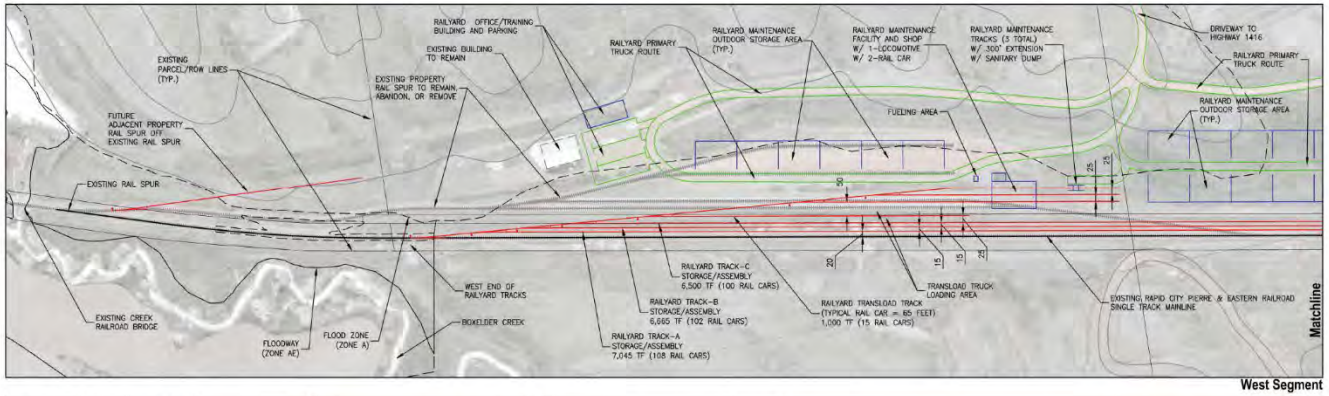


EXAMPLE RAILYARD CONCEPT SITE PLAN

RAPID CITY
Railyard Relocation & Railway Configuration Study

BOX ELDER CANDIDATE SITE

Primary Parcels: 2227200002 & 2226100004



OPPORTUNITIES

- Along and parallel to existing rail main line.
- Flatter terrain and straight segment for track development, but slope provides a buffer to the north.
- Minimal existing development and conflicts to allow cost effective development.
- No road crossings of the rail track.
- Close to regional roadway system.
- Minimal issues with nearby residential per existing noise (race track), smell (wastewater treatment facility), and use (other industrial).

CHALLENGES

- Some existing development (existing rail spur tracks may need to be removed).
- Pinch point at Wastewater Treatment Facility, thus possibly parking lot revisions.
- Within Flood Zone A of Boxelder Creek, but minimal concern.
- Shared drive with race track and waster water facility, so define railyard with signs/gates.
- Creek crossing and road crossing (minimal traffic to private property) does limit total length.

KEY DESIGN ELEMENTS

- **Operations** - Open 365 days a year and need winter road access for employees, thus no locations were interstate or roads would be shutdown.
- **Flatter Terrain and Straight Layout** – Rail tracks need low slope, such as no greater than 2% for mainline and 3% for spur tracks. Straight segments are more efficient and preferred, primarily at switch.
- **Storage/Assembly Tracks** – Ideally multiple tracks to store and assemble cars for a 10,000 Linear Feet of train and close to mainline. Prefer 1.5 to 2.0 (10,560 LF) miles of single track, but multiple shorter tracks would also be sufficient.
- **Transload Track** – Optional transload track to be provided to allow off-site users to load product between truck and train. Recommend about 1,000 LF for about 15 rail cars (typical 65 LF).
- **Maintenance Facility and Shop** – A rail maintenance building that provides a preferred three track layout, two for rail cars, and one for locomotive. The building should also include a shop with close proximity to a fueling area and sanitary dump.
- **Outdoor Storage Area** – Large areas to provide space and organization of maintenance/construction equipment and supplies.
- **Office/Training Building** – Office building and related parking to accommodate a number of business/operation employees along with a training room to facilitate larger groups of people.
- **Road / Drive Access** – Potential truck operation, so need truck route access, circulation, and close regional road connectivity.

COST ESTIMATE

$22.0 - $45.6 MILLION

Appendix A

Existing Conditions Report

RAPID CITY
Railyard Relocation &
Railway Configuration Study

Introduction

With the Cambell Street crossing study exploring the potential removal of a grade-separated railroad crossing—and the Rapid City, Pierre & Eastern Railroad (RCP&E) Railroad expressing interest in relocating its railyard—a study to evaluate potential railyard sites represents a logical and feasible next step in the process. This document outlines the project and corridor understanding, referencing previous planning efforts, baseline existing conditions, and expected future conditions that build context surrounding the existing site. This will precede the analysis of candidate sites using data collected as a part of this report.

Precedent Studies

An analysis of existing plans, policies, and conditions establishes baseline conditions that help identify the issues and opportunities. This includes a review of existing literature, including plans and policies that may be pertinent to the corridor and potential future sites.

The following plans and documents were reviewed:

- Cambell Street Structure Study
- Plan Rapid City
- Box Elder Comprehensive Plan
- Rapid City Major Street Plan Analysis and Update
- 2045 Metropolitan Transportation Plan
- Rapid City Bicycle-Pedestrian Master Plan
- Rapid City Transit Development Plan
- Pennington County Master Transportation Plan
- South Dakota State Rail Plan
- 2025 Rapid City Comprehensive Plan
- 2050 RCAMPO Metropolitan Transportation Plan

Cambell Street Structure Study

Completed in July 2022, the Cambell Street structure study assessed the grade separated crossing of the RCP&E railyard, located near the intersection of Cambell Street and Joseph Street. The structure—an aging overpass spanning the railyard and northbound of St. Joseph Street—is scheduled for replacement in the near future. Rapid City and the City of Box Elder studied several alternatives, including retaining the overpass as a no-build alternative, removing the overpass and replacing it with an at-grade crossing, reconfiguring St. Joseph Street, or removing the railyard to shorten the overpass. RCP&E expressed that at-grade crossings are not preferable from their perspective; however, RCP&E conveyed a willingness to consider relocating the railyard to an alternative site within Rapid City or the City of Box Elder. Based on public engagement feedback, 71 percent of the represented public prefer overpass replacement options. Alternative 2 involves reconfiguring St. Joseph Street and reconstructing the Cambell Street overpass to be shorter in length. Alternative 2B and 2C includes the relocation of the railyard, while Alternative 2A retains the existing railyard configuration. According to the study, the location of the railyard is unsuitable for the RCP&E traffic, train operations, and frequent backups onto nearby at-grade crossings.

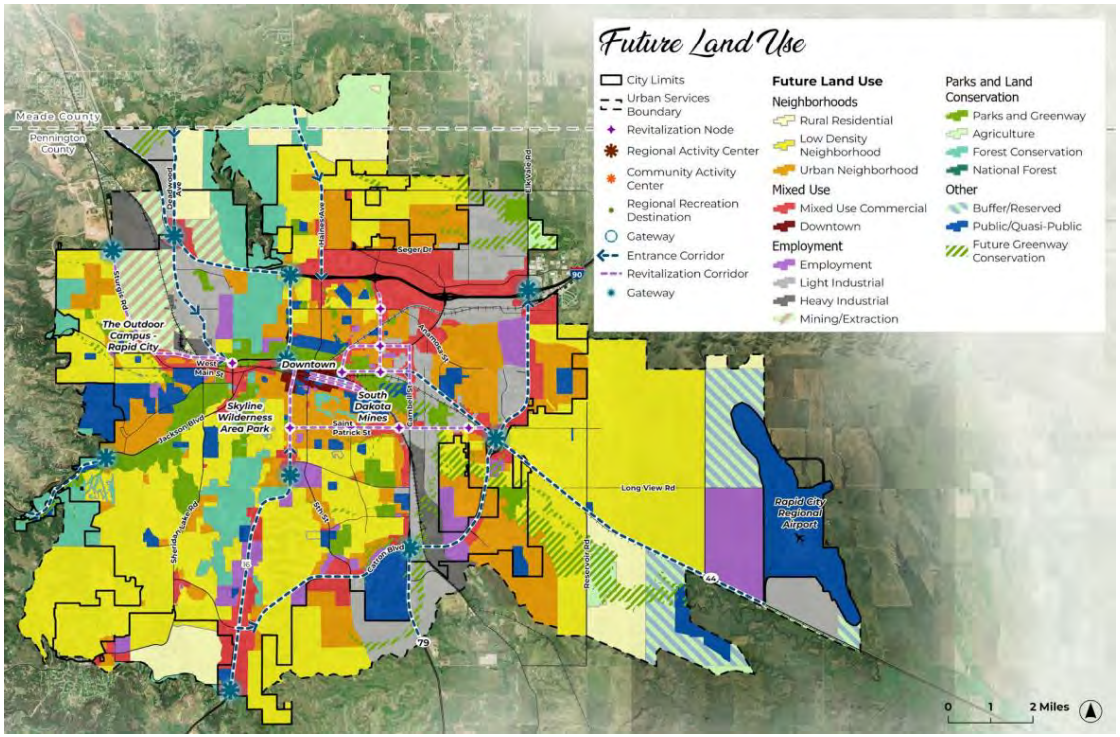
"Early conversations with both the SAT and railroad representatives revealed interest in potentially moving the railroad railyard to a different location farther out from Rapid City, if feasible – for reasons relating to traffic, train operations, and structural impacts, its current location is not ideal. Even with the structure there, railyard operations regularly disrupt traffic flow through the study area when trains idle across the at-grade St. Patrick Street crossing." – Cambell Street Structure Study

"A primary benefit of a relocated railyard would be the reduction in rail tracks through the study area from three to one, allowing for a smaller Cambell Street structure" – Cambell Street Structure Study

Figure 1: Rapid City Future Land Use Map

Plan Rapid City (2014)

Plan Rapid City, Rapid City's current comprehensive plan, was adopted on October 6th, 2025 and identifies future priorities for the neighborhood surrounding the RCP&E railyard (see **Figure 1**).



Land Use

The railroad crossing near the intersection of Cambell Street and Saint Patrick Street was identified as a Revitalization Node. Additionally, the East Saint Patrick Street corridor in general was identified as a Revitalization Node. The Revitalization Node identified that a location/corridor has significant traffic volumes without much focus on multimodal users. The Comprehensive Plan recommends that this node place an increased focus on mixed-use development and multimodal users. Targeted redevelopment will occur in this location, which would likely be impacted by any changes to the Cambell Street overpass. To the south, Cambell Street was identified as a gateway corridor, which are meant to showcase Rapid City and have the potential for "unique and attractive" design elements to welcome community members and tourists to the city.

The Future Land Use map identifies the land around the railyard as Light Industrial and Heavy Industrial, reflecting both the railyard and railroad industrial developments along the corridor (**See Figure 1**). However, alongside the planned expansion of Fairmont Blvd over the railroad (east of the railyard), the Future Land use map identifies low density neighborhoods, urban neighborhoods, and employment centers. Finally, a greenway conservation path was identified through the railyard.

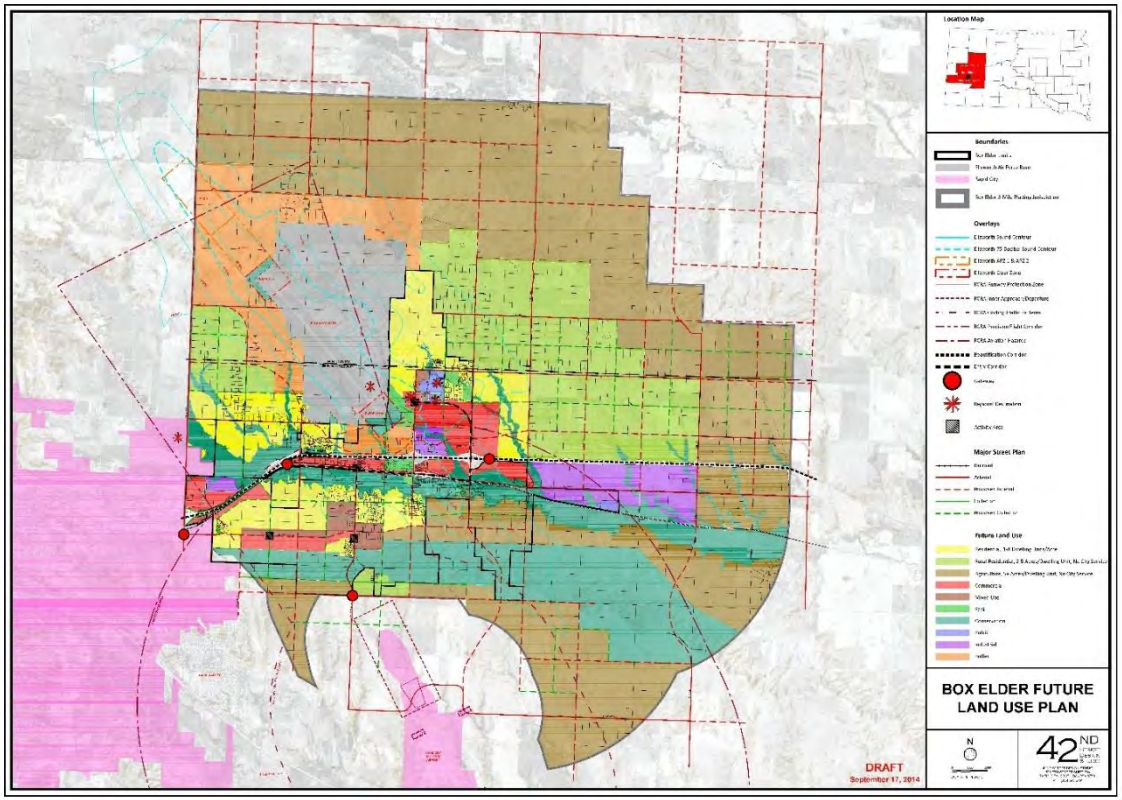
Infrastructure

Generally, Rapid City seeks to adopt Complete Streets principles as a part of the comprehensive plan. Sidewalks, trails, and on-street bicycle infrastructure are all potential multimodal improvements that the city is seeking to make on its roadways. The Cambell Street Structure study identified sidewalks as a multimodal improvement to the grade separation, following these principles.

Box Elder Comprehensive Plan

The Box Elder Comprehensive Plan outlines land use priorities through 2030 (see **Figure 2**). The City of Box Elder anticipates low-density residential and commercial growth, particularly around the Air Force base and south of Interstate 90. Industrial development is planned for the east-central portion of the city, between the railroad tracks and Interstate 90. This same area is also designated for conservation due to the presence of Boxelder Creek and its tributaries.

Figure 2: Box Elder Future Land Use Map



Rapid City Major Street Plan Analysis and Update (2024)

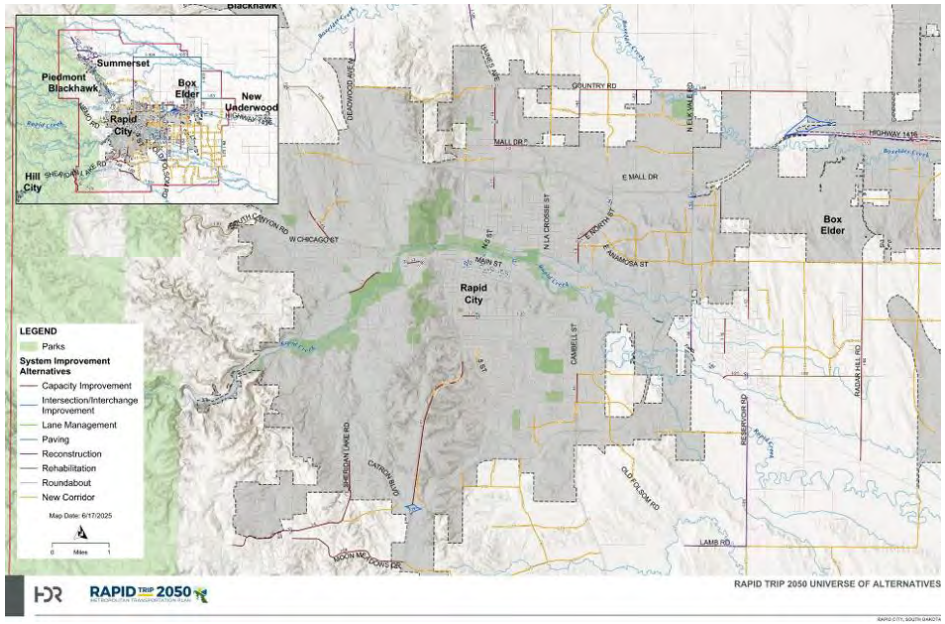
The Rapid City Major Street Plan Analysis and Update outlines improvements and expansions of roadways for future prioritization. Neither Cambell Street nor St. Joseph Street were identified as priorities in this plan. However, Fairmont Boulevard, which currently terminates at the RCP&E railyard, was identified for a future eastward extension, across the railyard to connect with South Dakota 79 . This expansion would either cross the railyard at-grade or require grade separation. The need for this expansion is necessary due to the growth of Rapid City; specifically, the anticipated growth east of the railyard.

Prioritized segments are focused in new growth areas on the southern and eastern sides of the City of Rapid City. The City of Rapid City is anticipating primarily residential and commercial growth in these areas. The railyard must consider where future residential growth will occur, while prioritizing zones intended for industrial or commercial use.

2050 Metropolitan Transportation Plan

The MPO's current transportation plan outlines funding and projects through the year 2050. The 2050 plan set goals for performance within the Rapid City region and is the guiding document for decisions made by the MPO. It also identifies projects scheduled for completion within the planning timeframe. Near the existing railyard, the Cambell Street segment - south of Fairmont Boulevard - was identified for a rehabilitation project by the year 2050. The relocation of the RCP&E railyard will likely impact corridor needs, requiring coordination between the MPO and Rapid City. Two new corridors were identified to connect with Cambell Street, extending eastward over the railyard to connect with growth areas to the east. These will likely affect operations at the existing railyard but have been deemed necessary for the reasonable growth of Rapid City.

Figure 3: Rapid Trip 2050 Universe of Alternatives



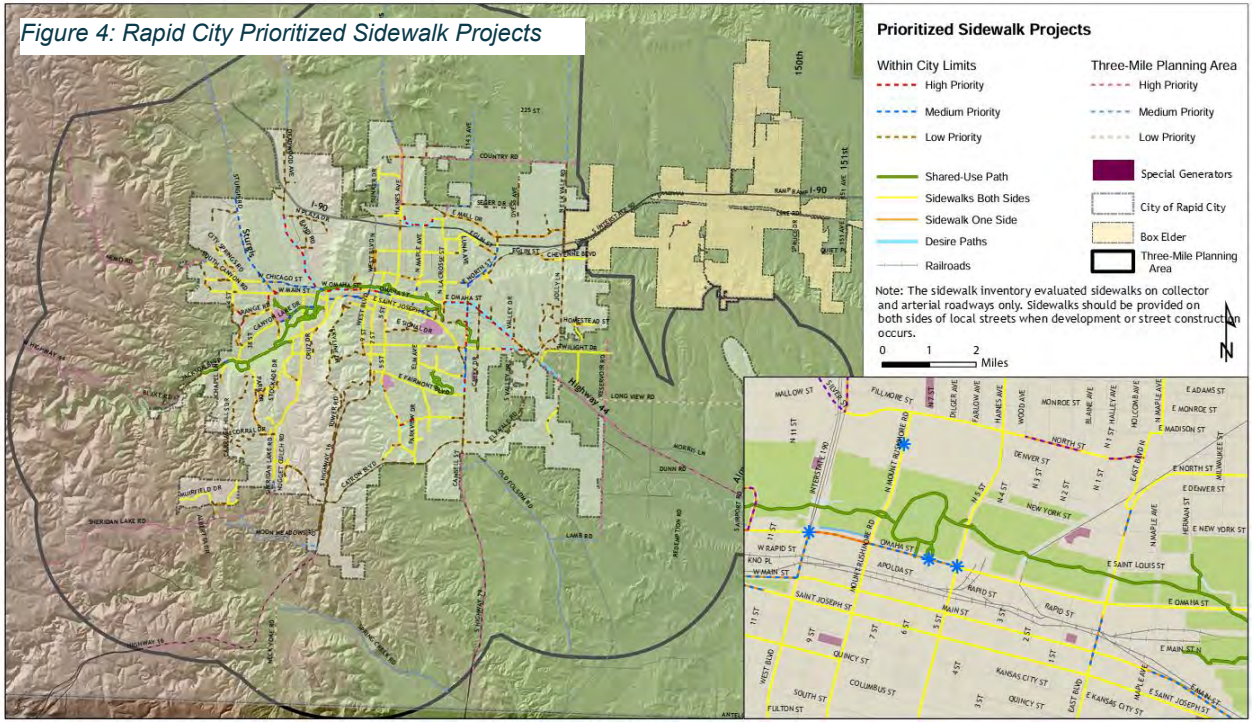
Rapid City Bicycle-Pedestrian Master Plan

The Bicycle-Pedestrian Master Plan outlines multimodal priorities for the City of Rapid City through the year 2045 (see **Figure 3**). Locations near the railyard were identified as priority areas for sidewalk improvements:

- High priority: Cambell Street south of St. Joseph Street.
- Medium priority: Cambell Street between St. Patrick Street and St. Joseph Street
- Low priority: St. Joseph Street west of Cambell Street

The RCP&E railyard's surrounding area is anticipating growth and multimodal improvements are needed.

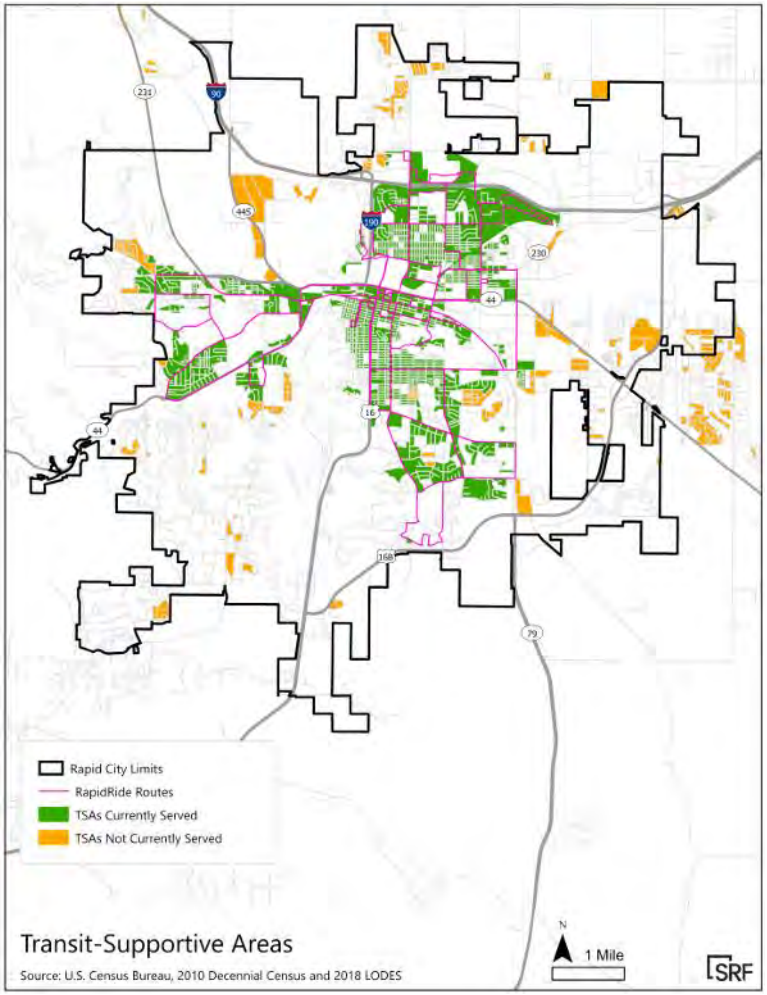
Figure 4: Rapid City Prioritized Sidewalk Projects



Rapid City Transit Development Plan

The Transit Development Plan outlines future public transportation priorities through the year 2045 (see **Figure 4**). The plan identifies several areas currently underserved by transit, including locations directly east of the RCP&E railyard. Two fixed-route transit lines operate near the RCP&E railyard. The Jefferson North transit line travels along St. Patrick Street and St. Joseph Street. The Jefferson South transit line travels along St. Patrick Street, however neither cross the railyard, leaving the businesses and neighborhoods south of the railyard unserved by public transit.

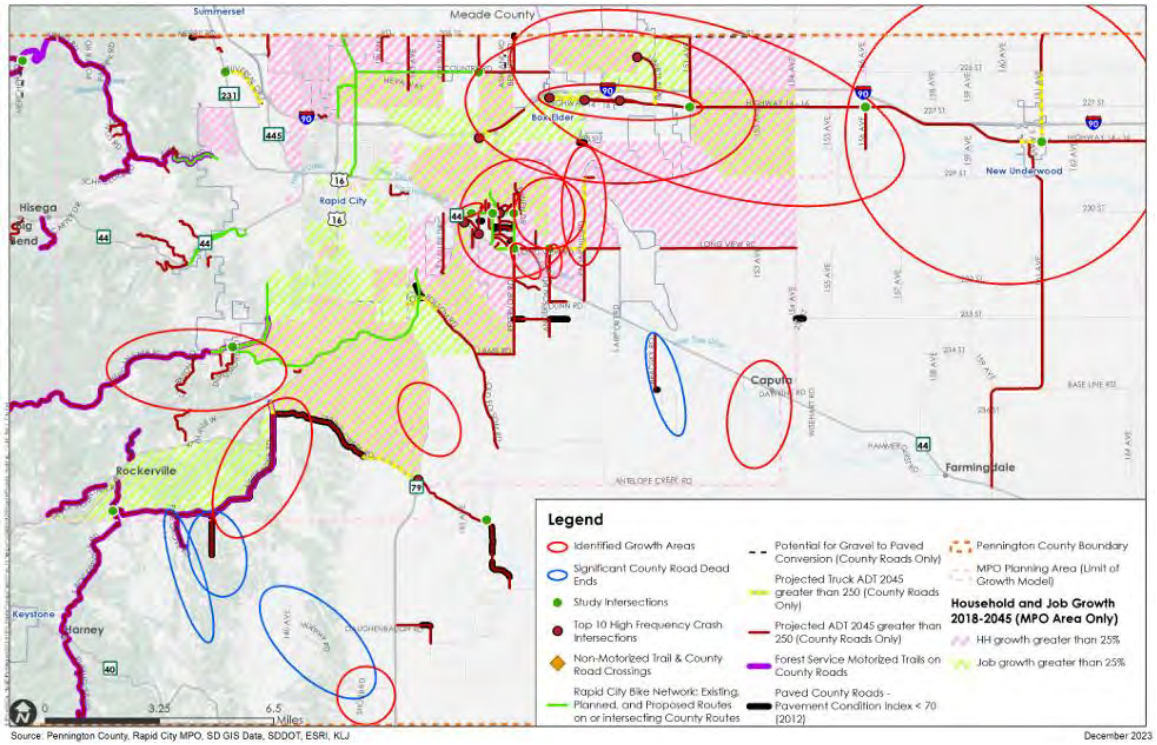
Figure 5: Transit-Supportive Areas



Pennington County Master Transportation Plan

The Pennington County Master Transportation Plan (MTP) outlines county-level transportation priorities and considers anticipated regional growth areas (see **Figure 5**). Most identified growth is concentrated in eastern Rapid City, and the City of Box Elder and the City of Rapid Valley. Pennington County identified household and job growth of greater than 25 percent for many growth nodes east of Rapid City, signaling transportation priorities will need to be concentrated there. The relocation of the railyard will open access to new development areas of Rapid City but will also need to consider other growth areas when alternative sites are considered.

Figure 6: Pennington County Transportation Priorities



South Dakota State Rail Plan

The South Dakota State Rail Plan inventories and analyzes railroad transportation for the state of South Dakota. The plan identified three railroad connections through Rapid City. The first is owned by RCPE under the Black Hills subdivision and travels north-south through the city. The RCP&E railyard is located along this line - south of downtown Rapid City. The second line, also owned by RCP&E and part of the Huron Subdivision, begins in downtown Rapid City and traverses eastward, terminating near the South Dakota–Minnesota border close to Brookings. The third is an unutilized railbanked corridor originating near downtown Rapid City, traveling to an active rail line in Kadoka.

Existing Conditions

Introduction

An analysis of existing conditions is imperative to begin to discuss potential solutions and alternative sites for the RCP&E railyard. The project team assembled data that will be used throughout the planning process to assess existing conditions and potential alternative sites. The data collected includes, but is not limited to:

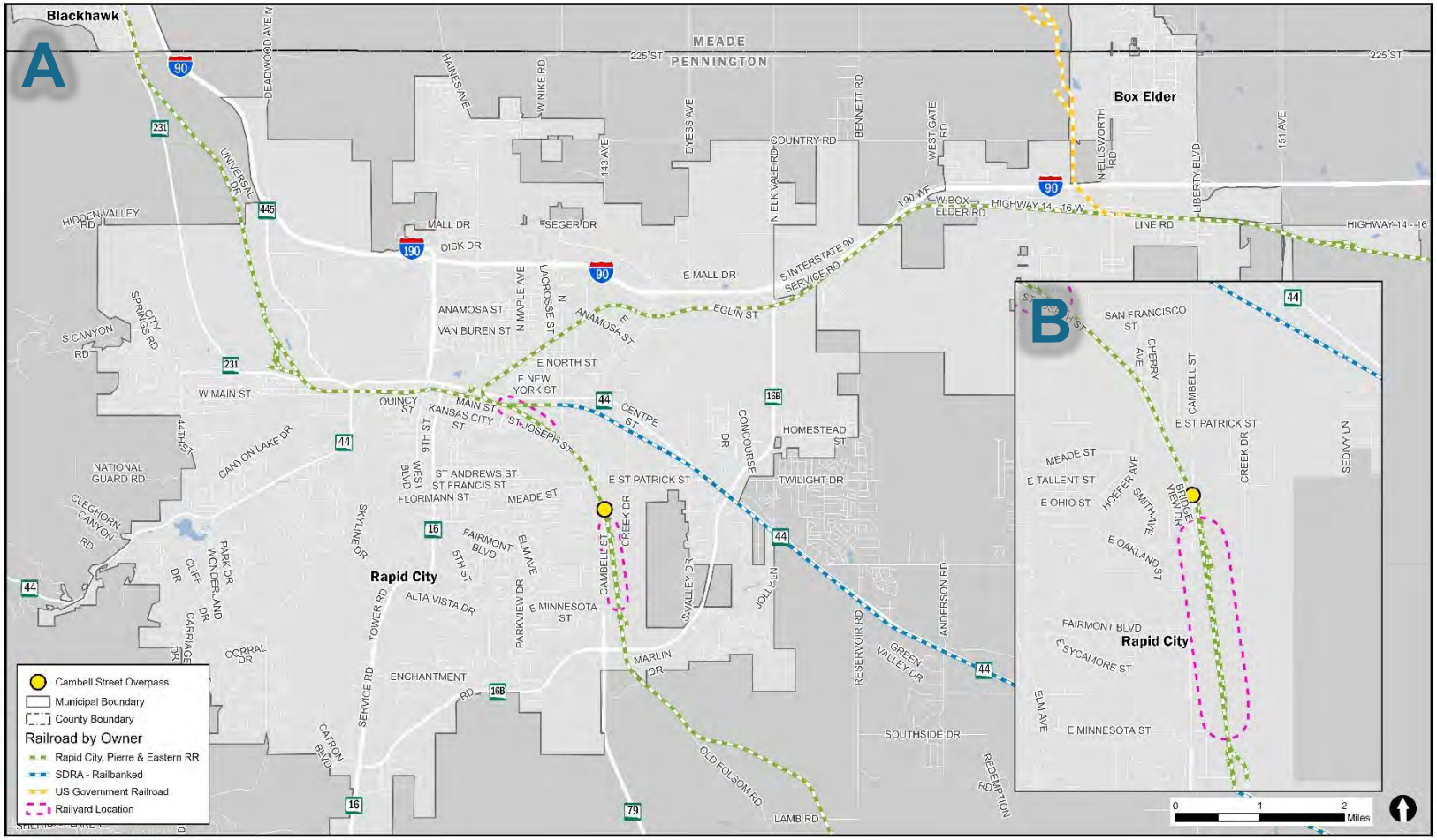
- Rail lines and important rail amenities
- Rail crossings
- Functional classifications
- Roadway ownership
- Freight data
- Traffic volumes
- Bicycle volumes
- Pedestrian volumes
- Future traffic conditions
- Crash history
- Pavement condition
- Bridge condition
- Existing land use
- MTP projects
- Future land use
- Zoning
- Employment growth
- Household growth
- Census data
    - Race
    - Age
    - Income
    - Areas of Persistent Poverty
- Waterbodies
- Wetlands
- Floodplains

The planning process will utilize these datasets to help determine potential drawbacks for each site, helping to select an appropriate site for a railyard relocation.

Study Area

For the purposes of this Tech Memo, the study area is divided into two locations. Location A is the entire study area, encompassing Rapid City, Box Elder, and surrounding jurisdictions. Location B is the Cambell Street corridor (see **Figure 6**).

Figure 7: Study Area



STUDY AREA

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Transportation

Rapid City has a wide-reaching network of transportation and multimodal infrastructure, including roadways, railways, and bicycle and pedestrian facilities. Establishing the baseline conditions of these facilities will help ensure that if the railyard is relocated and the Cambell Street overpass is removed, there will be minimal impacts on the overall network

Rail Lines and Important Rail Amenities

Rail lines are an important piece of Rapid City's overall infrastructure and provide valuable freight mobility, allowing for efficient movement of goods to and from Rapid City. Currently, the rail lines active in the city include Canadian Pacific Kansas City (CPKC), RCP&E, and Union Pacific Railroad Company (UP). There is one railbanked corridor, extending from downtown Rapid City to the southeastern MPO border.

The Federal Railroad Administration (FRA) crossing inventory form provides detailed information crossing infrastructure and rail operations:

- Number and Type of Tracks
- Crossing Position and Type
- Control Device Information
- Gate Configuration
- Signage and Pavement Markings

Table 1 lists available FRA data to describe the public and private rail crossings in the Rapid City and Box Elder area. In total, there are 505 crossings within the Study Area:

- 488 at-grade crossings, 402 of which are public
- Ten "railroad under", all of which are public
- Seven "railroad over" crossings, all of which are private

Table 1: Rapid City and Box Elder Crossing Type and Ownership

Crossing Type	Public	Private	Total
At-Grade	402	86	488
Railroad Under	10	0	10
Railroad Over	0	7	7
All	412	93	505

Within the study area, the primary track type at railroad crossings is main through-travel tracks, representing 509 of 573 total track crossings. However, there are 36 crossings with siding tracks, 16 with yard-related tracks, and 12 crossings over industrial tracks (see **Table 2**). Track types are key indicators of freight volumes, freight generators, and potentially safety hazards, and should be considered as a part of the relocation process.

Table 2: Rapid City and Box Elder Track Types

Track Type	Crossings
Main	509
Siding	36
Yard	16
Transit	0
Industry	12
Total	573

Most crossings within the study area have two crossbucks (see **Table 3**). However, there are 68 crossings with no crossbucks. Crossings without crossbucks are usually private and/or related to railyard and industrial activities. The risk associated with these crossings increases when they are frequently used by the public.

Table 3: Crossings by Number of Crossbucks Present on Both Crossing Approaches

Crossbucks Count	Crossings
0	68
1	15
2	376
3	9
4	31
5	3
6	3

In total, 479 crossings within the study area have signs or signals alerting drivers of a crossing. However, there are 25 crossings that have no signage or signal to indicate a crossing (see **Table 4**). Signage is important as it alerts drivers to the crossing and the possibility of trains crossing at the time. Without signage, the risk of train-involved accidents increases. The crossings without signals or signs are either small or seldom used, representing a low risk to the community.

Table 4: Crossings Traffic Signs or Signals Present

Signs or Signals?	Count
Yes	479
No	25

Saint Patrick Street Public Crossing

Crossing Infrastructure

The Saint Patrick Street Crossing (ID:190258N) is located west of the signalized intersection at Saint Patrick Street and Saint Joseph Street, and east of the signalized intersection at Cherry Avenue (**Figure 7**). Warning signs are posted on both Saint Patrick Street and Saint Joseph Street to alert drivers about the upcoming crossing. A constant warning time technology detection system is in place and there are no train signals installed at this crossing.

At this location, two crossbucks are mounted on a cantilever structure that extends over the westbound lanes of Saint Patrick Street. The FRA indicates that there are pavement markings present. Traffic gates are located on both sides of the crossing, and there are a total of eleven pairs of flashing red signal lights positioned to face both directions on Saint Patrick Street and on Saint Joseph Street, with a pair facing north on Cherry Avenue. Two notification bells alert traffic to oncoming trains.

Figure 8: Crossing 190258N Infrastructure

Figure 10: East Saint Patrick Street Public Crossing

Figure 9: Crossing 190258N Operations

Trains	4 Freight Trains
AADT	13,005
HCAADT	500
Recent Auto Crashes	No

The crossing accommodates five traffic lanes and there are no devices monitoring highway traffic. The FRA's Accident Prediction System reports no accidents at this crossing from 2020 to 2024 and lists the average predicted accidents metric as 0.001764. This signals that the likelihood of conflicts with freight trains is very low. There is a “no left turn” arrow at the southeast corner of the intersection, which alerts drivers of incoming trains as necessary to reduce the chance for a conflict for vehicles turning from southbound to eastbound.

Rail Operations

On average, four freight trains cross Saint Patrick Street each day. This includes two through trains - one during the daytime and one at night – in addition to two movements related to train building and switching operations. The South Dakota Department of Transportation (SDDOT) reports roughly 13,005 vehicles travel along the Saint Patrick Street segment, including 500 heavy commercial vehicles. The traffic signal at the Saint Joseph Street and Saint Patrick Street intersection is not integrated with the train monitoring and warning systems at the crossing. See **Figure 8**.

Culvert Street Private Crossing

Crossing Infrastructure

The Culvert Street Crossing (ID: 190255T) features a single main track intersecting Culvert Street (see **Figure 10**). The second track is an industrial spur, which provides access to Pacific Steel & Recycling.

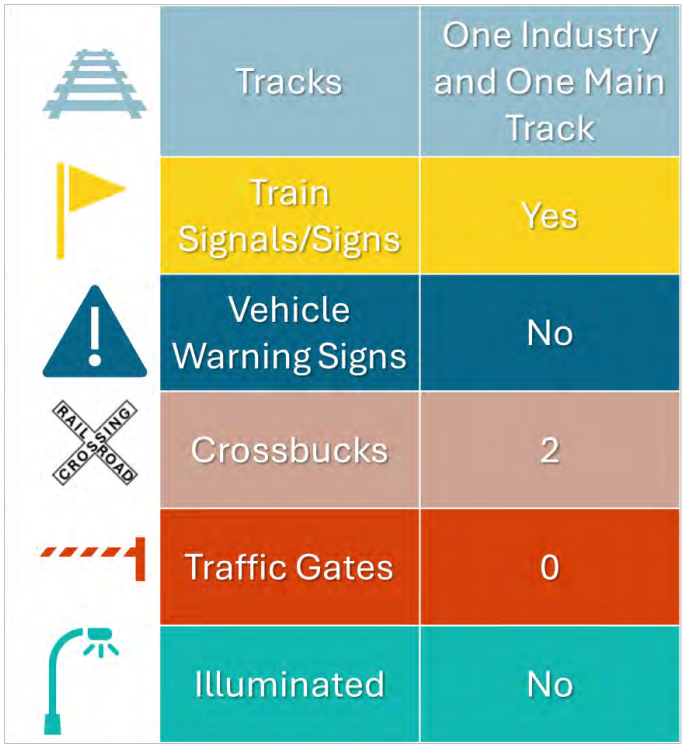


Figure 11. Crossing 190255T Infrastructure

The Culvert Street Crossing does not have advanced warning signs: however, there are stop signs with crossbucks on both sides of the crossing. The crossing does not include pavement markings, traffic gates, cantilever structures, or flashing red signal lights.

Figure 13: Culvert Street Private Crossing

Figure 12: Crossing 190255T Operations

Trains	11 Freight Trains
AADT	100
HCAADT	50
Recent Auto Crashes	No

Rail Operations

Approximately 11 trains cross each day—five during daylight hours and six at night (see **Figure 11**). Although no official AADT counts are available at the crossing, Replica travel demand data estimates a volume of fewer than 200 vehicles, with roughly half consisting of heavy trucks.

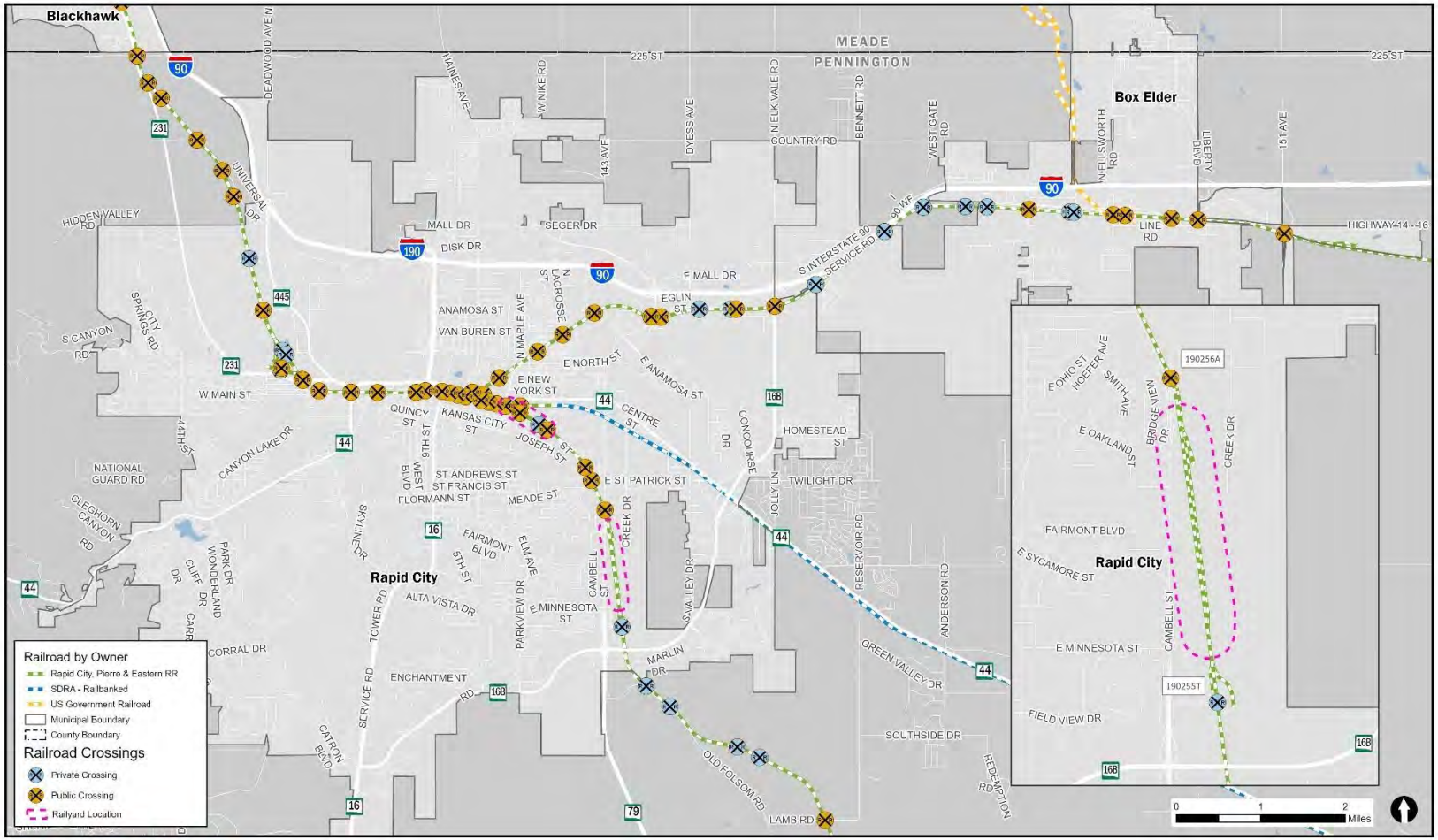
Railyard

The RCP&E Railyard is located on the southeastern side of Rapid City near the Cambell Street Overpass at Saint Joseph Street (see **Figure 13**). The railyard runs along the eastern side of Cambell Street at a slight angle, which allows for businesses to locate along Cambell Street. The railyard runs along about 4,500 feet of main track. The yard includes four parallel tracks for switching and building trains, each of which is about 4,000 feet long and their combined length is nearly 16,700 feet. There is also a car maintenance shop, additional storage track, and a yard office.

At the southern end of the main RCP&E railyard industry track spurs provide direct to several area businesses, which include Dakota Panel, Pacific Steel & Recycling, Kugler Oil Company, and Cz Construction. These companies can receive necessary inputs from the rail track and load their products directly onto freight trains from their factory floor, drastically expediting and simplifying their shipping process.

Figure 14: Rapid City, Pierre & Eastern Railroad Railyard

Figure 15: Rail Crossings within the Study Area



RAIL CROSSINGS

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Functional Classification

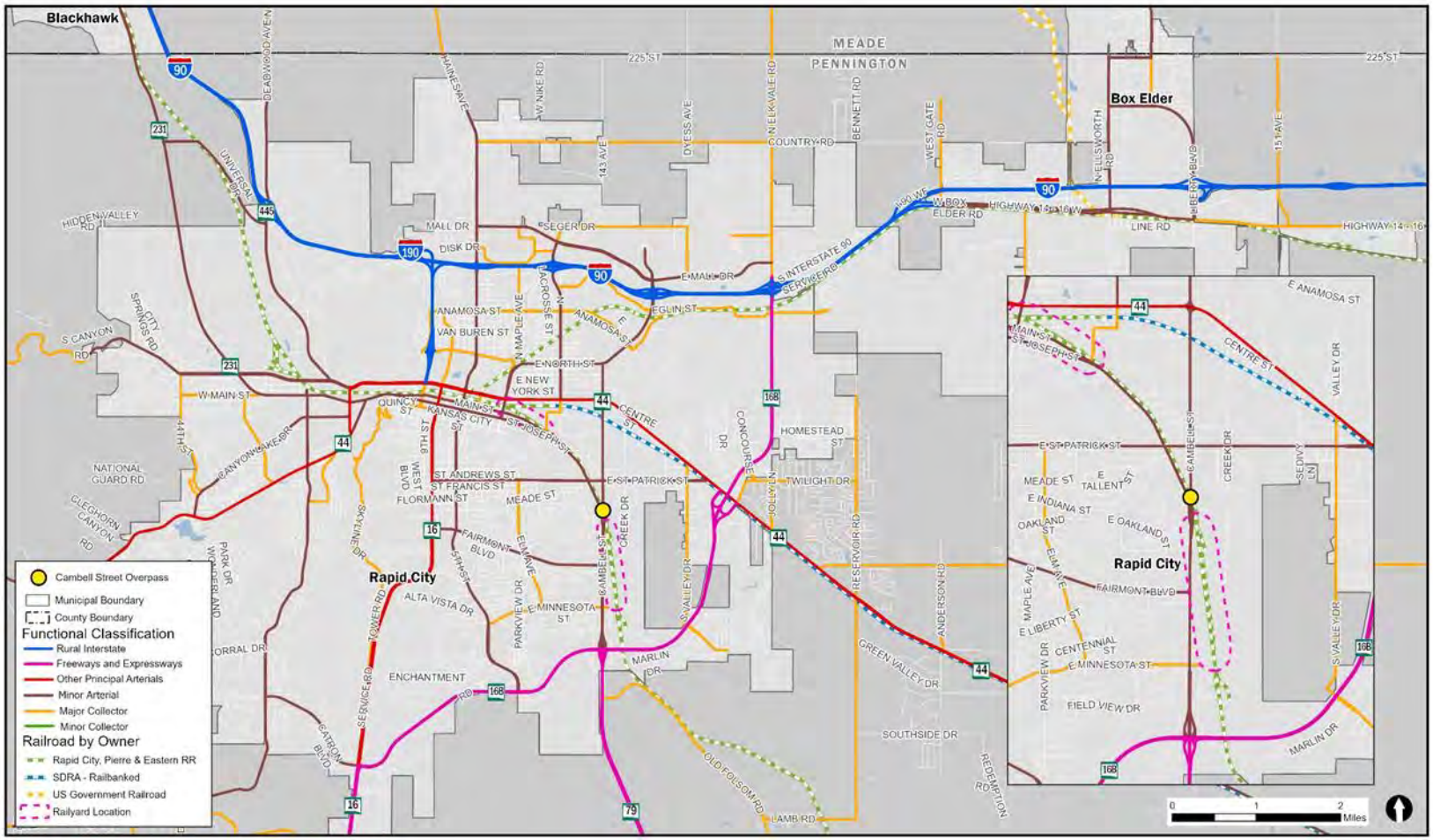
The functional classification system defines both the function and role of a roadway within the hierarchy of an overall roadway system. This system is used to create a roadway network that efficiently collects and distributes traffic from neighborhoods and ultimately to the state or interstate highway system. Functional classification planning works to manage mobility, access, and alignment of routes to ensure an effective travel network into the future. Minor arterials support longer travel distances at higher speeds, facilitating connections to principal arterials. Cambell Street is a minor arterial and is adjacent to the RCP&E railyard. The construction of the Cambell Street overpass replaced a high-volume at-grade railroad crossing and was converted to a grade separated crossing, increasing overall safety. If this overpass is removed, the at-grade crossing may once again pose potential safety issues.

Jurisdictional Ownership

The hierarchy of jurisdictional classification is typically established so that higher volume, regional corridors carrying intercounty traffic are managed by the state, while intermediate volume corridors serving more local trips are managed by the counties. Roadways serving local traffic are typically managed by the municipalities or townships. Roadway jurisdiction classifications identify which agency is responsible for maintenance and improvements to the roadway. Cambell Street is owned and maintained by Rapid City, with the exception a southern portion of the corridor. This segment, located south of Minnesota Street, is part of SD-79 and is owned by SDDOT. It extends to Maverick Junction, where it connects with US-18. SDDOT maintains the following corridors in the study area:

- SD-44
- I-90
- I-190
- US-16
- SD-16B
- SD-445
- SD-231

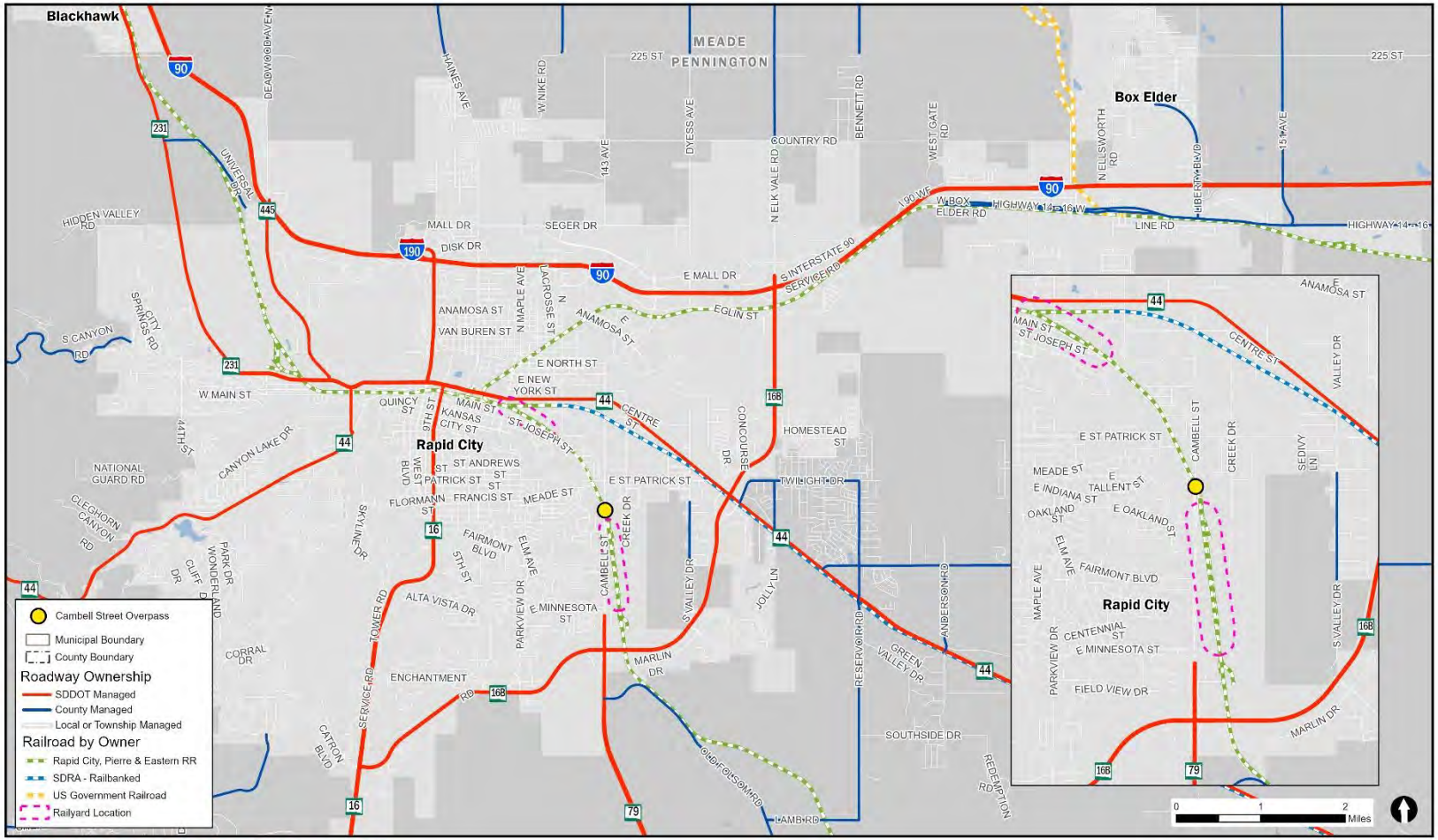
Figure 16: Functional Classifications



FUNCTIONAL CLASSIFICATION

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 17: Roadway Ownership by Jurisdiction



JURISDICTIONAL OWNERSHIP

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

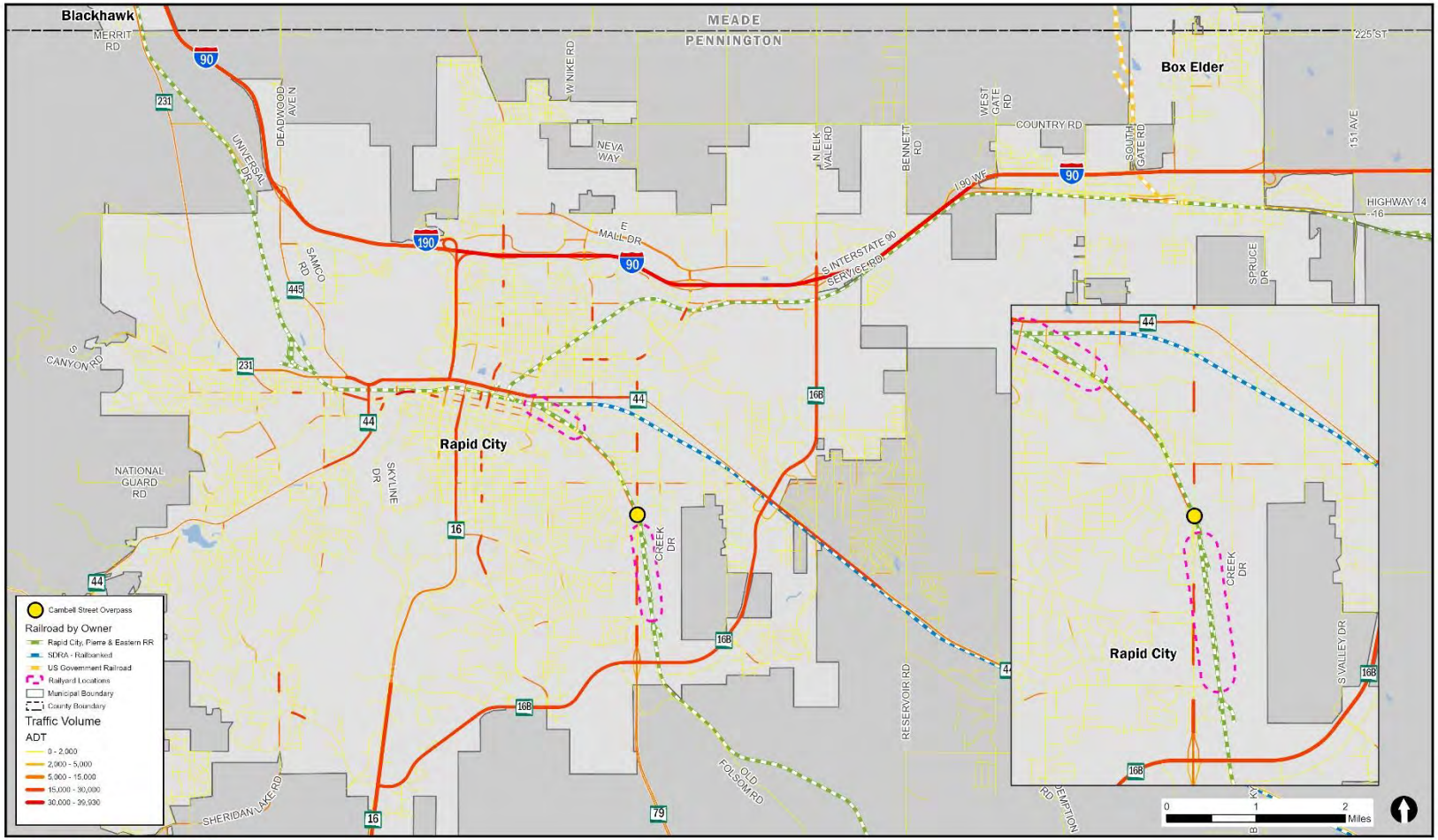
Existing Traffic Conditions

Generally, Rapid City faces relatively low levels of congestion, with the interstates and state highways facing the greatest traffic volumes. These roads are designed to provide efficient flow for a large volume of vehicles (see **Figure 17**). Cambell Street has a range of volumes through the study area, from 18,415 vehicles per day at the railyard crossing to 22,085 near the intersection of Cambell Street and SD-44. Other notable roadway volumes include St. Patrick Street, which has an AADT of 13,550 west of its intersection with Cambell Street. Additionally, Fairmont Boulevard has an AADT of 7,270 at its intersection with Cambell Street. Overall, the Cambell Street corridor experiences a medium to high volume of traffic which could be impacted by the removal of the grade separated crossing.

Future Traffic Conditions

The 2045 MPO Metropolitan Transportation Plan includes estimates of future Level-of-Service (LOS) (see **Figure 18**). LOS calculations are representative of the severity of congestion along a corridor or at an intersection. In the 2045 RCAMPO Transportation Plan, the travel demand model calculates LOS at the segment level by using estimated future roadway traffic volumes to determine the volume-to-capacity (V/C) ratio. The Cambell Street corridor is not anticipated to experience severe congestion, as no segment is projected a LOS of E or F. However, between St. Patrick Street and SD-44, Cambell Street is expected to operate at LOS D. The roadway is nearing capacity and will likely experience congestion several times throughout the day. Additionally, between Fairmont Boulevard and Minnesota Street, Cambell Street is anticipated to operate at a LOS C, which indicates that the roadway may experience congestion. Replacing the grade-separated crossing with an at-grade crossing could worsen congestion in areas already near capacity.

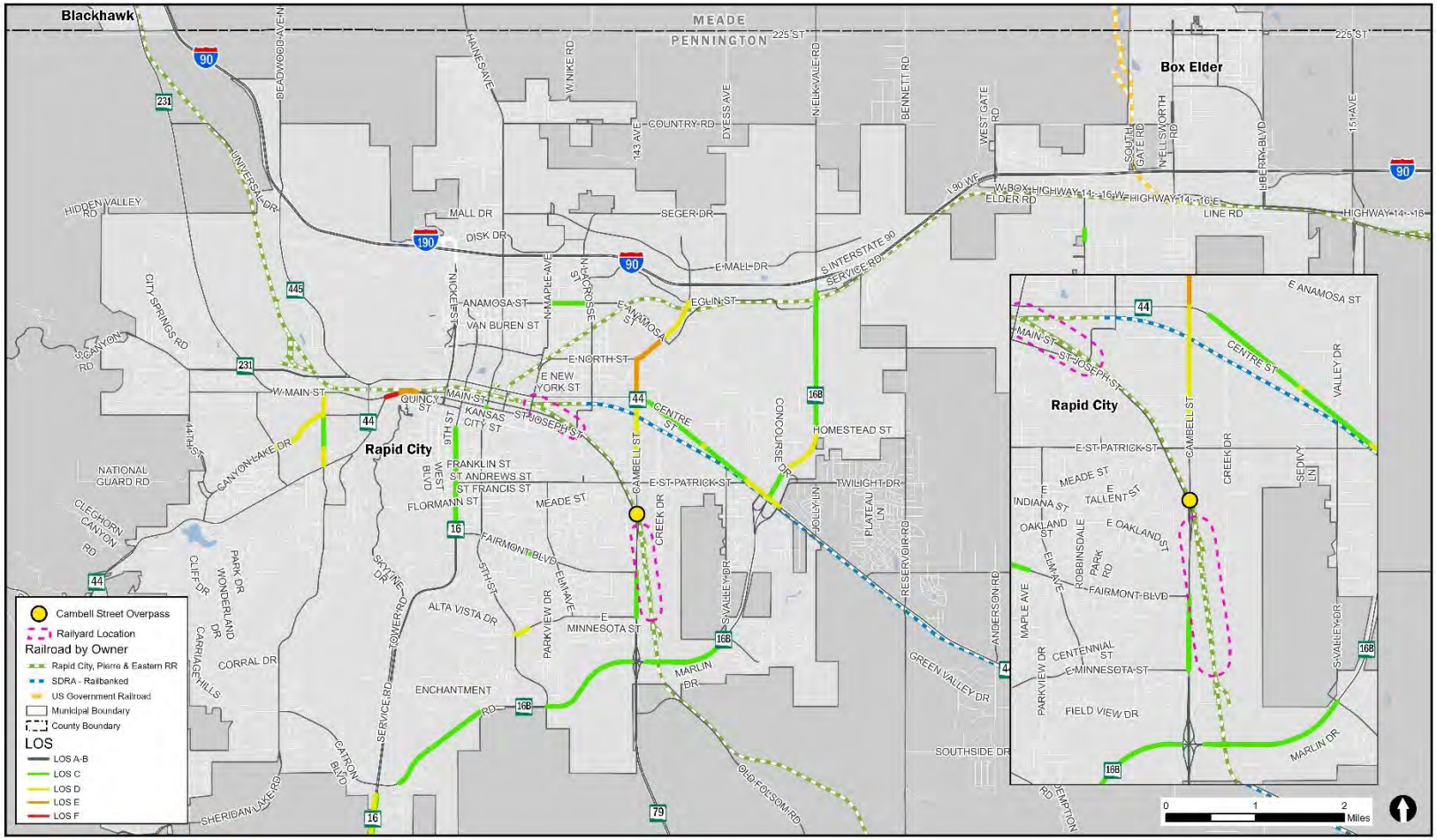
Figure 18: 2023 Traffic Volumes



TRAFFIC VOLUME

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 19: Estimated 2045 Level of Service (Congestion)



LEVEL OF SERVICE

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Crash History

From 2019-2023, there have been 80 crashes at intersections surrounding the Cambell street crossing and railyard. Along the entire Cambell street corridor, there have been 260 crashes, mostly at the intersections of Cambell Street with SD-44, St. Patrick Street, and SD-16B. Of those crashes, one involved a bicycle or pedestrian, 110 were angle crashes, 127 were rear-end crashes, 11 were sideswipes, two were head-on crashes, and nine only involved one vehicle. See **Table 5**, **Table 6**, and **Figure 19** for overview.

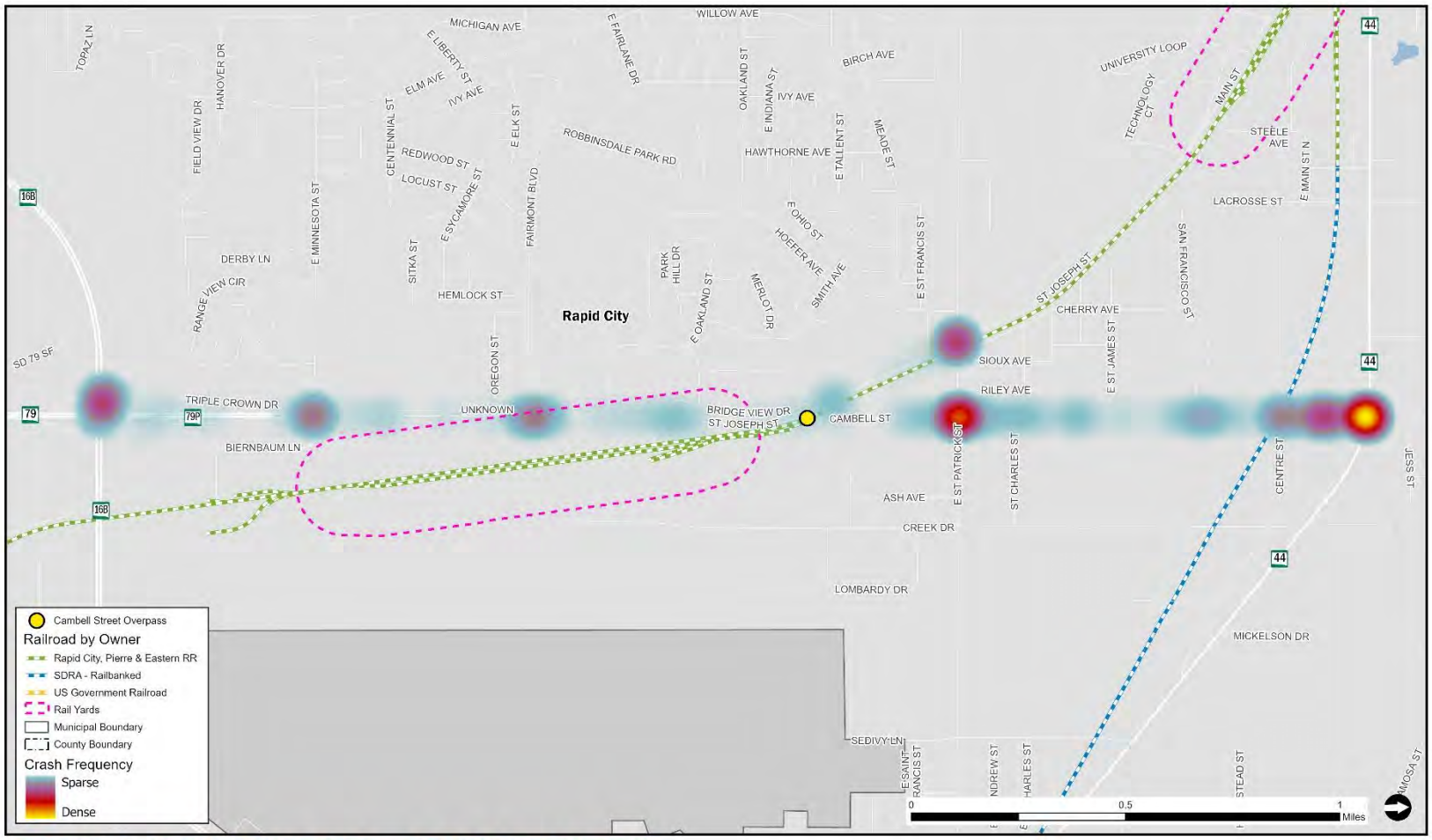
Table 5: Crash History by Type – Intersection s

Intersection	Total	Ped/bike	Angle	Rear-end	Sideswipe	Head-on	No collision between two vehicles
Cambell St and SD 44	95	0	39	50	6	0	0
Cambell St and Centre St	12	0	8	4	0	0	0
St Patrick St and St Joseph	29	1	16	9	0	1	2
Cambell Street and St Patrick Street	45	0	24	20	1	0	0
Cambell St and Fairmont Blvd	13	0	9	3	0	1	0
Cambell St and Minnesota St	19	0	9	8	2	0	0
Cambell St and US-16B	47	0	5	33	2	0	7

Table 6: Crash History by Type – Segment

Segment	Total	Ped/bike	Angle	Rear-end	Sideswipe	Head-on	No collision between two vehicles
US-16 to Minnesota St	51	0	5	29	0	0	17
Minnesota St to Oregon St	27	0	11	10	3	0	3
Oregon St to Fairmont Blvd	13	0	0	4	5	4	0
Fairmont Blvd to Oakland St	13	0	9	3	0	1	0
Oakland St to St Patrick St	62	0	32	20	1	1	8
St Patrick St to St Charles St	24	1	7	12	3	0	1
St Charles St to St James St	13	0	5	7	0	0	1
St James St to San Francisco St	8	0	2	5	0	0	1
San Francisco St to Centre St	26	0	10	9	2	0	5
Centre St and SD-44	118	0	44	66	6	1	1

Figure 20: Crash Frequency



CAMBELL STREET CORRIDOR - CRASH FREQUENCY

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Crash History – Fatal and Severe

Fatal and severe crashes are the most important crashes to consider and offer life-altering consequences for individuals involved. The design of roadways should mitigate the potential for these crashes as much as possible by utilizing safety-increasing measures. From 2019 to 2023, there was one fatal crash located near the grade separated crossing at St. Joseph Street and St. Patrick Street, and one fatal crash at the intersection of Cambell Street and US-16B. In addition, there have been seven crashes that resulted in an incapacitating injury: five at the intersection of Cambell Street and SD-44, and two at the intersection of St. Patrick Street and St. Joseph Street. See **Table 7**, **Table 8**, and **Figure 20** for overview**.**

Table 7: Crashes by Injury – Intersection

Intersection	Total	Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury
Cambell Street and SD-44	95	0	5	13	22	55
Cambell St and Centre St	12	0	0	4	5	3
St Patrick St and St Joseph	29	1	2	2	5	19
Cambell St and Saint Patrick St	45	0	0	9	9	27
Cambell St and Fairmont Blvd	13	0	0	4	5	4
Cambell St and Minnesota St	19	0	0	3	5	11
Cambell Street and US-16B	47	1	0	4	9	33

Table 8: Crashes by Injury – Segment

Segment	Total	Fatal Injury	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	No Injury
US-16 to Minnesota St	51	0	0	6	11	34
Minnesota St to Oregon St	27	0	0	4	3	20
Oregon St to Fairmont Blvd	13	0	0	4	5	4
Fairmont Blvd to Oakland St	13	0	0	0	2	10
Oakland St to St Patrick St	62	0	2	17	13	35
St Patrick St to St Charles St	24	0	1	4	2	17
St Charles St to St James St	13	0	0	1	3	9
St James St to San Francisco St	8	0	0	1	3	4
San Francisco St to Centre St	26	0	0	3	7	16
Centre St and SD-44	118	0	5	18	23	72

Figure 21: Crash Severity

CAMBELL STREET CORRIDOR - CRASHES INJURY SEVERITY

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Freight

Freight traffic demands specialized safety and mobility considerations that differ from those of typical vehicular traffic. Larger vehicles require additional turning radii and wider lane footprints. The relocation of the railyard and removal of the grade separate Cambell Street crossing may impact freight traffic, depending on the alternatives chosen by RCAMPO and the City of Rapid City.

There is also one corridor within the study area that is part of the Primary Highway Freight System (PHFS), which indicates its importance to national freight movement (see **Figure 21**). Interstate 90 (I-90), which runs east-west through Rapid City and the City of Box Elder, is integral to the movement of freight across the country.

In addition to I-90, there are several other important freight corridors within the study area. Cambell Street near US-16B carries a heavy commercial annual average daily traffic (HCAADT) volume of approximately 423 trucks per day (see **Figure 22**). US-16B is another important freight corridor near the railyard, with an HCAADT of 1,069 trucks per day.

Figure 22: Primary Highway Freight Network

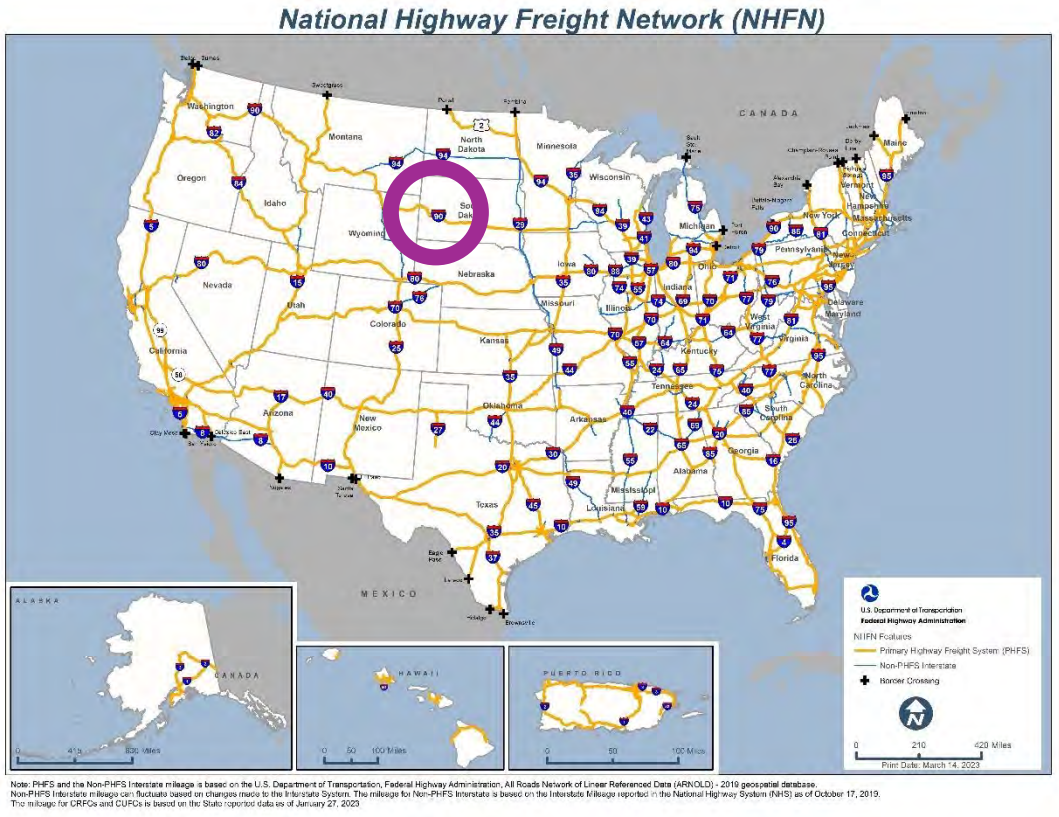
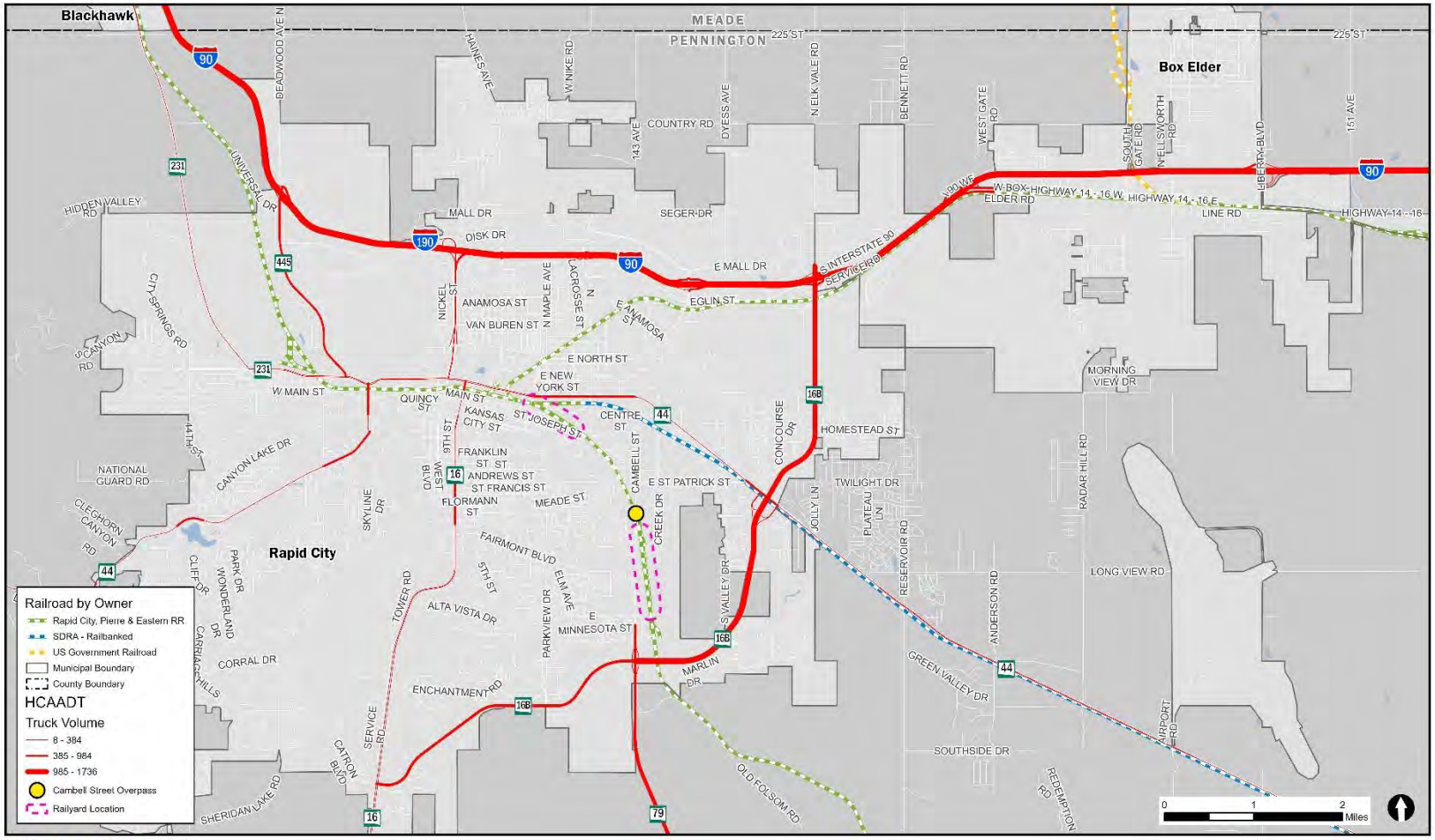


Figure 23: Heavy Commercial Annual Average Daily Traffic (HCAADT)



HCAADT

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

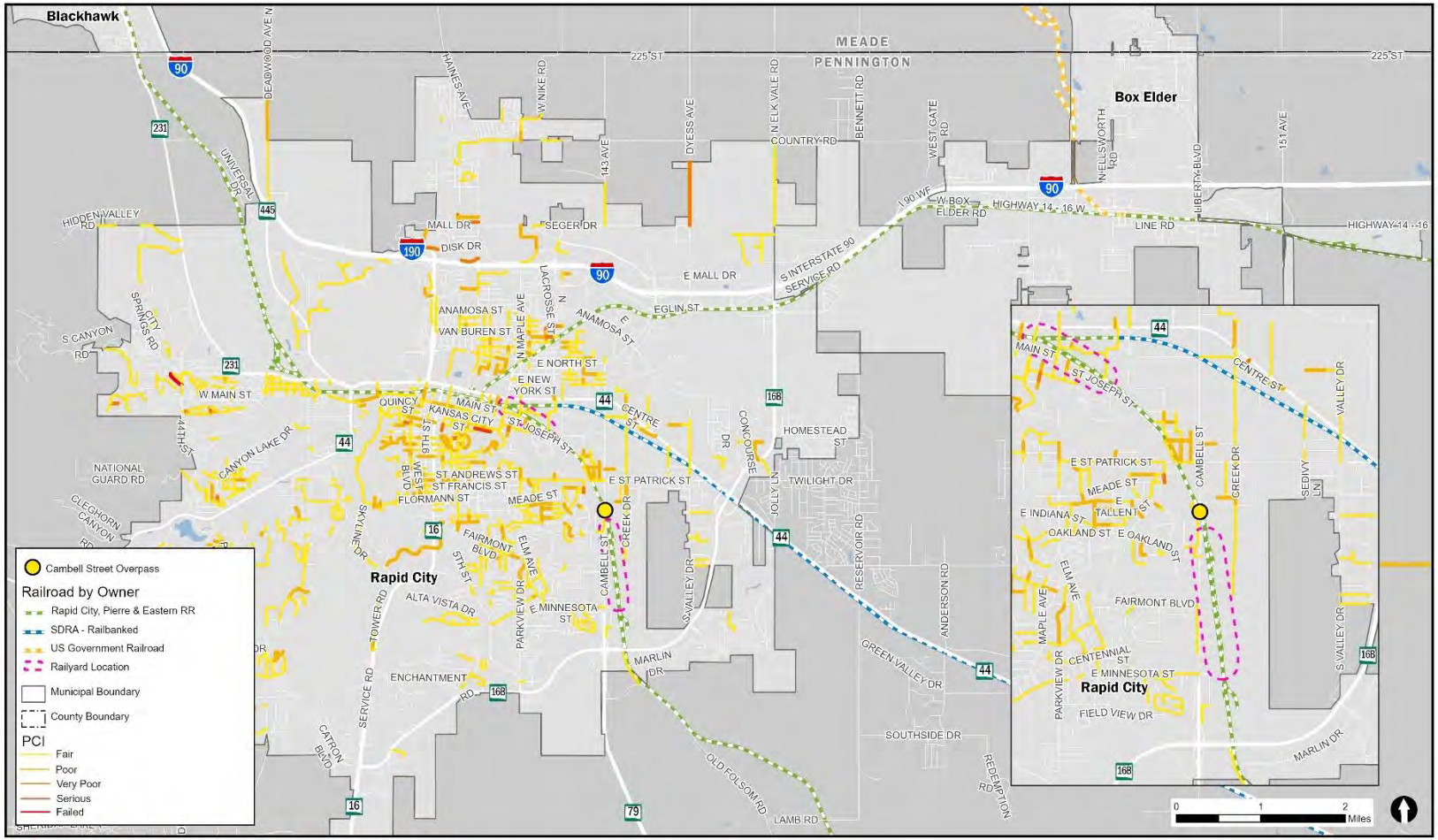
Pavement Condition

Tracking pavement conditions helps to ensure that roadways are equipped to handle various loads from automobiles and freight traffic. The pavement condition map (see **Figure 22**) tracks locations where pavement conditions are worsening, shown as fair condition or worse. The map uses the Pavement Condition Index (PCI), which is a measure of pavement quality based on the presence of imperfections. These include cracking, potholes, and rutting. The rating is made by a visual observation of the roadway as well as quantitative analysis of available data. The pavement along Cambell Street is in good condition overall, with a Pavement Condition Index (PCI) of 76 or higher throughout most of the corridor. Nearby streets are in fair or better condition, though some of downtown Rapid City is nearing poor or failed condition. Near the outskirts of Rapid City and Box Elder, roadways are generally newer and thus in better condition.

Bridge Condition

Monitoring bridge conditions helps ensure bridges are safe and capable of supporting heavy vehicles. The Cambell Street crossing bridge (NBI #52430324) was originally built in 1964, then rebuilt in 2001. The Cambell Street bridge crossing was identified to be in fair condition with a sufficiency rating of 69, indicating the bridge remains safe but shows signs of deterioration.

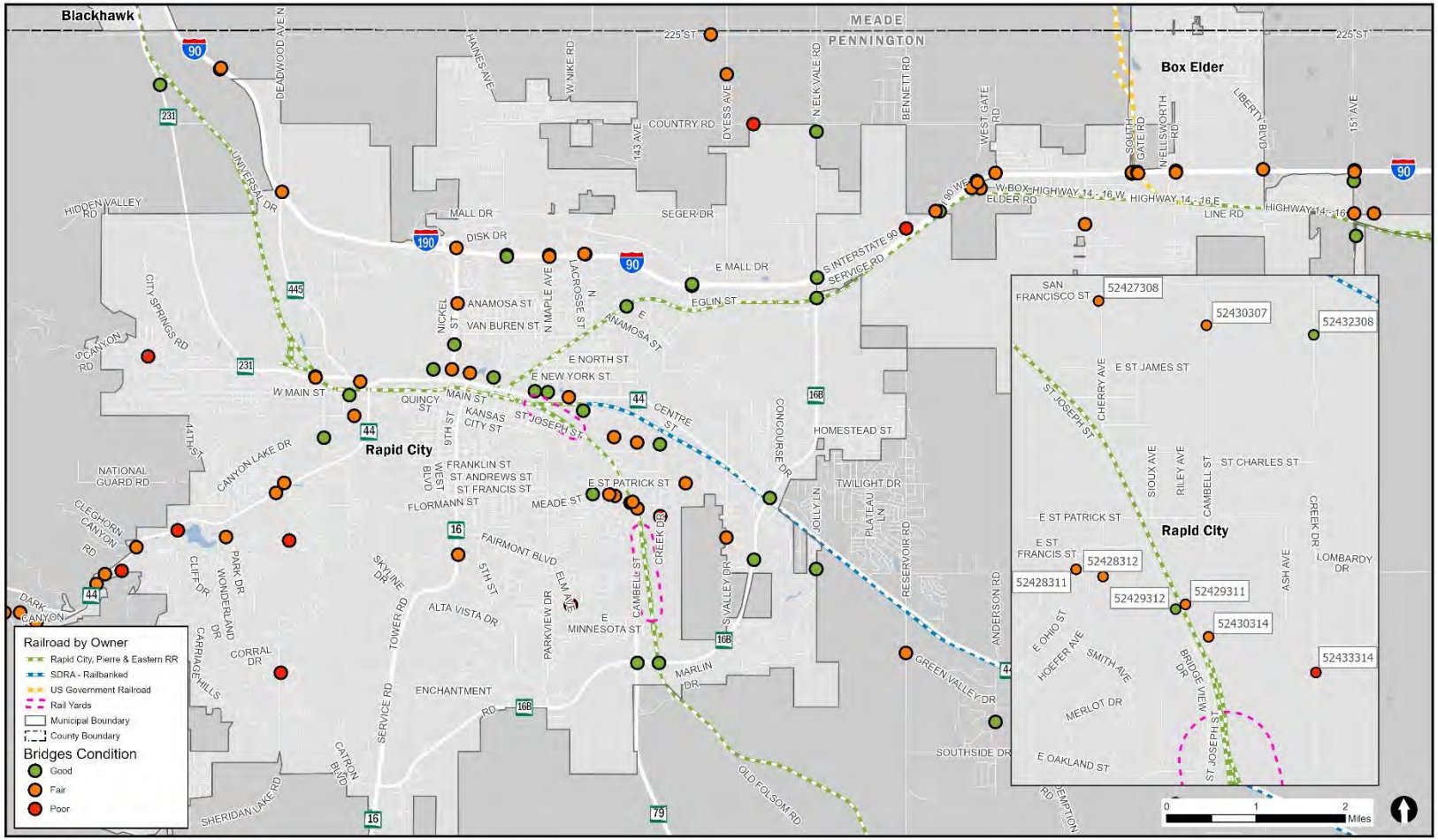
Figure 24: Pavement Condition



PAVEMENT CONDITION INDEX (PCI)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 25: Bridge Condition



BRIDGE CONDITION

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Walking and Biking

Existing and Planned Facilities

Rapid City has a robust network of trails and sidewalks that allow residents to reach their destinations without a car, or exercise and reconnect with nature. These take several forms, including greenways, separated trails near arterial streets, sidewalks along most roadways, and on-street facilities. Along Cambell Street, multimodal infrastructure is limited. From SD-44 to St. Patrick Street, there is a continuous sidewalk on one side of the street, switching from the east side of the road to the west side at St. Charles Street (see **Figure 25**). Between St. Patrick Street and Oakland Street, there are no pedestrian facilities, including over the grade separated crossing. There is a short segment between Oakland Street and Fairmont Boulevard with a sidewalk on the western side of the roadway, but south of Fairmont Boulevard to SD-79 no pedestrian infrastructure exists. Overall, the existing infrastructure along Cambell Street favors vehicular traffic, with little to no pedestrian infrastructure.

Along Cambell Street, a sidepath was proposed for construction from north of Fairmont Boulevard to SD-79. Between Fairmont Boulevard to Minnesota Street, a signed shared roadway – accommodating both vehicles and bicycles - was identified as a potential alternative to a sidepath. Shared roadways and bicycle lanes are also identified along Fairmont Boulevard, Minnesota Street, and Oakland Street.

Pedestrian and Bicycle Volume

Replica was used to understand the pedestrian and bicycle trips in the Study Area. The trips estimates are analyzed and extrapolated based on a typical fall day in 2024. The highest volume of bicycle and pedestrian traffic are located near downtown Rapid City and the Rapid Creek. Additionally, there are high volumes of multimodal traffic near Rushmore Crossing, a regional shopping destination (see **Figure 26** and **Figure 27**). Overall, pedestrian and bicycle volumes are low along Cambell Street, primarily due to a lack of multimodal infrastructure. Those who do walk or bike must do it on the shoulder or in driving lanes, posing safety risks. St. Patrick Street has much higher volumes, especially at the at-grade crossing of the railyard. Like Cambell Street, multimodal infrastructure is limited. Table 9 and Table 10 outline pedestrian and bicycle volumes along the corridor.

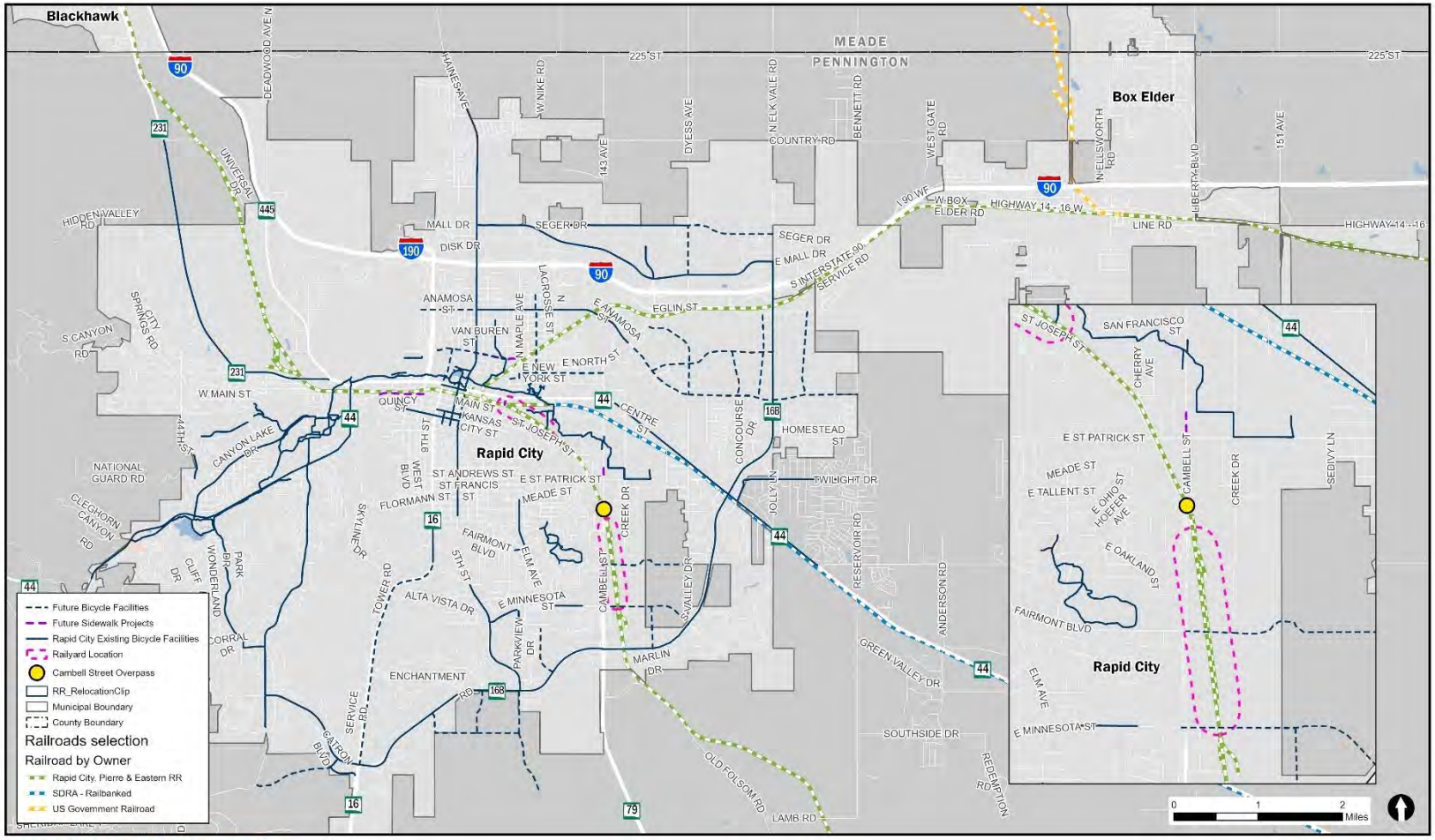
Table 9: Pedestrian volumes (Replica)

SEGMENT	PEDESTRIAN INFRASTRUCTURE	PEDESTRIANS PER DAY	NOTES
Cambell Street: SD-44 to St. Patrick Street	Sidewalk: one side of the Street	**80-120**	
Cambell Street: St. Patrick Street to Fairmont Blvd	***None over railyard***	**40**	Pedestrians are likely forced to walk on the shoulder or in driving lanes
Cambell Street: Fairmont Blvd to SD-79	***None***	**28**	Pedestrians are likely forced to walk on the shoulder or in driving lanes
Intersection of St. Patrick Street and Fairmont Blvd	Sidewalk: one side of the street	**223**	

Table 10: Bicycle volumes (Replica)

SEGMENT	BICYCLE INFRASTRUCTURE	BICYCLES PER DAY	NOTES
Cambell Street: SD-44 to St. Patrick Street	Sidewalk: one side of the Street	**5-10**	Higher volume of bicycles near the grocery store
Cambell Street: St. Patrick Street to Fairmont Blvd	***None over railyard***	**0**	
Cambell Street: Fairmont Blvd to SD-79	***None***	**4**	
Intersection of St. Patrick Street and Fairmont Blvd	Sidewalk: one side of the street	**142**	Narrow sidewalk is insufficient for bicycle traffic

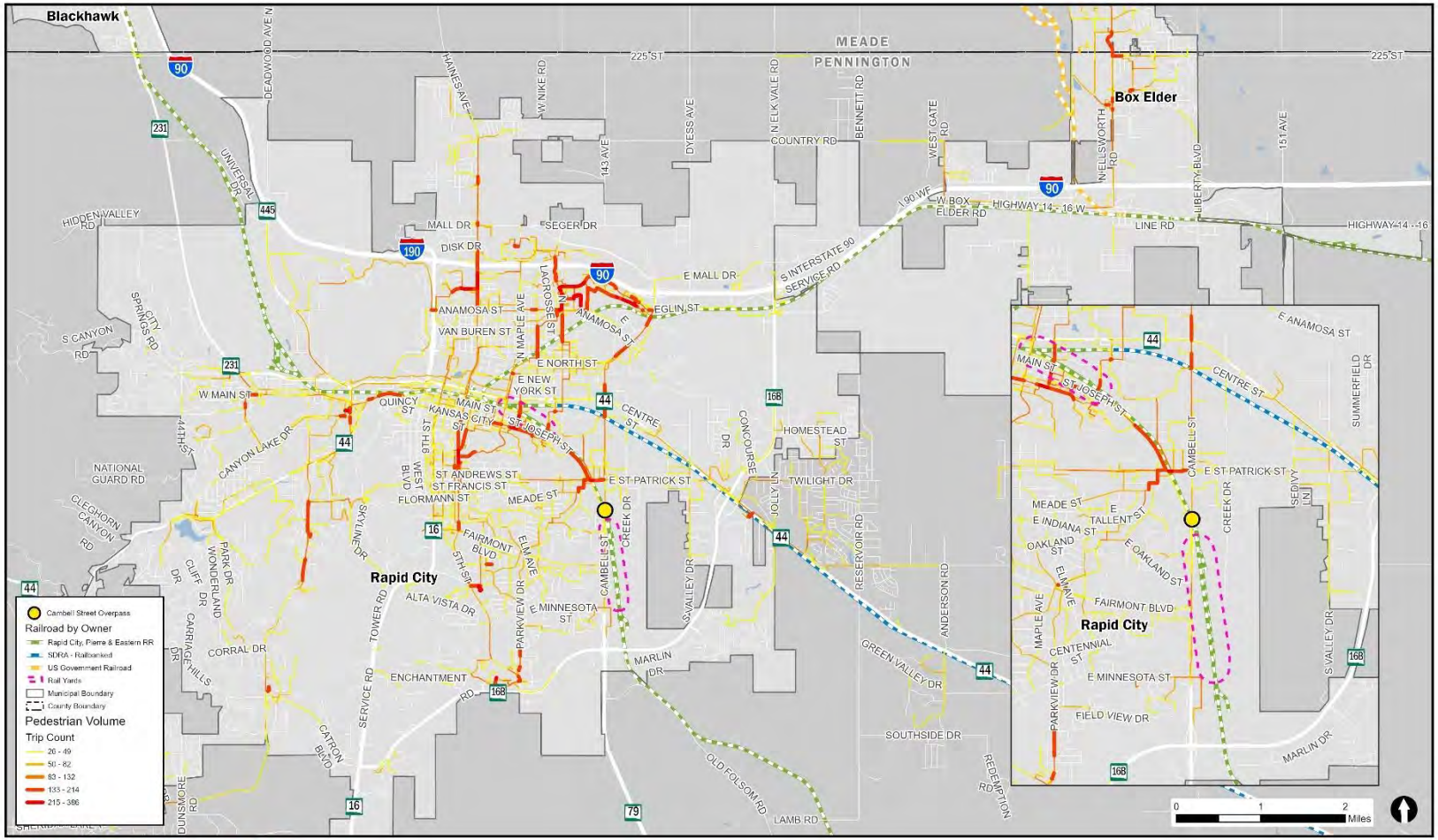
Figure 26: Bicycle Facilities



BICYCLE FACILITIES

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

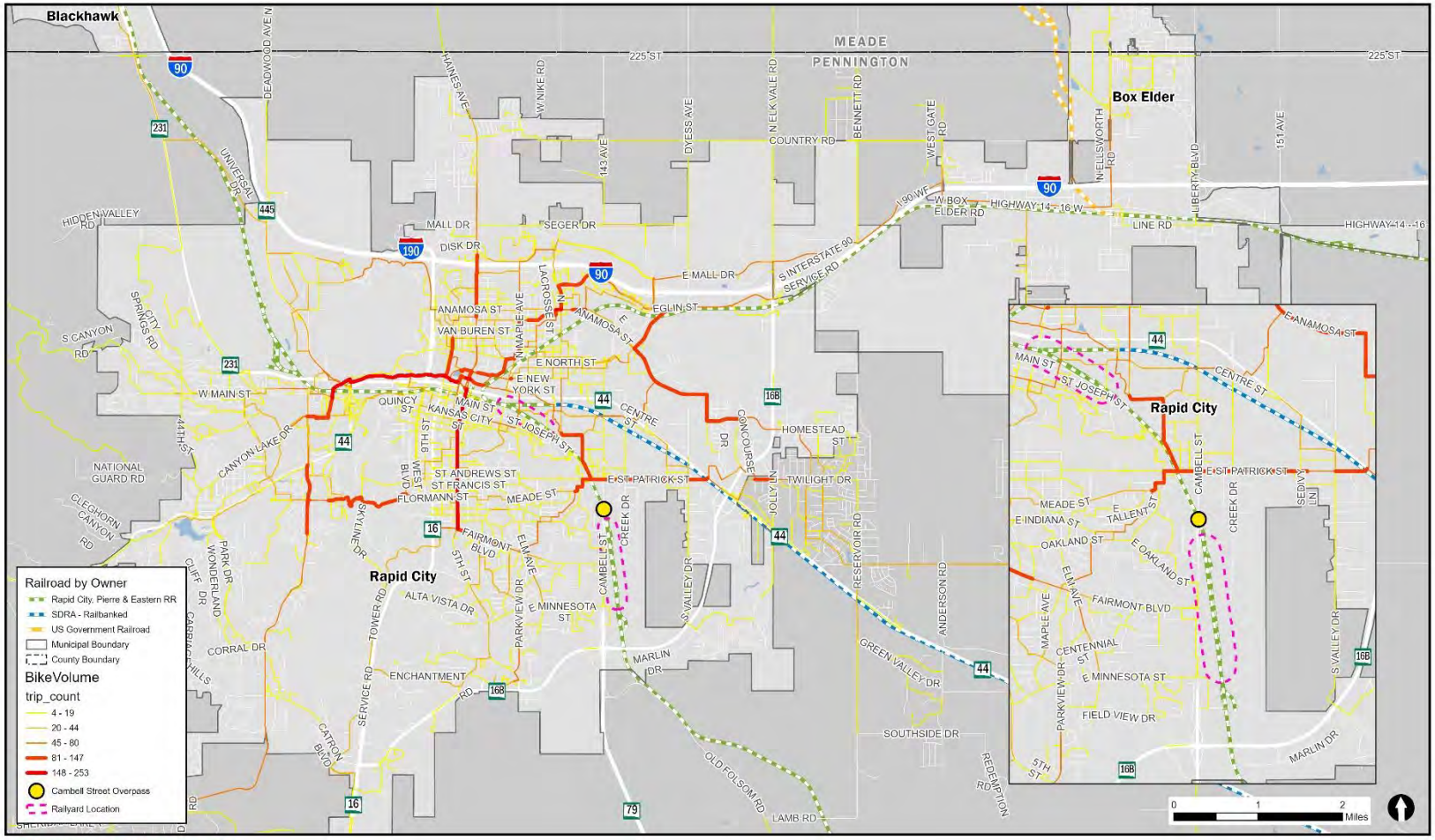
Figure 27: Pedestrian Volumes



PEDESTRIAN VOLUME

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 28: Bicycle Volumes



BICYCLE VOLUME

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Airspace Considerations

The Rapid City Metro Area is home to one commercial/passenger airport and one Air Force Base. The Rapid City Regional Airport provides vital freight and passenger connections to several destinations, including Minneapolis, Denver, Chicago, Las Vegas, Atlanta, Dallas, and Phoenix. The airport is located on the eastern edge of Rapid City, with access from SD-44.

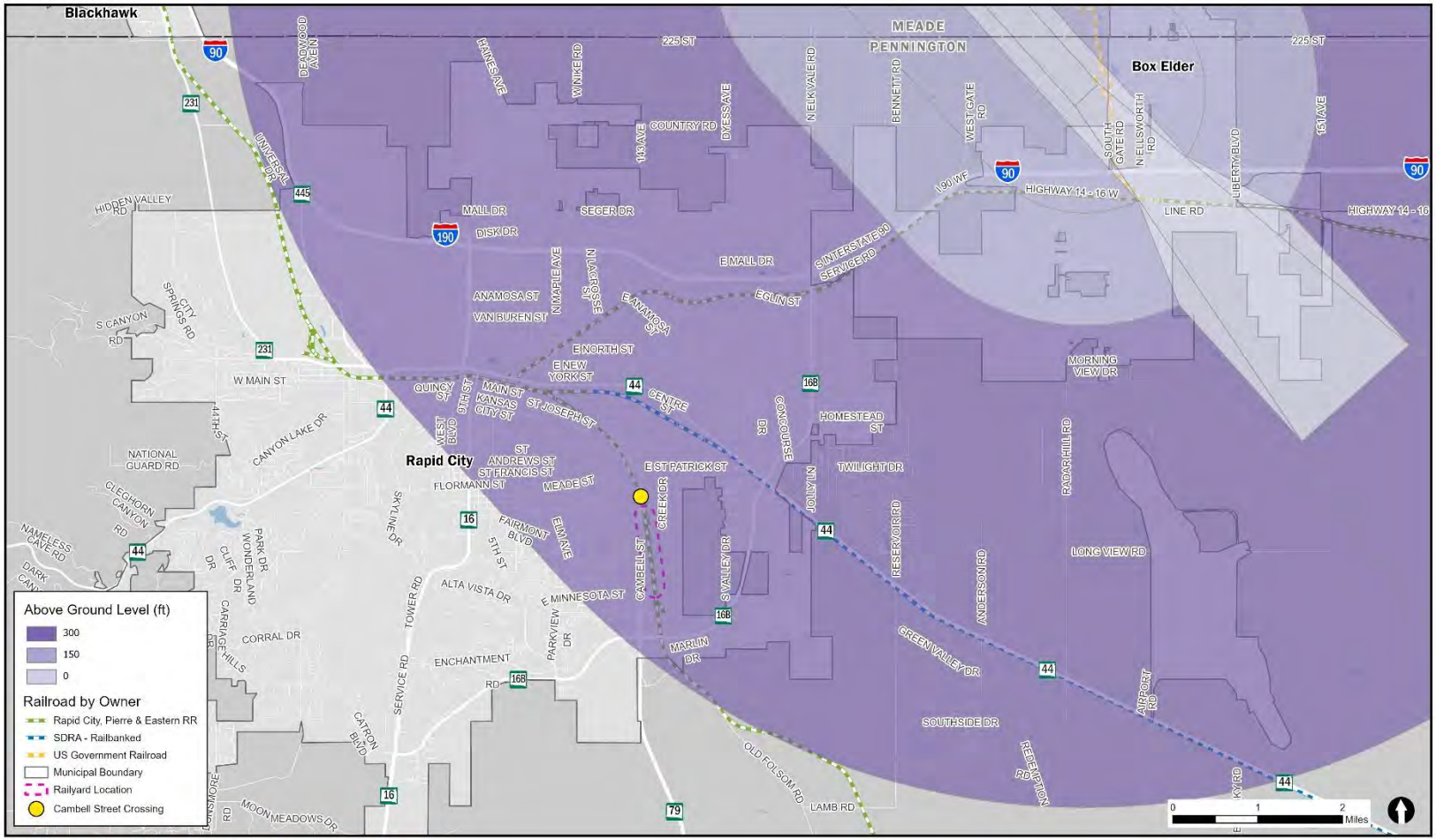
The Ellsworth Air Force Base is located near Box Elder, directly north of I-90 and Highway 14-16. The Base is owned and operated by the Department of Defense, which implements land use considerations for parcels near the base. Airspace Imaginary Surfaces are 2D representations of the 3D space in which military flight operations could be inhibited by developments of a certain height. Thus, development is recommended or required to be at lower heights than outlined by Figure 29. The other metric used is the Air Installation Compatibility Use Zone (AICUZ). AICUZs are designated near military bases to promote development that is complimentary to military operations. According to the Air Force, the purpose of AICUZs is:

1) to promote public health and safety through the local adoption of compatible land use controls
2) to protect the operational capability of the air installation. It achieves these goals by promoting community growth that is compatible with the airfield operations.

AICUZs also help to reduce the impact of noise on both residents and military personnel through these compatibility recommendations. A higher AICUZ indicates more significant impacts (see Figure 30). In these areas, development should be restricted or reflect military-compatible uses.

A significant portion of Box Elder is located within an elevated AICUZ, so special consideration must be given to any developments that occur within the community, including a relocated railyard.

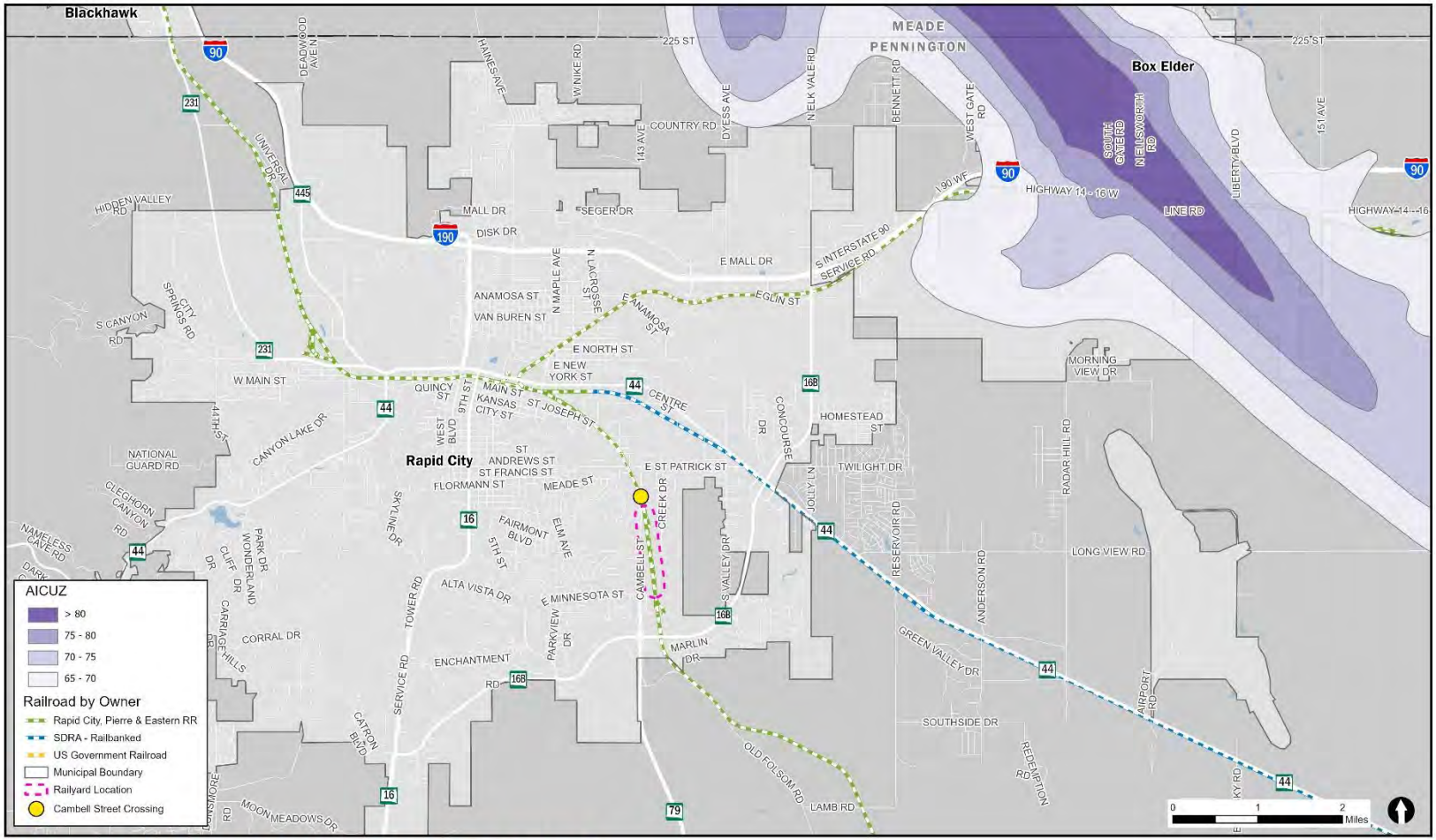
Figure 29: Airspace Imaginary Surfaces



AIRSPACE IMAGINARY SURFACES

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 30: Air Installations Compatible Use Zones (AICUZ)



AIR INSTALLATIONS COMPATIBLE USE ZONES

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Public Transportation

Fixed-line bus routes provide reliable transportation for individuals who cannot or choose not to own a car. As of 2025, no routes cross over the grade-separated Campbell Street crossing. While no transit lines cross the railroad, two fixed-route transit lines operate near the RCP&E Railyard: the Jefferson North transit line, which travels along St. Patrick Street and St. Joseph Street, and the Jefferson South transit line, which operates along St. Patrick Street.

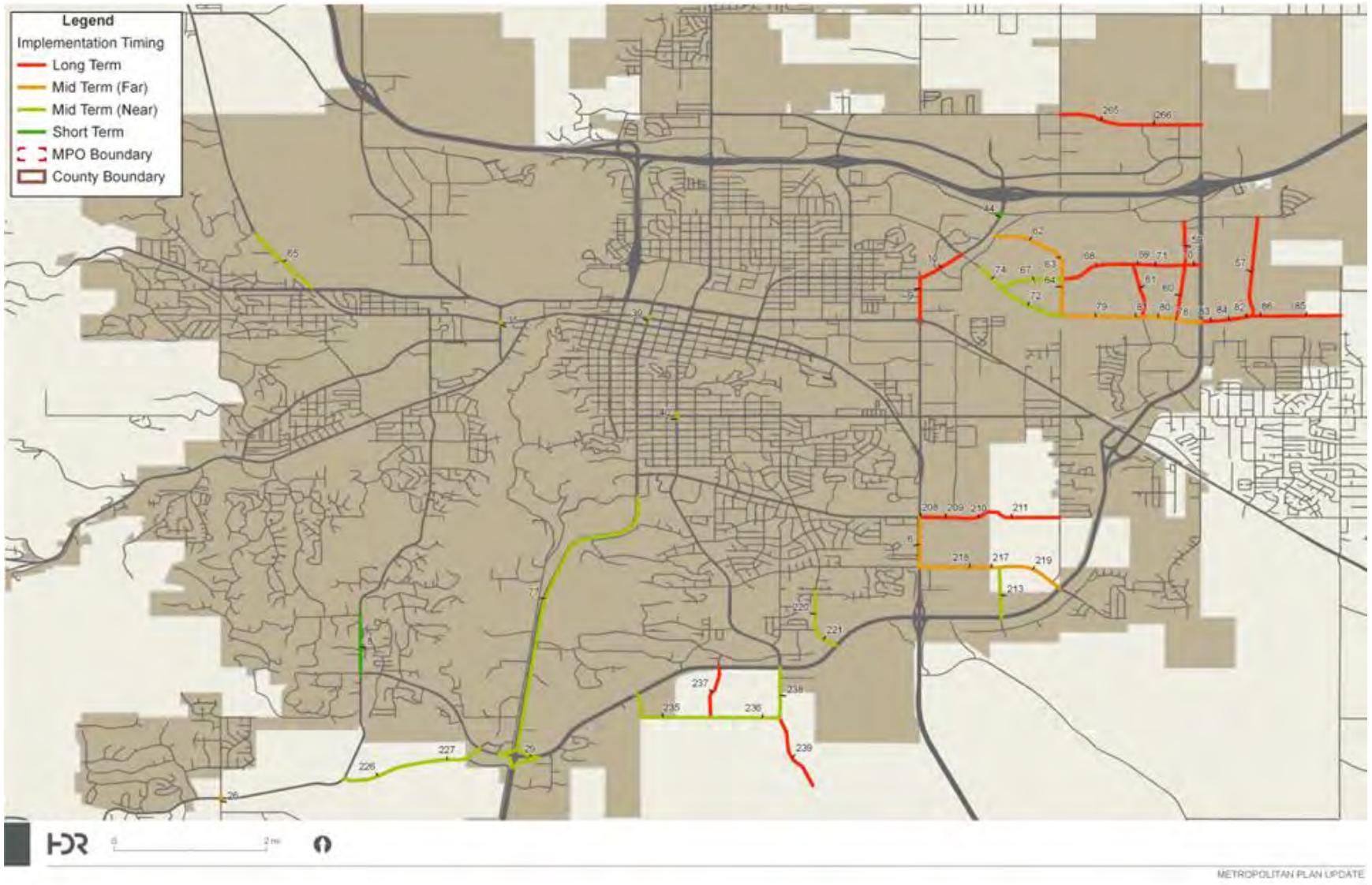
MTP Future Projects

Through 2045, several projects planned by RCAMPO, the city of Rapid City, and SDDOT could alter the roadway network surrounding the Cambell Street crossing and railyard. The following projects were identified as potentially impacting the corridor or the railyard:

- System improvement project on Cambell Street from Fairmont Boulevard to Minnesota Street
  - Mid-term project
- System Improvement project on Cambell Street north of SD-44
  - Long-term project
- System Addition project expanding Fairmont Boulevard east, across the railyard.
  - Long-term project
- System Addition project expanding Minnesota Street east, across the railyard.
  - Mid-term project

The 2050 Metropolitan Transportation Plan is currently in development, which may alter the listed projects above. Coordination between the railroad, the City of Rapid City, and RCAMPO will be important to determine specific mobility impacts if the railyard is relocated.

Figure 31: Fiscally Constrained 2045 MTP Projects (Source: RAMPO 2045 MTP)



Land Use and Development

Cities, counties and other jurisdictions regulate land use through Comprehensive Plans and Zoning Ordinances. These regulations establish permitted uses, like residential, commercial, or mixed-use designations which guide zoning regulations and community planning.

Candidate A: Existing Site		
	Existing Land Use	Industrial
	Future Land Use	Industrial
	Zoning	Heavy Industrial and Light Industrial

Rapid City and Box Elder Existing and Future Land Use

Existing land use maps provide a current understanding of how land within the community is utilized, including residential, commercial, institutional, industrial, mixed-use, and other uses. Land use around the RCP&E railyard, Heavy Industrial, is consistent with rail-related uses. However, there are residential areas located about 800 feet west of the railyard that may be affected by the railyard. Additionally, there are manufactured homes located north of the Cambell Street overpass. These land uses are incompatible with the railyard and could be negatively impacted by current RCP&E operations. There is also a commercial development at the intersection of Cambell Street and St. Patrick Street, including a grocery store, gas station, and various restaurants. These land uses are destinations for residents, which could impact railroad operations and vehicle mobility near the railyard. A relocated railyard will likely be sited in an existing or proposed industrial district, aligning with allowable land use. However, if there are any residential developments near a proposed site, consideration should be given to the impact the railyard will have on residents in these neighborhoods.

In Rapid City's future land use map, which sets guidelines for how land in the community will be utilized in the future, the Cambell Street corridor is mixed-use commercial, light industrial, heavy industrial, and public space. These land uses are consistent with a railyard; however, new low- and medium-density neighborhoods are planned east of the railyard. New development would increase traffic near the railyard, hampering traffic safety and efficiency.

Rapid City and Box Elder Zoning

Zoning requirements help to implement guidance proposed by comprehensive land use plans by creating enforceable rules regulating land use. The railyard is currently zoned for Heavy Industrial. Heavy Industrial districts allow for intense manufacturing and freight operations, including railyard uses - terminals, repair shops, etc. The Heavy Industrial district features large setbacks and a one-acre minimum lot size, minimizing exposure to public amenities such as roads and sidewalks. Additionally, the maximum height allowed without a variance is 45 feet, which is sufficient for railyard activities completed at the site. The RCP&E railyard follows existing zoning requirements for its site.

Household Growth

In consistency with the Rapid City and Box Elder's respective Comprehensive Plans, household growth was identified along the outskirts of the cities, particularly on the eastern and southern sides of Rapid City and the southern side of Box Elder. In general, a small amount of household growth was anticipated by the MTP along the Cambell Street corridor. **Table 11** outlines TAZ's near the railyard and anticipated household growth for each:

Table 11: Anticipated Household Growth

TAZ	ANTICIPATED HOUSEHOLD GROWTH BY 2045
67	67
122	-24
124	383
194	-24
195	200

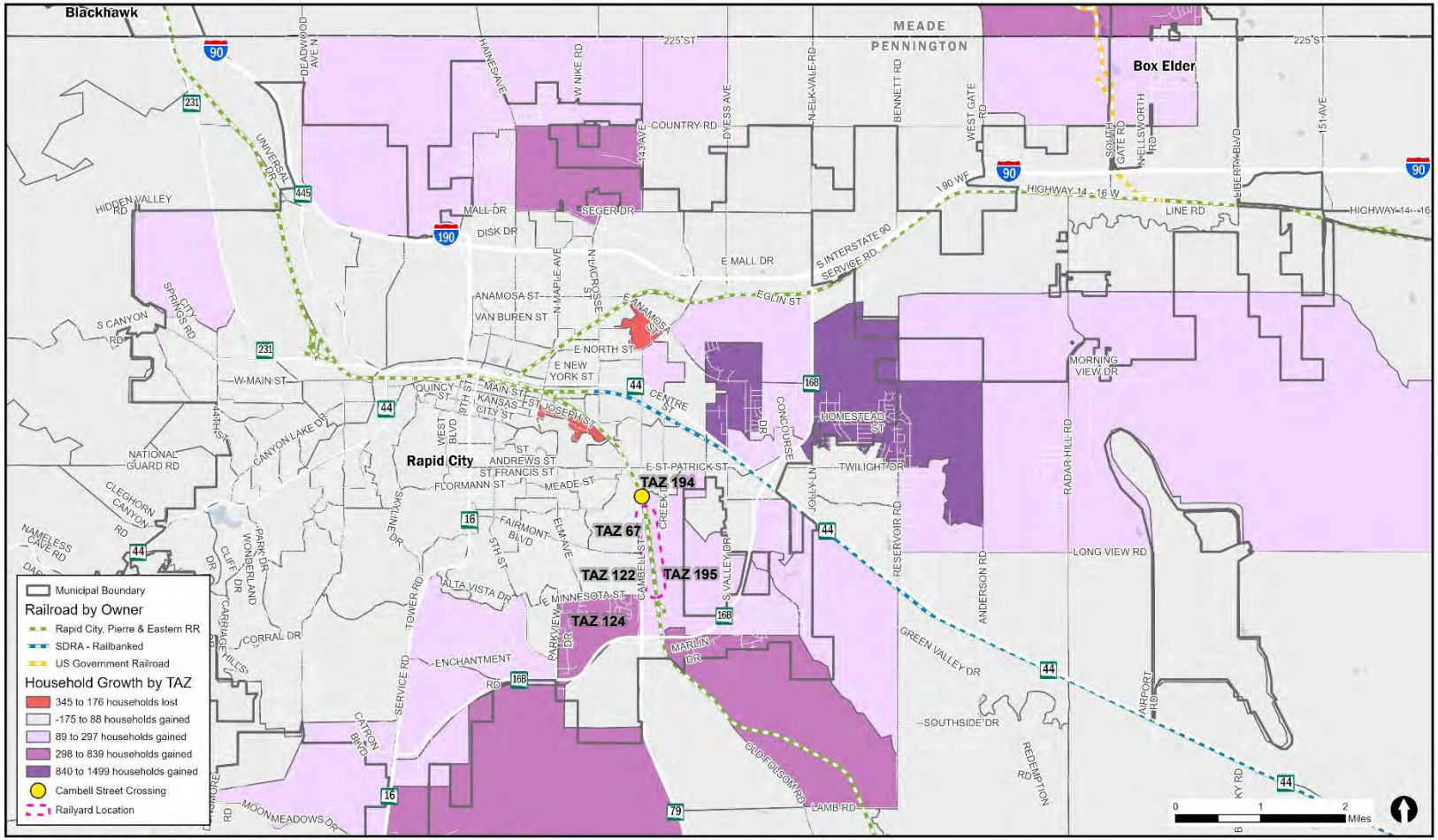
Employment Growth

Like household growth, employment growth is generally predicted to be located on the outskirts of the cities. Employment growth is also anticipated along major transportation routes. A small amount of employment growth is anticipated for the Cambell Street corridor. Employment growth may signal increased traffic, potentially affecting mobility and flow along the corridor which could be further impacted by the railyard relocation. However, congestion along Cambell Street in 2045 is not currently anticipated to exceed its capacity. **Table 12** outlines TAZ's near the railyard and anticipated employment growth for each.

Table 12: Anticipated Employment Growth

TAZ	ANTICIPATED EMPLOYMENT GROWTH BY 2045
67	493
122	0
124	782
194	25
195	156

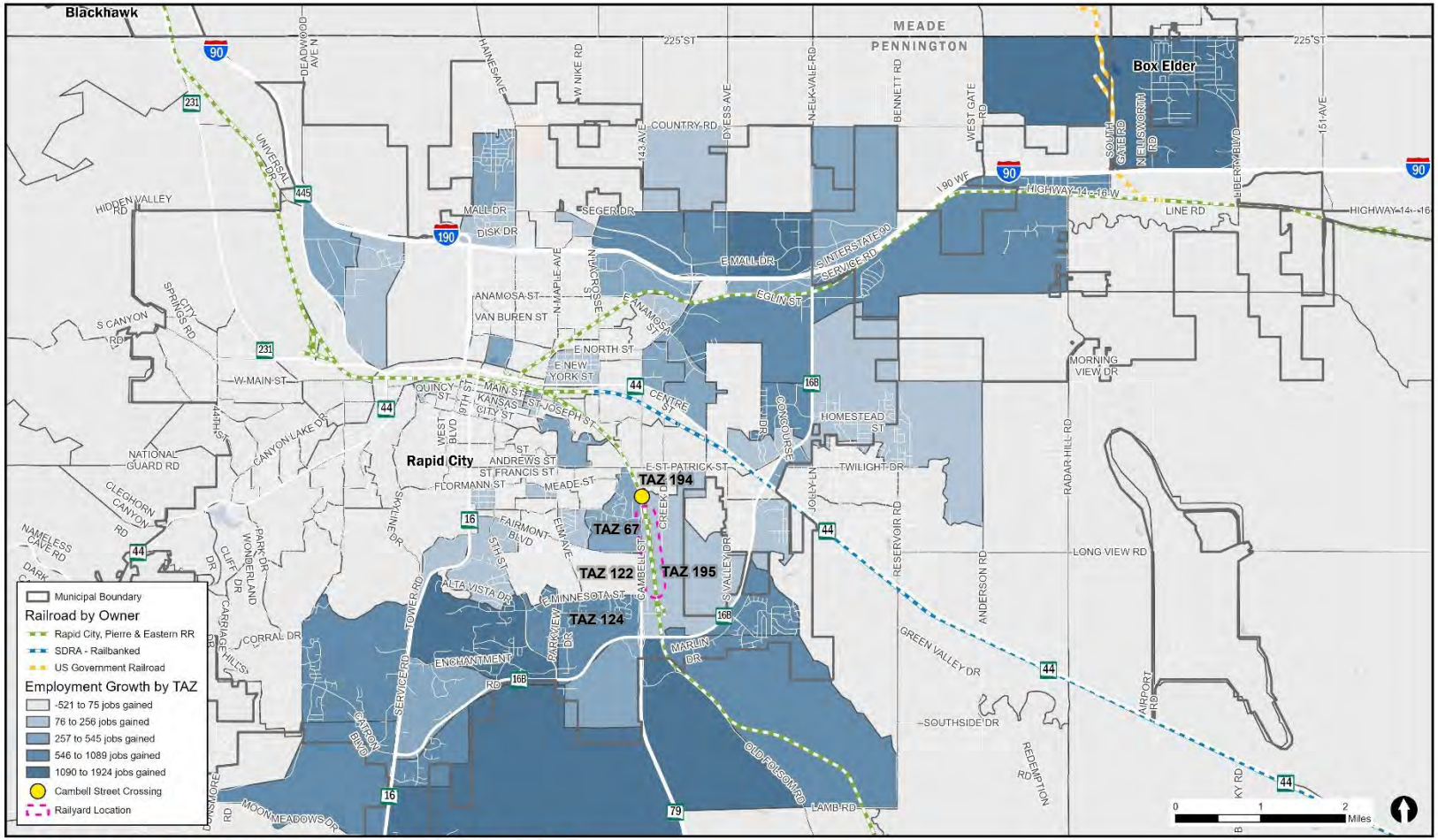
Figure 32: Expected Household Growth



HOUSEHOLD GROWTH BY TAZ (2018 - 2045)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 33: Expected Employment Growth



EMPLOYMENT GROWTH BY TAZ (2018 - 2045)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Emergency Services

Because the Campbell Street overpass may be converted to an at-grade crossing, it is important to consider the potential impact this change could have on emergency services. At-grade crossings may delay emergency services, preventing individuals from receiving necessary assistance in a timely manner. A fire station is located within one mile of the railyard, and a major hospital is about two miles away along Fairmont Boulevard. (see **Figure 33**). These services use the Cambell Street crossing to access neighborhoods located to the east and northeast of the study area.

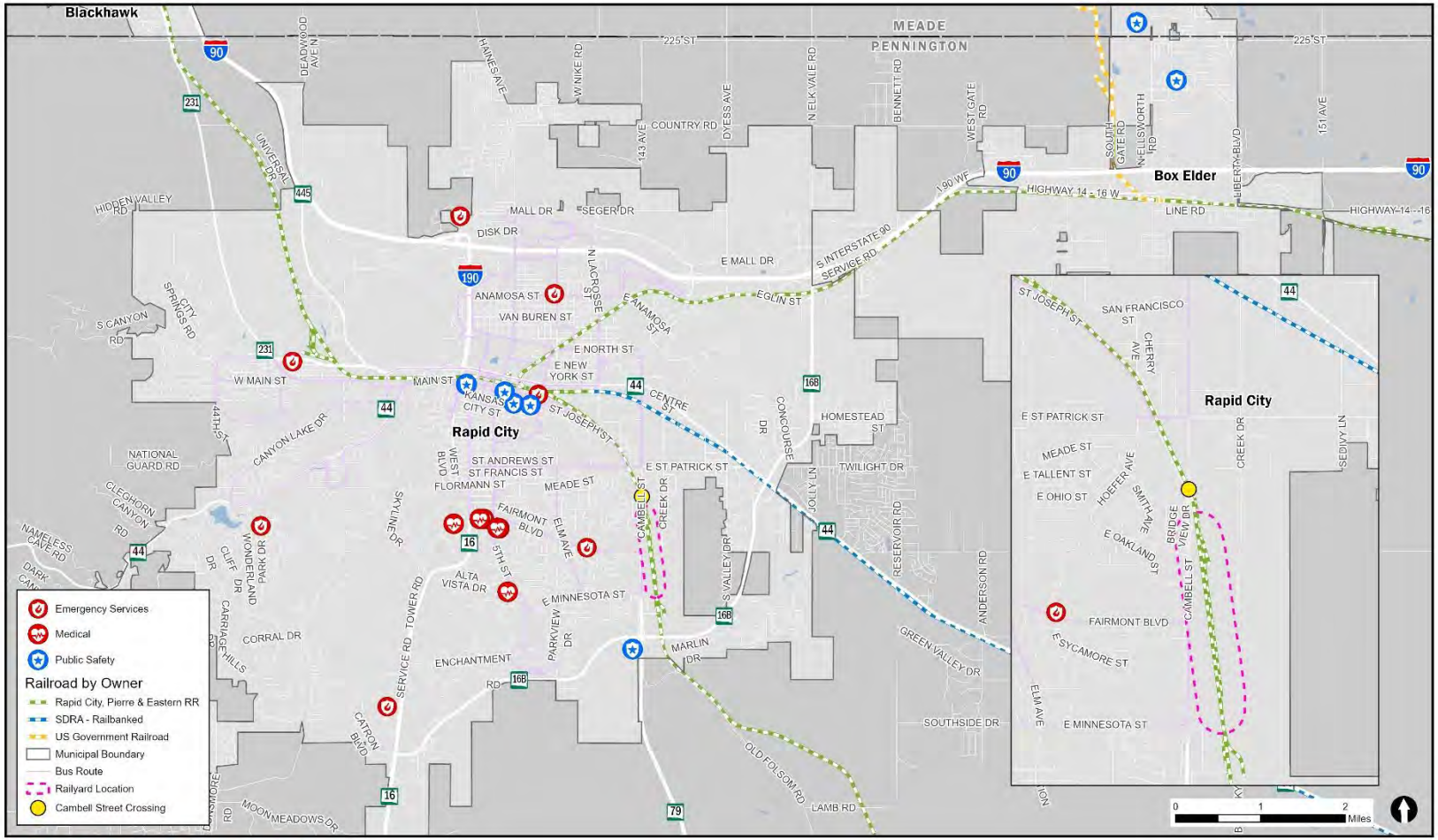
Parks

As shown in **Figure 34**, there are several parks near the RCP&E railyard, including:

- Robbinsdale Park
- Centennial Park
- Polo Fields
- Rapid Creek Bikeway
- Stars of the West Sports Complex

Robbinsdale Park, the closest park to the railroad (about 1,800 feet away), features several regional amenities that may be affected by pollution from the railyard. This includes an off-leash dog park, a bicycle playground, baseball diamonds, and a BMX track. Considering the impacts the railyard has on the parks is important, as parks provide residents with valuable connections to nature and recreational opportunities that may not exist elsewhere.

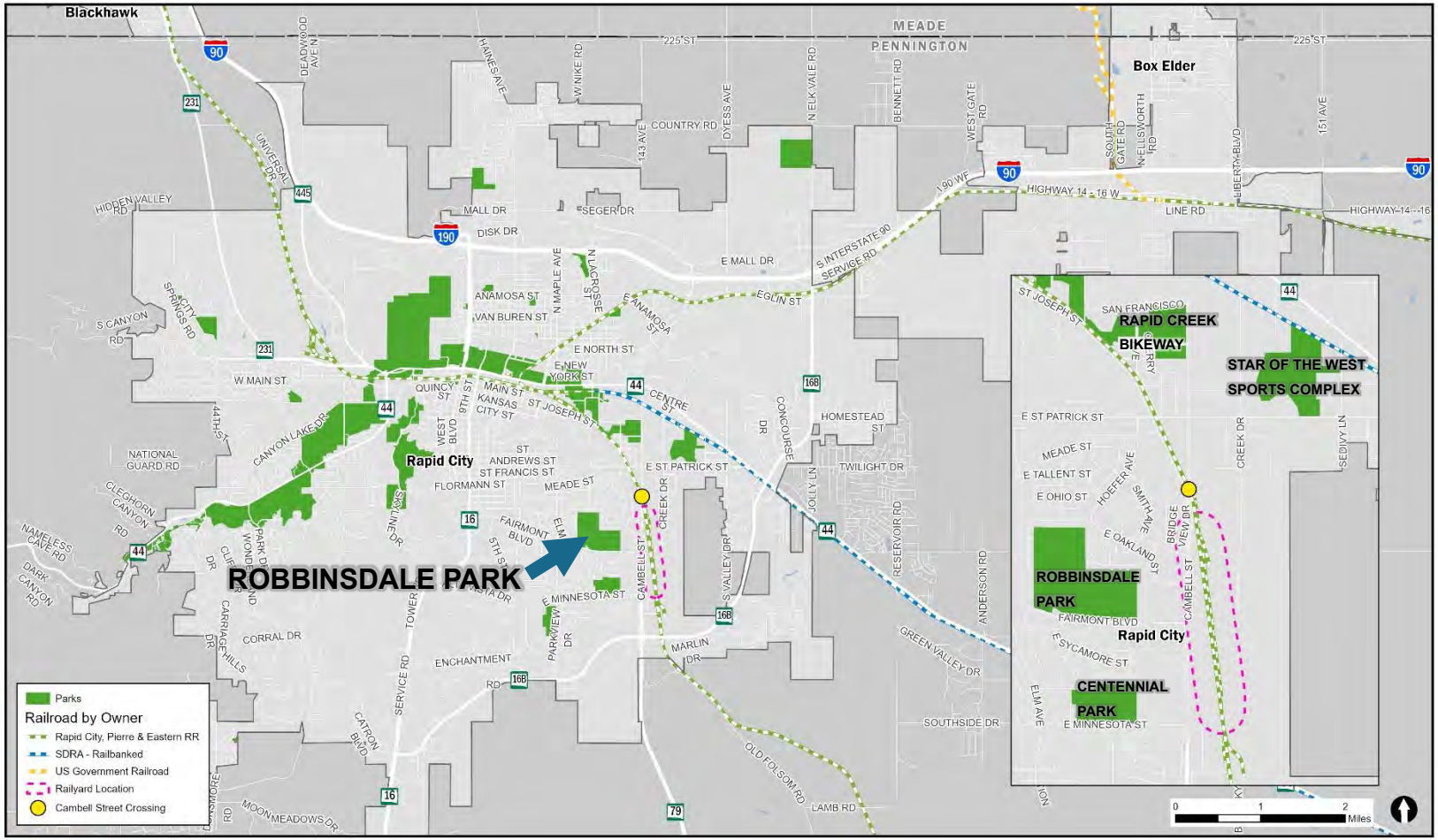
Figure 34: Emergency Services



EMERGENCY SERVICES

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 35: Parks



PARKS

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Demographics

Race by Census Tract

Marginalized communities are more likely to live near industrial land uses, bearing a disproportionate burden of the impacts of these intensive land uses. Potential relocation of the railyard should consider where underrepresented groups live and potential impacts.

Downtown Rapid City is the most diverse neighborhood in the community, with over 40 percent of the community identifying as a race other than white. The neighborhoods near the current railyard are between 20.1 and 30 percent nonwhite, and southwestern Rapid City is generally between 10.1 and 20 percent nonwhite (see **Figure 35**). **Table 7** displays the racial breakdown of Rapid City, as of 2023.

Table 13: Racial breakdown of Rapid City

Race / Ethnicity	Percentage
White	78.3%
Black	1.6%
American Indian and Alaska Native	8.1%
Asian	1.3%
Native Hawaiian	0.0%
Two or More Races	9.8%
Hispanic or Latino	5.6%

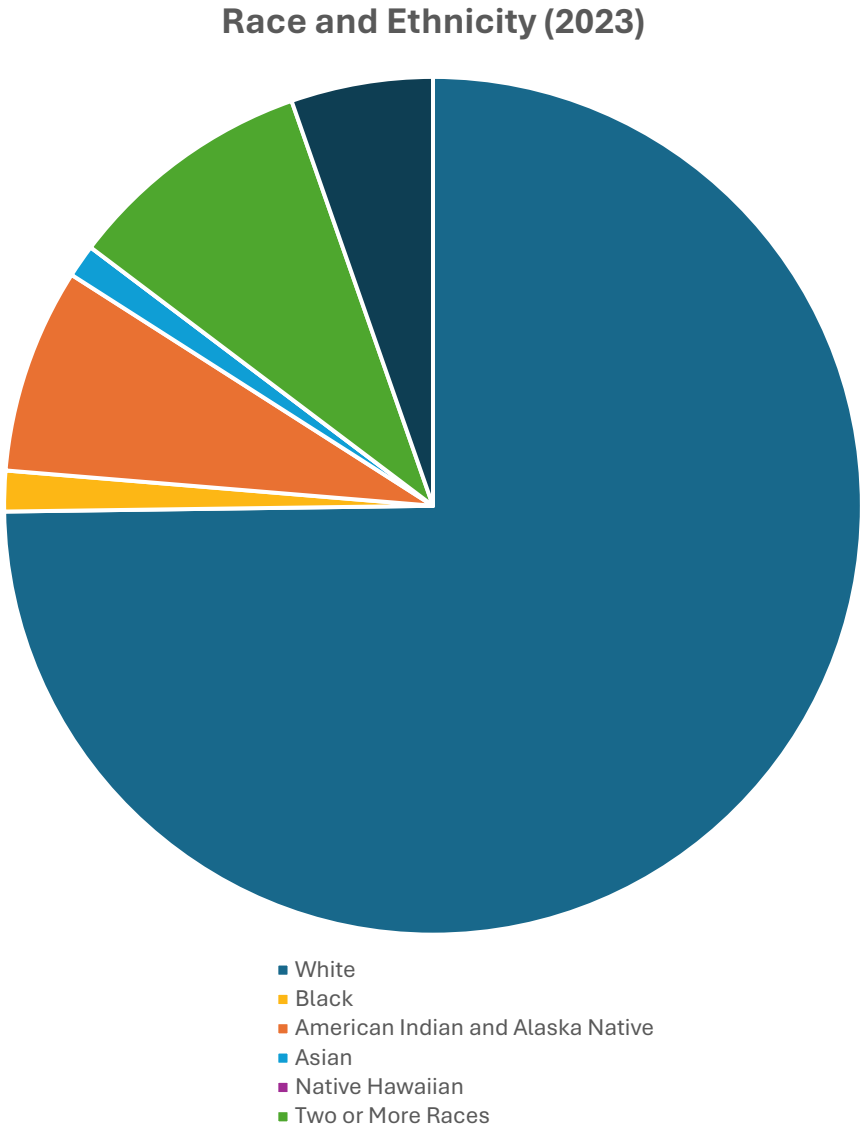
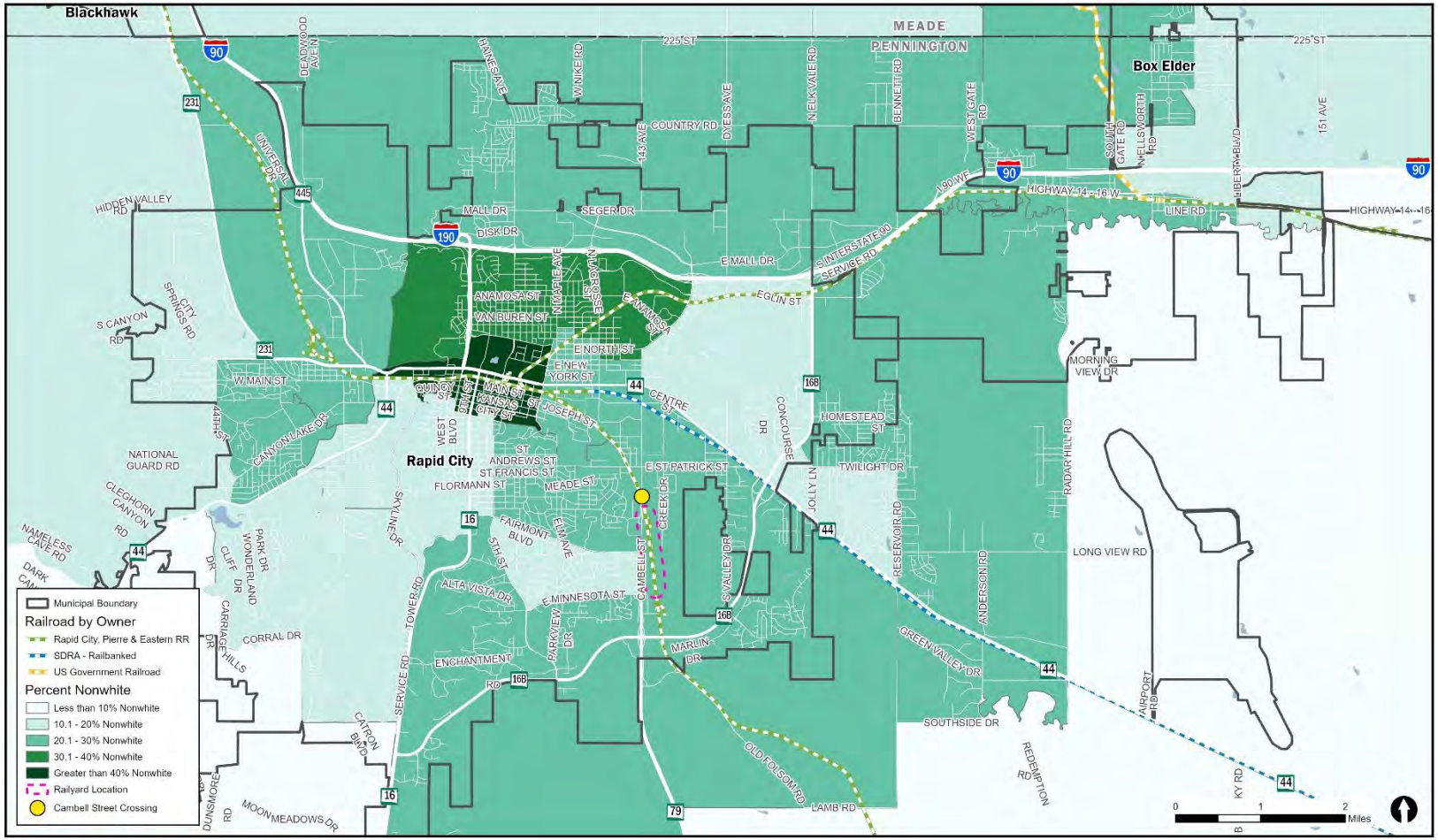


Figure 36: Percent Nonwhite



PERCENT NONWHITE (2023)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Income by Census Tract

The median income for Rapid City was $65,712 as of 2023. However, median incomes of census tracts vary widely from the citywide median, as shown in **Figure 36**. Particularly, neighborhoods near and north of downtown have much lower median incomes, under $40,000. Conversely, neighborhoods closer to the mountains west of Rapid City have higher median incomes, over $100,000. Outlined below are the census tracts near the railyard and their median income:

- Tract 105: $35,556
- Tract 106: $50,771
- Tract 109.04: $83,969
- Tract 109.05: $75,417
- Tract 109.07: $74,167

Areas of Persistent Poverty (2020)

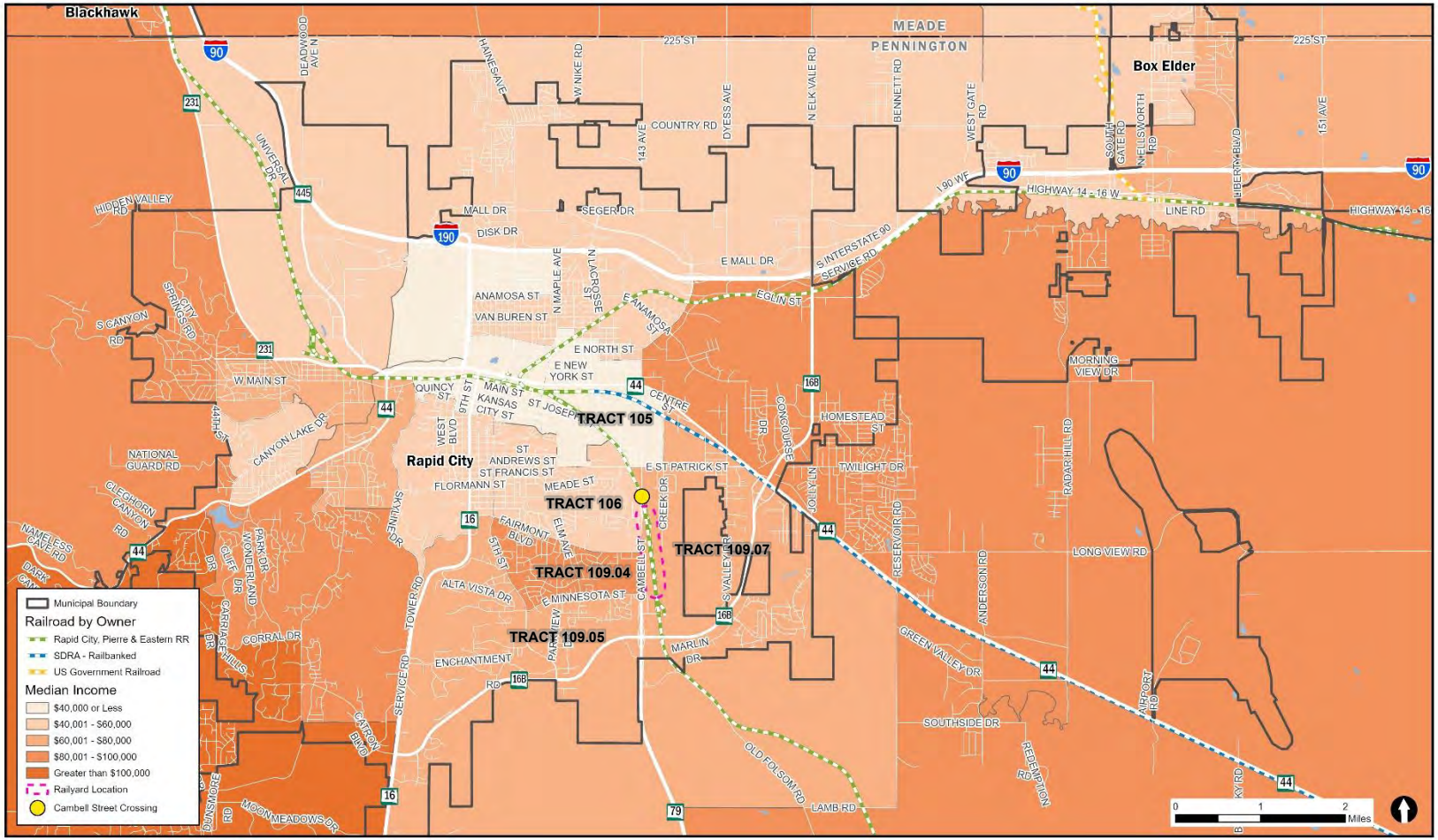
Areas of Persistent Poverty are defined by the U.S Census as having “a poverty rate of 20 percent or higher during the three decades period from 1989 to 2015-2019”. As of 2020, much of northern Rapid City and most of Box Elder have been identified as Areas of Persistent Poverty, as shown in **Figure 37**. This included neighborhoods north of the current railyard and Cambell Street crossing.

Age by Census Tract

The median age within Rapid City is 39.4 years old. The median varies between census tracts within the community. Census tracts north of the railyard skew younger, with a median age of under 30 years old (see **Figure 38**). Western Rapid City skews slightly older, with a median age of older than 45. Different age groups have different needs, so it is important to consider the context of the neighborhood when planning for a potential relocation of the railyard. Outlined below are the census tracts near the railyard and their median age:

- Tract 105: 23.1
- Tract 106: 39.8
- Tract 109.04: 41.1
- Tract 109.05: 34.5
- Tract 109.07: 34.6

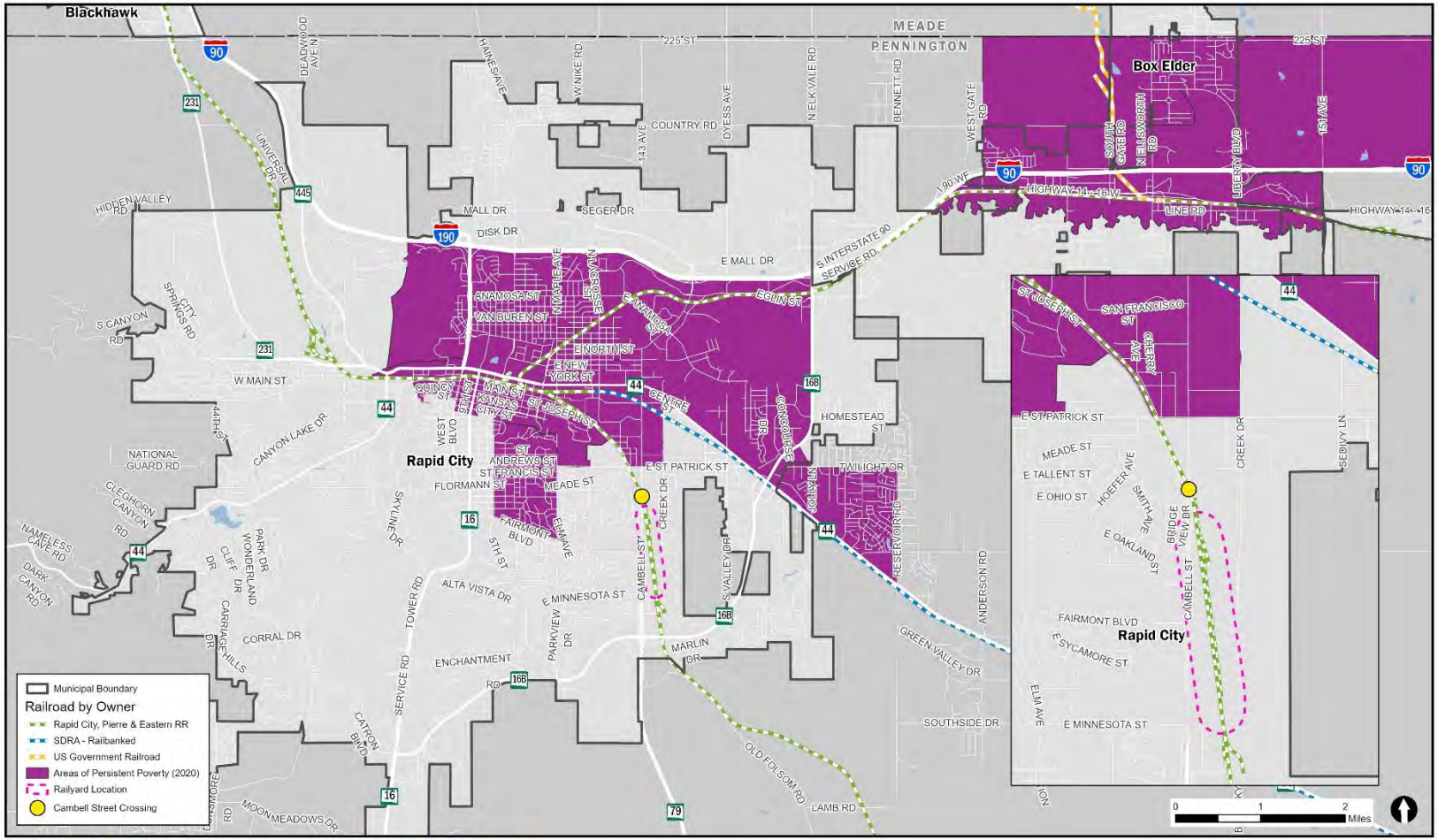
Figure 37: Median Income (2023)



MEDIAN INCOME (2023)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

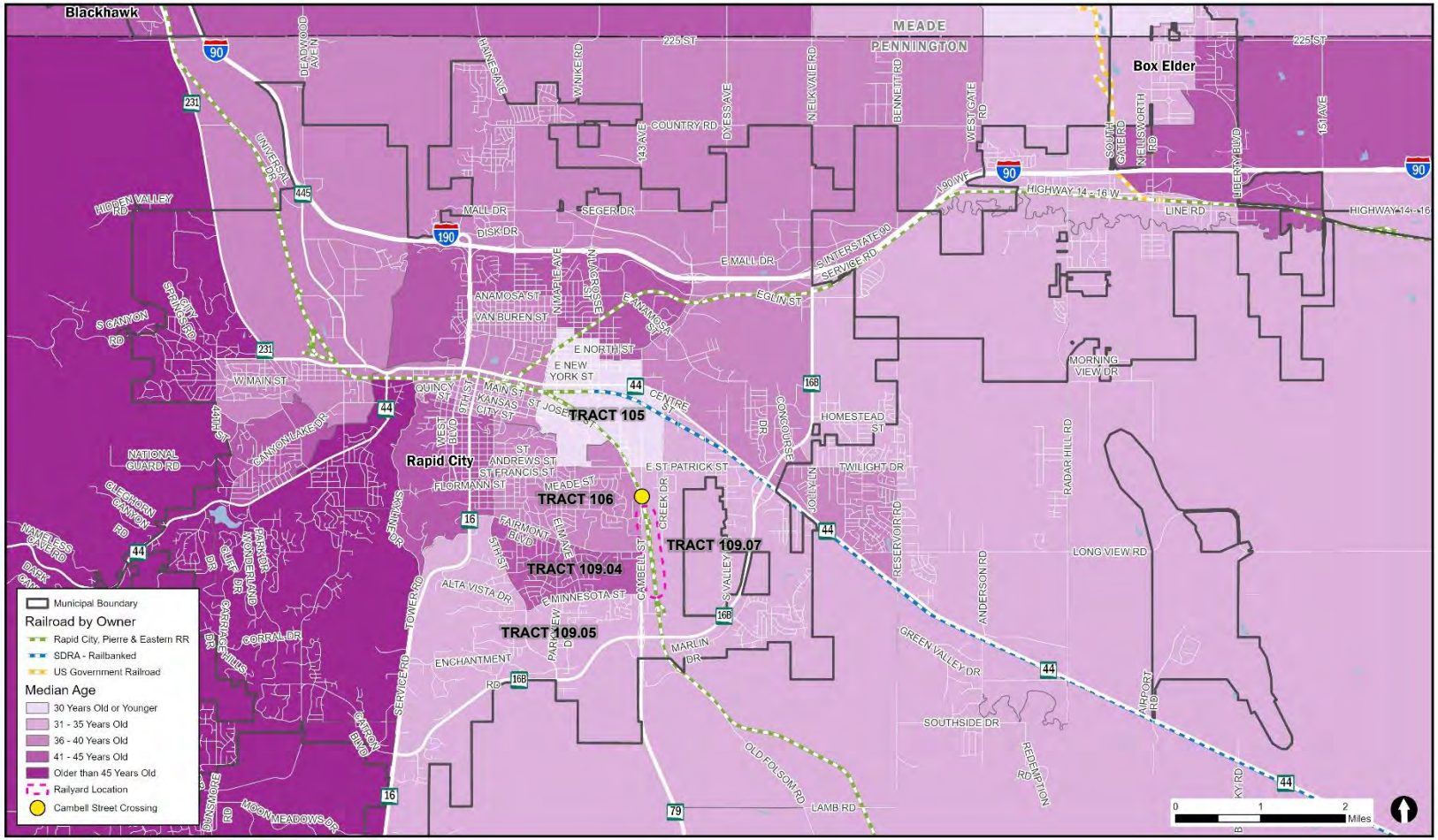
Figure 38: Areas of Persistent Poverty (2020)



AREAS OF PERSISTENT POVERTY (2020)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Figure 39: Median Age (2023)



MEDIAN AGE (2023)

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Environmental Factors

As a part of the evaluation of candidate sites, an extensive review of environmental factors will be completed to identify any impacts the relocation may have on the local environment. This report outlines the existing conditions of natural resources near the RCP&E railyard, which may be impacted by current operations.

Waterways and Wetlands

Waterways and wetlands are a critically sensitive aspect of a community that provide natural beauty and drinking water to the community. Protecting Rapid City's waterbodies should be a high priority when evaluating potential railyard candidate sites, as pollution from the railyard could negatively impact water quality.

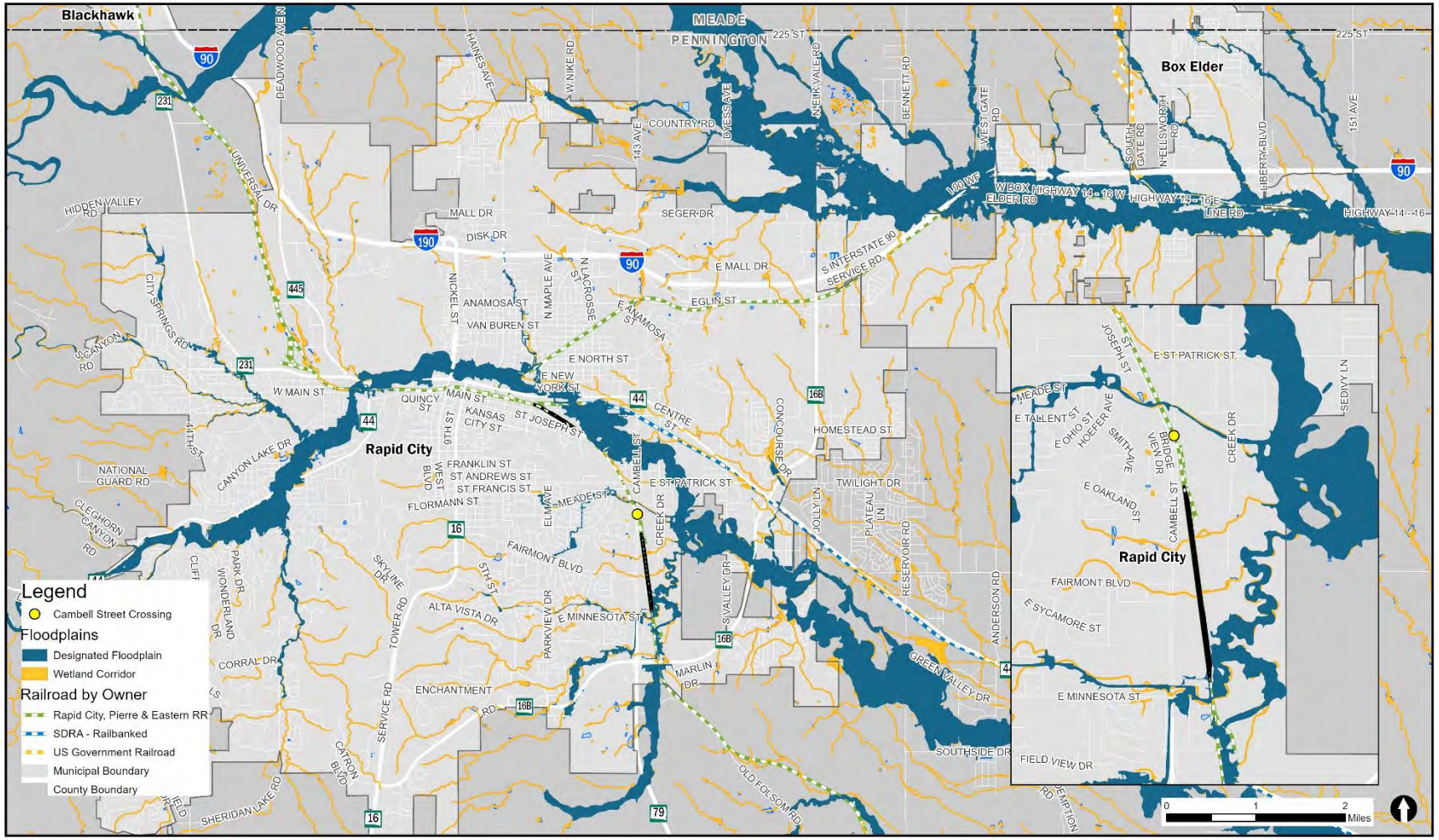
Waterbodies

There is one major waterbody within Rapid City, which bisects the community through downtown Rapid City and serves as a major focus point for the city. Rapid Creek is a narrow waterway that travels from the Black Hills to the Cheyenne River through Rapid City. The creek flows into a lake on the western side of the city, Canyon Lake, which is a recreational amenity for the city. The creek runs approximately 2,000 feet from the existing railyard. There is also a drainage ditch that runs north of the railyard into the Rapid Creek.

Floodplains

Floodplains are determined and monitored by FEMA, and present considerable development challenges due to increased flooding risk. The Rapid Creek that runs through Rapid City is a regulatory floodway and is expected to experience floods during extreme weather events. Additionally, areas near the existing Cambell Street crossing and RCP&E railyard are located within the 0.2 percent or 1 percent annual flood hazard risk. Much of southern Box Elder near the Boxelder Creek is also considered a regulatory floodway and may experience significant flooding during springtime or extreme weather events. Figure 40 displays the FEMA floodplains within the study area as well as corridors of wetland, which generally lead to the floodplain zones.

Figure 40: FEMA Floodplains and Wetlands



FEMA FLOODPLAINS AND WETLANDS

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Table 14: Summary of Existing Conditions

Candidate A: Existing Site	***Grade separated crossing?***	Yes, but removal is being considered
	Nearby bridge condition	Fair
	Nearby pavement condition	Fair / Good
	Functional classification of nearby corridor	Minor Arterial
	Bicycle-Pedestrian facilities nearby?	Sidewalk along Cambell Street
	Bicycle-Pedestrian Volumes	High along St. Patrick Street, low along Cambell Street
	Nearby Bus Routes	None
	Existing Land Use	Industrial
	Future Land Use	Industrial
	Zoning	Heavy Industrial / Light Industrial
	Percentage Nonwhite of Census Tract	20.1 – 30% nonwhite
	Median Age of Census Tract	31 – 35 years old
	Median Income of Census Tract	$40,001 - $60,000
	Located in an Area of Persistent Poverty?	No
	Nearby Water	Rapid Creek – 2,000 feet away
	Floodplain	Not in a floodplain
	Nearby Emergency Services	Fire station

Appendix B

Public Engagement

RAPID CITY
Railyard Relocation &
Railway Configuration Study

Appendix B: Website Screenshots

Home

Appendix B: Website Screenshots

Study Objectives

Analyze previous studies and existing conditions including regional multimodal transportation accessibility, railroad operations, land use and ownership, and demographics.

Collaborate with a variety of important stakeholders at every milestone to shape project vision.

Identify and evaluate candidate railyard sites in terms of function, operations, and cost.

Analyze alternatives and site layouts to understand scope potential development and inform construction cost estimates.

Provide recommendations to the City on the feasibility of a potential relocation of the RCP&E railyard through an implementation plan outlining potential funding sources to pursue.

Proposed Railyard Site Evaluation Criteria

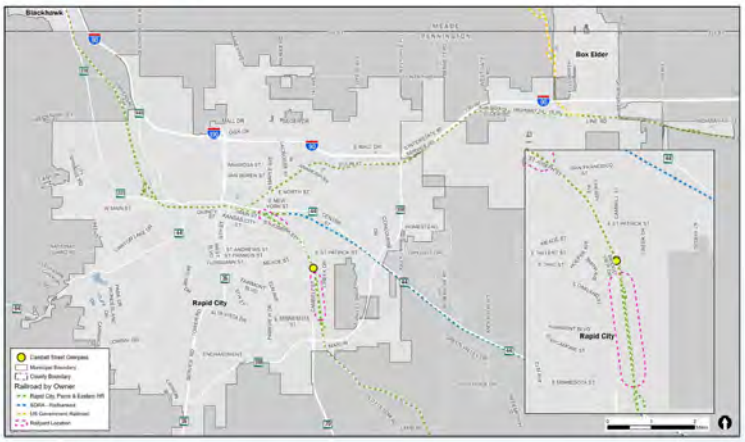
SAFETY
Evaluate vehicular and pedestrian safety benefits and costs associated with at-grade crossings

ECONOMY
Evaluate quantitative costs and qualitative benefits

ENVIRONMENT
Evaluate impacts to the natural, built, and social environments

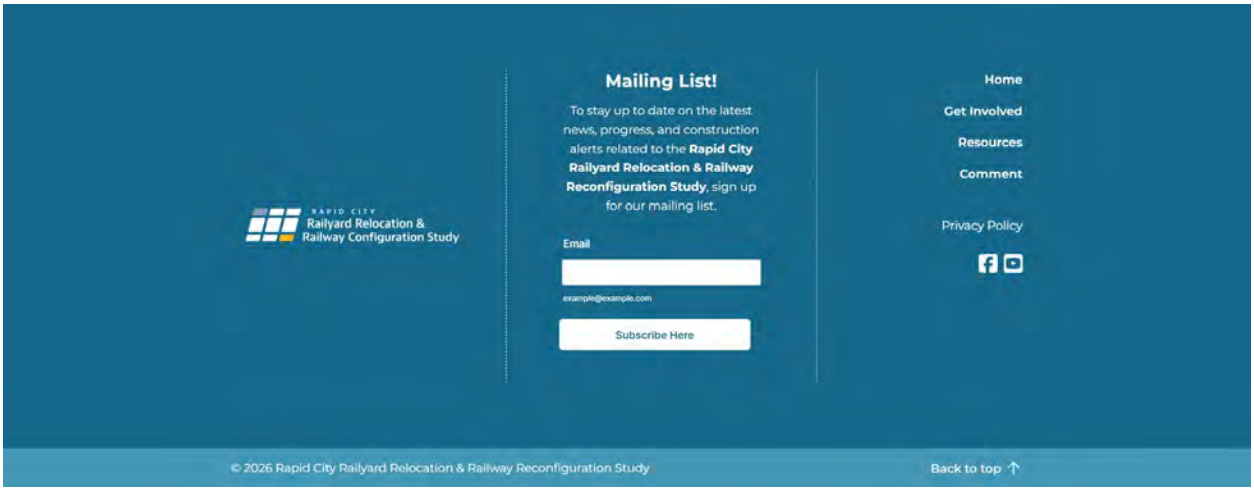
COMMUNITY LIVABILITY
Evaluate community and equity impacts

Study Area Map



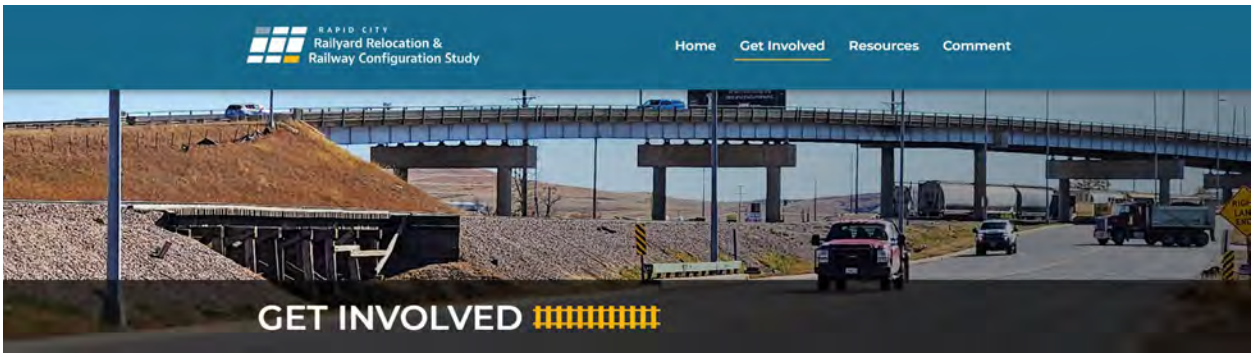
Click to enlarge

Appendix B: Website Screenshots



Appendix B: Website Screenshots

Get Involved



Past Events

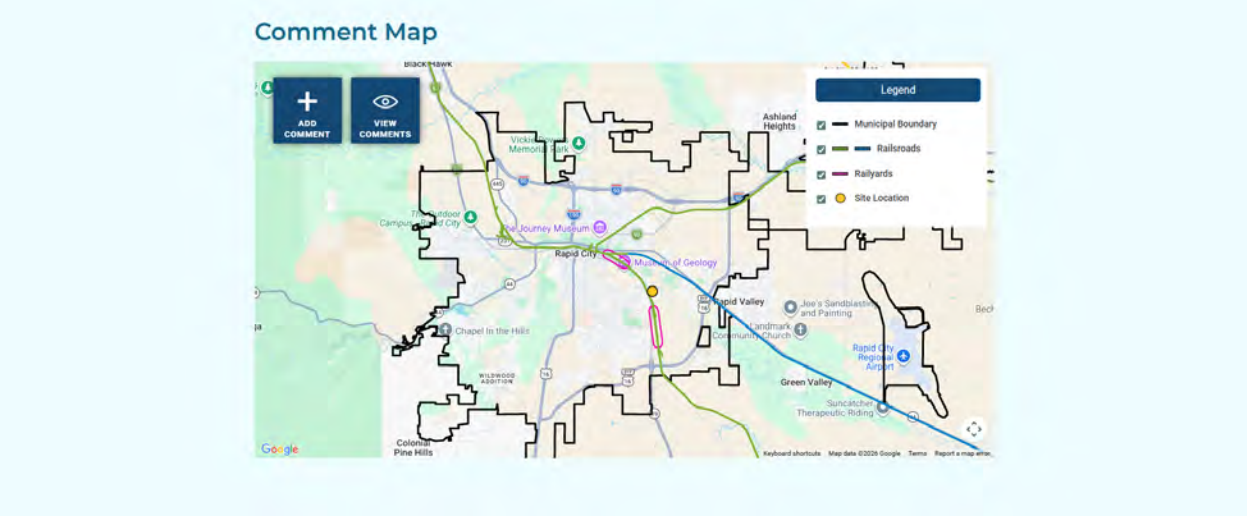
In-Person Public Meeting

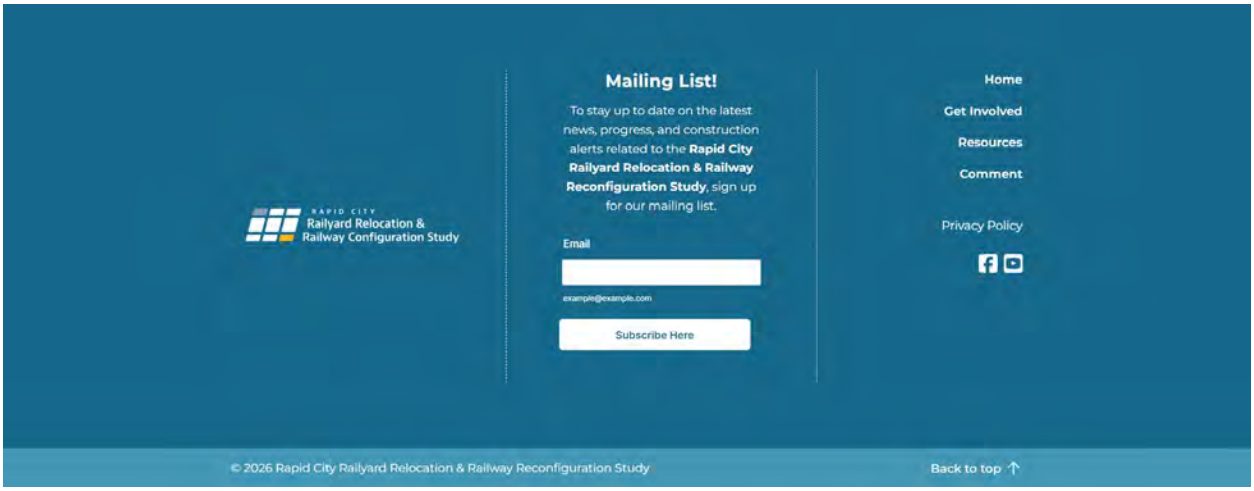
Date: Tuesday, January 27, 2026
Time: 4 p.m. - 6 p.m.
Location: City Council Chambers and Circle of Friends Community Room
City Hall (2nd Floor)
300 6th Street
Rapid City, SD 57701

RCAMPO fully subscribes to the provisions of the American with Disabilities Act. If you are in need of special accommodations, please notify Kip Harrington, RCAMPO's ADA Coordinator, at 605-394-4120 or 1-800-877-1113 (Telecommunication Relay Services for the Deaf) so that appropriate auxiliary aids and services are available. Please request the accommodations no later than two business days prior to the meeting in order to ensure accommodations are available.

Online Public Meeting

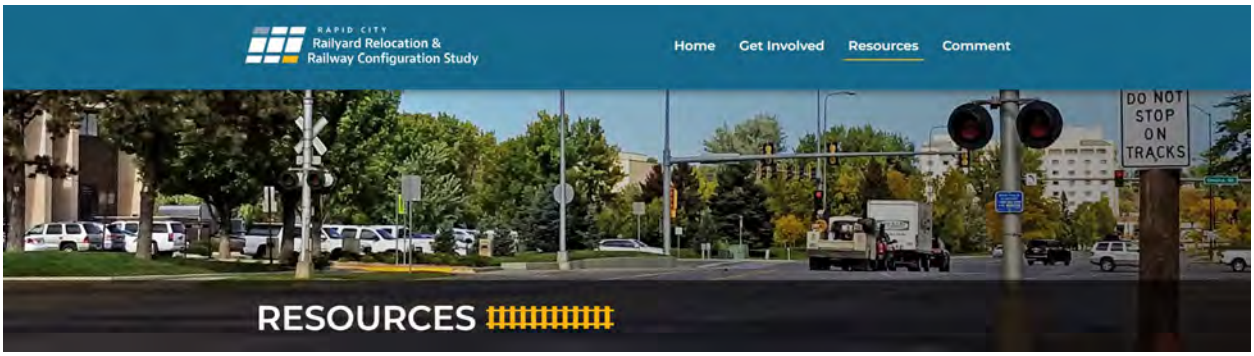
Appendix B: Website Screenshots





Appendix B: Website Screenshots

Resources



Partnering Agencies

This plan study is informed by and takes into consideration existing plans from partnering agencies:

- Cambell Street Structure Study
- SDDOT Major Bridge Study

FAQs

Who owns and maintains the Cambell Street Overpass?

The South Dakota Department of Transportation (SDDOT) owns the Cambell Street Overpass and is responsible for structure maintenance, and the City of Rapid City (City) is responsible for snow removal.

Who is going to pay for a new bridge?

The SDDOT would be responsible for the cost of a new bridge but would likely transfer ownership and maintenance of the completed structure to the City.

Why would the City want to relocate the railyard?

With the railyard in its current location, an overpass is the only option for Cambell Street. Bridges are costly to construct and maintain, so moving the railyard could be a cost-effective option since it would remove the need for an overpass or could significantly reduce the footprint of the needed overpass. Relocating the railyard would also present an opportunity to reconfigure the railway, which would in turn potentially help to resolve other at-grade rail crossing conflicts in Rapid City.

Who decides if the railyard or any railway gets moved?

RCP&E owns all the rail infrastructure that is being looked at as part of this study. At the end of the day, RCP&E would be the main party responsible for decision-making and the costs associated with any decision to move their infrastructure. With that said, the City has a vested interest in creating a safer, more efficient transportation network and may consider supporting a project through funding or other means.

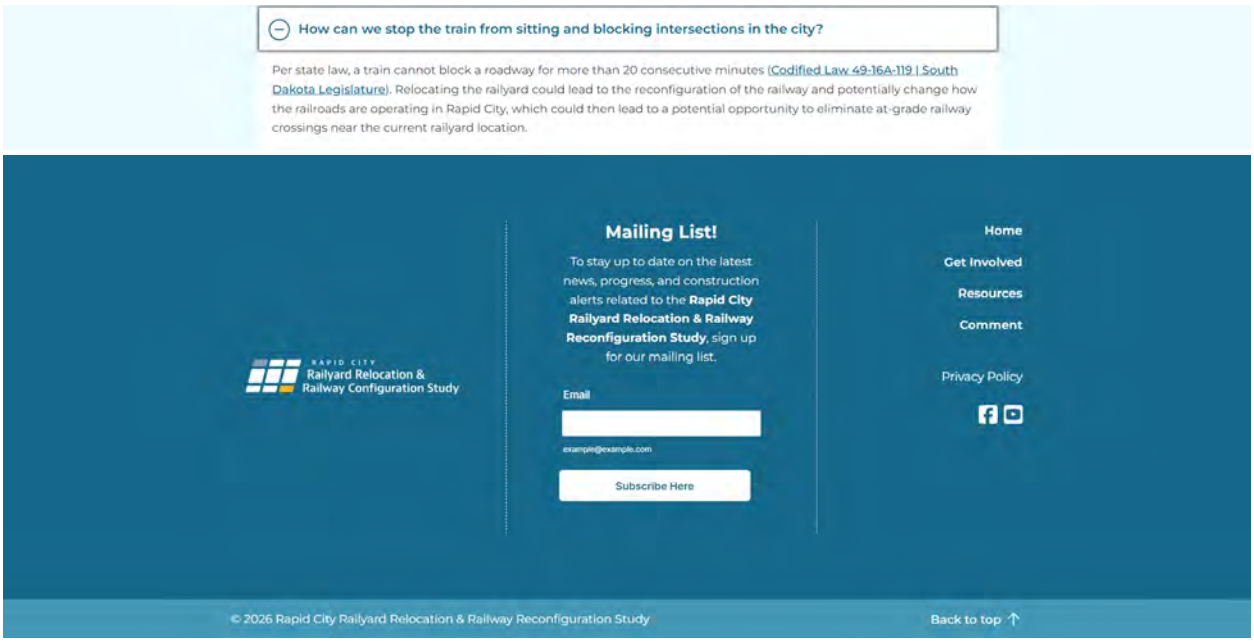
How would a railway project like this get funded?

Economic development agencies, state agencies, and the federal government provide infrastructure grants and loans for projects that can be paired with private and public funding.

Where would the railyard be moved to?

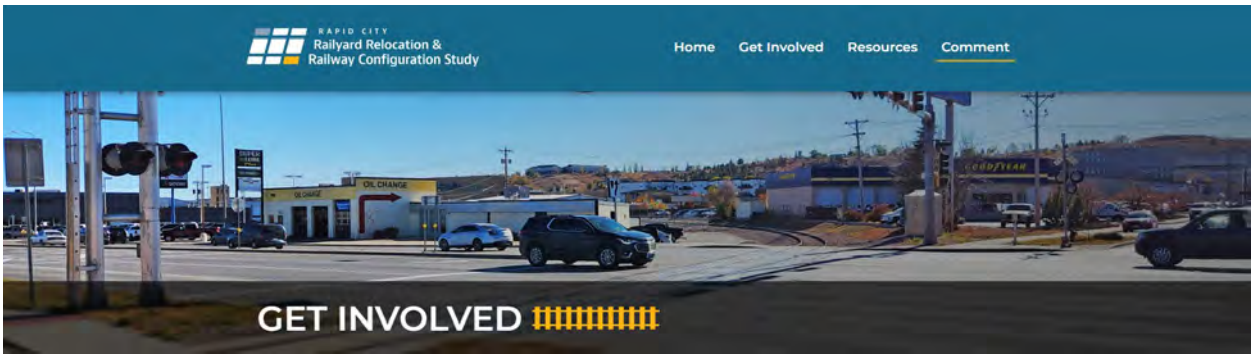
Alternative site identification and analysis is one of the important tasks of this study, and site recommendations will be provided in the final report. If you have ideas for potential sites for the study team to review, please leave us a note on the Comment Map or the Comment Form.

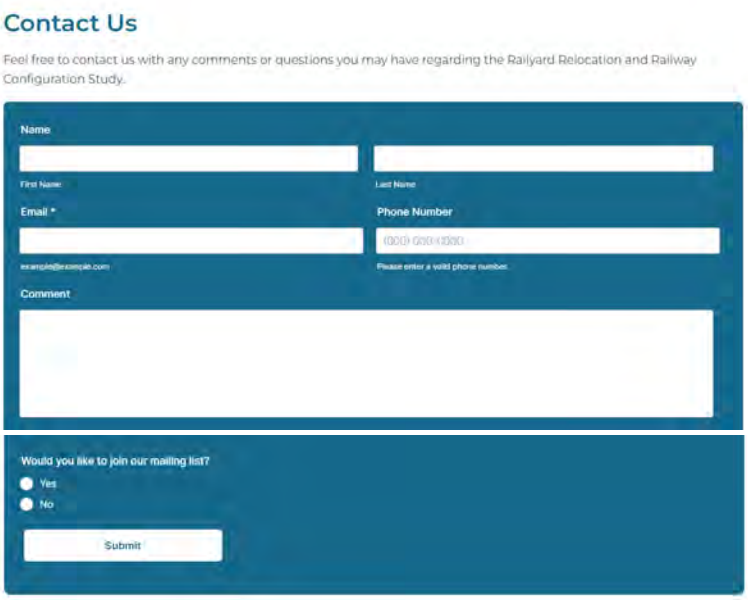
Appendix B: Website Screenshots

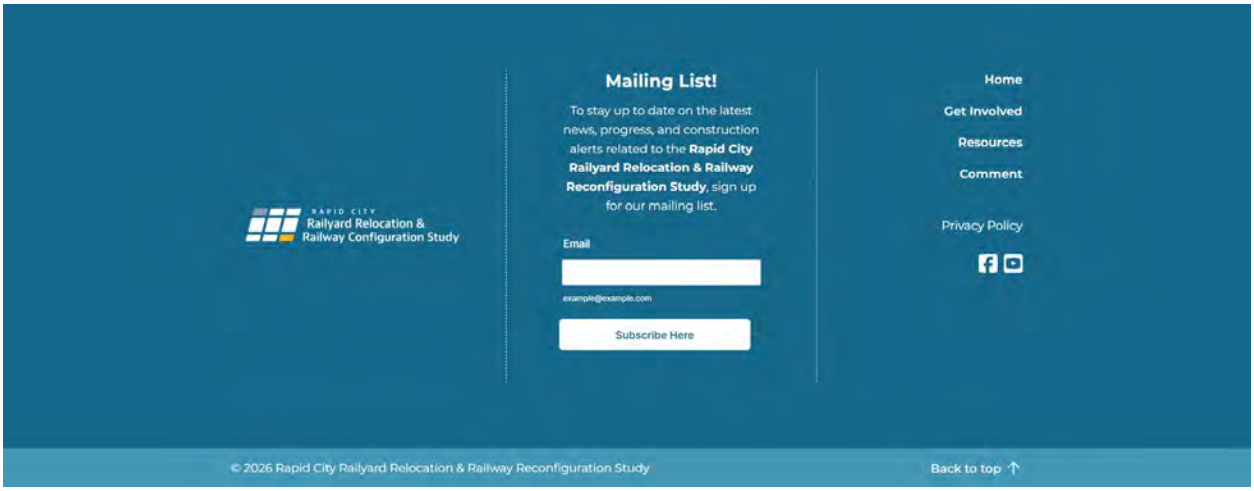


Appendix B: Website Screenshots

Comment







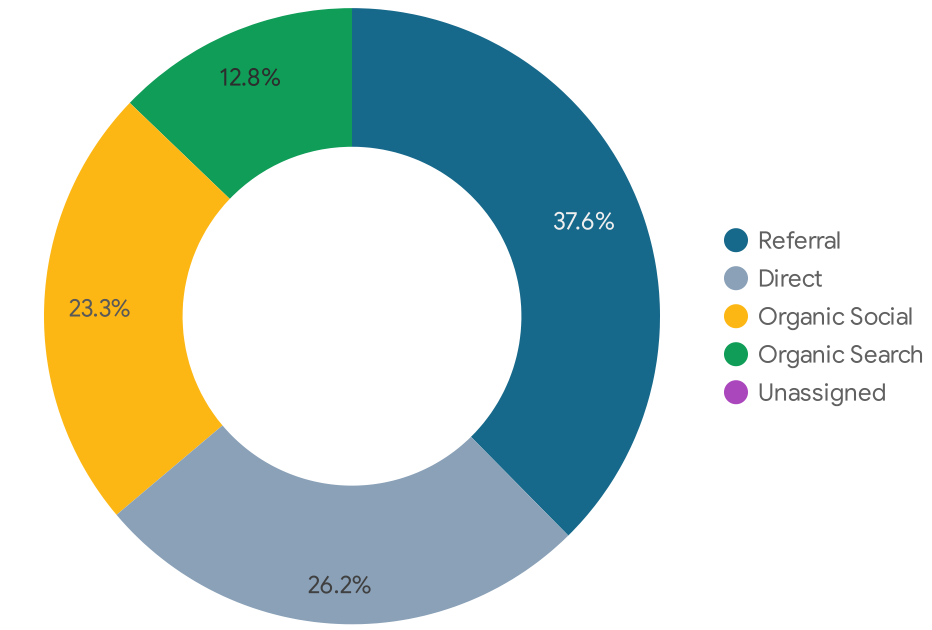
RCAMPO Railyard Relocation Study Meeting - Web Analytics

May 29, 2025 - Mar 17, 2026

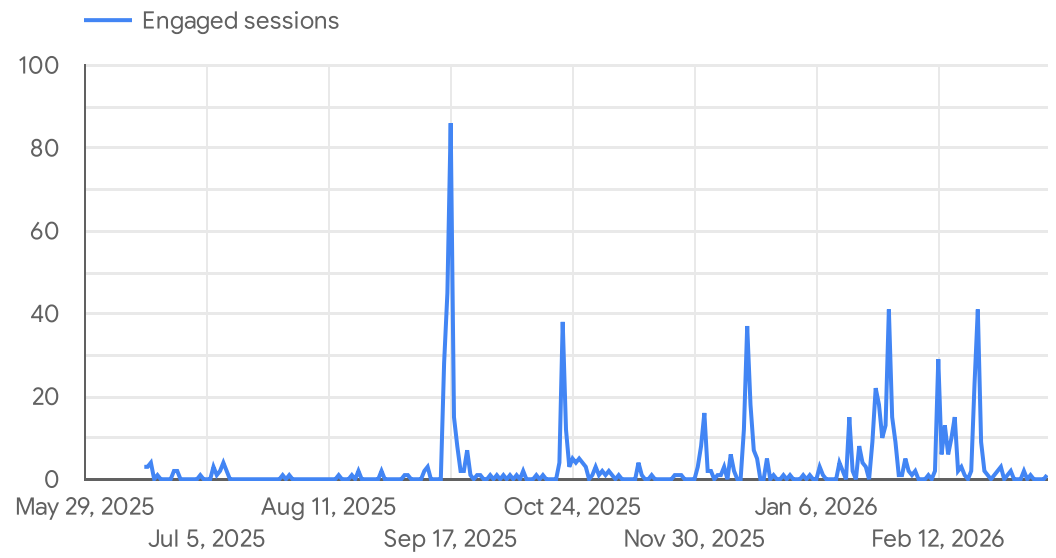
Site launch: May 29 2025

Total users	New users	Engaged sessions	Views	Average session duration
1,286	459	850	2,332	00:02:23

Sessions by Acquisition



Engaged Sessions Per Day



Referrals & Social Media Sources

	Session source	Engaged sessions ▾
1.	(direct)	90
2.	kotatv.com	72
3.	google	33
4.	m.facebook.com	33
5.	newscenter1.tv	33
6.	l.facebook.com	24
7.	www-kotatv-com.cdn.ampproject.org	19
8.	lm.facebook.com	16

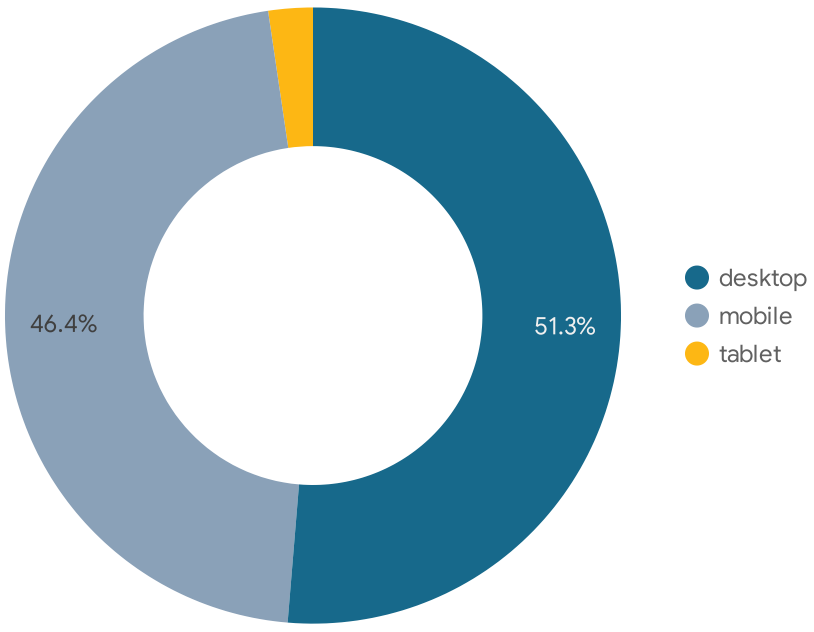
1 - 25 / 25

Sessions By Cities

	City	Engaged sessions ▾
1.	Rapid City	162
2.	Denver	20
3.	(not set)	12
4.	Englewood	12
5.	Omaha	12
6.	St. Louis	11
7.	Sioux Falls	9
8.	Chicago	7

1 - 96 / 96

Sessions by Device Category



	Full page URL	Engaged sessions ▾
1.	www.rcrailyardstudy.com/	356
2.	rcrailyardstudy.com/	317
3.	www.rcrailyardstudy.com/comment	104
4.	rcrailyardstudy.com/get-involved	96
5.	rcrailyardstudy.com/resources	90
6.	www.rcrailyardstudy.com/resources	86
7.	www.rcrailyardstudy.com/get-involved	77
8.	rcrailyardstudy.com/comment	52
9.	127.0.0.1/app/get-involved.html	9
10.	127.0.0.1/app/	6
11.	127.0.0.1/app/index.html	6
12.	127.0.0.1/app/resources.html	4

1 - 100 / 240

RAPID CITY

Railyard Relocation & Railway Configuration Study

STUDY BACKGROUND

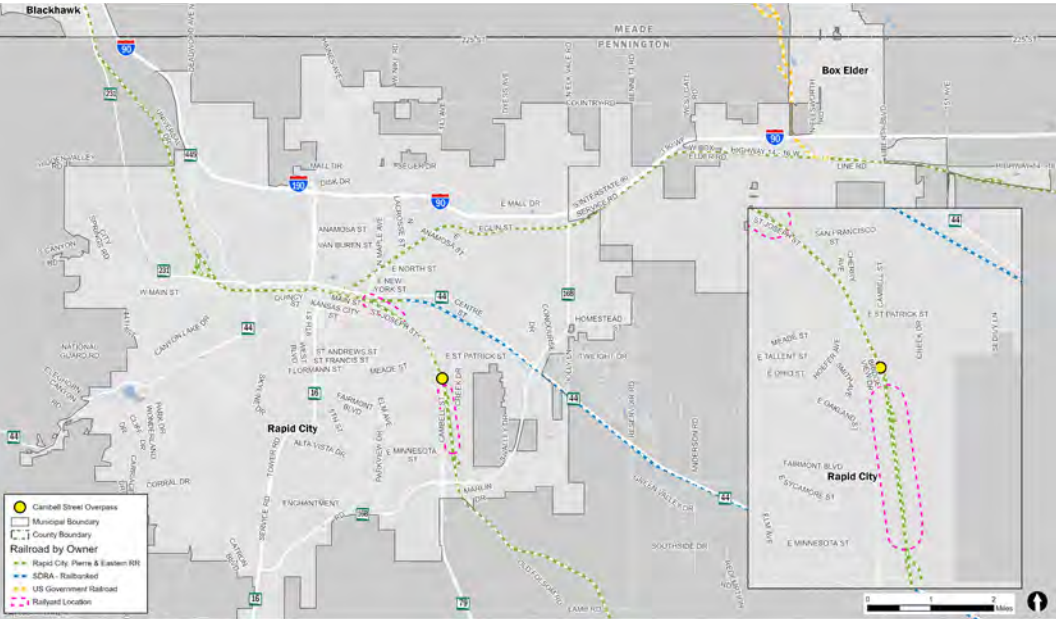
The Rapid City Area Metropolitan Planning Organization (RCAMPO) has initiated the Railyard Relocation Study to examine the feasibility of relocating the current Rapid City, Pierre, and Eastern Railroad (RCPE) railyard to an alternate location, and thus, potentially reconfiguring transportation infrastructure and access in southeastern Rapid City. the location of the railyard is not ideal for RCPE due to vehicular traffic, train operations, and frequent train backups onto nearby at-grade crossings. This study will investigate the potential to relocate the adjacent railyard and inform any decision that is made by SDDOT and the City of Rapid City (City) for future construction in the area.

LEARN MORE

www.rcrailyardstudy.com/

WHAT IS A RAILYARD?

Rapid City Pierre & Eastern Railroad (RCPE) uses the railyard under the Cambell Street Overpass to provide maintenance to railcars, store railcars and equipment, load and unload cargo, and more. The railyard and all its infrastructure is owned and operated by RCP&E with permission and cooperation from the SDDOT and the City.



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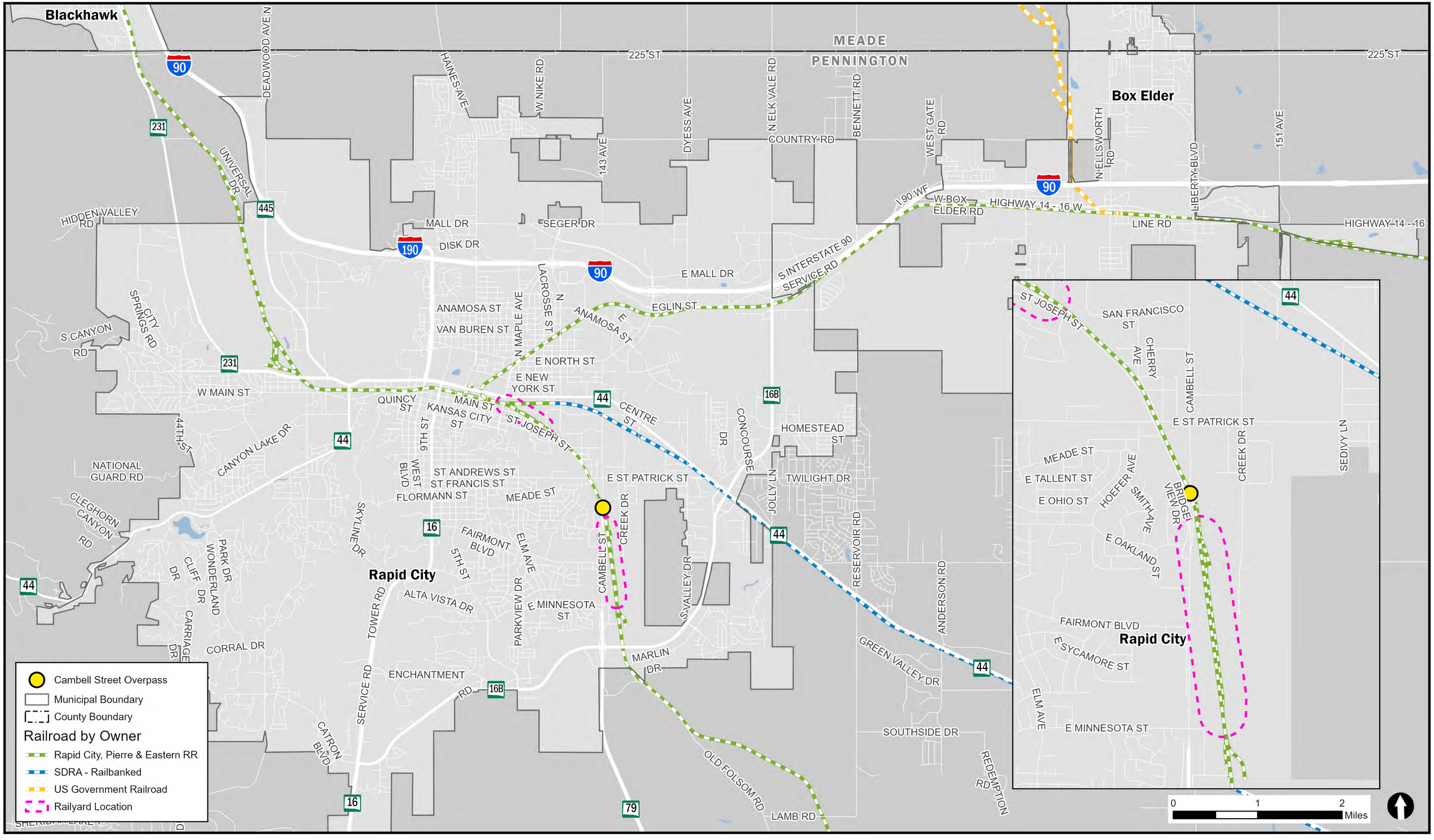
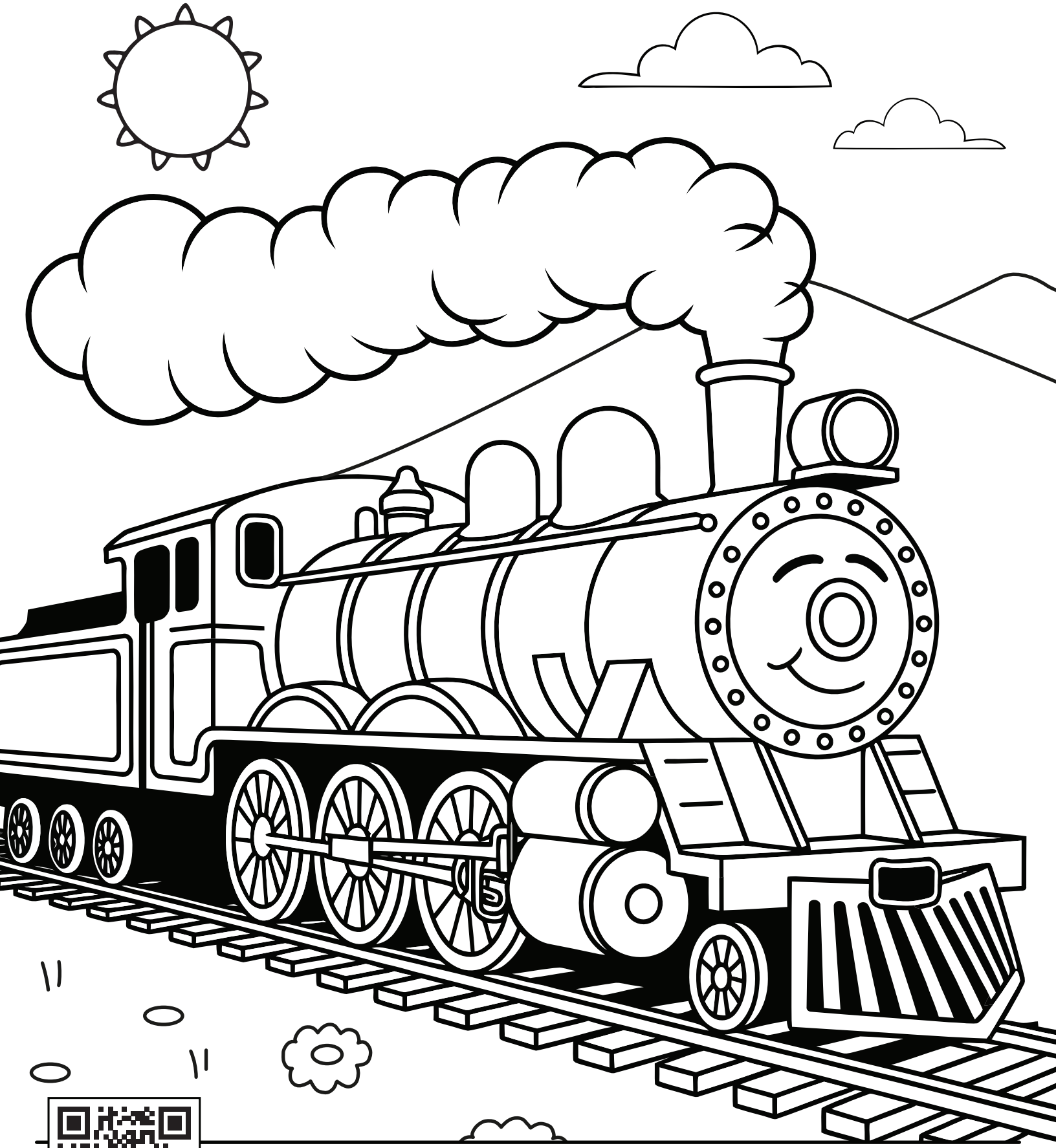
Metropolitan Planning Organization



STUDY AREA

Rapid City Railyard Relocation and Railroad Relocation Study

Rapid City, South Dakota



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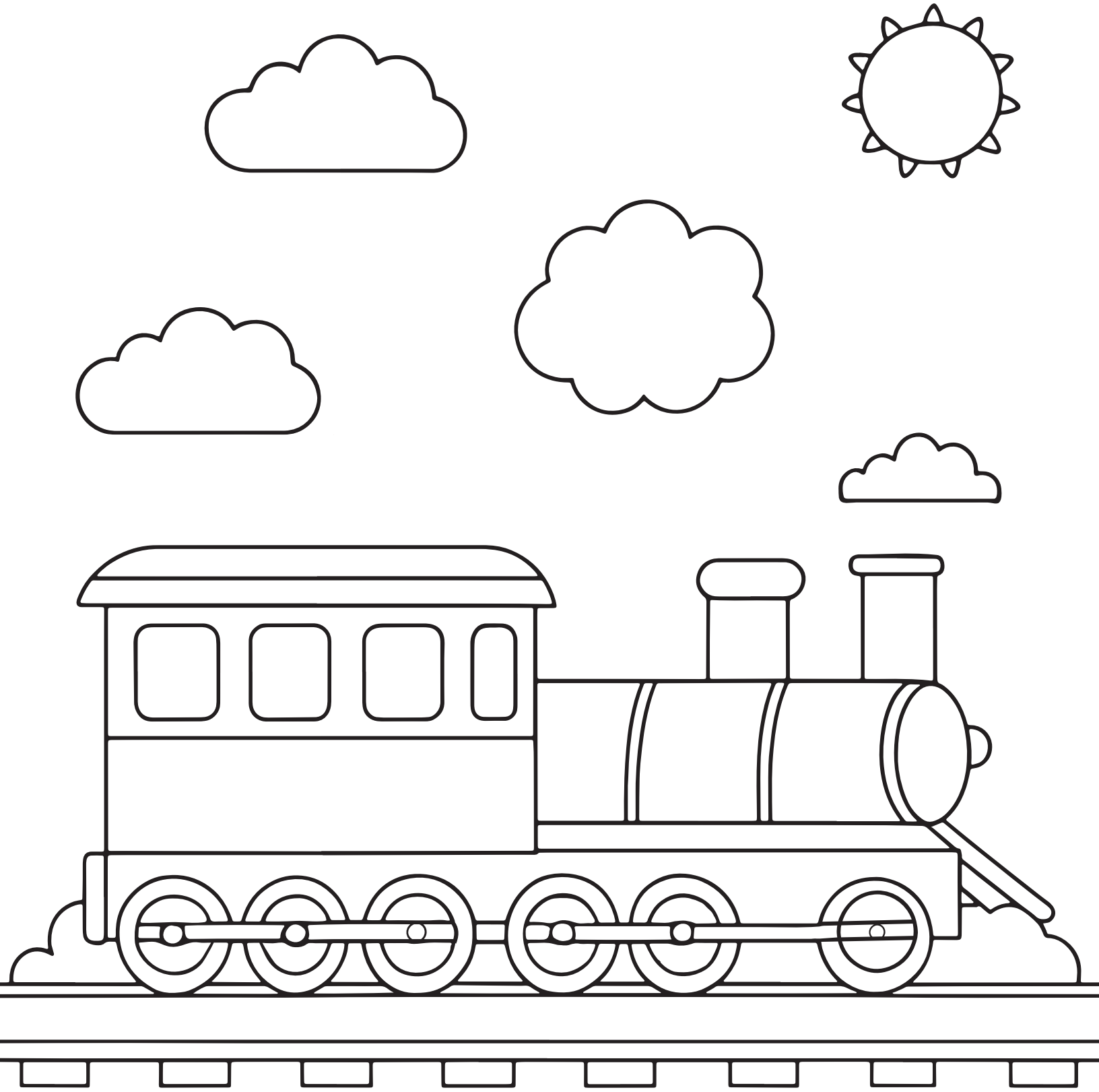
RAPID CITY
Railyard Relocation &
Railway Configuration Study



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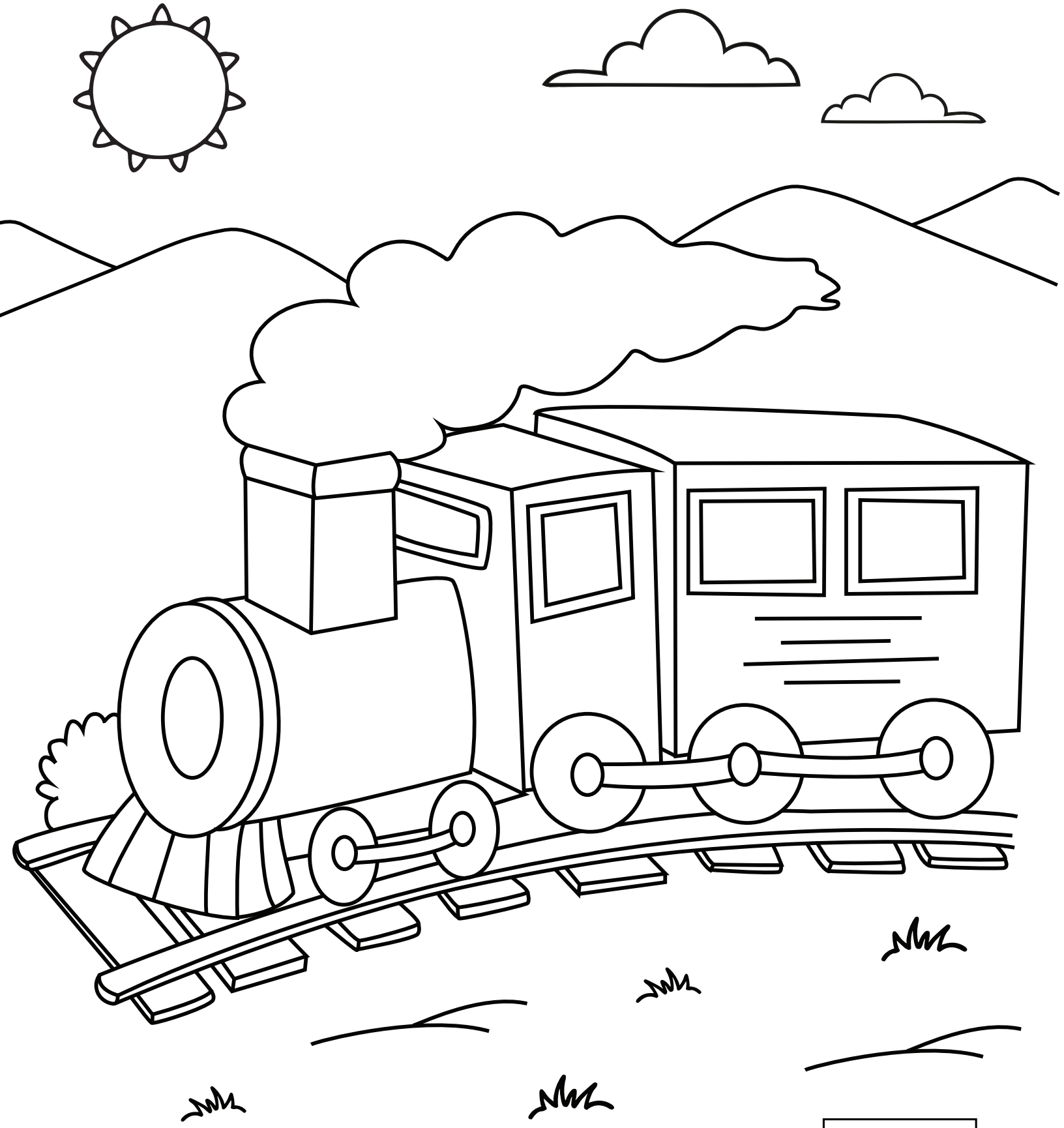

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RAPID CITY

Railyard Relocation & Railway Configuration Study

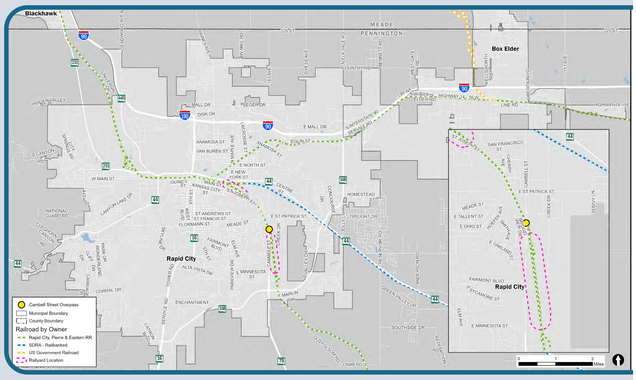
STUDY OVERVIEW

The Rapid City Area Metropolitan Planning Organization (RCAMPO) has initiated the Railyard Relocation Study to examine the feasibility of relocating the current Rapid City, Pierre, and Eastern Railroad (RCP&E) railyard to an alternate location, and thus, potentially reconfiguring transportation infrastructure and access in southeastern Rapid City.

The Cambell Street Overpass is due for replacement or rehabilitation, and previous studies, driven by the age of the structure, have evaluated options for the future of the structure, including:

- **Rehabilitating** and **repairing** the overpass
- **Replacing** the overpass using the existing design
- **Removing** and **replacing** the overpass with an at-grade crossing and reconfiguring Saint Joseph Street

In addition, the location of the railyard is not ideal for RCP&E due to vehicular traffic, train operations, and frequent train backups onto nearby at-grade rail crossings. This study will investigate the potential to relocate the adjacent railyard and inform any decision that is made by the South Dakota Department of Transportation (SDDOT) and the City of Rapid City for future construction in the area. While relocation of the railyard and reconfiguration of the railway is not guaranteed, the possibility offers an opportunity to increase safety, accessibility, and functionalality for all roadway users in the future.



PROPOSED RAILYARD SITE EVALUATION CRITERIA

SAFETY
Evaluate vehicular and pedestrian safety benefits and costs associated with at-grade crossings

ECONOMIC
Evaluate quantitative costs and qualitative benefits

ENVIRONMENTAL
Evaluate impacts to the natural, built, and social environments

COMMUNITY
Evaluate vehicular and pedestrian safety benefits and costs associated with at-grade crossings

GET INVOLVED!

We want to hear from you! Check out the following public involvement opportunities:

COMMENT MAP

We want to hear from you!
Please share your experiences with railroad crossings in Rapid City (i.e., your experiences with delays due to trains using an at-grade crossing, etc.)

SURVEY

We're currently collecting input from the public and stakeholders about our evaluation process. Scan the QR code below to access the online survey.

https://hdr.jotform.com/252895847352067

Prefer a printed version?

Please contact Ally Titus at ***Ally.Titus@hdrinc.com*** or **605-391-4810** to get a survey mailed to you.

TAKE A COLORING SHEET!

www.RCrailyardstudy.com

STUDY OBJECTIVES

- Analyze previous studies and existing conditions including regional multimodal transportation accessibility, railroad operations, land use and ownership, and demographics.
- Collaborate with a variety of important stakeholders at every milestone to shape project vision.
- Identify and evaluate candidate railyard sites in terms of function, operations, and cost.
- Analyze alternatives and site layouts to understand and scope potential development and inform construction cost estimates.
- Provide recommendations to the City of Rapid City on the feasibility of a potential relocation of the RCP&E railyard through an implementation plan outlining potential funding sources to pursue.

STUDY BACKGROUND

The Cambell Street overpass structure, which carries traffic over the railyard is aging, and SDDOT is due to decide what the next steps for the structure will be. This study will help inform any decision made to remove, rehabilitate, or replace the overpass with a focus on the its potential impacts to the adjacent railyard.

WHAT IS A RAILYARD?

RCP&E uses the railyard under the Cambell Street Overpass to provide maintenance to railcars, store railcars and equipment, load and unload cargo, and more. The railyard and all its infrastructure is owned and operated by RCP&E with permission and cooperation from the SDDOT and the city.

MEMORANDUM

SRF Project No. 18368

To: Ally Titus
HDR

From: Erik Kappelman

Date: January 5, 2026

Subject: Rapid City Railyard Relocation Study

Summary

This report summarizes the results of a public survey conducted as part of the Rapid City Rail Yard Relocation Study. The purpose of the survey was to gather input from the public living in and around Rapid City regarding the potential relocation of the RCP&E railyard currently located near the Cambell Street overpass.

The survey was available from October 18, 2025, through December 18, 2025, during which 175 total responses were received.

Key Findings

- Reducing traffic delay was the most important outcome of the railyard relocation for those surveyed.
- Using government funds for railyard relocation was unpopular.
- The public does not necessarily expect the railroad to pay all relocation costs.
- Minimizing noise, air and environmental impacts, protecting residential communities and locating the railroad in existing industrial areas were important to the public.

Introduction & Background

Project Overview

The Rapid City Railyard Relocation Project is intended to create a ranking system for potential relocation sites of the Rapid City Railyard. As part of this effort, public input was requested to better understand community values, preferences, concerns, behaviors, etc. related to railyard relocation.

Survey Purpose

The survey was designed to:

- Identify key priorities and areas of agreement or disagreement within the Rapid City public

- Inform future project decisions and recommendations

Survey Methodology

Target Audience

The survey targeted:

- Geographic area: Rapid City and surrounding areas
- Intended participants: Residents of Rapid City and the surrounding area, business owners near the existing railyard, and railroad employees.

Participation was voluntary, and responses were anonymous. Statistical testing produced no evidence that self-identified members of the public answered questions differently from the individuals self-identified as business owners or other groups.

Survey Instrument

The survey consisted of 10 questions and required approximately 15 minutes to complete. Question types included:

- Rating or agreement scales (1 through 5)
- Ranking statements by importance

The survey was available in English and designed to be accessible across desktop and mobile devices. No other language was requested, but the project team was prepared to meet the needs of non-English speakers.

Distribution & Outreach

The survey was distributed using the following methods:

- https://rcrailyardstudy.com/ A press release distributed on December 3, 2025: https://www.rapidcityareampo.org/news/survey-opportunity-rapid-city-railyard-relocation-study.
- Social media posts on the City's Facebook page on December 8, 2025 and December 15, 2025.
- Handouts distributed at Downtown Trick-or-Treat on October 25, 2025.
- Satellite display boards hosted at City of Summerset City Hall, Timmons Market in Box Elder, Rapid City City Hall, and Rapid City Library.

Survey Period

The survey was open from October 18, 2025, to December 18, 2025.

Response & Participation

- Total responses received: 175
- Completed surveys: 94 percent
- Partial responses included: yes

Responses were received from participants across the Rapid City area, and Figure 1 displays the coverage area based on participants' self-identified zip code.

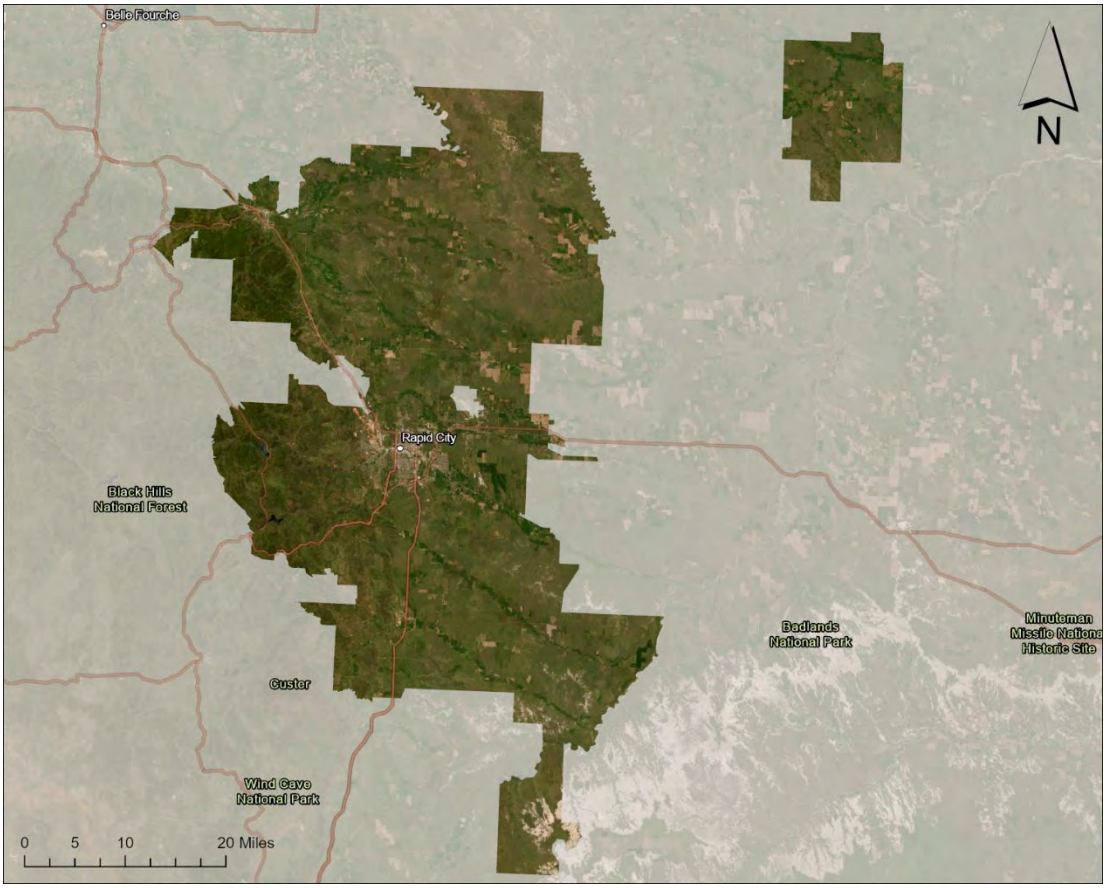


Figure 1. Survey Coverage Based on Self-Reported Zip Code

Data Considerations & Limitations

While the survey provides valuable insight, it should be interpreted with the following considerations:

- Participation was self-selected and may not fully represent the broader population
- Some demographic groups may be under- or over-represented as demographic data was not collected
- Results reflect opinions at the time the survey was conducted

Survey Results

Attitude & Perceptions

Survey respondents were asked 10 questions regarding railroad relocation and were asked to respond 1 through 5 based on their level of agreement, with 5 signifying the highest level of agreement.

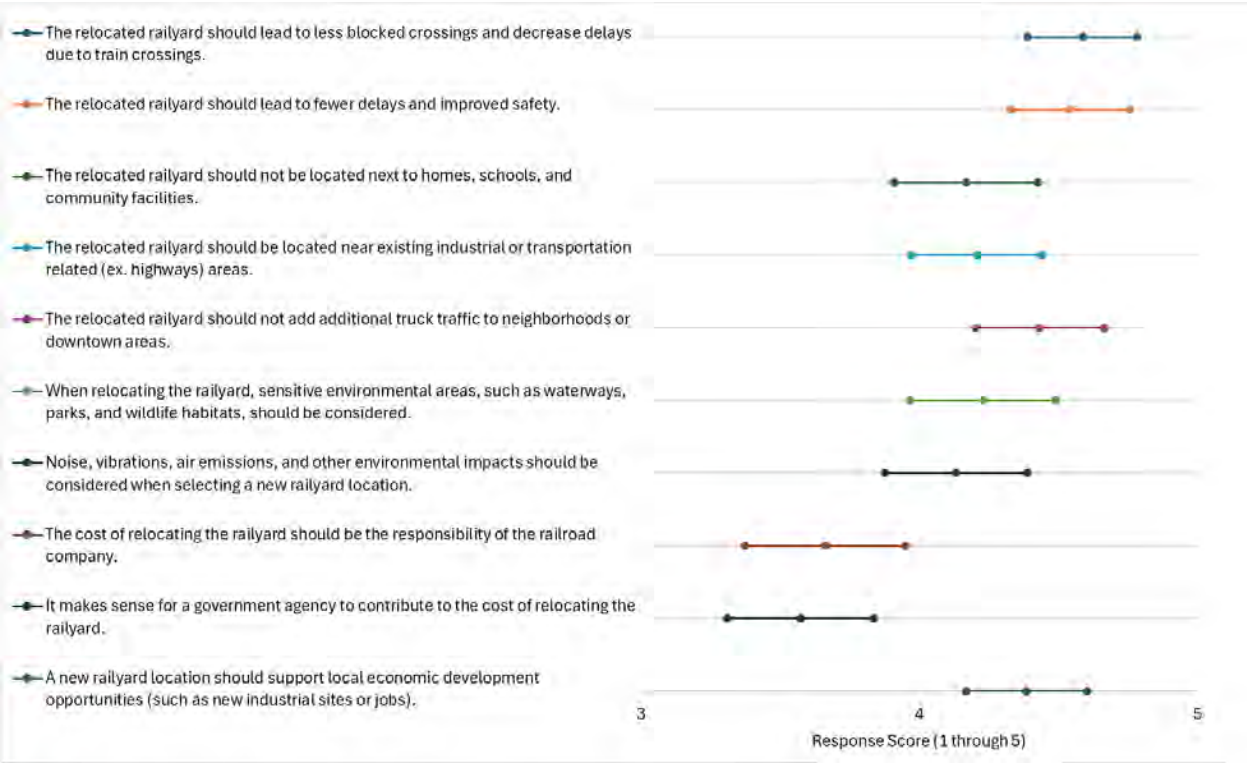


Figure 2. Survey Scale Question Results

Based on the survey responses, the two highest priorities for the project are reducing traffic delays at rail crossings and improving traffic safety. Economic development and keeping trucks out of residential neighborhoods were also important to survey respondents. The lowest-ranked statement was that the government should contribute to the cost of the railyard relocation; however, the next lowest-ranked statement was that the railyard should bear the entire financial burden of the relocation. This suggests that the public is hesitant to spend public dollars on relocation but is also cognizant of the burden it would place on the railroad.

Preferences & Priorities

Respondents provided input on their preferences by ranking six statements in terms of their importance. Figure 3 shows the distribution of ranks, 1 being most important and 6 being the least important.

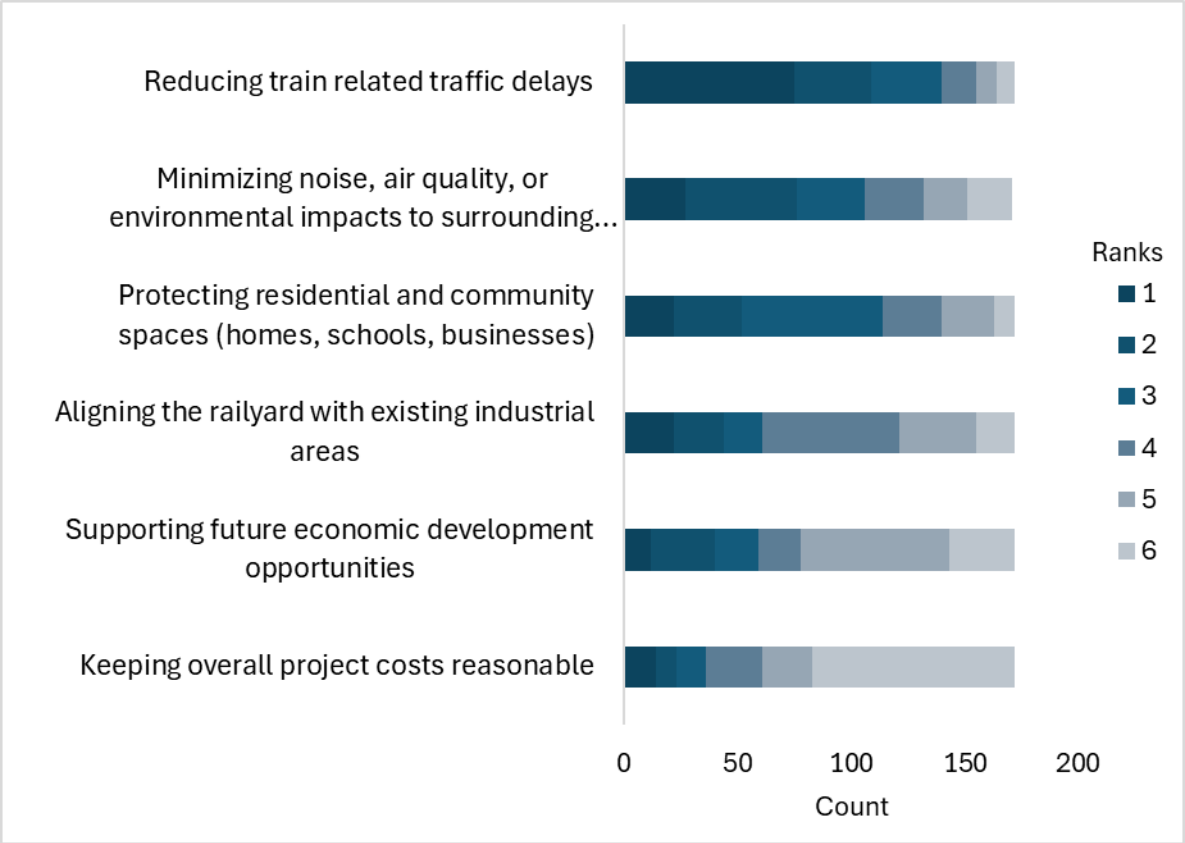


Figure 3. Survey Ranking Questions

The results of the ranking exercise are similar to that of the scale exercise. Reducing traffic delay, minimizing pollution, and projecting residential neighborhoods were ranked highly. Making sure project costs are reasonable was ranked sixth (least important) more than anything else.

Key Findings & Interpretations

Based on the survey responses, several key findings emerged:

- Reducing railyard related traffic delays is the highest priority of the Rapid City public
- The public is concerned about pollution (air, water, noise, etc.) increases resulting from relocation
- The public has ranked their preferred outcomes higher than questions related to cost, suggesting a higher cost is acceptable if the other public needs are met.

The rail relocation site selection process includes a ranking tool that can be weighted to reflect different public preferences. The initial weights of the ranking tool were based on the survey results from the project Technical Advisory Committee (TAC) and the weights were modified to reflect the preferences described in this survey, however, the results of the survey compared to

the preferences of the TAC were sufficiently similar that reweighting the ranking tool with the results from this survey did not meaningfully change the results.

Rapid City Survey Write Up.docx

Public Meeting

Tuesday, January 27, 2026

RAPID CITY
Railyard Relocation &
Railway Configuration Study

RAPID CITY AREA
Metropolitan Planning Organization

Meeting Overview

RAPID CITY
Railyard Relocation &
Railway Configuration Study

Presentation

- Existing Conditions
- Railway Realignment
- Criteria
- Potential Sites

Open House –
Next Room

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Study Overview

RAPID CITY
Railyard Relocation &
Railway Configuration Study

What the Study is:

- A way to determine a path forward for the Cambell Street Overpass using a holistic view of community impacts, rail efficiency, and structural challenges.
- A set of recommendations for the City of Rapid City, SDDOT, and RCP&E to refer to during any future decision-making processes.

What the Study is Not:

- A decision document regarding railway realignment or railyard relocation.
- A full financial analysis of all available options.
- An agreement between public and private entities to take action.
- An engineering-level design project.

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Cambell Street Overpass

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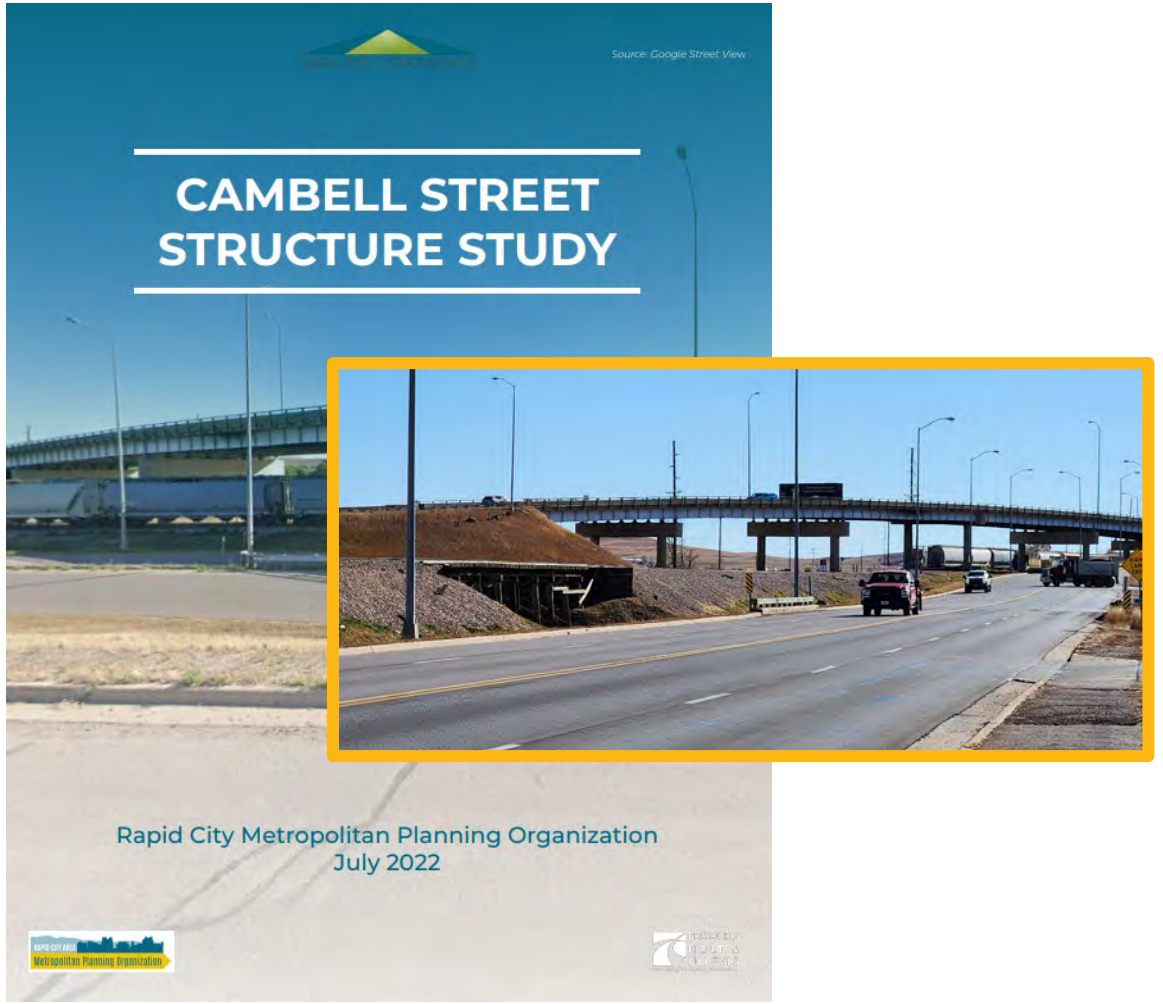
Cambell Street Structure Study Alternatives

- Railyard Retention, Bridge Retention
- Railyard Relocation, Bridge Retention
- Railyard Relocation, Bridge Removal



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Survey Results

Ranked Priorities

1. Reduce train-related traffic delays
2. Minimize noise, air quality, or environmental impacts to surrounding areas
3. Protecting residential and community spaces (homes, schools, businesses)
4. Aligning the railyard with existing industrial areas
5. Supporting future economic development opportunities
6. Keeping overall project costs reasonable

Existing Conditions – Floodplains and Wetlands

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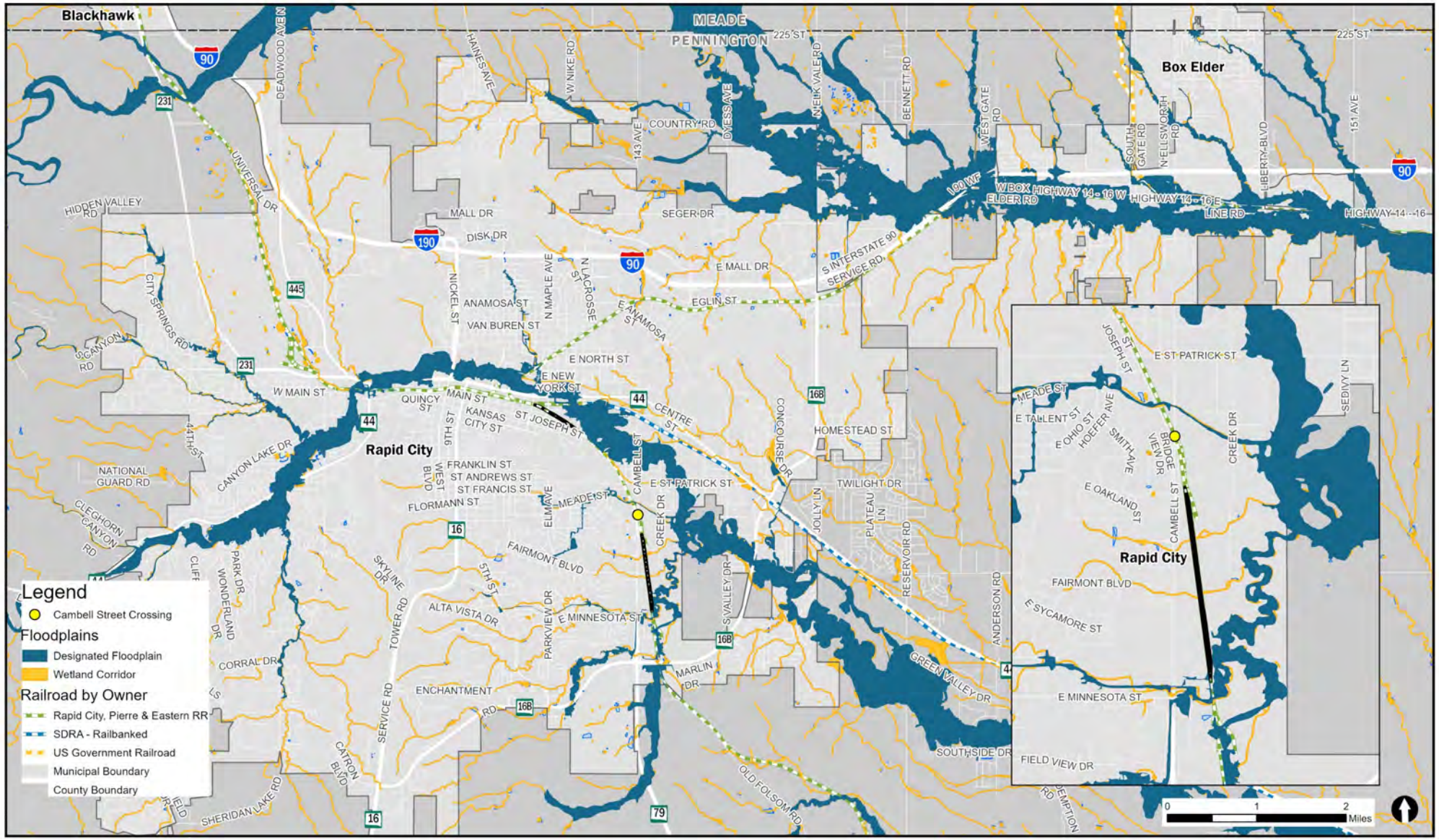

Existing Conditions – Emergency Services

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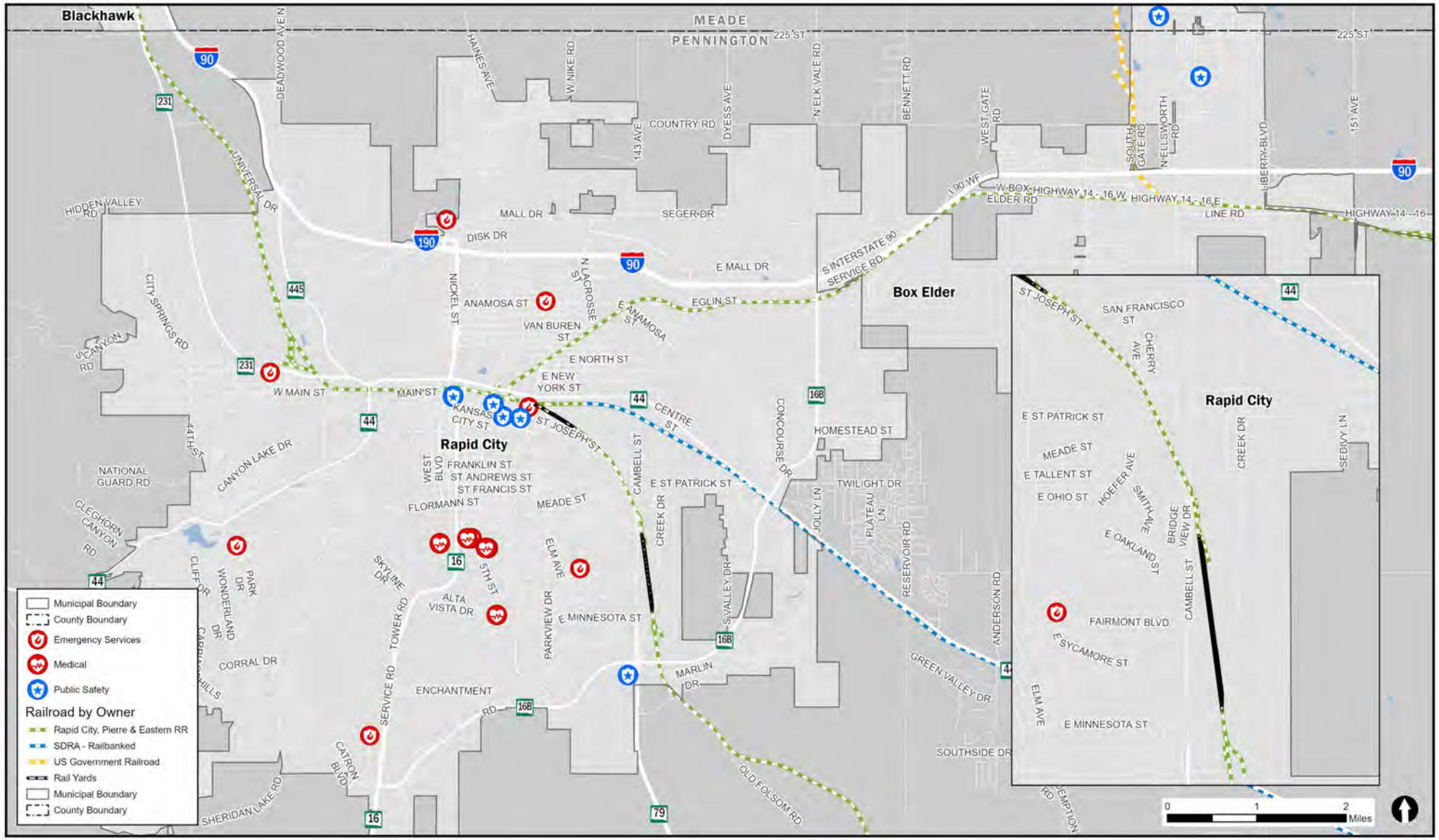

Existing Conditions – Traffic Volumes

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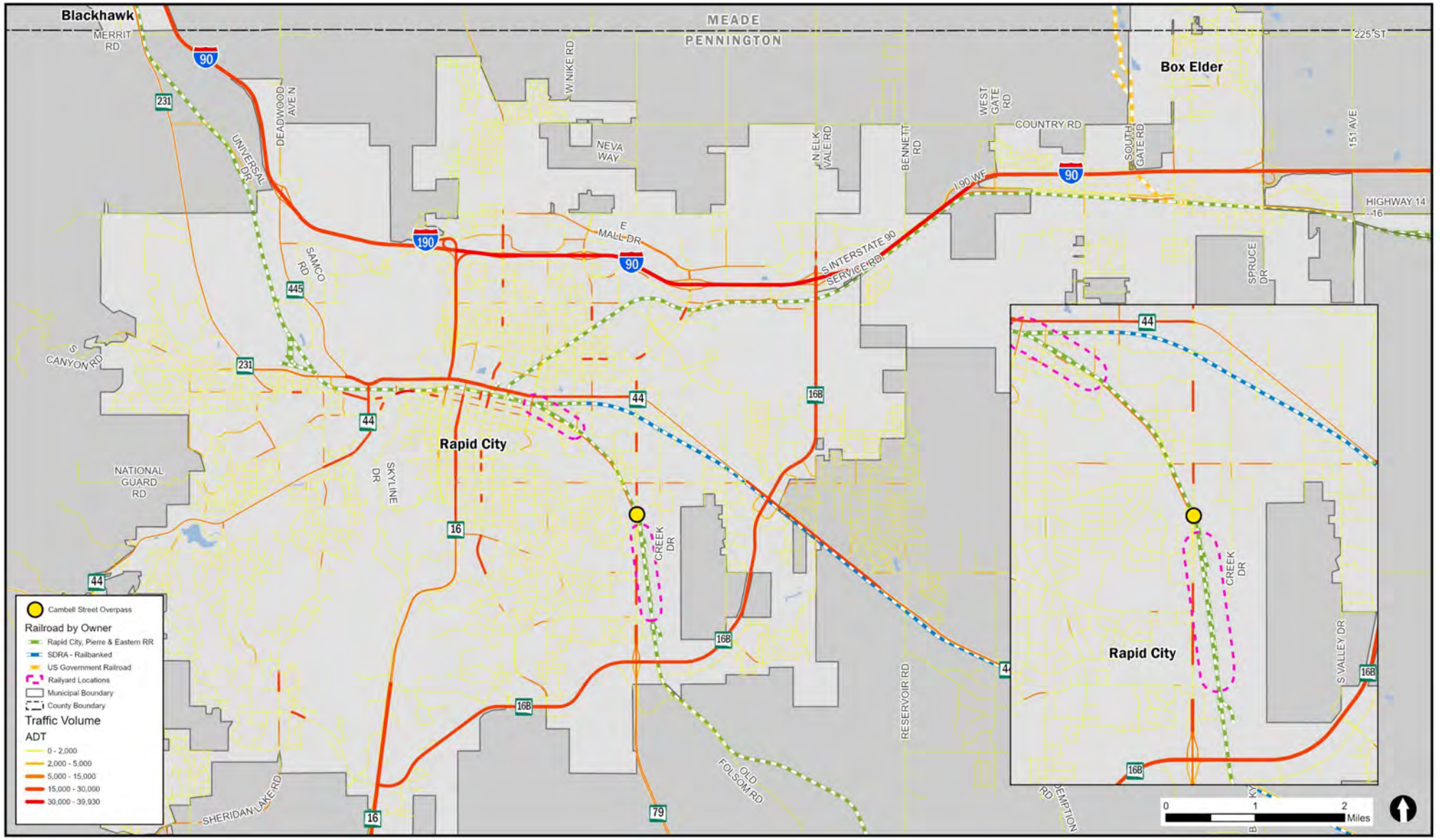
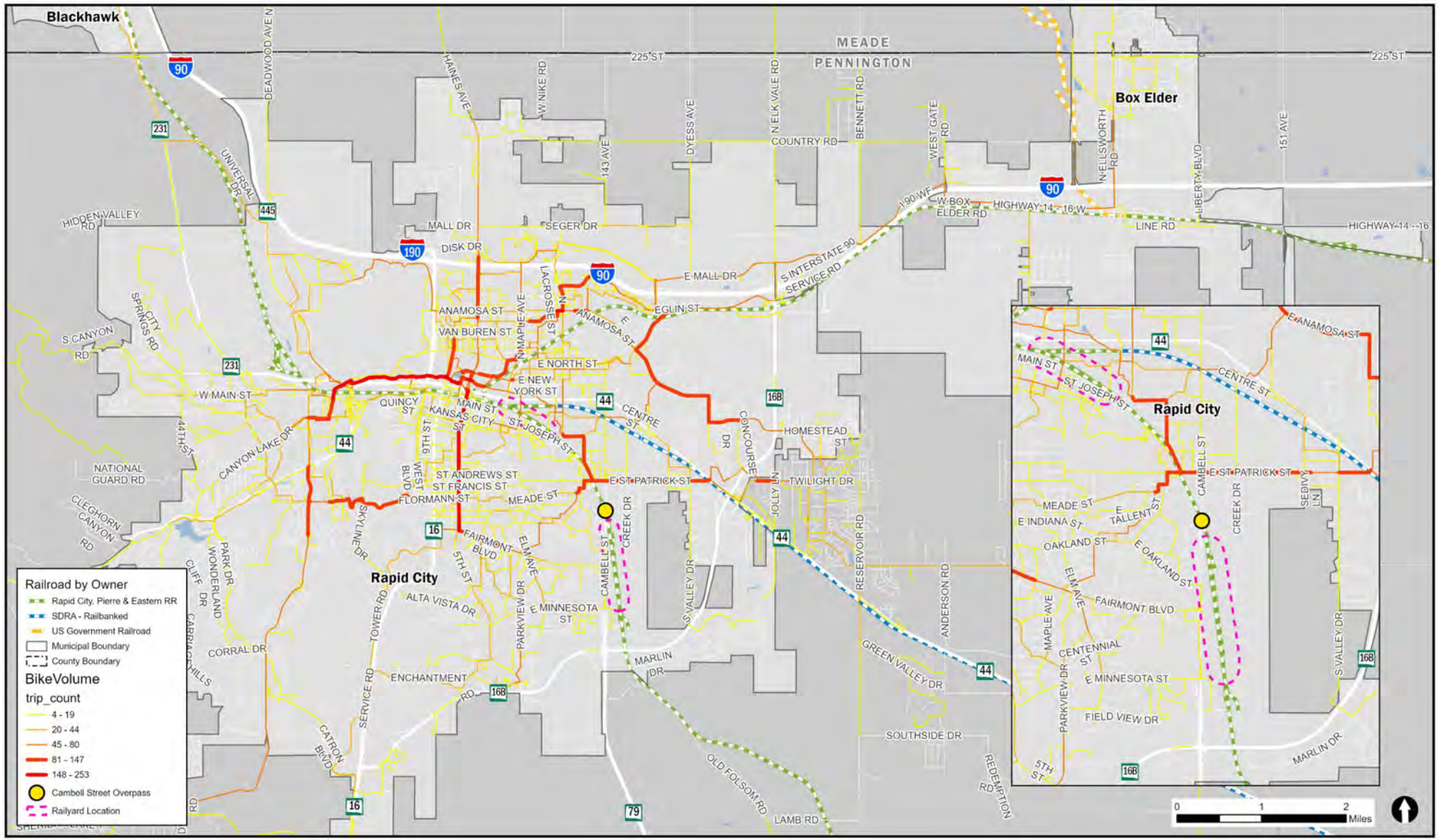
Railway Configuration Study



Existing Conditions – Bike Volumes

RAPID CITY
Railyard Relocation &
Railway Configuration Study



Railway Realignment

Network Improvement Concepts

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Existing Alignment – Pressler Junction

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Network Improvement Concept

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Site Analysis

Evaluation Criteria

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Evaluation Criteria

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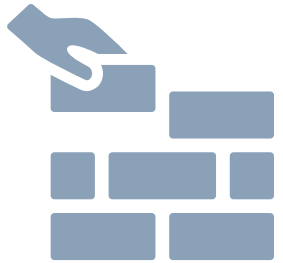
Safety

Environment

Economy

Community Livability



Buildability

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Safety

Bicycle and pedestrian safety

Traffic safety

Public safety (trespassing onto tracks)

Environment

Dust and air pollution

Noise pollution

Ground water and surface water impacts

Economy

- Housing supply impacts
- Job growth
- Job quality
- Tourism impacts

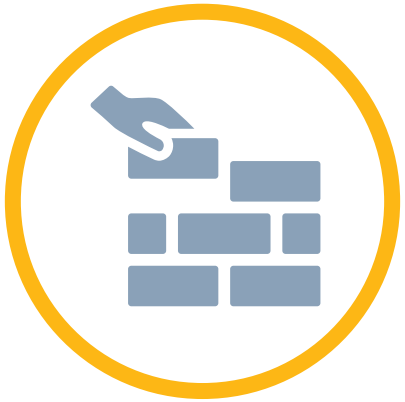
Community Livability

Traffic impacts

Bicycle and pedestrian connectivity

Rapid City's community brand

Buildability



Flatness rating and need for grading work

Potential to flood and ability to allow floodings waters to flow out

Potential Site Locations

Preliminary Recommendations

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Site Locations

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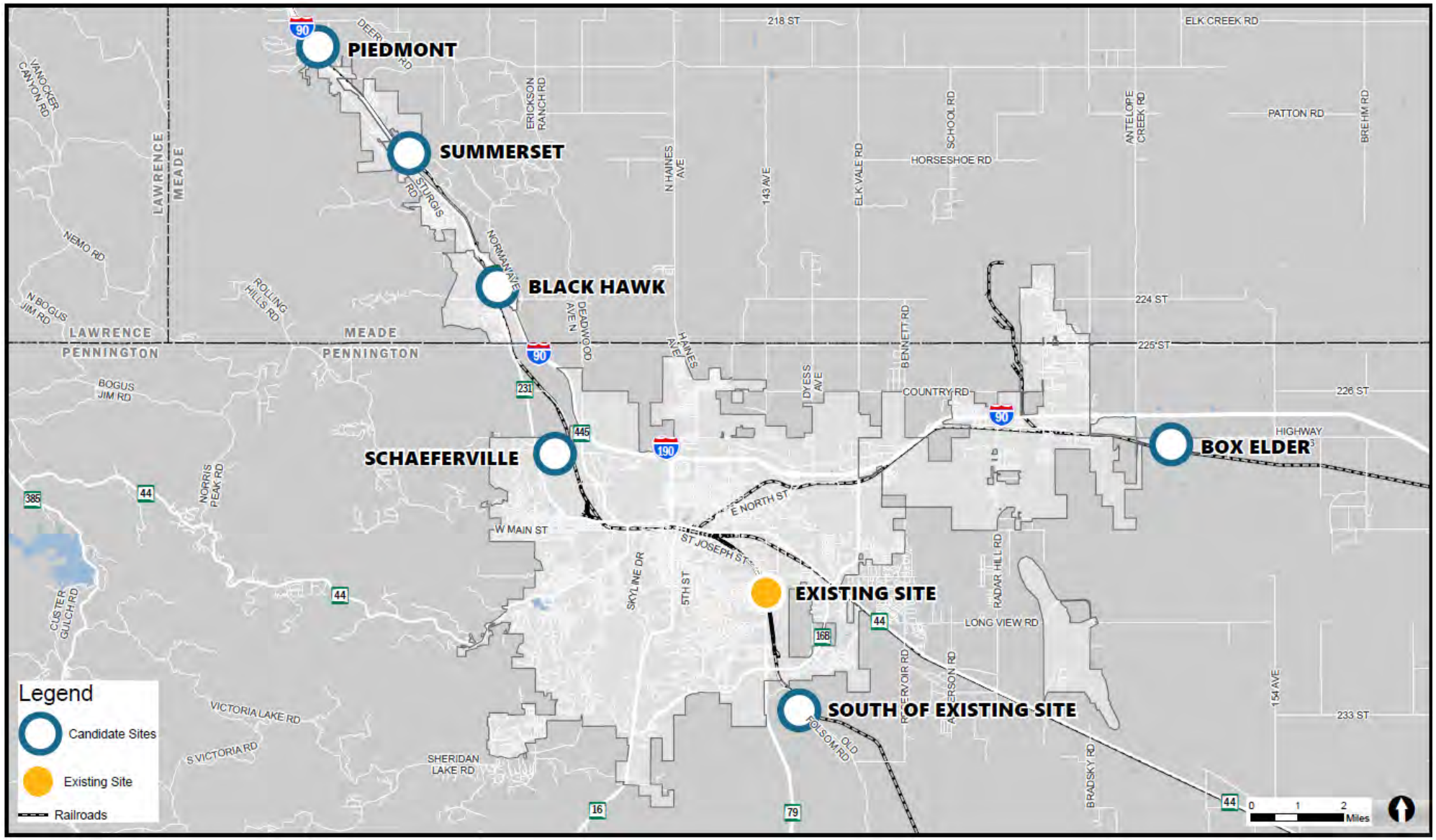
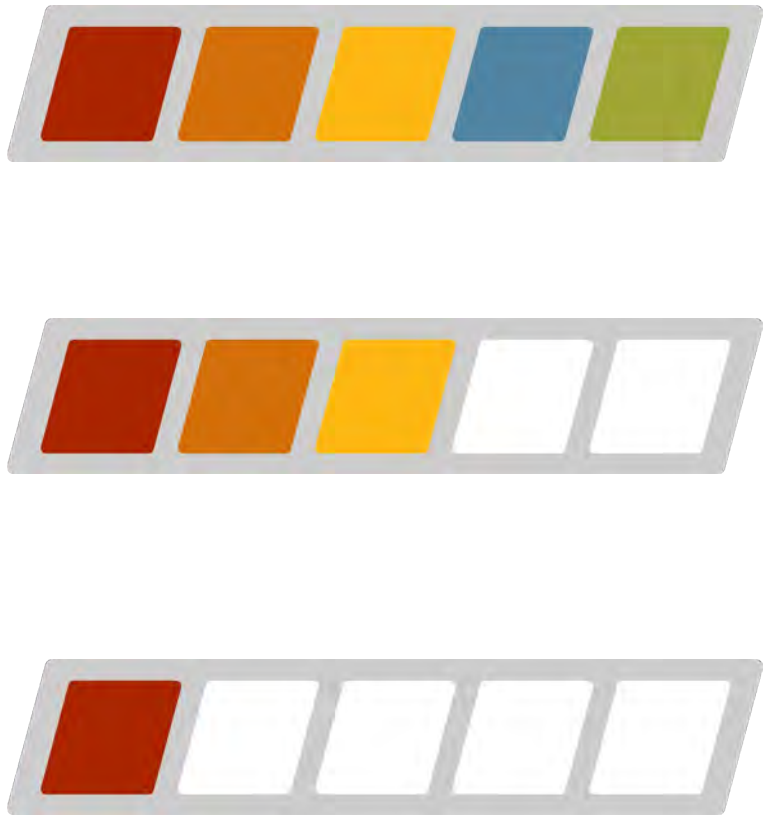


Scoring

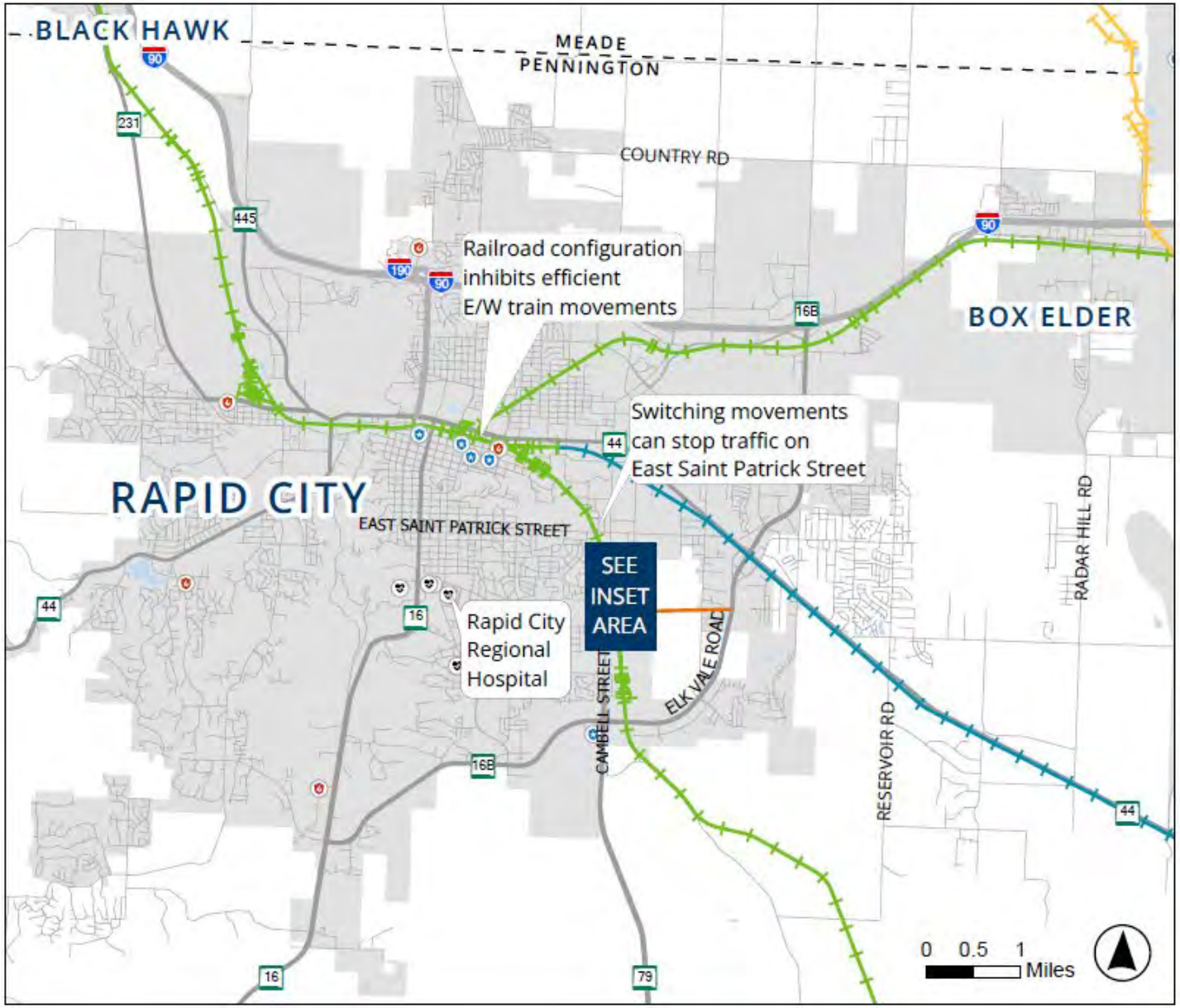


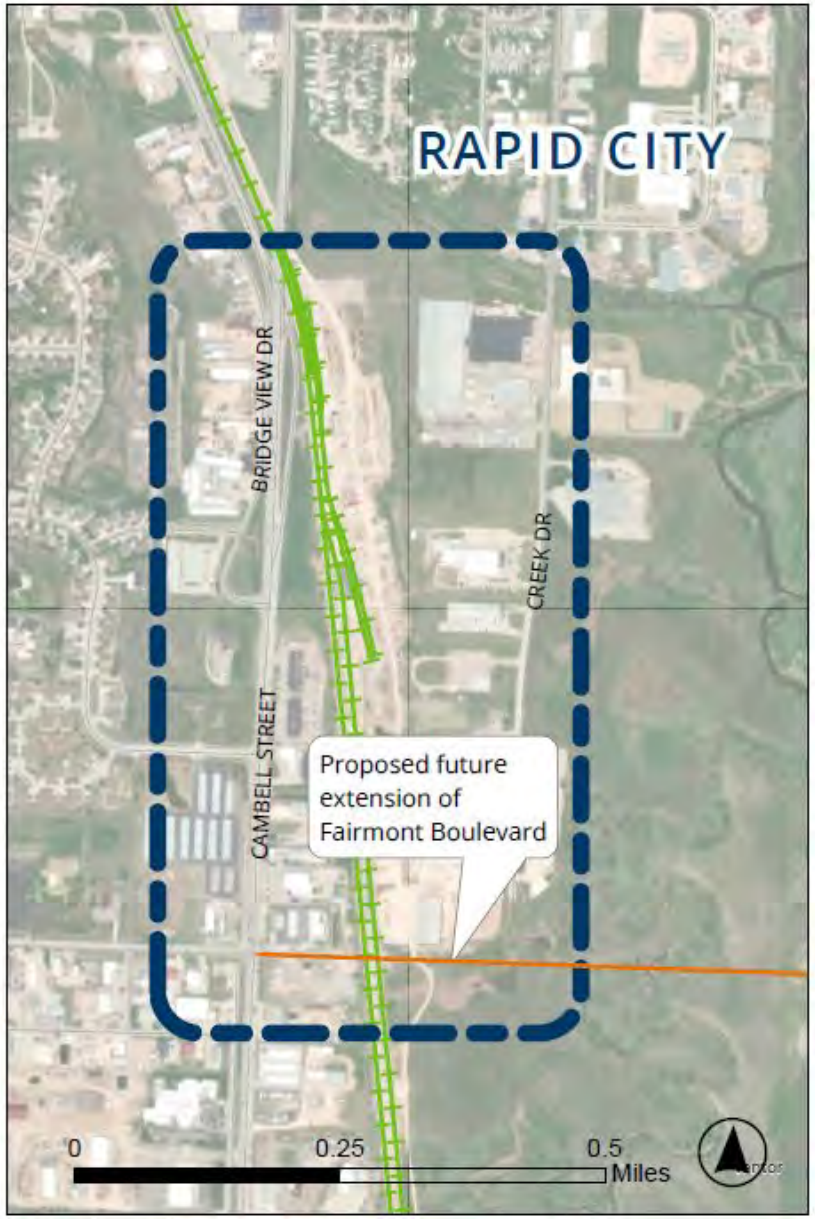
Indicates a site has overall rank of first or second by either having less impact or lower costs.

Indicates a site has an overall rank somewhere in the middle (third, fourth, fifth) in the given category.

Indicates a site has an overall rank of sixth or seventh by either having high impacts or high costs.

Existing Location





- Emergency Services
- Medical
- Public Safety
- Rapid City, Pierre & Eastern RR
- SDRA - Railbanked
- US Government Railroad
- Municipal Boundary
- County Boundary
- Railyard

Existing Location

RAPID CITY
Railyard Relocation & Railway Configuration Study

Site Benefits	Site Considerations
• Existing rail infrastructure is in place. • Employees of the businesses and residents near the railyard have expected a certain commute and adjusted their lifestyles to accommodate potential train crossings. • The negative aspects of a railyard are already known to the area.	• High cost for replacing the existing overpass, money could be spent to move the railyard. • Does not improve train operations. • High volumes of pedestrians, bicyclists, and vehicles on nearby streets. • Proximity to downtown increases risk for trespassing and possible negative impact on tourism. • Will likely contribute to existing air quality issues from industrial areas west of the Gap. • Some wetlands in the area. • Twice as many people live within one mile of site compared to the average of all sites. • Delays for emergency response because of blocked crossings. • Extension of Fairmont Street is difficult with current layout of overpass. • Lowest safety score of all sites. • Second lowest community livability score of all sites.

Piedmont

Study Area
Approximate Study Boundary

Functional Classifications
Interstates and Freeways
Collectors
Existing Rail Line
Wetlands
10-Foot Contours

Flood Hazards (1% Annual Risk)
100-Year Floodplain

0 0.1 0.2 0.4 0.6 0.8 Miles

Piedmont

Site Benefits	Site Considerations
• 97% less pedestrian activity than existing site. • 96% fewer housing units and people living within one mile of site compared to existing site. • Significantly less bicycle/pedestrian safety impacts than existing site. • Will not likely contribute to existing air quality issues from industrial areas west of the Gap. • 65% fewer wetland acres per mile than existing site. • 98% less AADT (Annual Average Daily Traffic) than existing site. • Improves train operations. • Highest safety score of all sites. • Tied with Box Elder for second highest environmental score. • Highest community livability score of all sites.	• Most likely to flood of all sites.

Summerset

RAPID CITY
Railyard Relocation &
Railway Configuration Study

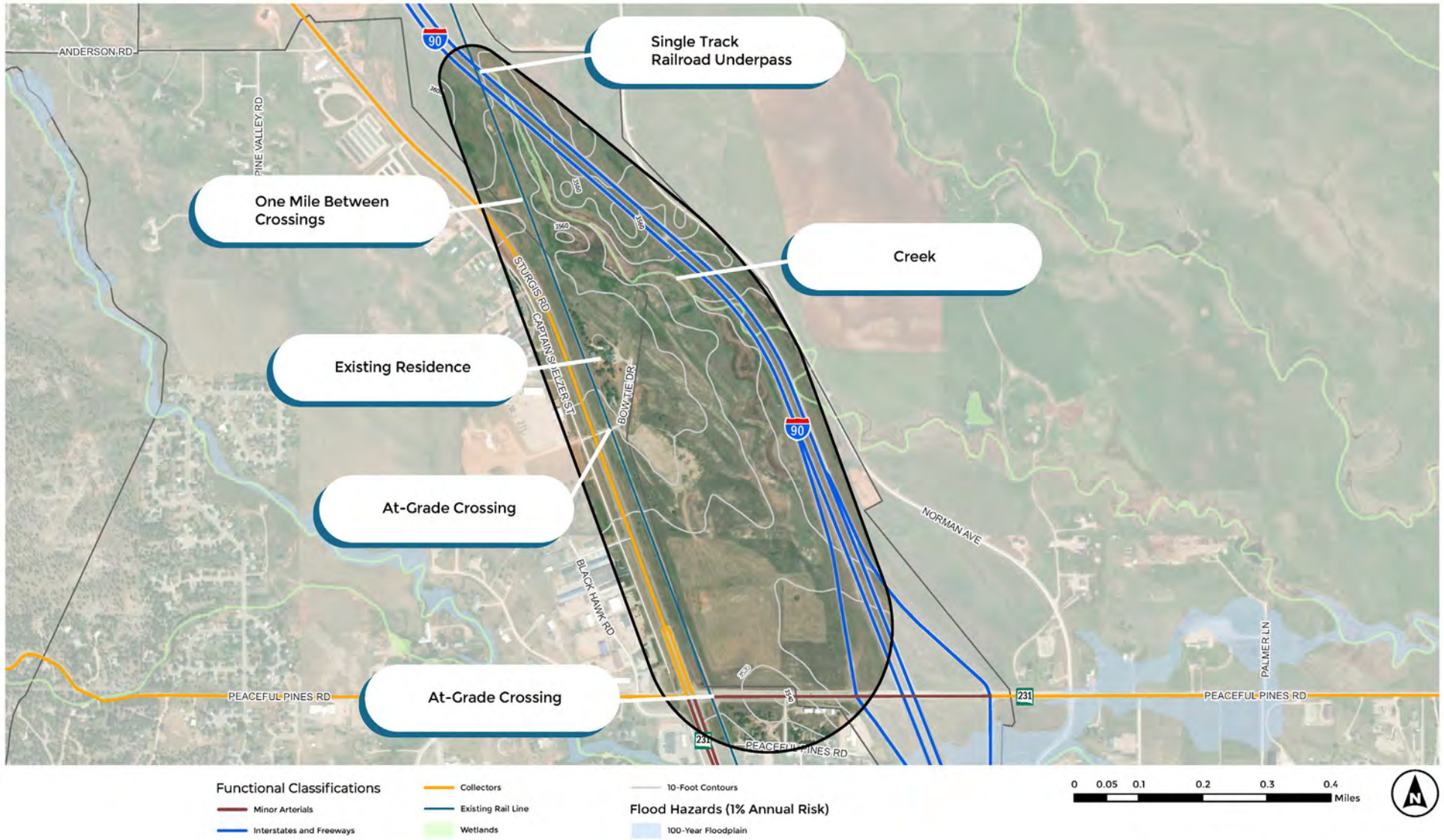
Summerset

RAPID CITY
Railyard Relocation & Railway Configuration Study

Site Benefits	Site Considerations
• 59% less pedestrian activity than existing site • Will not likely contribute to existing air quality issues from industrial areas west of the Gap. • 76% less AADT (Annual Average Daily Traffic) than existing site. • Less bicycle/pedestrian safety impacts than existing site. • Improves train operations. • Second highest community livability score of all sites. • Second flattest site, aside from existing site.	• Most housing units and people within one mile of all sites. • 10% more wetland acres per mile than existing site. • Tied with Black Hawk site for lowest economic score of all sites. • Second lowest environmental score of all sites. • Slightly higher potential to flood than existing site. • The only site where more noise pollution than existing site is predicted.

Black Hawk

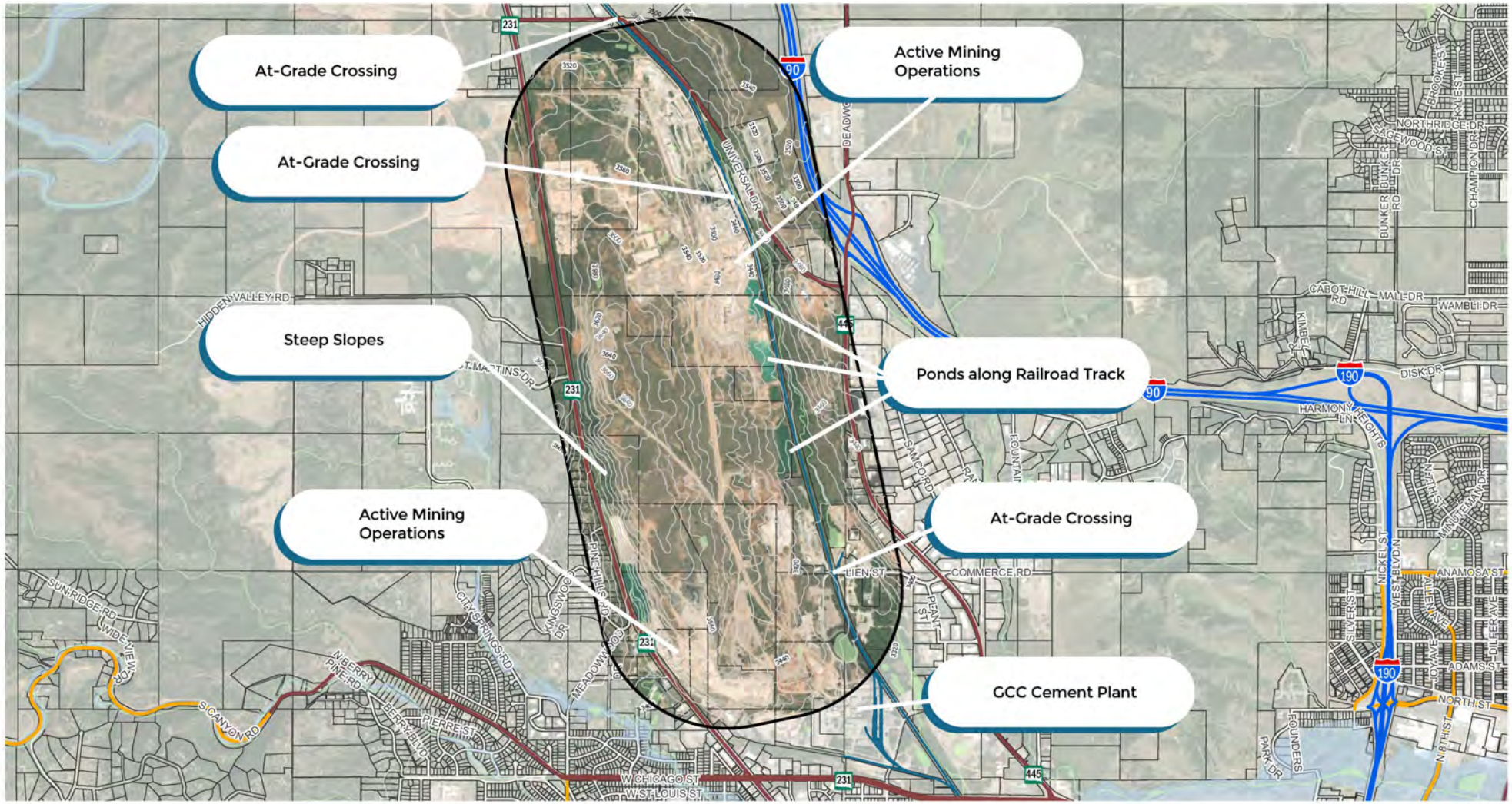
RAPID CITY
Railyard Relocation &
Railway Configuration Study



Black Hawk

Site Benefits	Site Considerations
• 76% fewer housing units and 67% fewer people living within one mile of site compared to existing site • 70% fewer wetland acres per mile than existing site. • Less bicycle/pedestrian safety impacts than existing site. • Improves train operations. • 98% less AADT (Annual Average Daily Traffic) than existing site.	• Second lowest safety score of all sites. • Tied with Summerset site for lowest economic score of all sites. • Lowest environmental score of all sites. • Lowest buildability of all sites. • Will likely contribute to existing air quality issues from industrial areas west of the Gap. • Location does not fully align with City of Summerset's future land use plan. • Similar amount of pedestrian traffic in the area when compared to existing site, thus trespassing concerns not addressed. • Second most potential to flood of all sites.

Schaeferville



Study Area
Approximate Study Boundary

Functional Classifications
Minor Arterials
Interstates and Freeways
Collectors
Existing Rail Line
Wetlands

10-Foot Contours

Flood Hazards (1% Annual Risk)
100-Year Floodplain

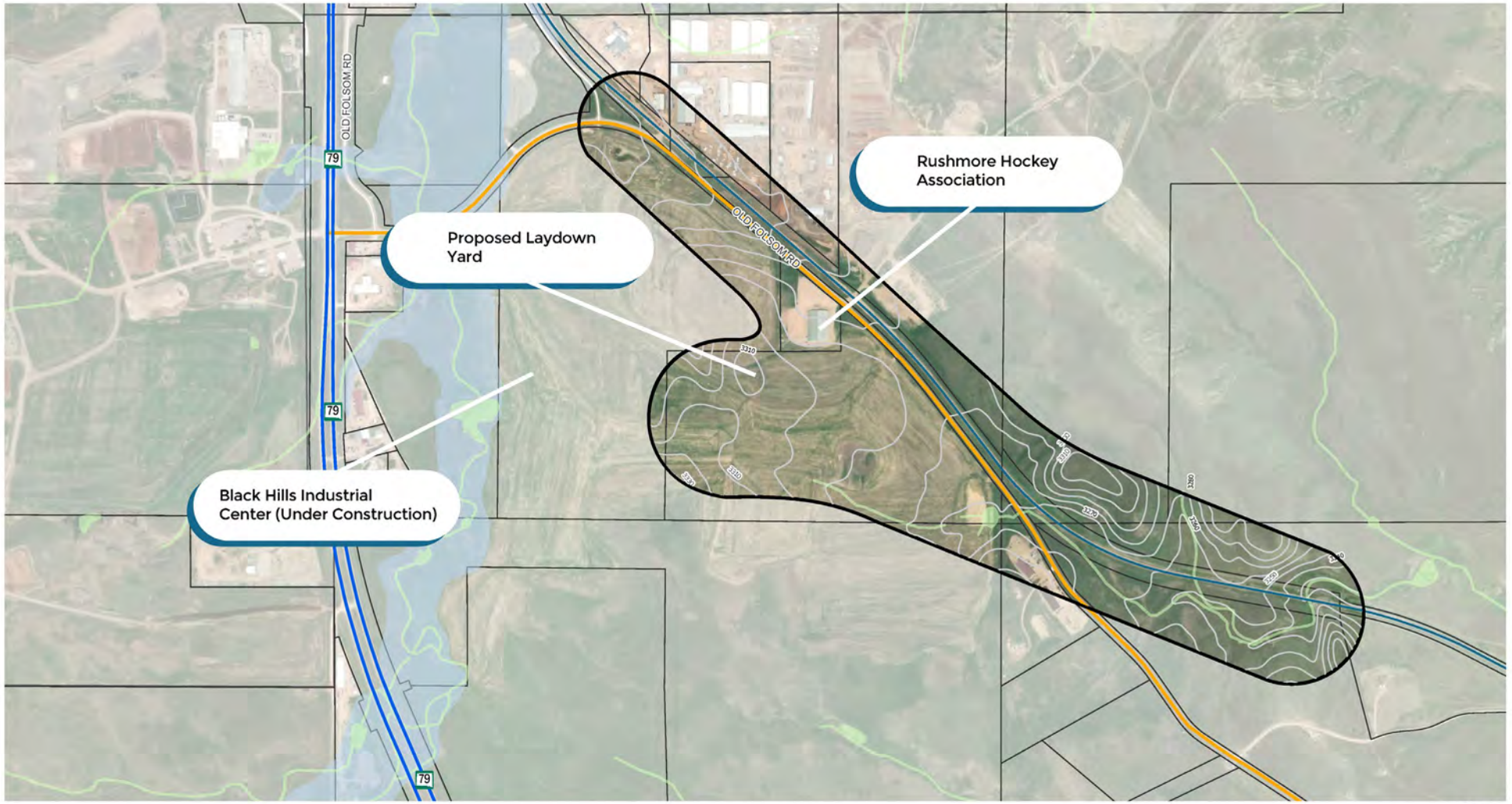
0 0.15 0.3 0.6 0.9 1.2 Miles

Schaeferville

Site Benefits	Site Considerations
• Lowest community livability score of all sites. • 86% fewer housing units and 95% fewer people living within one mile of site compared to existing site. • 88% less AADT (Annual Average Daily Traffic) than existing site. • Improves train operations. • Could add jobs that have higher wages than existing jobs in the area.	• Will likely contribute to existing air quality issues from industrial areas west of the Gap. • 53% less wetland acres per mile than existing site. • Site is not flat and would require significant grading. • Significantly more pedestrian activity in the area increases risks of trespassing. • More bicycle/pedestrian safety impacts than existing site.

South of Existing Site

RAPID CITY
Railyard Relocation &
Railway Configuration Study



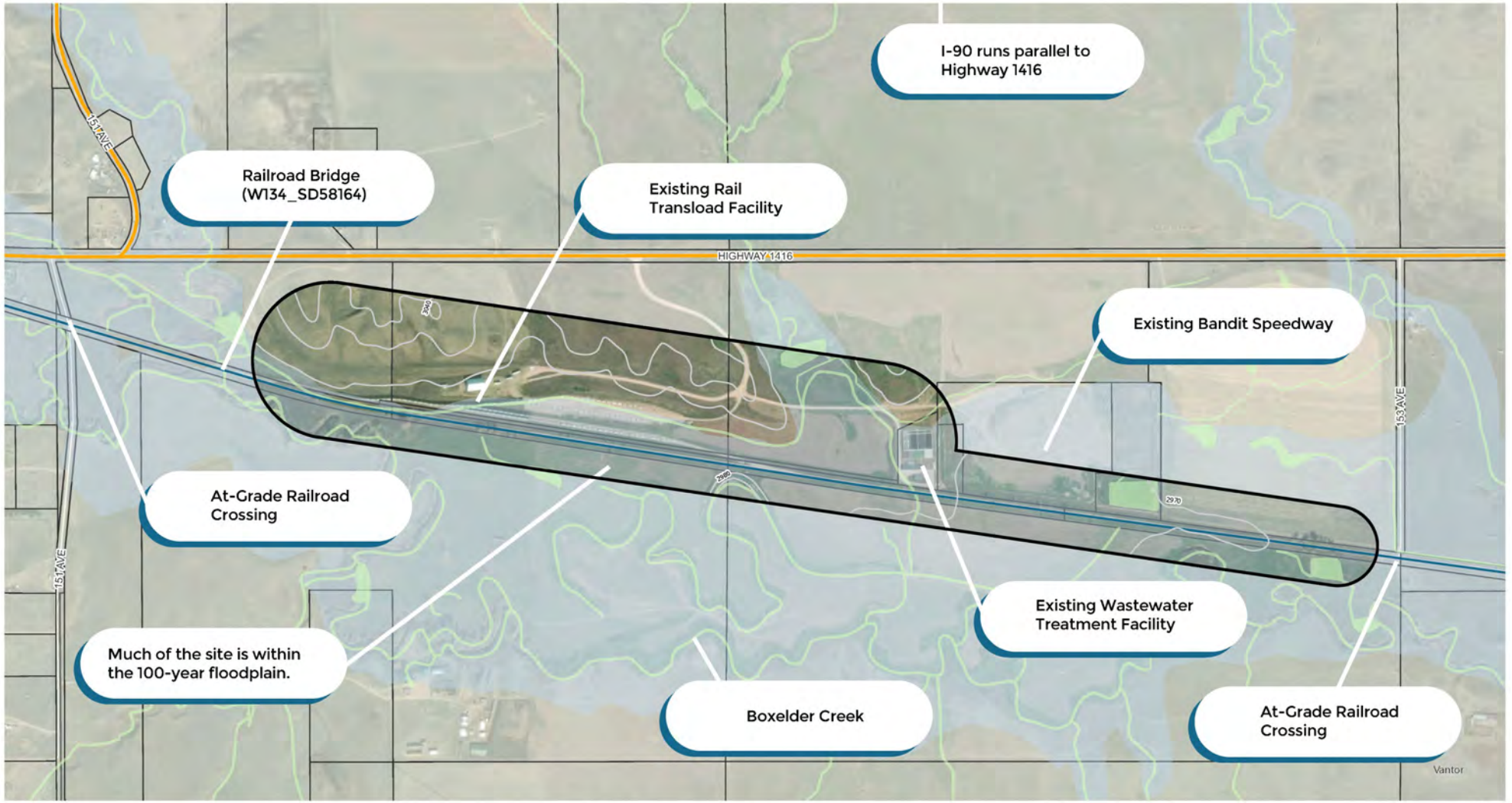
South of Existing Site

RAPID CITY
Railyard Relocation & Railway Configuration Study

Site Benefits	Site Considerations
• Site benefits include: • 93% fewer housing units and 92% fewer people living within one mile of site compared to existing site. • Less likely than other sites to contribute to existing air quality issues from industrial areas west of the Gap. • 26% fewer wetland acres per mile than existing site. • Highest economic score of all sites. • Highest environmental score of all sites. • Highest buildability score of all sites. • 99% less AADT than existing site. • Flattest of sites, aside from existing site. • Least potential to flood of all sites. • Does not improve train operations.	• Trespassing concerns improved, but not resolved. • Similar bicycle/pedestrian safety impacts than existing site. • Does not improve train operations.

Box Elder

RAPID CITY
Railyard Relocation &
Railway Configuration Study



Box Elder

RAPID CITY
Railyard Relocation & Railway Configuration Study

Site Benefits	Site Considerations
• 98% less pedestrian activity than existing site. • Fewest housing units and people living within one mile of all considered sites; 97% fewer homes and 98% fewer people living within one mile of site compared to existing site. • Will not likely contribute to existing air quality issues from industrial areas west of the Gap. • Improves train operations. • 95% less AADT (Annual Average Daily Traffic) than existing site. • Midcontinent Transload and Freight Solutions site is doing transloading work already. • Significantly less bicycle/pedestrian safety impacts than existing site. • Second highest safety score of all sites. • Tied with Piedmont for second highest environmental score. • Less potential to flood than existing site. • Could add jobs to an area where there are currently none.	• The most wetland acres per mile of all sites; 161% more wetlands than existing site. • Does not fully align with City of Box Elder's Comprehensive Plan (Pennington County Master Transportation Plan). • Proximity to Box Elder Creek is likely a concern to both railroad and City of Box Elder.

Site Ranking Matrix

RAPID CITY
Railyard Relocation &
Railway Configuration Study

	Safety	Economic	Environmental	Community Livability	Buildability
Existing Site					
Piedmont					
Summerset					
Black Hawk					
Schaeferville					
South of Existing Site					
Box Elder					

Sites Ranked (Weighted)

RAPID CITY
Railyard Relocation &
Railway Configuration Study

1. Box Elder
2. Piedmont
3. South of Existing Site
4. Black Hawk
5. Schaeferville
6. Summerset
7. Existing Site

RAPID CITY AREA
Metropolitan Planning Organization

Next Steps

- Cost
- No land or properties have been acquired
- Relocate railyard or rebuild Cambell Street Overpass

Final Report – Spring 2026

Thank You

Please join us in the Council Chambers.

RAPID CITY
Railyard Relocation &
Railway Configuration Study

Evaluation Criteria

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Railway Configuration Study

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Metropolitan Planning Organization

Safety

- Bicycle and pedestrian safety
- Traffic safety
- Public safety
  Trespassing onto tracks

Environment

- Dust and air pollution
- Noise pollution
- Ground water and surface water impacts

Economy

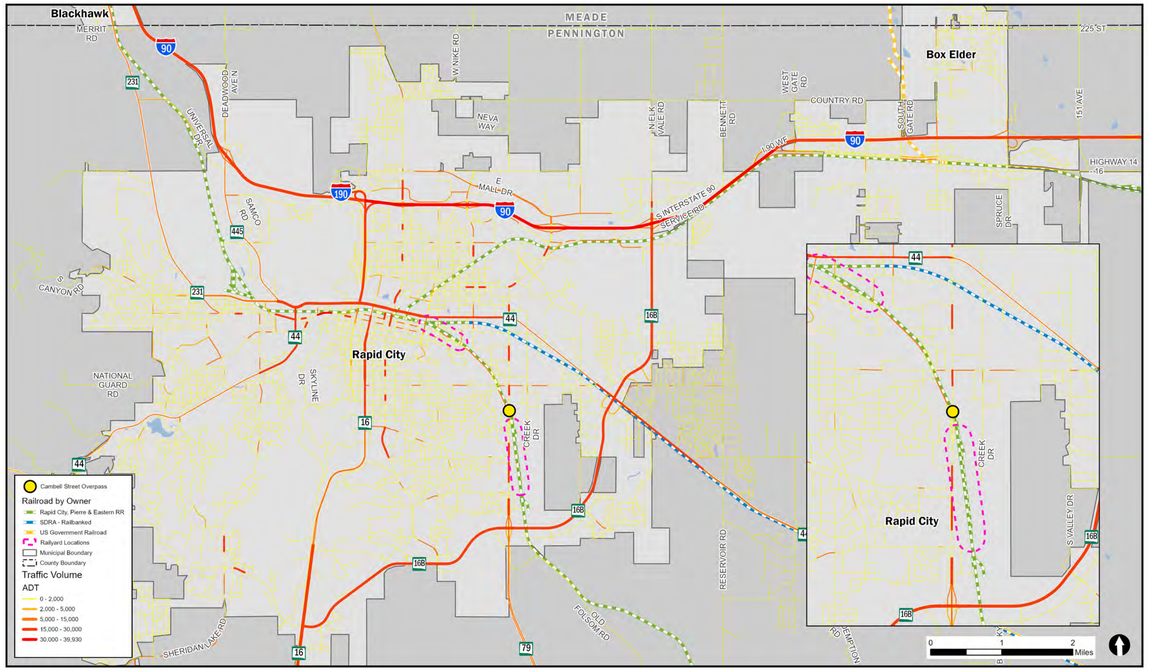
- Housing supply impacts
- Job growth
- Job quality
- Tourism impacts

Community Livability

- Traffic impacts
- Bicycle and pedestrian connectivity
- Rapid City's community brand

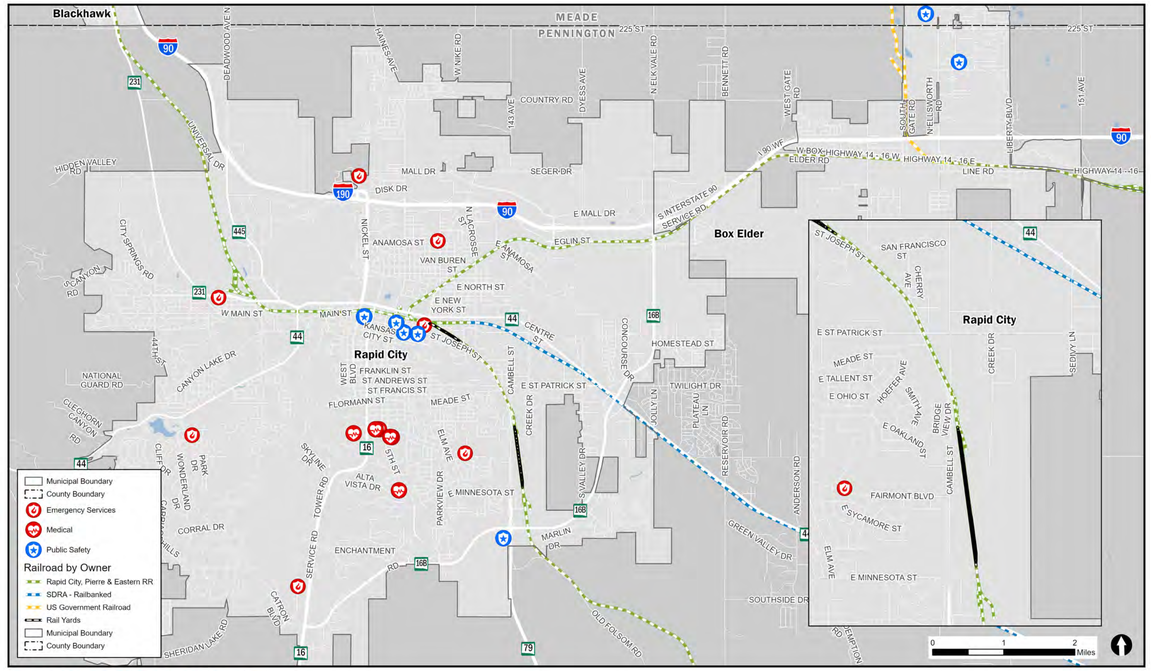
Buildability

- Flatness ratings and need for grading work
- Potential to flood and ability to allow floodings waters to flow out



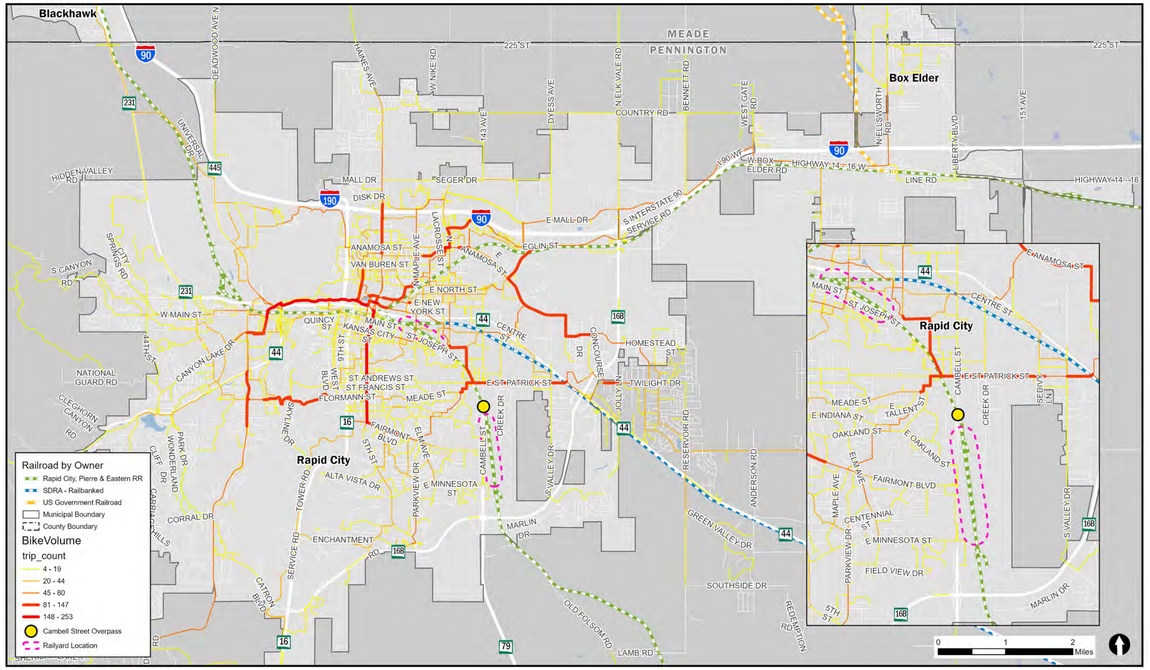
TRAFFIC VOLUME

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota



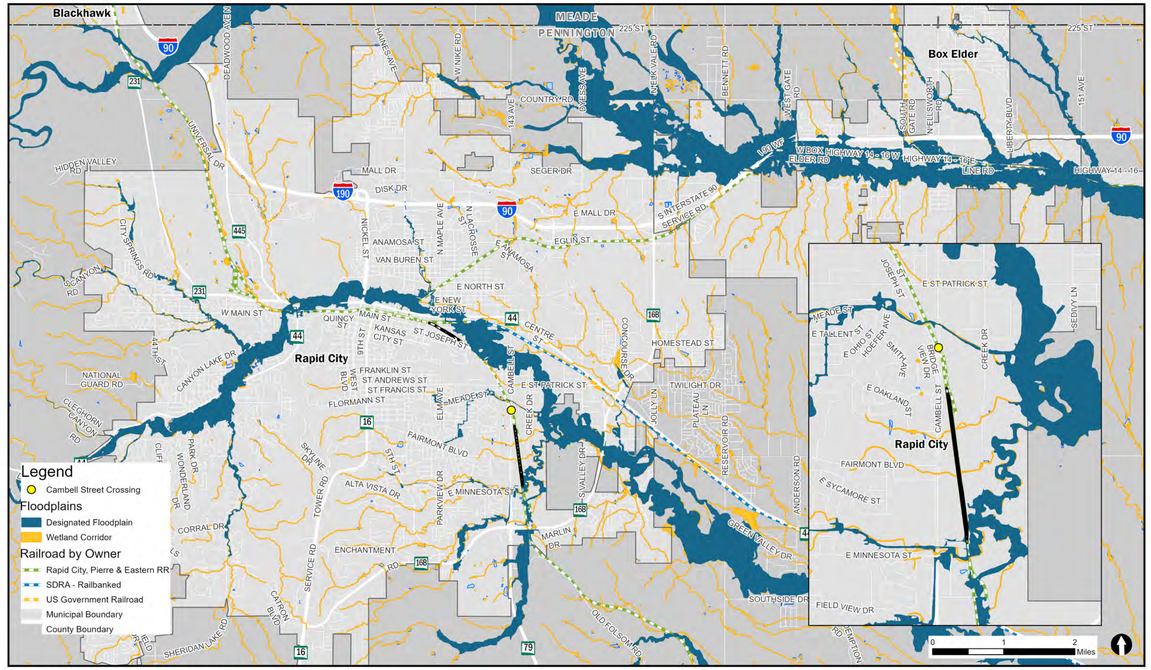
EMERGENCY SERVICES

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota



BICYCLE VOLUME

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota



FEMA FLOODPLAINS AND WETLANDS

Rapid City Railyard Relocation and Railroad Relocation Study
Rapid City, South Dakota

Existing Location

RAPID CITY
Railyard Relocation &
Railway Configuration Study

RAPID CITY AREA
Metropolitan Planning Organization

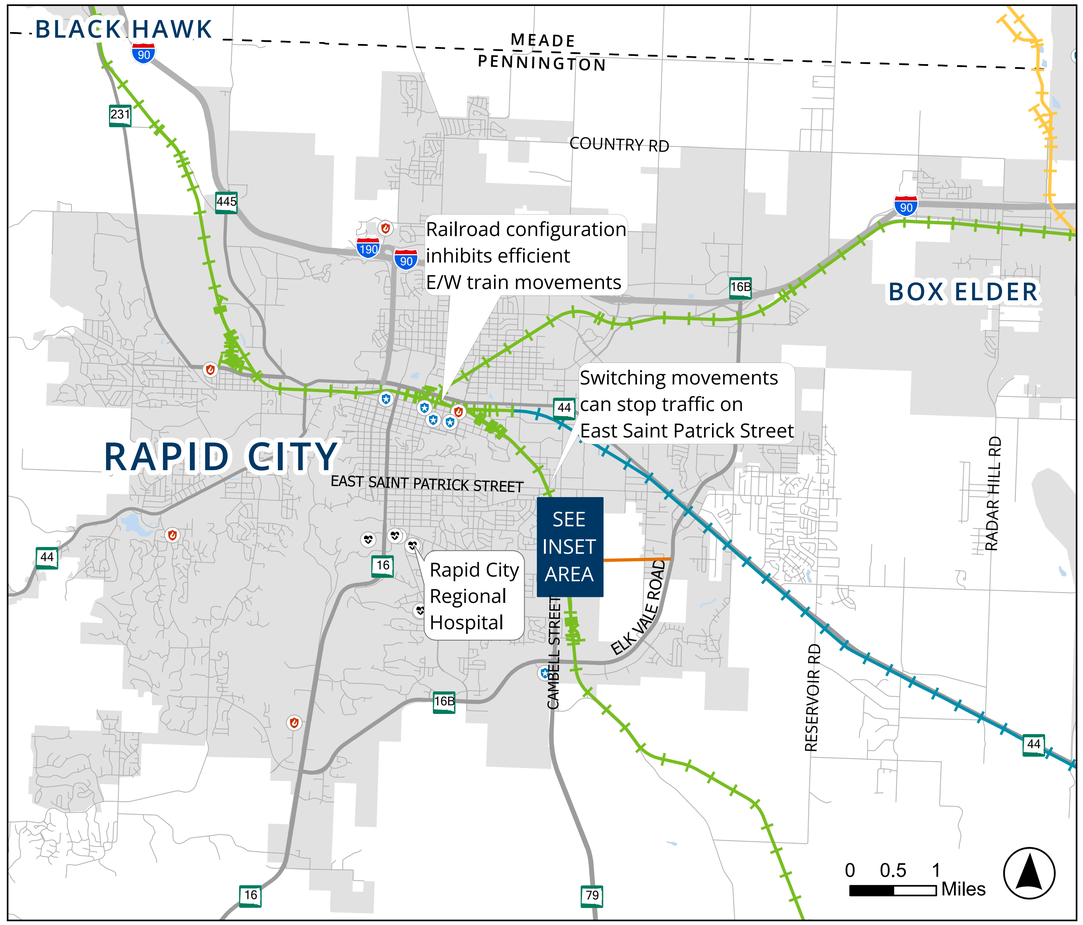
Safety

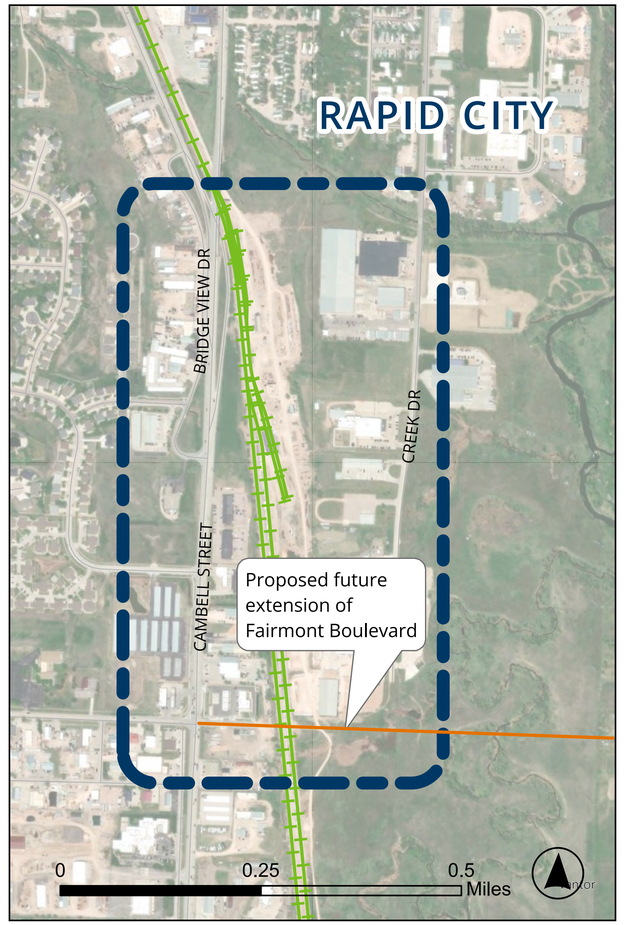
Economy

Environmental

Community Livability

Buildability





- Emergency Services
- Medical
- Public Safety
- Rapid City, Pierre & Eastern RR
- SDRA - Railbanked
- US Government Railroad
- Municipal Boundary
- County Boundary
- Railyard

Site Benefits

- Existing rail infrastructure is in place.
- Employees of the businesses and residents near the railyard have expected a certain commute and adjusted their lifestyles to accommodate potential train crossings.
- The negative aspects of a railyard are already known to the area.

Site Considerations

- High cost for replacing the existing overpass, money could be spent to move the railyard.
- Does not improve train operations.
- High volumes of pedestrians, bicyclists, and vehicles on nearby streets.
- Proximity to downtown increases risk for trespassing and possible negative impact on tourism.
- Will likely contribute to existing air quality issues from industrial areas west of the Gap.
- Some wetlands in the area.
- Twice as many people live within one mile of site compared to the average of all sites.
- Delays for emergency response because of blocked crossings.
- Extension of Fairmont Street is difficult with current layout of overpass.
- Lowest safety score of all sites.
- Second lowest community livability score of all sites.

Piedmont Site

RAPID CITY
Railyard Relocation &
Railway Configuration Study

RAPID CITY AREA
Metropolitan Planning Organization

Safety

Economy

Environmental

Community Livability

Buildability

Study Area
Approximate Study Boundary

Functional Classifications
Interstates and Freeways
Collectors
Existing Rail Line
Wetlands
10-Foot Contours

Flood Hazards (1% Annual Risk)
100-Year Floodplain

0 0.1 0.2 0.4 0.6 0.8 Miles

Site Benefits

- 97% less pedestrian activity than existing site.
- 96% fewer housing units and people living within one mile of site compared to existing site.
- Significantly less bicycle/pedestrian safety impacts than existing site.
- Will not likely contribute to existing air quality issues from industrial areas west of the Gap.
- 65% fewer wetland acres per mile than existing site.
- 98% less AADT (Annual Average Daily Traffic) than existing site.
- Improves train operations.
- Highest safety score of all sites.
- Tied with Box Elder for second highest environmental score.
- Highest community livability score of all sites.

Site Considerations

- Most likely to flood of all sites.

Summerset Site

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Railway Configuration Study

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Safety

Economy

Environmental

Community Livability

Buildability

Site Benefits

- 59% less pedestrian activity than existing site
- Will not likely contribute to existing air quality issues from industrial areas west of the Gap.
- 76% less AADT (Annual Average Daily Traffic) than existing site.
- Less bicycle/pedestrian safety impacts than existing site.
- Improves train operations.
- Second highest community livability score of all sites.
- Second flattest site, aside from existing site.

Site Considerations

- Most housing units and people within a mile of all sites.
- 10% more wetland acres per mile than existing site.
- Tied with Black Hawk site for lowest economic score of all sites.
- Second lowest environmental score of all sites.
- Slightly higher potential to flood than existing site.
- The only site where more noise pollution than existing site is predicted.

Black Hawk Site

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Railyard Relocation &
Railway Configuration Study

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Metropolitan Planning Organization

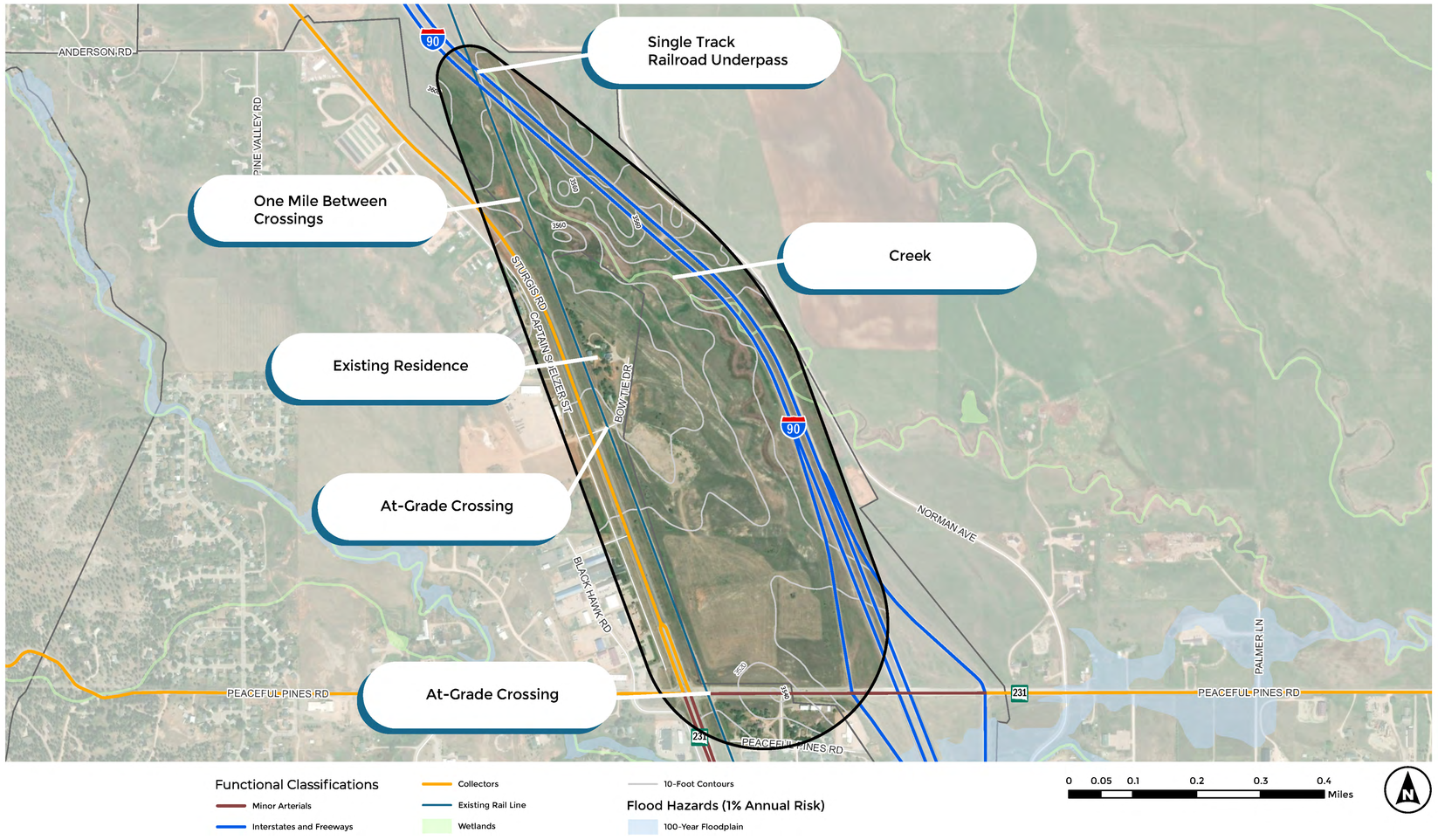
Safety

Economy

Environmental

Community Livability

Buildability



Site Benefits

- 76% fewer housing units and 67% fewer people living within one mile of site compared to existing site 70% fewer wetland acres per mile than existing site.
- Less bicycle/pedestrian safety impacts than existing site.
- Improves train operations.
- 98% less AADT (Annual Average Daily Traffic) than existing site.

Site Considerations

- Second lowest safety score of all sites.
- Tied with Summerset site for lowest economic score of all sites.
- Lowest environmental score of all sites.
- Lowest buildability of all sites.
- Will likely contribute to existing air quality issues from industrial areas west of the Gap.
- Location does not fully align with City of Summerset's future land use plan.
- Similar amount of pedestrian traffic in the area when compared to existing site, thus trespassing concerns not addressed.
- Second most potential to flood of all sites.

Schaeferville Site

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Railyard Relocation &
Railway Configuration Study

RAPID CITY AREA
Metropolitan Planning Organization

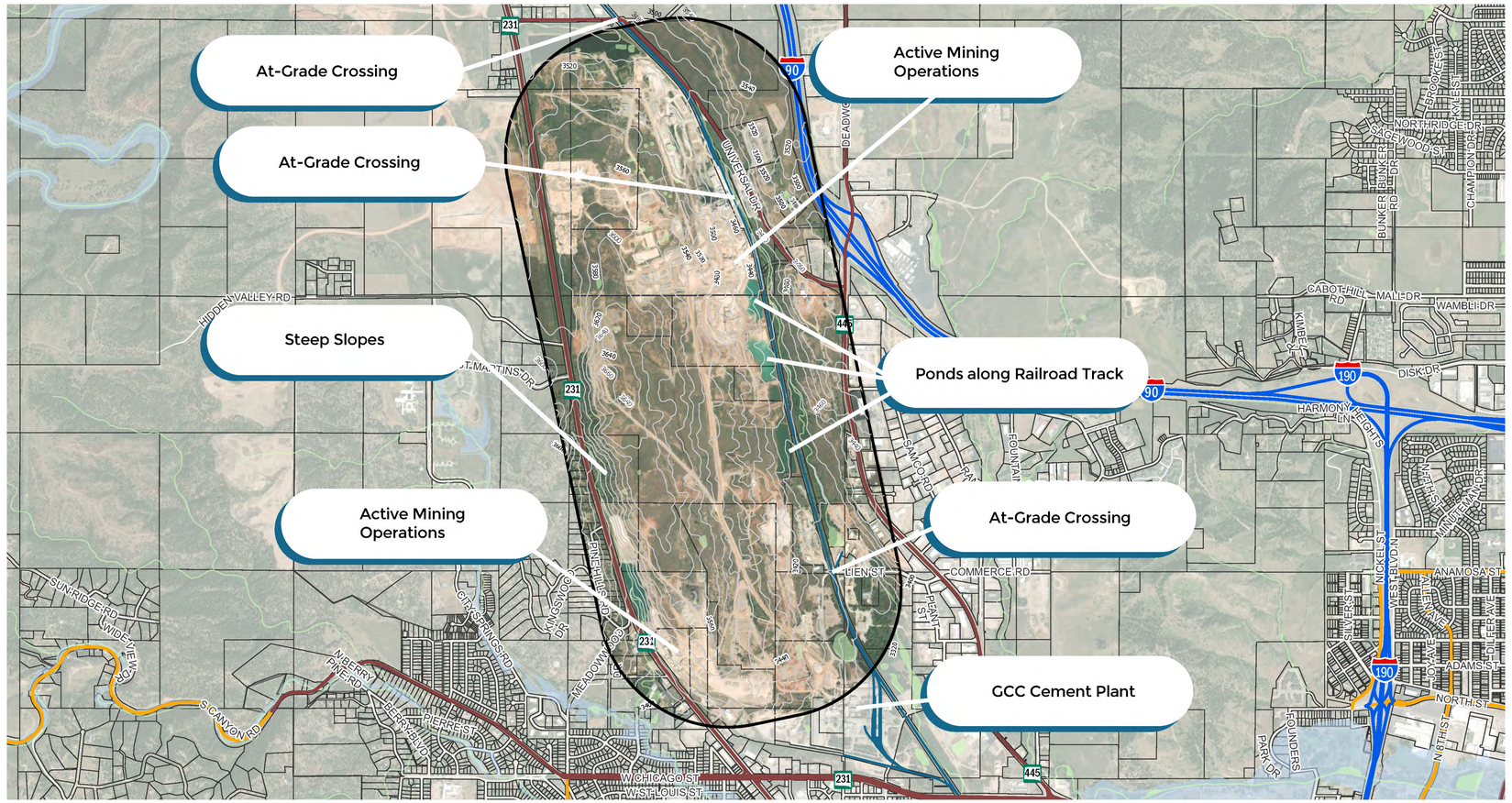
Safety

Economy

Environmental

Community Livability

Buildability



Study Area
Approximate Study Boundary

Functional Classifications
Minor Arterials
Interstates and Freeways
Collectors
Existing Rail Line
Wetlands

10-Foot Contours

Flood Hazards (1% Annual Risk)
100-Year Floodplain

0 0.15 0.3 0.6 0.9 1.2 Miles

Site Benefits

- Lowest community livability score of all sites.
- 86% fewer housing units and 95% fewer people living within one mile of site compared to existing site.
- 88% less AADT (Annual Average Daily Traffic) than existing site.
- Improves train operations.
- Could add jobs that have higher wages than existing jobs in the area.

Site Considerations

- Will likely contribute to existing air quality issues from industrial areas west of the Gap.
- 53% less wetland acres per mile than existing site.
- Site is not flat and would require significant grading.
- Significantly more pedestrian activity in the area increases risks of trespassing.
- More bicycle/pedestrian safety impacts than existing site.

South of Existing Site

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Metropolitan Planning Organization

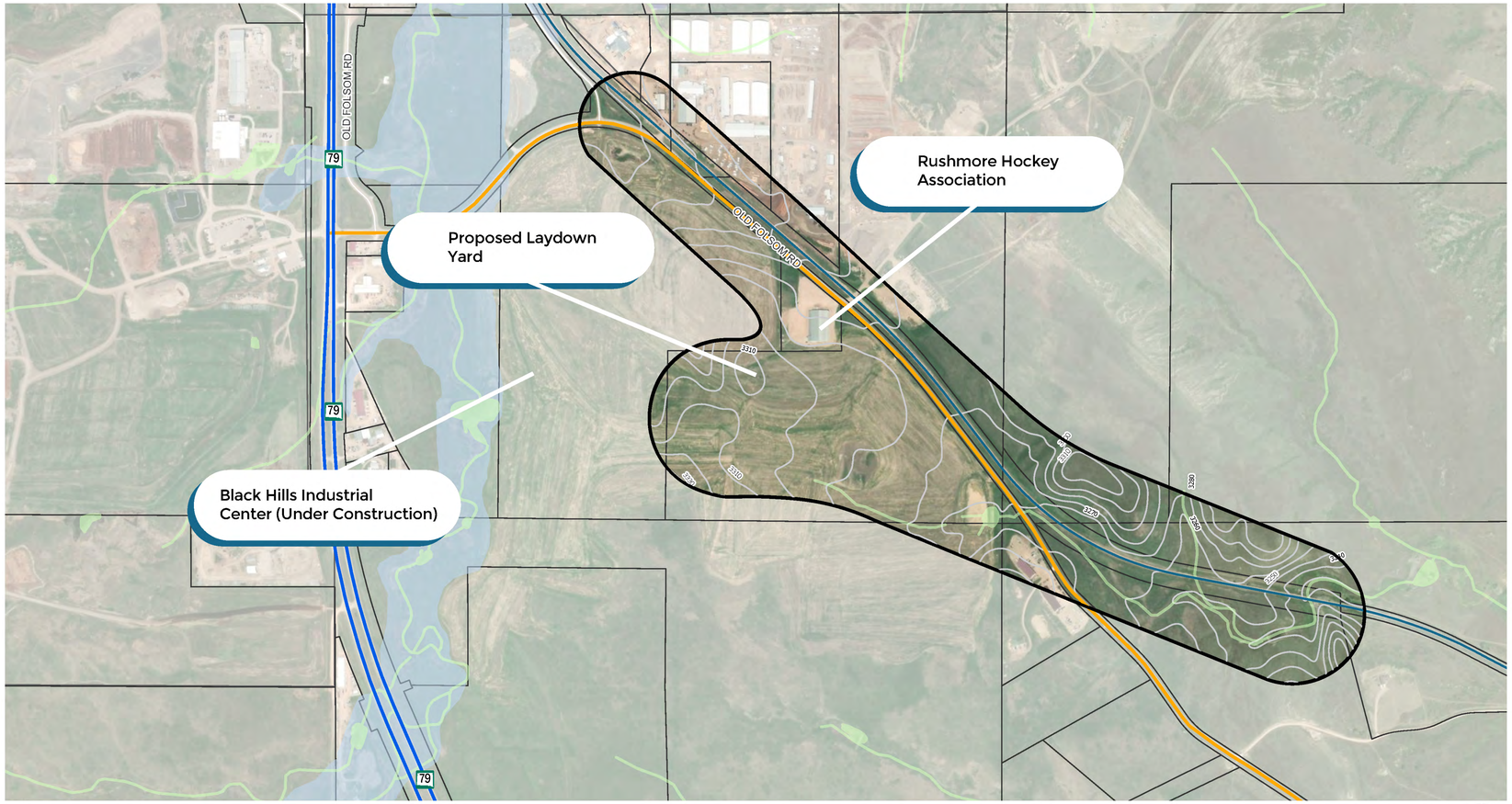
Safety

Economy

Environmental

Community Livability

Buildability



Site Benefits

- Site benefits include:
- 93% fewer housing units and 92% fewer people living within one mile of site compared to existing site.
- Less likely than other sites to contribute to existing air quality issues from industrial areas west of the Gap.
- 26% fewer wetland acres per mile than existing site.
- Highest economic score of all sites.
- Highest environmental score of all sites.
- Highest buildability score of all sites.
- 99% less AADT (Annual Average Daily Traffic) than existing site.
- Flattest of sites, aside from existing site.
- Least potential to flood of all sites.
- Does not improve train operations.

Site Considerations

- Trespassing concerns improved, but not resolved.
- Similar bicycle/pedestrian safety impacts than existing site.
- Does not improve train operations.

Box Elder Site

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Railyard Relocation &
Railway Configuration Study

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Metropolitan Planning Organization

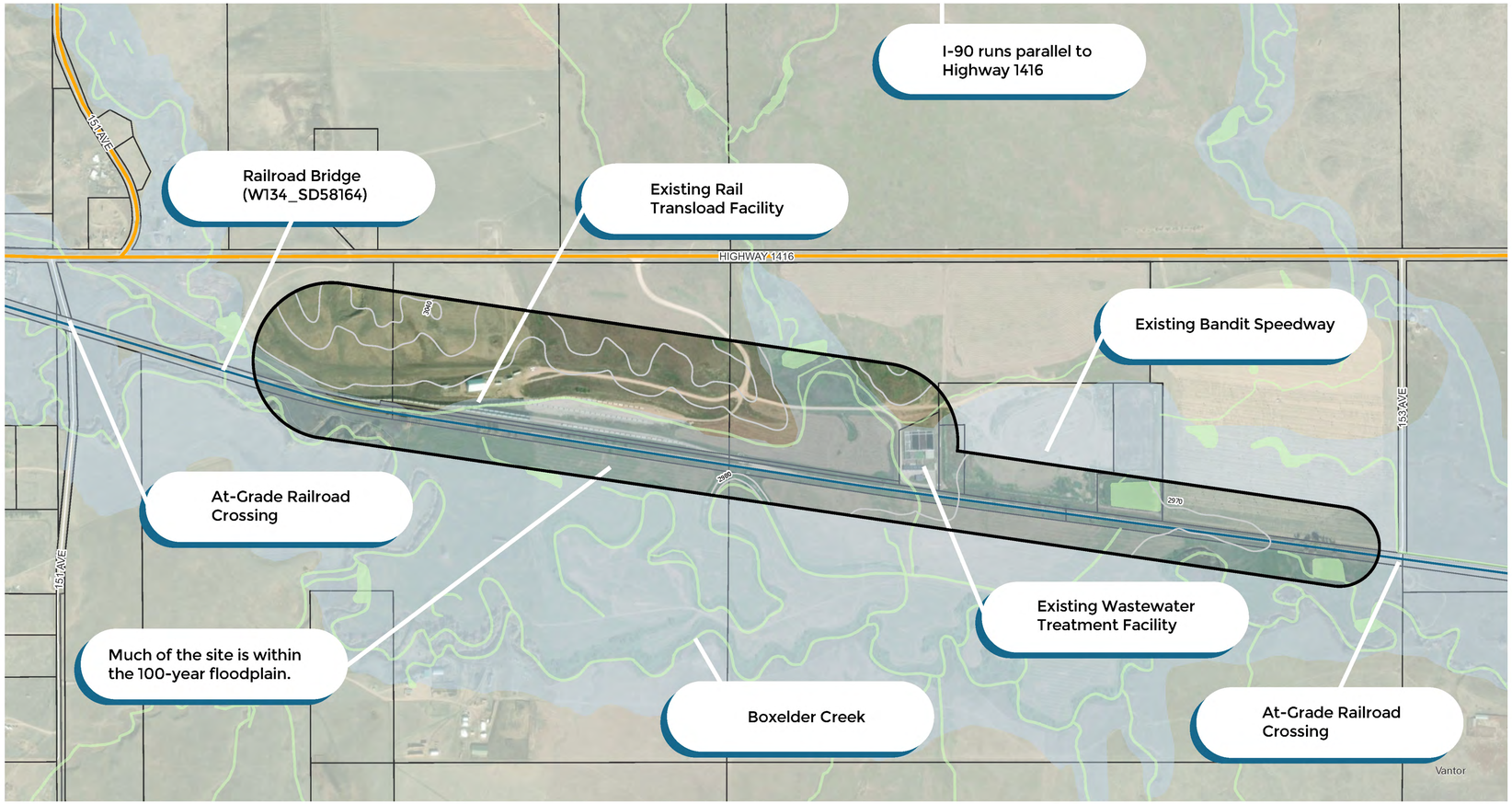
Safety

Economy

Environmental

Community Livability

Buildability



Site Benefits

- 98% less pedestrian activity than existing site.
- Fewest housing units and people living within one mile of all considered sites; 97% fewer homes and 98% fewer people living within one mile of site compared to existing site.
- Will not likely contribute to existing air quality issues from industrial areas west of the Gap.
- Improves train operations.
- 95% less AADT (Annual Average Daily Traffic) than existing site.
- Midcontinent Transload and Freight Solutions site is doing transloading work already.
- Significantly less bicycle/pedestrian safety impacts than existing site.
- Second highest safety score of all sites.
- Tied with Piedmont for second highest environmental score.
- Less potential to flood than existing site.
- Could add jobs to an area where there are currently none.

Site Considerations

- The most wetland acres per mile of all sites; 161% more wetlands than existing site.
- Does not fully align with City of Box Elder's Comprehensive Plan (Pennington County Master Transportation Plan).
- Proximity to Box Elder Creek is likely a concern to both railroad and City of Box Elder.

Site Analysis

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Railyard Relocation &
Railway Configuration Study

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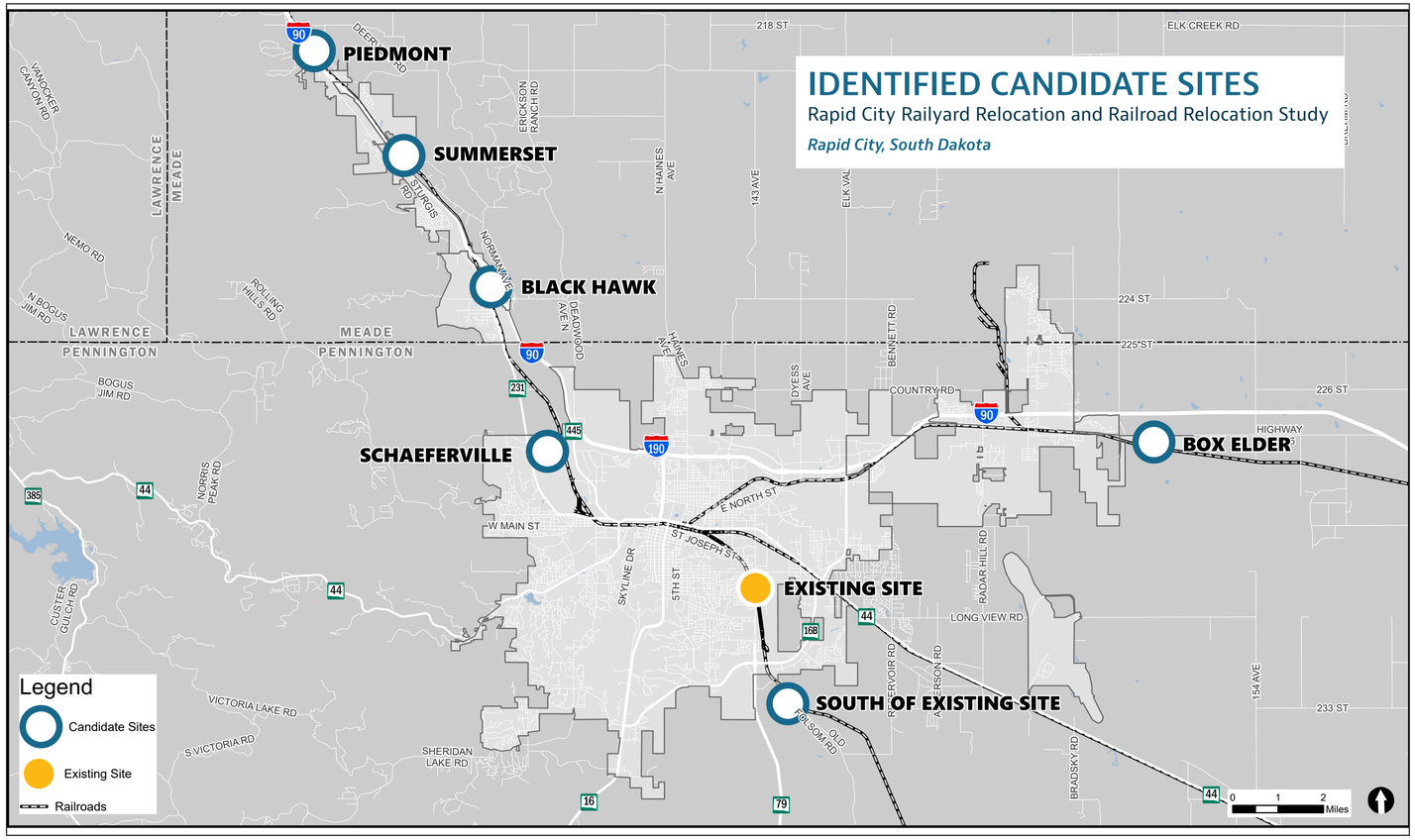
	Safety	Economic	Environmental	Community Livability	Buildability
Existing Site					
Piedmont					
Summerset					
Black Hawk					
Schaeferville					
South of Existing Site					
Box Elder					

Scoring

Indicates a site has overall rank of first or second by either having less impact or lower costs

Indicates a site has an overall rank somewhere in the middle (third, fourth, fifth) in the given category.

Indicates a site has an overall rank of sixth or seventh by either having high impacts or high costs.



Weighted* Site Rankings

1. Box Elder
2. Piedmont
3. South of Existing Site
4. Black Hawk
5. Schaeferville
6. Summerset
7. Existing Site

*Some criteria are weighed more heavily than others due to the ability to mitigate considerations or the value of positive benefits. Other factors, such as public input and feasibility also contribute to this weighted ranking.

Railroad Realignment Concepts

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Railway Configuration Study

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Metropolitan Planning Organization

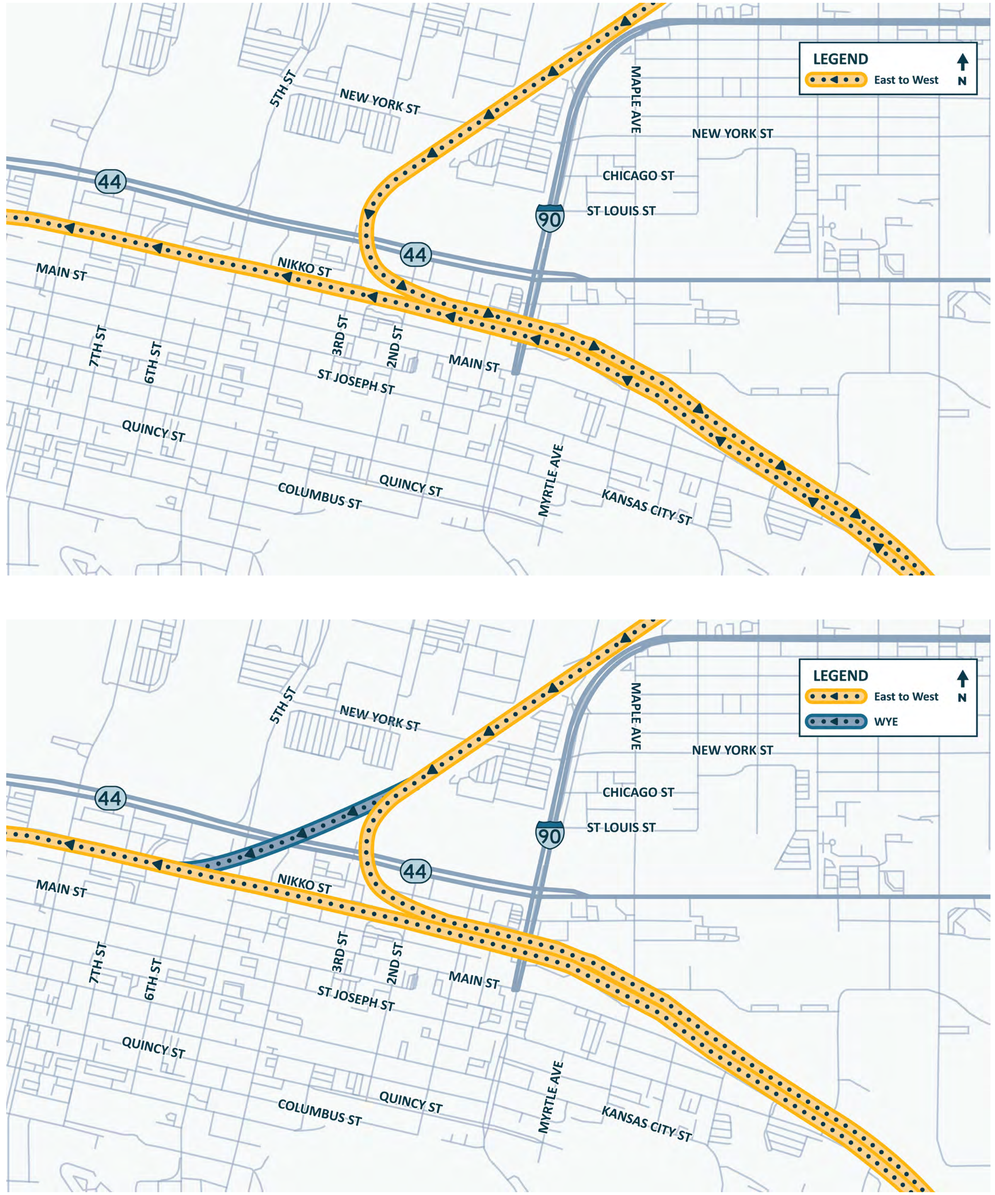
Existing Alignment
Pressler Junction

Trains must make an inefficient movement when traveling through Rapid City. Trains traveling east to west and west to east must enter Rapid City, travel almost all the way to the railyard and then reverse out in the desired direction. This leads to the busiest crossings near the railyard being crossed more than once by each train passing through town.

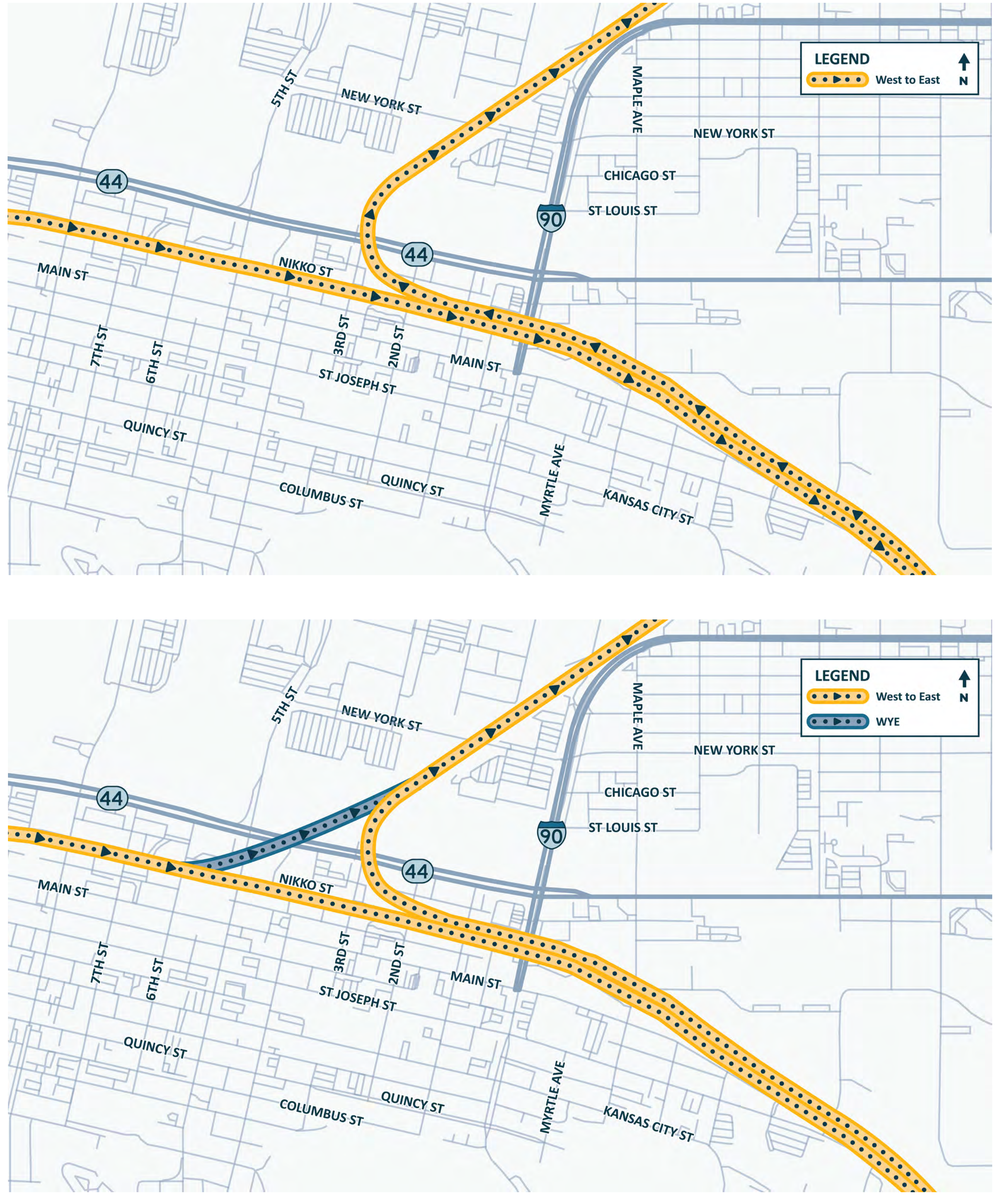
Network Improvement Concept

One option to reduce blocked crossings, as well as improve rail operations, would be to create a new rail connection. A railroad overpass at Pressler Junction would create a new rail connection near Omaha Street and 5th Street, allowing trains to move through the community without traveling to the railyard.

East to West



West to East



At this time, railway realignment is a conceptual recommendation.
No action has been taken by any agencies or private businesses regarding any realignment efforts.

RAPID CITY

Railyard Relocation & Railway Configuration Study

PUBLIC MEETING OPEN HOUSE

Thank you for joining us to learn more about the Rapid City Railyard Relocation & Railway Configuration Study. We appreciate your feedback and input as we work towards developing a final report.

The Cambell Street overpass structure, which carries traffic over the RCP&E Railyard, is aging, and the South Dakota Department of Transportation (SDDOT) is due to decide what the next steps for the structure will be. This study will help inform any decision made to remove, rehabilitate, or replace the overpass with a focus on the impacts to the adjacent railyard.

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Metropolitan Planning Organization

What the Study Is:

- A way to determine a path forward for the Cambell Street Overpass using a holistic view of community impacts, rail efficiency, and structural challenges.
- A set of recommendations for the City of Rapid City, SDDOT, and the railroad company to refer to during any future decision-making processes.

What the Study Is Not:

- A decision document regarding railway realignment or railyard relocation.
- A full financial analysis of all available options.
- An agreement between public and private entities to take action.
- An engineering-level design project.

LEARN MORE

rcrailyardstudy.com

ONLINE PUBLIC MEETING

In addition to our time together this evening, we are hosting an online public meeting through Friday, February 27, 2026.

The online meeting includes all of the information presented at this in-person meeting, opportunities for input, and can be accessed 24/7.

Site Evaluation

	Safety	Economic	Environmental	Community Livability	Buildability
Existing Site					
Piedmont					
Summerset					
Black Hawk					
Schaeferville					
South of Existing Site					
Box Elder					

Weighted Site Rankings

1. Box Elder
2. Piedmont
3. South of Existing Site
4. Black Hawk
5. Schaeferville
6. Summerset
7. Existing Site

Scoring

Indicates a site has overall rank of first or second by either having less impact or lower costs.

Indicates a site has an overall rank somewhere in the middle (third, fourth, fifth) in the given category.

Indicates a site has an overall rank of sixth or seventh by either having high impacts or high costs.

*Some criteria are weighed more heavily than others due to the ability to mitigate considerations or the value of positive benefits. Other factors, such as public input and feasibility also contribute to this weighted ranking.

Safety

- Bicycle and pedestrian safety
- Traffic safety
- Public safety
  Trespassing onto tracks

Environment

- Dust and air pollution
- Noise pollution
- Ground water and surface water impacts

Economy

- Housing supply impacts
- Job growth
- Job quality
- Tourism impacts

Community Livability

- Traffic impacts
- Bicycle and pedestrian connectivity
- Rapid City's community brand

Buildability

- Flatness ratings and need for grading work
- Potential to flood and ability to allow floodings waters to flow out

PLEASE SIGN IN!

RAPID CITY
Railyard Relocation &
Railway Configuration Stu

13

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PLEASE SIGN IN!

RAPID CITY
Railyard Relocation &
Railway Configuration Stu

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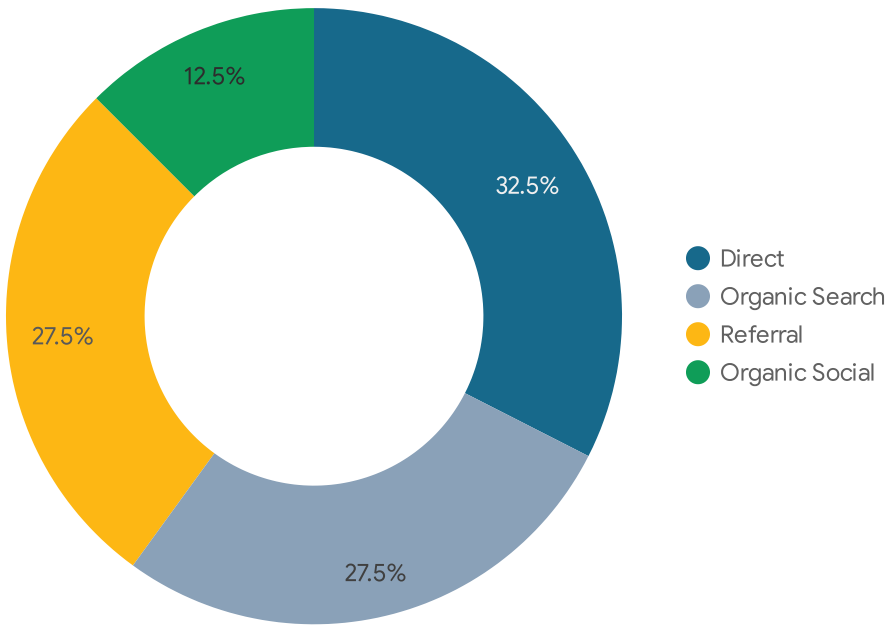
RCAMPO Railyard Relocation Study Meeting - Web Analytics

Jan 27, 2026 - Feb 28, 2026

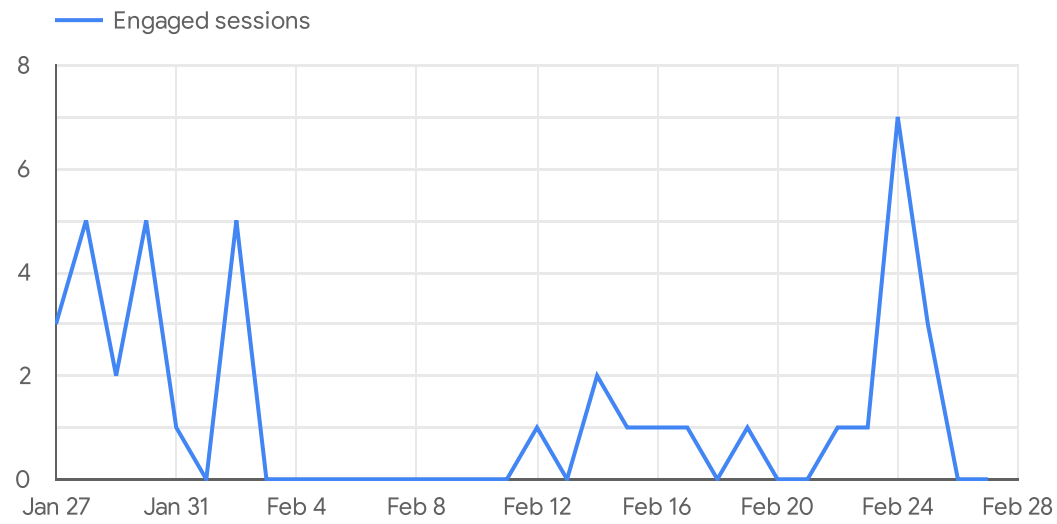
Site launch: May 29 2025

Total users	New users	Engaged sessions	Views	Average session duration
51	16	40	354	00:06:37

Sessions by Acquisition



Engaged Sessions Per Day



Referrals & Social Media Sources

	Session source	Engaged sessions ▼
1.	(direct)	13
2.	google	9
3.	kotatv.com	7
4.	l.facebook.com	3
5.	newscenter1.tv	3
6.	bing	1
7.	lm.facebook.com	1
8.	m.facebook.com	1

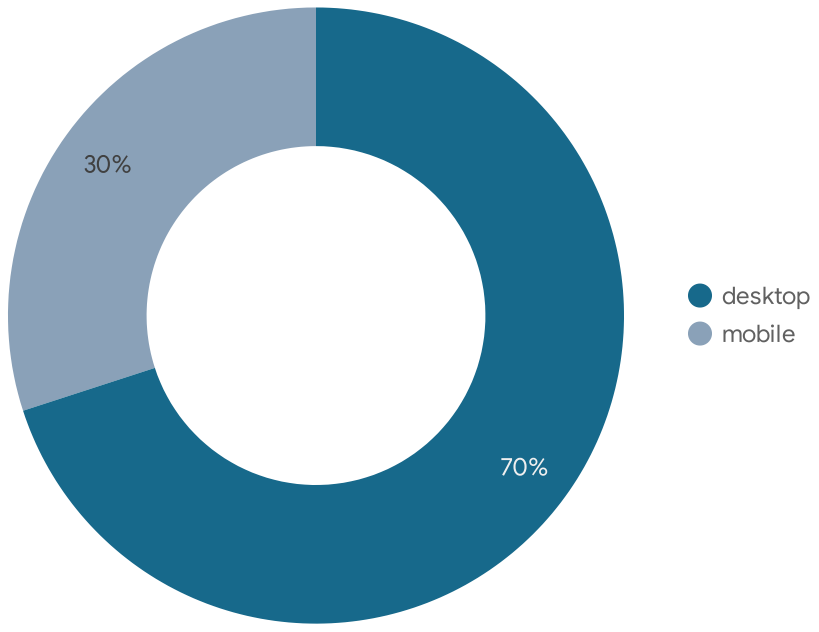
1 - 10 / 10

Sessions By Cities

	City	Engaged sessions ▼
1.	Rapid City	19
2.	Denver	3
3.	Pierre	3
4.	North Haven	2
5.	Omaha	2
6.	Phoenix	2
7.	St. Louis	2
8.	(not set)	1

1 - 21 / 21

Sessions by Device Category



	Full page URL	Engaged sessions ▼
1.	rcrailyardstudy.com/publicmeeting/	29
2.	rcrailyardstudy.com/publicmeeting/railway-realignment	17
3.	rcrailyardstudy.com/publicmeeting/survey-results	16
4.	rcrailyardstudy.com/publicmeeting/existing-conditions	15
5.	rcrailyardstudy.com/publicmeeting/site-analysis	15
6.	rcrailyardstudy.com/publicmeeting/site-locations/potential	15
7.	rcrailyardstudy.com/publicmeeting/site-locations/box-elder	14
8.	rcrailyardstudy.com/publicmeeting/site-locations/piedmont	14
9.	rcrailyardstudy.com/publicmeeting/site-locations/existing	13
10.	rcrailyardstudy.com/publicmeeting/site-locations/summerset	13
11.	rcrailyardstudy.com/publicmeeting/site-rankings	13
12.	rcrailyardstudy.com/publicmeeting/site-locations/black-hawk	12

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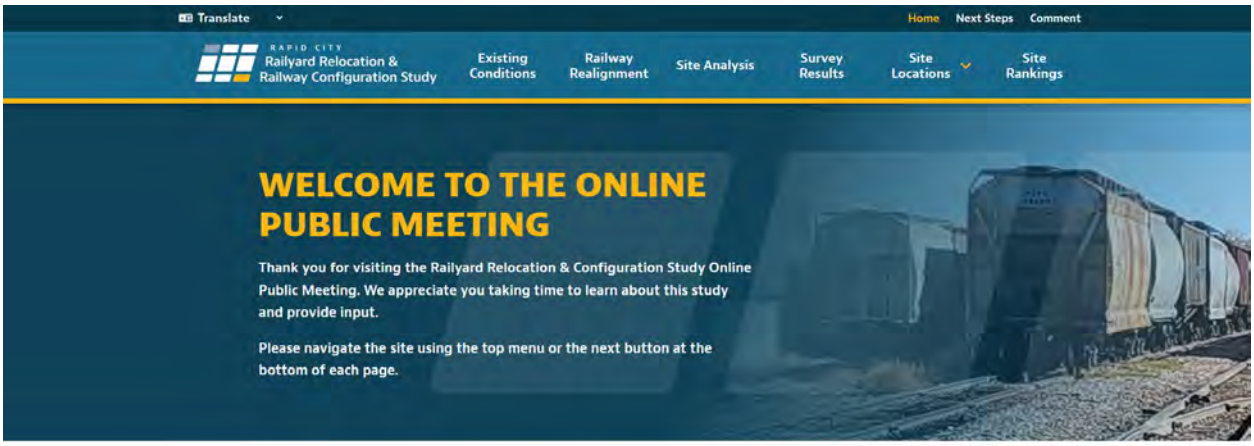
Appendix B: Online Meeting Screenshots

Home



The Cambell Street overpass structure, which carries traffic over the railyard, is aging, and the South Dakota Department of Transportation (SDDOT) is due to decide what the next steps for the structure will be. This study will help inform any decision made to remove, rehabilitate, or replace the overpass with a focus on the ancillary impacts to the adjacent railyard.

What the Study Is:

- A way to determine a path forward for the Cambell Street Overpass using a holistic view of community impacts, rail efficiency, and structural challenges.
- A set of recommendations for the City of Rapid City, SDDOT, and RCP&E to refer to during any future decision-making processes.

What the Study Is Not:

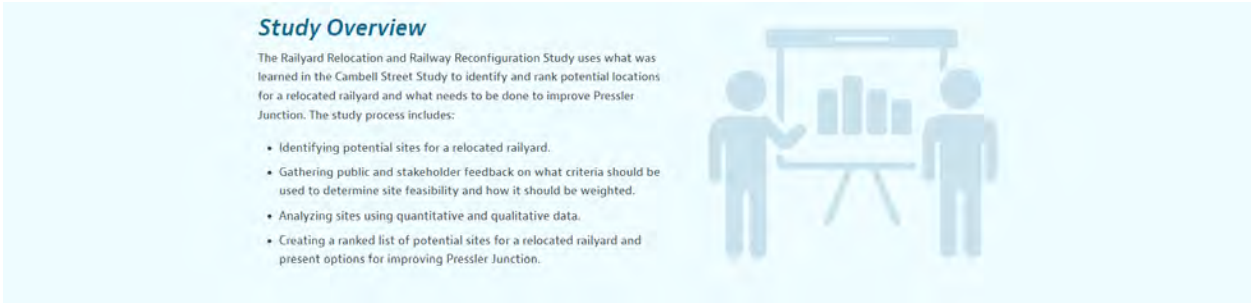
- A decision document regarding railway realignment or railyard relocation.
- A full financial analysis of all available options.
- An agreement between public and private entities to take action.
- An engineering-level design project.

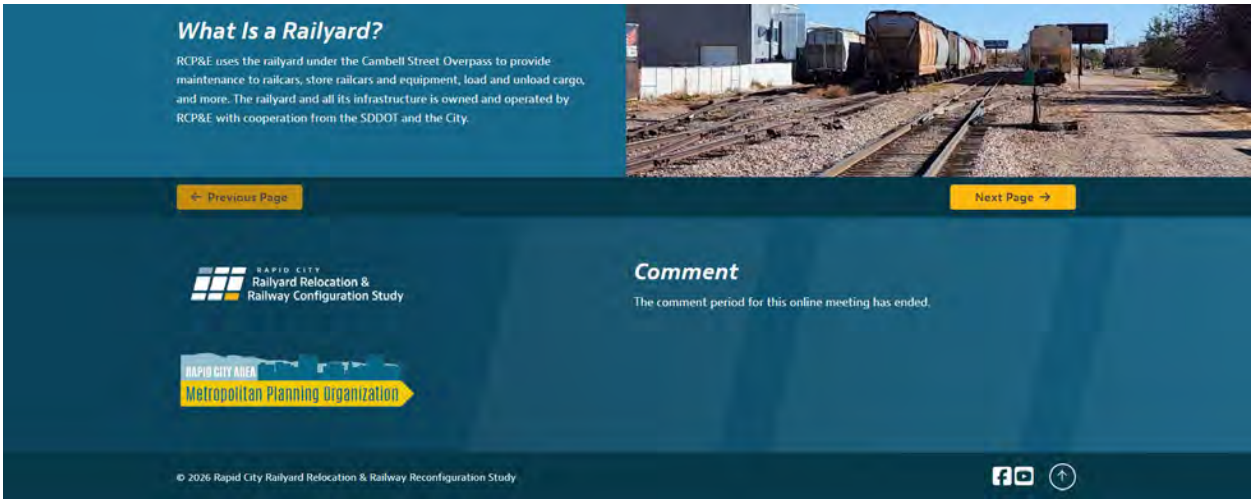
Community Benefits of Railyard Relocation

- The overpass would not need to be reconstructed, and at-grade crossings are much less expensive to construct.
- Less City resources would be used to maintain the bridge during winter weather.
- Future roadway plans to improve Fairmont Boulevard would be less expensive.
- Walkers, bikers, and other users of active transportation would have a better experience.
- Less crossing blockings would lead to fewer emergency vehicle delays.
- Livability would increase for nearby neighborhoods due to a reduction in negative impacts from the presence and operation of the railyard.

The likelihood of the railyard being relocated and some of the benefits are also dependent on Pressler Junction being reconfigured.

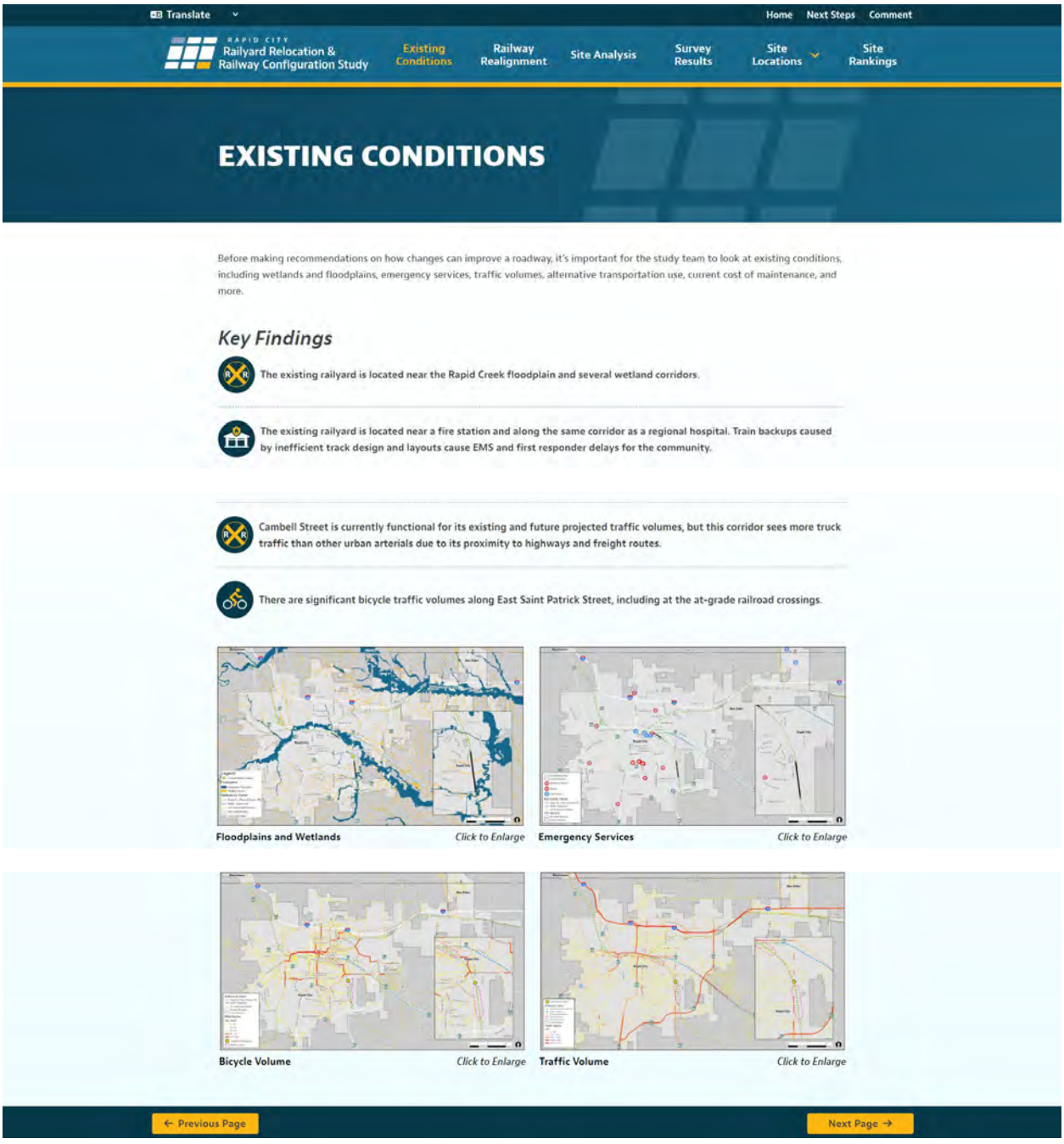
Appendix B: Online Meeting Screenshots





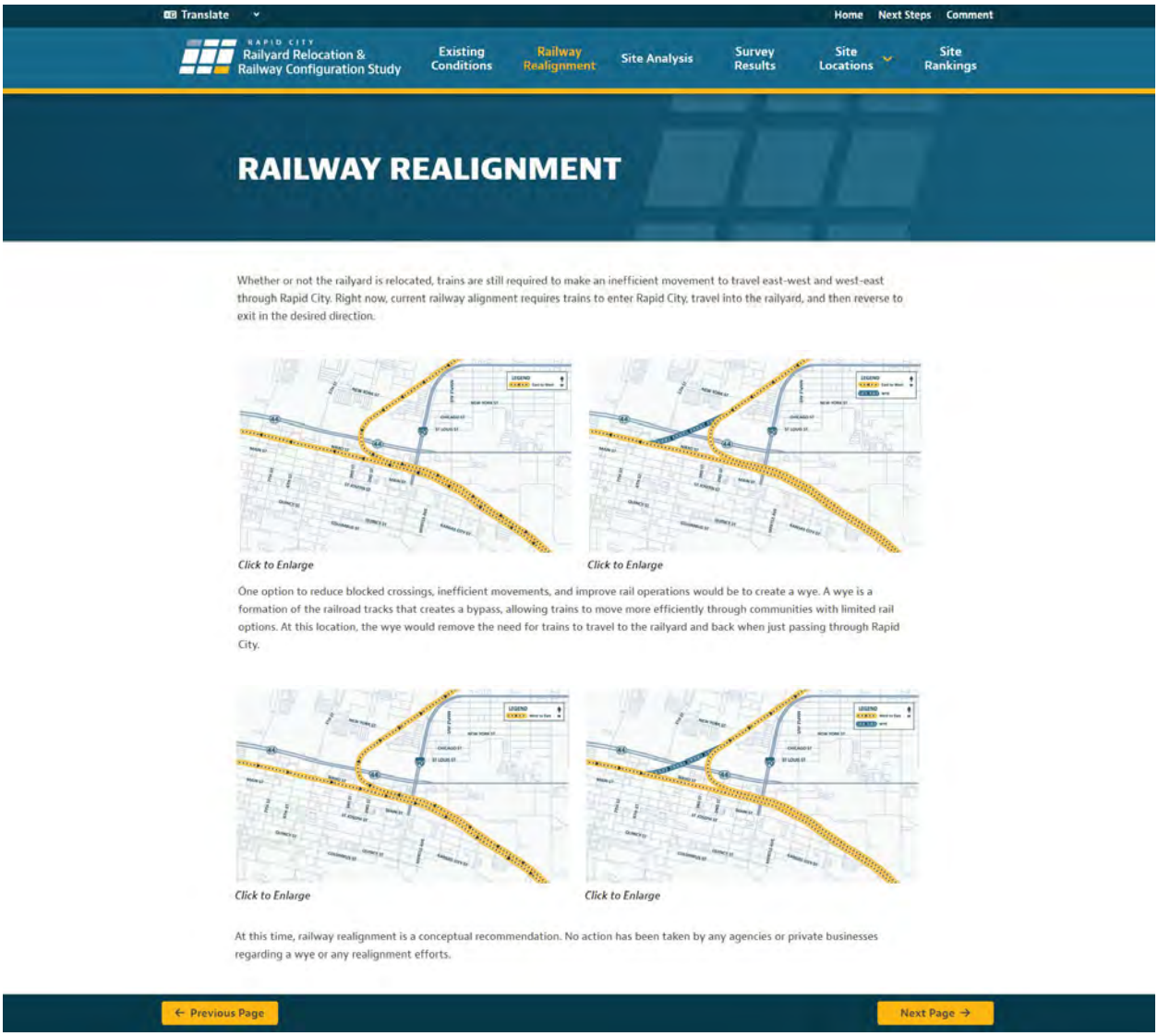
Appendix B: Online Meeting Screenshots

Existing Conditions



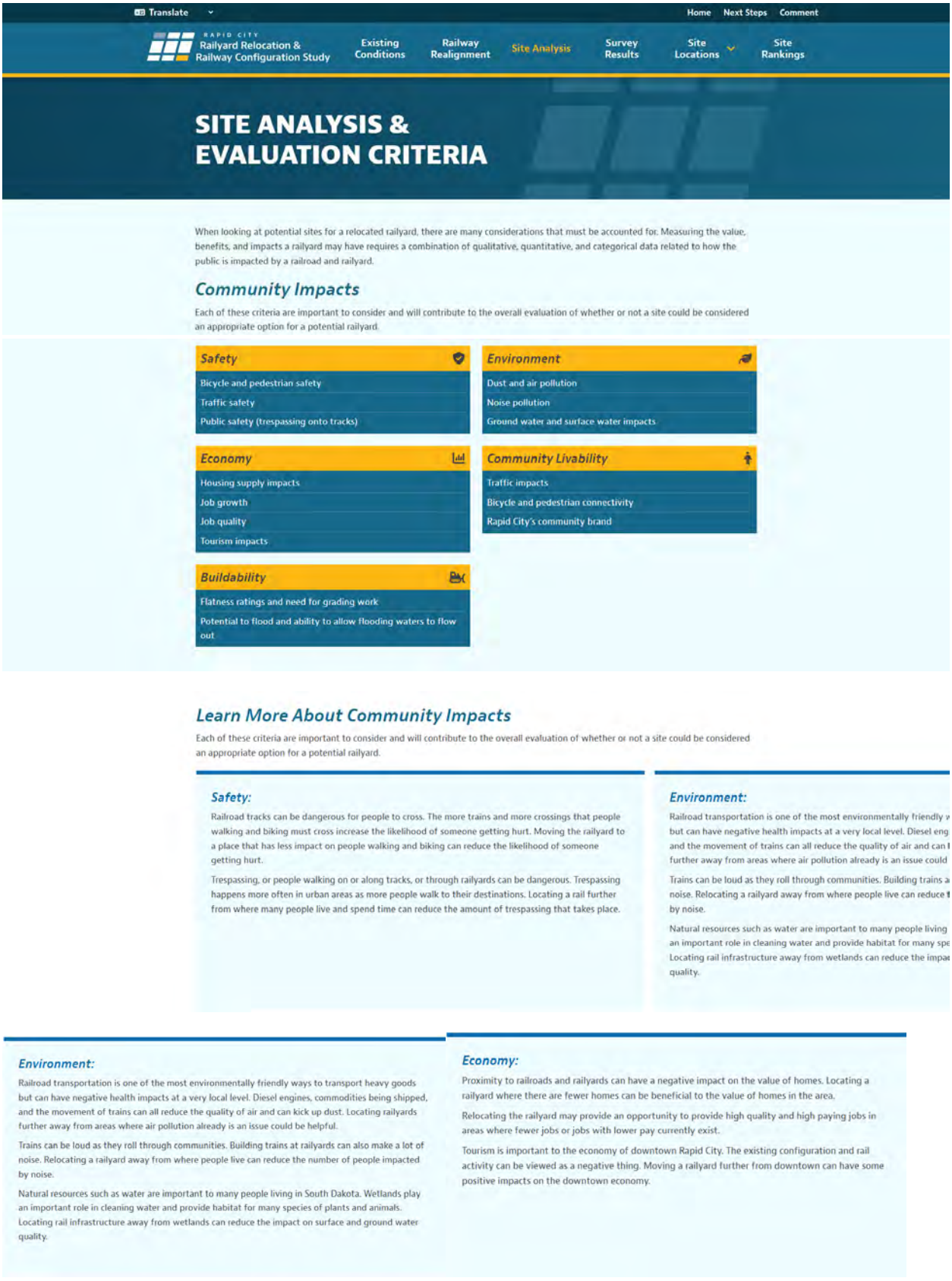
Appendix B: Online Meeting Screenshots

Railway Realignment

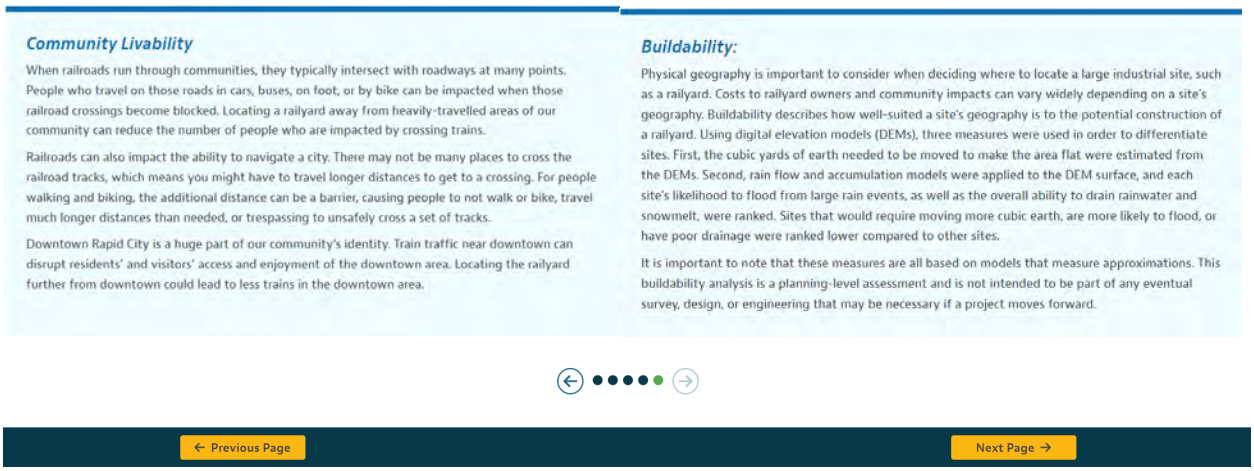


Appendix B: Online Meeting Screenshots

Site Analysis & Evaluation Criteria



Appendix B: Online Meeting Screenshots

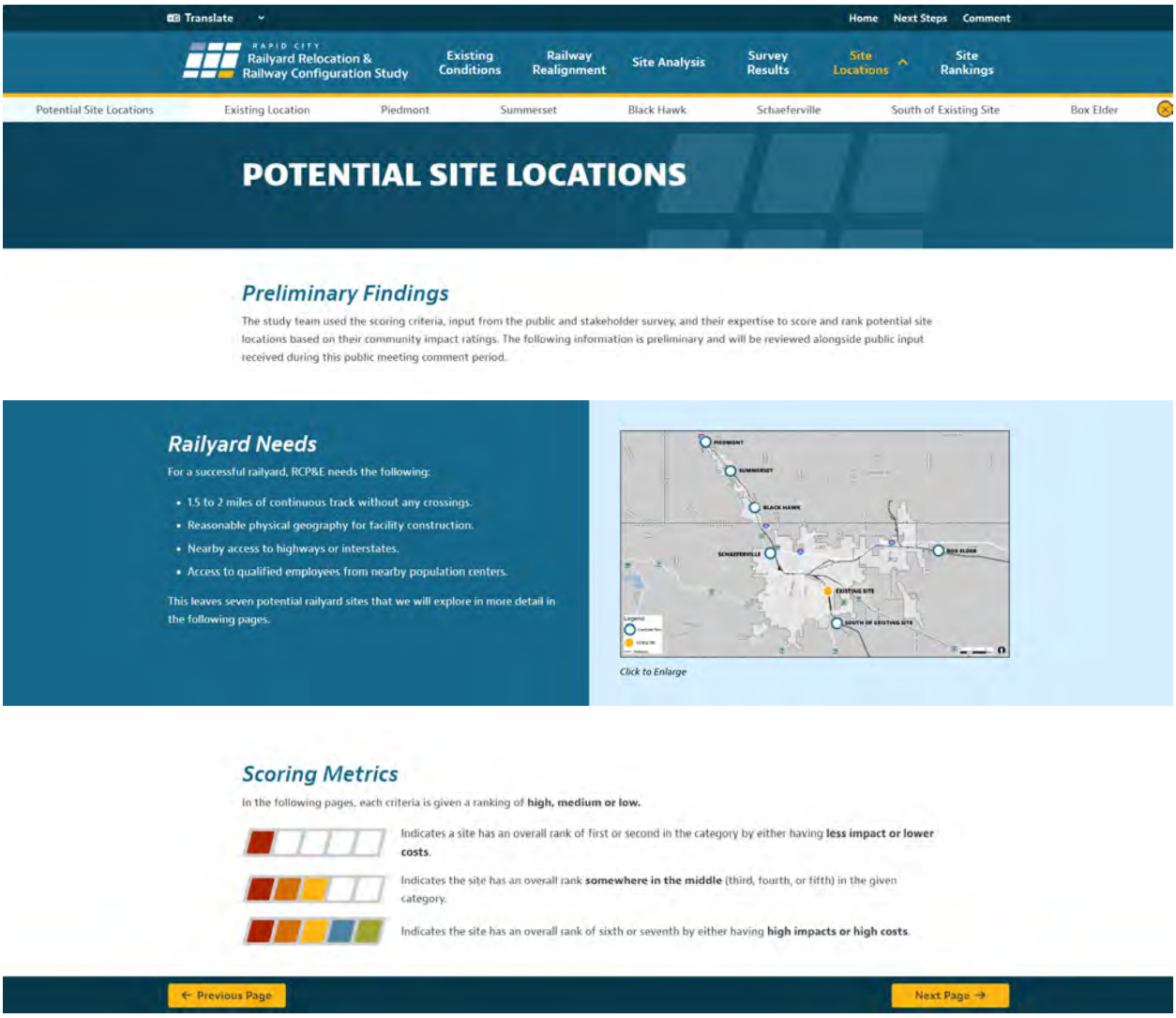


Appendix B: Online Meeting Screenshots

Survey Results

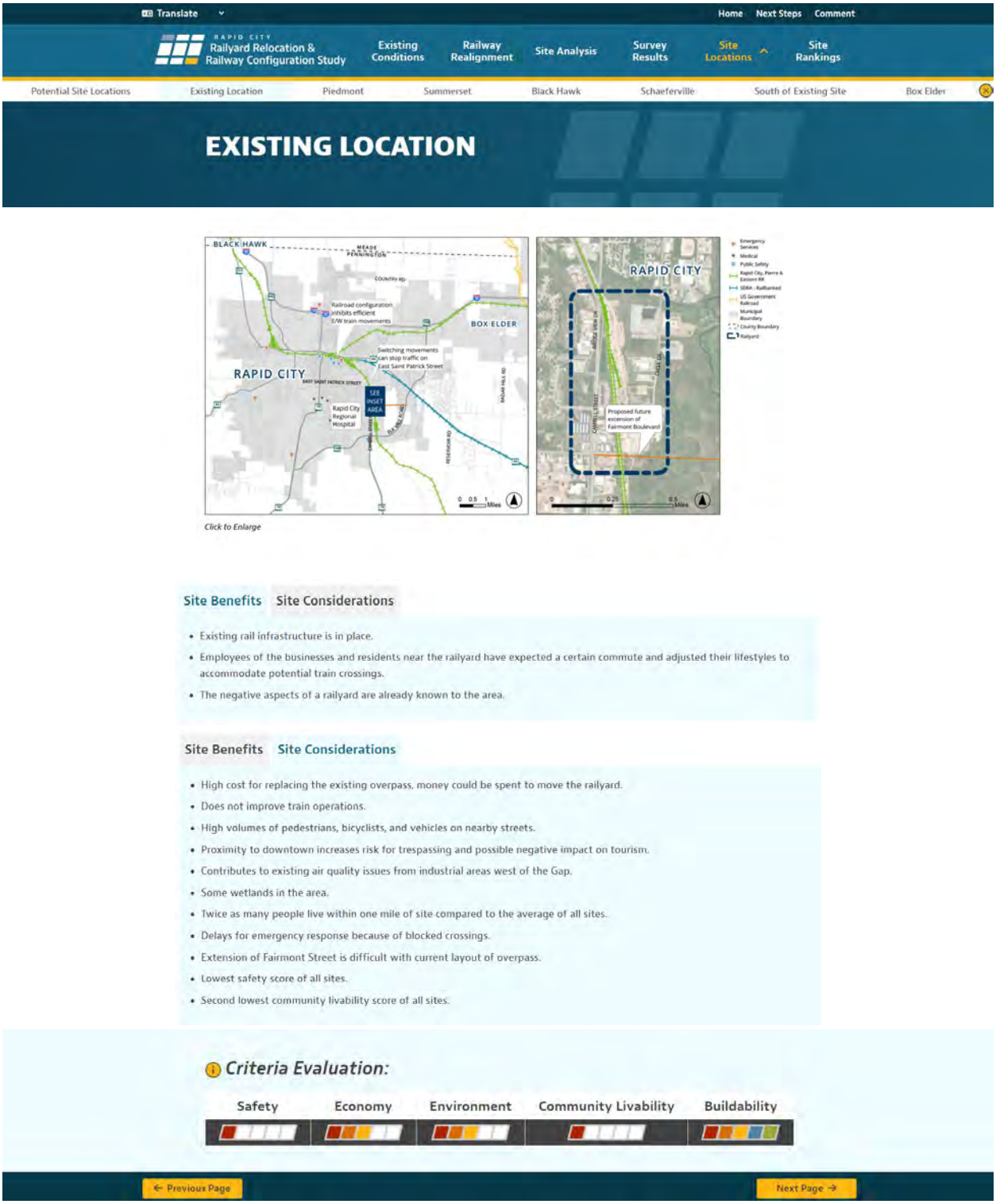
Appendix B: Online Meeting Screenshots

Potential Site Locations: Project Site Locations



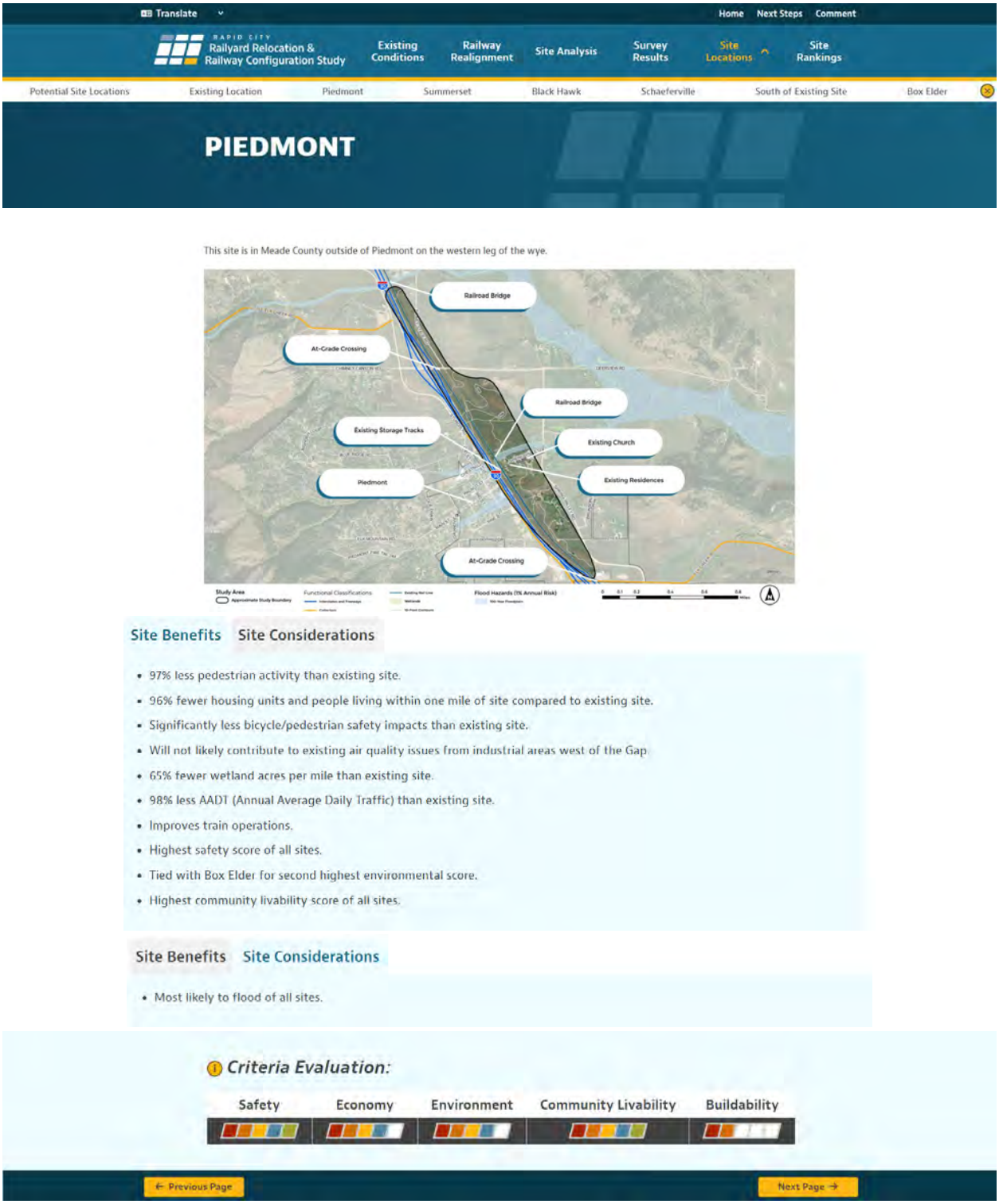
Appendix B: Online Meeting Screenshots

Potential Site Locations: Existing Location



Appendix B: Online Meeting Screenshots

Potential Site Locations: Piedmont



Appendix B: Online Meeting Screenshots

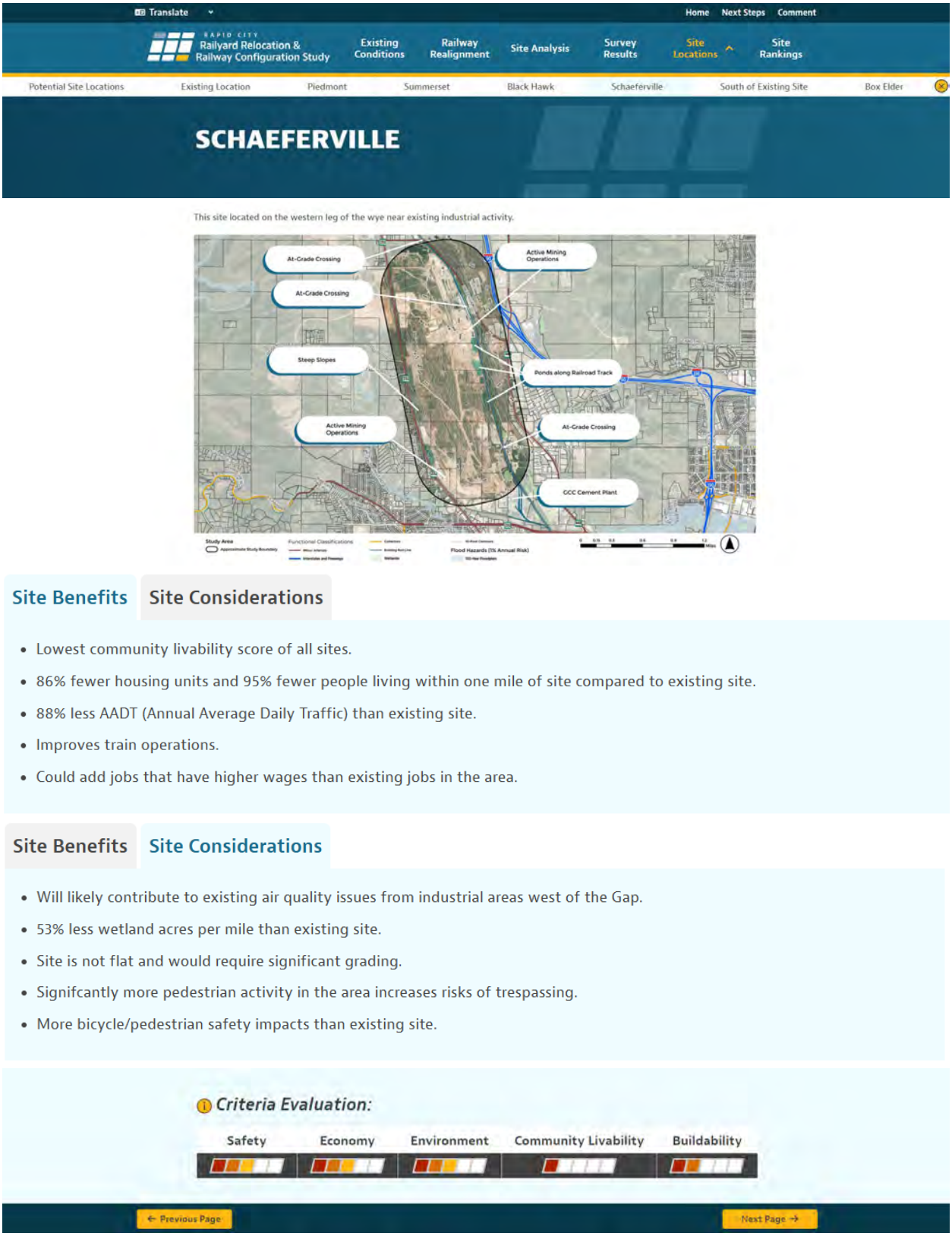
Potential Site Locations: Summerset

Appendix B: Online Meeting Screenshots

Potential Site Locations: Black Hawk

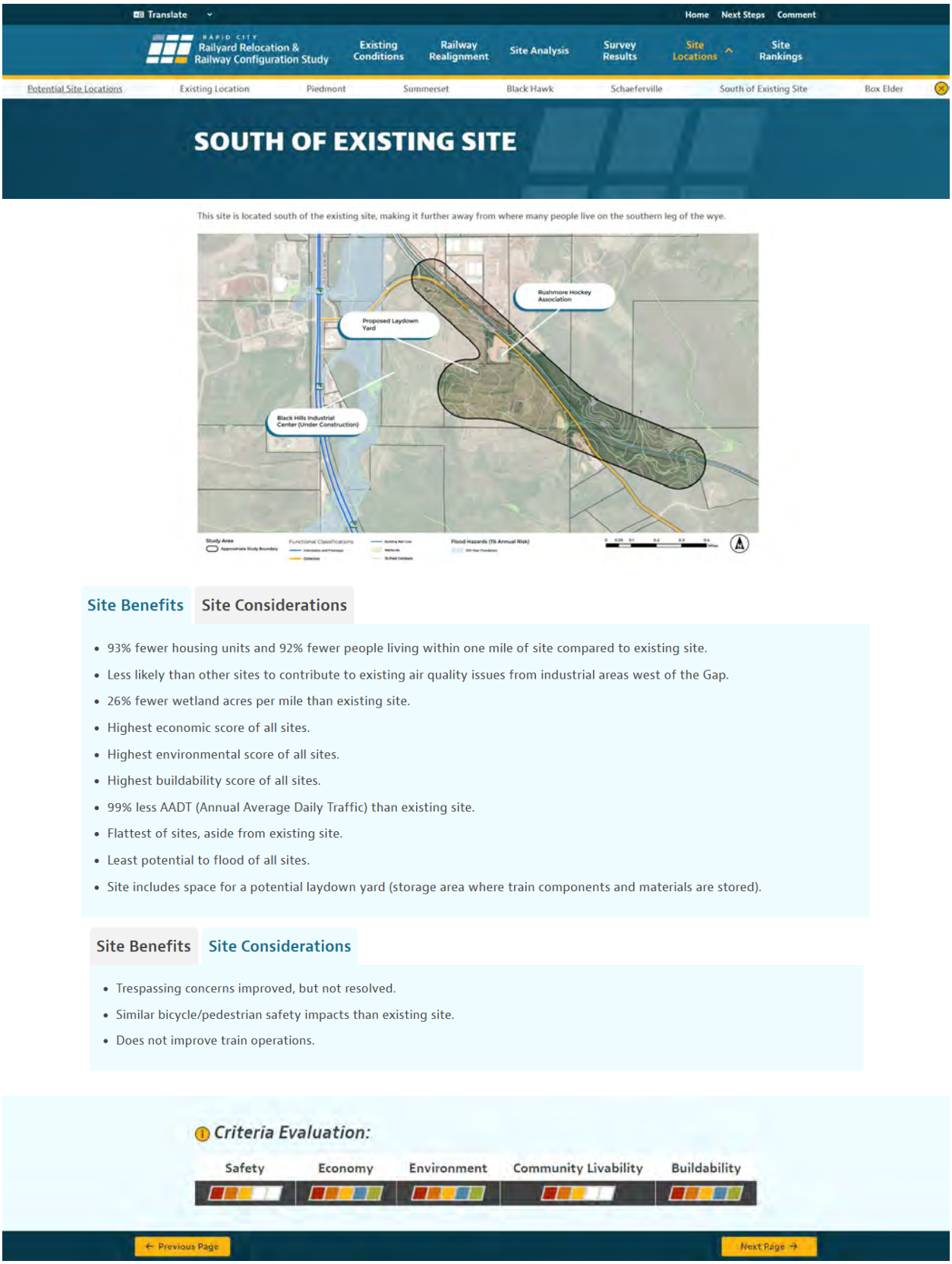
Appendix B: Online Meeting Screenshots

Potential Site Locations: Schaeferville



Appendix B: Online Meeting Screenshots

Potential Site Locations: South of Existing Site

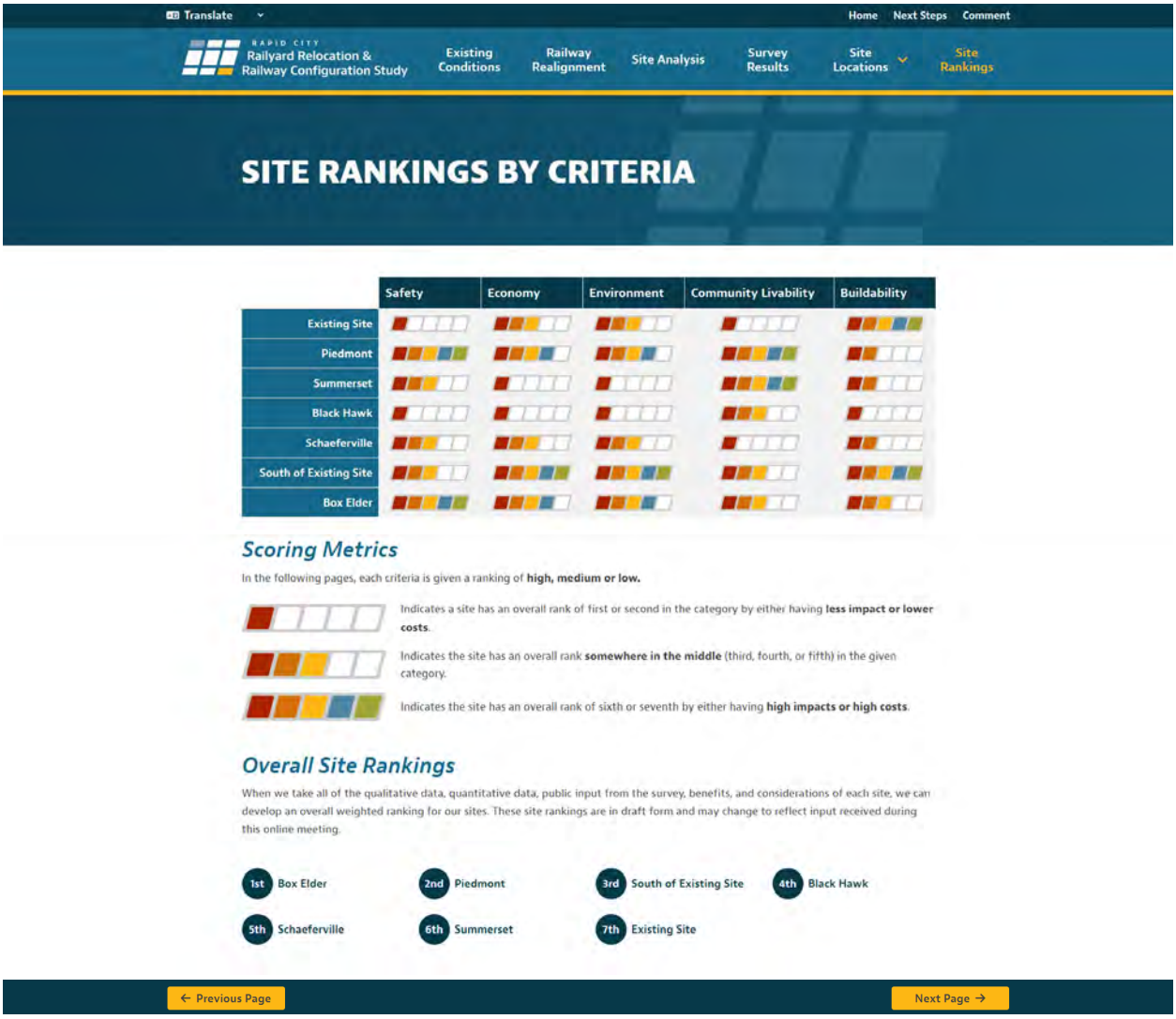


Appendix B: Online Meeting Screenshots

Potential Site Locations: Box Elder

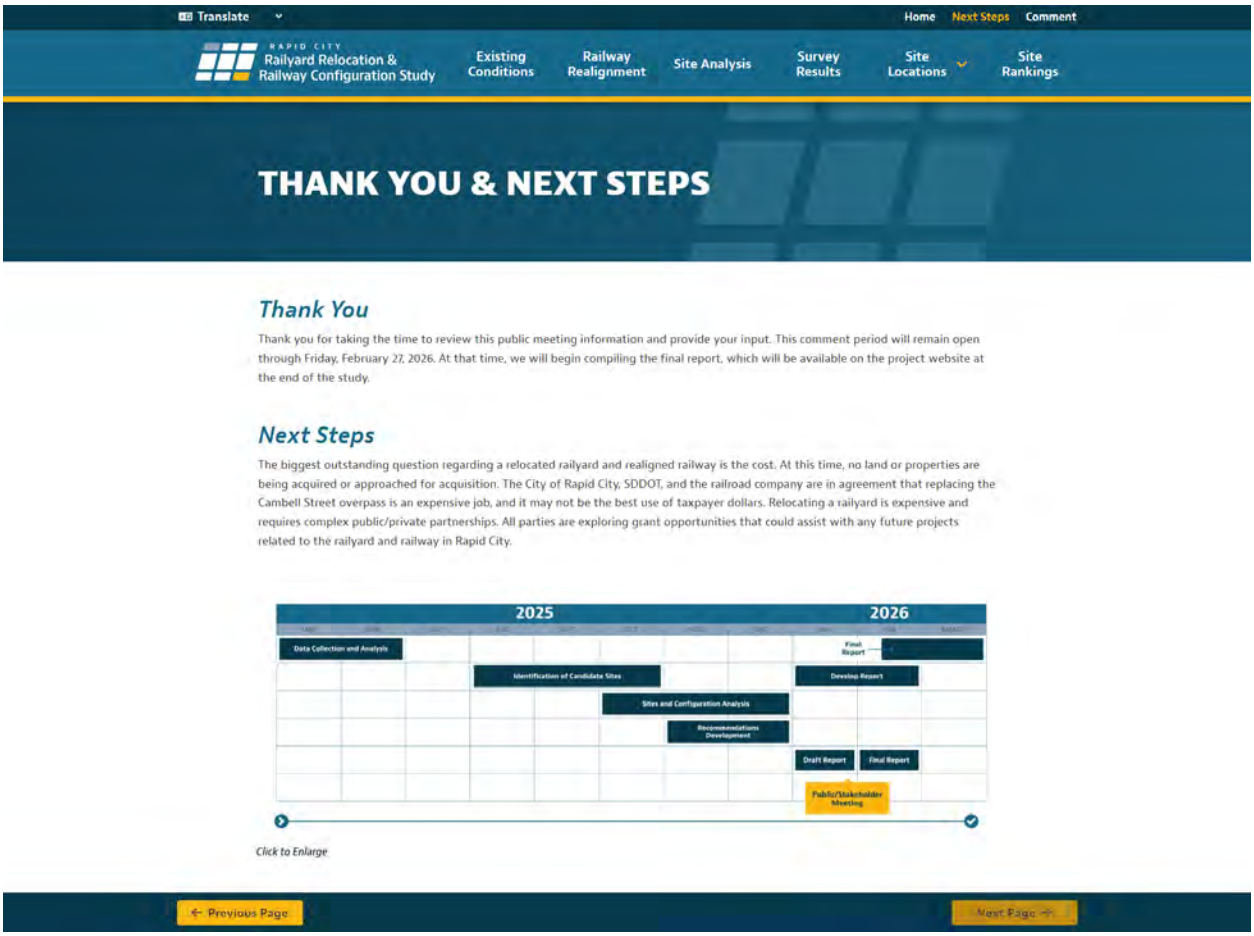
Appendix B: Online Meeting Screenshots

Site Rankings



Appendix B: Online Meeting Screenshots

Next Steps



Appendix C

Cost Estimates

RAPID CITY
Railyard Relocation &
Railway Configuration Study

MEMORANDUM

SRF Project No. 18368.00

To: Justin Scott – Project Manager
SRF Consulting Group

From: Paul Schroeder, Project Manager (Site Development)

Date: March 20, 2026

Subject: Cost Estimate for RCPE Railyard Relocation –
Rapid City Relocation and Railway Reconfiguration Study

Overview

The memo is provided to summarize potential railyard relocation development costs associated with moving the Rapid City Pierre Eastern Railroad railyard facility from the current Rapid City location, address of 2230 Cabell Street, Rapid City, SD 57701, to a proposed new location. An exact site has not been identified for the relocation, but an example site plan was developed by SRF for a potential site in Box Elder, South Dakota, address 1441 Highway 1416, Box Elder, SD 57719. This site is on the east end of the city and near the Bandit Speedway and general had been used as a rail transload facility for a private entity.

This is part of the SRF Consulting Group and HDR Rapid City Relocation and Railway Reconfiguration Study.

Cost Basis

The cost basis uses 2026 dollars for estimating the development cost and provides a range to cover variability in design of typical development. The estimate provides a high-level broad summary to provide general development costs and may not represent actual financial comments for the future project.

The summary below provides a more refined line-item cost per unit range for general development improvements to assist in the cost estimate.

RAIL IMPROVEMENT UNIT COSTS

- $200 to $300 per liner foot (track foot) of Rail Track of Spurs and Siding (non-RCPE mainline)
- $300,000 to $600,000 per each Mainline Turnout (enter/exit from mainline)
- $90,000 to $150,000 per each Spur and Siding Turnout (switch)
- $350,000 to $500,000 per each Major Road Crossing
- $150,000 to $200,000 per each Minor Road Crossing
- $10,000 to $20,000 per linear foot of Railroad Bridge

PRIVATE PROPERTY DEVELOPMENT IMPROVEMENT UNIT COSTS

- $240 to $440 per square foot of Office Building
- $90 to $130 per square foot of Maintenance Building
- $150,000 to $350,000 per acre for general industrial site improvements such as minor removals, grading, storm/utilities, site lighting, pavement/parking/drive aisle, retaining walls, minor structures, and landscaping.

MISCELLANEOUS COSTS

- 15% to 40% of costs for Conceptual Contingency (typical 30%)

Railyard Development Conceptual Cost Estimate

The railyard development conceptual cost estimate below is based on the Cost Basis items above and per the conceptual design exhibit of a new railyard by SRF in the year 2025, using an example site located in Box Elder, SD. The items and overall costs are provided in a range to better represent the variability of the potential railyard development. The approximate land area of the improvements is approximately 50+/- acres for rail track and facilities.

Costs assume an existing minimally developed site and does not include significant existing site removals such as buildings, parking, rail tracks, and other related items.

RAIL DEVELOPMENT COSTS

- $5,103,000 to $7,654,500 = Rail Track of Spurs & Siding (25,515 LF x $200 to $300 per LF)
- $600,000 to $1,200,000 = Mainline Turnout (2 EA x $300,000 to $600,000 per EA)
- $720,000 to $1,200,000 = Spur / Siding Turnout (8 EA x $90,000 to $150,000 per EA)
- $6,423,000 to $10,054,500 = Subtotal
- $1,926,900 to $3,016,350 = Contingency (30%)
- $8,349,900 - $13,070,850 = Total

PRIVATE PROPERTY DEVELOPMENT COSTS

- $2,400,000 to $4,400,000 = Office Building (10,000 SF x $240 to $440 per SF)
- $1,620,000 to $2,340,000 = Maintenance Building (18,000 SF x $90 to $130 per SF)
- $5,250,000 to $12,250,000 = Site Improvements (35 acres x $150,000 to $350,000 per EA)
- $9,270,000 to $18,990,000 = Subtotal
- $2,781,000 to $5,697,000 = Contingency (30%)
- $12,051,000 to $24,687,000 = Total

SUMMARY OF DEVELOPMENT COSTS

- $8,349,900 to $13,070,850 = Rail Development Costs
- $12,051,000 to $24,687,000 = Private Property Development Costs
- $20,400,900 to $37,757,850 = Total

ASSUMPTIONS AND EXCEPTIONS

- For general development costs only and does not represent unique or unforeseen conditions, such as substantial subgrade correction, environmental contamination remediation, floodplain/wetland mitigation, and other related items.
- Does not include any land acquisition costs.
- Does not include any RCPE Railroad mainline relocation or changes.
- Does not include any significant existing site removals such as buildings, parking, rail, and other related items.
- Does not include any rail crossing of
- Does not include any existing railyard improvements.
- Does not include any public roadway, utility improvements, road railroad crossing, or bridges.

END OF MEMO

Cost Estimate Memo-RCPE Railyard Relocation_RapidCitySD_2026-03-20.docx

MEMORANDUM

SRF Project No. 18368.00

To: Justin Scott – Project Manager
SRF Consulting Group

From: Paul Schroeder, Project Manager (Site Development)

Date: April 7, 2026

Subject: Cost Estimate for RCPE Rail Land Acquisition Cost Estimates–
Rapid City Relocation and Railway Reconfiguration Study

Overview

This memo is provided to summarize potential railyard relocation and Pressler Junction rail intersection improvement land acquisition costs.

The railyard relocation is associated with moving the Rapid City Pierre & Eastern Railroad (RCPE) railyard facility from the current Rapid City location, address of 2230 Cabell Street, Rapid City, SD 57701, to a proposed new location. An exact site has not been identified for the relocation, but an example site plan was developed by SRF for a potential site in Box Elder, South Dakota, address 1441 Highway 1416, Box Elder, SD 57719. This site is on the east end of the city and near the Bandit Speedway and generally has been used as a rail transload facility for a private entity.

From this concept plan it is estimated that a railyard would require about 35 to 60 acres for the development, with a rough average of 50 acres. The parcel shape may be two-fold, with a more traditional long rectangular shape for the main operations facilities and additional long corridor shaped segment adjacent to the mainline to accommodate longer siding tracks for train assembly/storage.

Pressler Junction rail intersection improvements (near road intersection of Omaha Street/SD-44 and 3rd Street) are to provide a new east-west rail connection at this current wye-intersection in downtown Rapid City and it is speculated that additional rail Right-of-Way (ROW) acquisition will be required over private property to accommodate. A concept rail alignment intersection improvement sketch was provided by Rapid City Pierre & Eastern Railroad to provide guidance.

The rail intersection improvements will start north of Rapid Creek and navigate across creek greenway, through the electrical substation site, crossing Omaha Street, and navigating west of the retail shopping center over the abandoned private rail corridor to connect to the RCPE main railroad line. It is anticipated that rail ROW would be required across the park greenway and electrical substation sites, owned by the City of Rapid City, but would anticipate that the city

would dedicate the land to the railroad, without compensation so there would be no land acquisition costs for this area. However, the private rail lines that navigate from the RCPE mainline north to the Dakota Mill & Grain facility (north of Omaha Street) traverse across the shopping center property and assumed access via an easement. This corridor through private property would require land acquisition for the rail Right-of-Way.

Land acquisition costs can vary, and this memo provides sections below that explain the derived Cost Basis and Cost Estimate in more detail.

This is part of the SRF Consulting Group and HDR Rapid City Relocation and Railway Reconfiguration Study.

Cost Basis

The cost basis uses 2026 information and dollars for estimating the land acquisition cost and provides a range to cover variability. It should be noted that the estimate provides a high-level broad summary to provide general costs and may not represent actual financial commitments for the future project.

Land acquisition costs were developed by exploring two areas of similar cost, county's property's assessment value and similar commercial/industrial local real estate agencies property sale offer as indicated below. From here, an average sale price per acre can be estimated.

LAND ASSESSMENT PRICE PER ACRE – RAILYARD RELOCATION

This is based on available public parcel data and assessment value by Pennington County as obtained from the public accessed Rapid Map GIS website. Please note that Pennington County covers Rapid City and Box Elder. Meade County covers Black Hawk, Summerset, and Piedmont, but the assessment value was not readily available through the Meade County GIS website, thus it was not included in the research data, but assume that there would be similar values to Pennington County.

Attached is a spreadsheet summary of this Land Assessment Summary, that provides further detailed data. The summary primarily includes the three railyard candidate sites of Box Elder, Schaeferville, and South of Railyard, which would provide a more accurate understanding of land values in these areas. There were 23 parcels identified with a mix of both site location and existing land use to provide better diversity in identifying some average prices. The data was identified into number of items, price per acre, acre of parcel, assessed price per parcel, regional area, Property Identification Number, and Notes.

It should be noted that county land assessment values may not represent actual land purchase price, as other factors may drive the final price such as timing, demand, adjacent property improvements, future land value, and other items. This Estimated Market Value (EMV) generally strives to be between 90% and 105% of the actual market value, but again, the final purchase price may be different depending on other factors.

This summary provides the following conclusions of assessment value:

- $200 to $800 per Acre range of rural agricultural undeveloped land.
- $3,000 to $9,000 per Acre range of agricultural / mining with minimal structures.
- $15,000 to $32,000 per Acre range of mining / industrial with minimal structures.
- $50,000 to $90,000 per Acre range for premier industrial lots or notable structures.
- $14,028 per Acre is the average for all 23 properties involving Land Assessment.

COMMERCIAL REAL ESTATE FOR SALE PRICE PER ACRE – RAILYARD RELOCATION

This is based on available public info from Rapid City local commercial/industrial real estate sales company's websites. Three primary companies were researched that included Crexi, Rapid City Commercial (KW Commercial), and RE/MAX.

Attached is a spreadsheet summary of this Commercial Real Estate Summary, that provides further detailed data. The summary includes 22 "for sale" parcels that were more focused on commercial industrial uses with a general minimum of 10 acres or more in size in the Rapid City region. Focus on the properties involved land that was undeveloped or minimally developed. The data was identified into number of items, price per acre, acre of parcel, asking price per parcel, regional area, property description/PID, and notes.

Reviewing the data, many of the sites were in prime suburban development areas which drove a higher price due to location, market demand, development potential, and public utilities. Other properties may be more rural in nature with one property being a 14,842-acre ranch that would ask for a smaller price per acre. Although For Sale properties were assembled, other properties may be willing to sell if there was an acceptable offer.

It should be noted that For Sale values may not represent actual land purchase price, as other factors may drive the final price such as timing, demand, adjacent property improvements, future land value, and other items.

This summary provides the following conclusions of for sale value:

- $2,400 to $14,000 per Acre range of rural undeveloped land.
- $30,000 to $100,000 per Acre range of lower demand suburban edge.
- $100,000 to $200,000 per Acre range of moderate demand suburban.
- $200,000 to $350,000 per Acre range for prime demand suburban.
- $127,299 per Acre is the average for all 22 properties involving For Sale.

COMMERCIAL REAL ESTATE COMPARISON MODEL – RAILYARD RELOCATION

Using similar data from the previous cost basis info above, another method of land acquisition cost is to assemble unattached properties that would equate around the minimum property of 35 to 60+ acres, but may accommodate larger parcels, as landowner may require the entire parcel to be purchased, not just the required land. Select properties were assembled from the Assessment and For Sale data to provide this Comparison Model below.

- Area #1 = Box Elder Rail Transload = $2,017,700 (assessment)
    - $191,000 = 47.75 AC = PID 2227100004 (west of ex. transload)
    - $1,445,300 = 79.33 AC = PID 2227200002 (ex. transload)
    - $381,400 = 95.35 AC = PID 2226100004 (east of ex. transload)
- Area #2 = Schaeferville Rail Aggregate Mining North = $7,228,600 (assessment)
    - $7,228,600 = 260.54 AC = PID 2021300006 (aggregate plant)
- Area #3 = Schaeferville Rail Aggregate Mining South = $3,341,800 (assessment)
    - $495,600 = 58.3 AC = PID 2028200006 (aggregate north)
    - $1,900,600 = 237.58 AC = PID 2028100007 (aggregate central)
    - $945,600 = 18.78 AC = PID 2028476002 (aggregate south)
- Area #4 = Rapid City Commercial Mix #1 Rapid City = $5,666,242 (for sale)
    - $2,340,000 = 15.34 AC = E Anamosa Street (Rapid City)
    - $3,326,242 = 38.18 AC = Sammis Trail (Rapid City)
- Area #5 = Rapid City Commercial Mix #2 Rapid City = $7,759,452 (for sale)
    - $7,759,452 = 79.17 AC = Catron Boulevard (Rapid City)
- Area #6 = Rapid City Commercial Mix #3 Piedmont = $2,389,000 (for sale)
    - $1,590,000 = 31.6 AC = 14116 Sturgis Road (Piedmont)
    - $799,000 = 13.36 AC = Sturgis Road (Piedmont)
- Range is approximately $2,000,000 to $7,800,000, with an average of $4,733,799 involving a Comparison Model.

ASSESSMENT / COMMERCIAL REAL ESTATE PRICE PER ACRE – PRESSLER JUNCTION

Similar to the formats above, the Pressler Junction Land Acquisition Cost Basis is using a smaller assessment and commercial real estate summary to develop a price per acre. It is estimated that land acquisition area may be between 0.5 to 1.0 acres.

Below is a list of commercial retail properties (building, parking, etc) in Rapid City with either assessment or for sale costs in the downtown area to help establish a land acquisition price per acre.

- $1,670,165 per Acre = 4.84 AC = $8,083,600 (Assessment) = PID 2036379013 (shops/rail)
- $2,591,948 per Acre = 0.77 AC = $1,995,800 (Assessment) = PID 3701211001 (adj bank)
- $1,035,755 per Acre = 1.06 AC = $1,097,900 (Assessment) = PID 3701201002 (tire/mech)
- $2,343,333 per Acre = 0.69 AC = $1,616,900 (Assessment) = PID 2036352002 (retail strip)
- $548,278 per Acre = 4.18 AC = $2,291,800 (Assessment) = PID 2036351002 (big box)
- $1,003,322 per Acre = 9.03 AC = $9,060,000 (For Sale) = 1845 Haines Ave (retail box)
- $1,532,134 per Acre is the average for all 6 properties.

Railyard Land Acquisition Conceptual Cost Estimate

The railyard land acquisition conceptual cost estimate below is based on the Cost Basis items above and further analysis, as described below. The items and overall costs are provided in a range to better represent the variability of the potential railyard land costs.

The approximate land area of the railyard is approximately 50+/- acres for rail track and facilities, with a potential range of 35 to 60 acre of unincumbered property area. It should be noted that a railyard maybe more linear in shape and parcel purchase may span across multiple properties or required the purchase of larger parcels to accommodate.

LAND ACQUISITION PRICE RANGE SUMMARY INFORMATION

This summary is taking the smaller range of railyard acreage and the smaller Assessment average to list the Average Low End, while the higher range of railyard acreage and the higher For Sale average completes the Average High End value to provide a Total Property price in dollars. In addition, the Average Comparison Model was calculated based on an assembly of multiple unattached properties of different sizes to provide the average Total Property price as another metric for consideration.

- $490,000 Total Property (35 acres x $14,000 per acre) = Average Low End (Assessment)
- $7,600,000 Total Property (60 acres x $127,000 per acre) = Average High End (For Sale)
- $4,733,799 Total Property = Average Comparison Model (larger acreage)

LAND ACQUISITION PRICE RANGE ESTIMATION

It is assumed that relocating a railyard to a new parcel would most likely be in lesser valued commercial land that is located on the perimeter of a community or even in rural edge locations but would need to be located close enough to major transportation routes and public utilities for ideal operations. With this consideration, the property purchase value would most likely fall into a range between the Assessment average and Commercial For Sale average and estimated to be around the Comparison Model Average. Although final land sale price may fall outside of this range, it is estimated that a typical range would be as follows.

- $2,000,000 to $7,000,000 Total Property Cost Estimate Range

Pressler Junction Land Acquisition Conceptual Cost Estimate

The Pressler Junction rail improvements land acquisition conceptual cost estimate below is based on the Cost Basis items above and further analysis, as described below. The items and overall costs are provided in a range to better represent the variability of the potential railyard land costs.

The approximate land area of the Pressler Junction is approximately 0.5 to 1.0 acres for rail Right-Of-Way acquisition, which represents an area on commercial private property, but excluding any city parcel owned land where land is assumed to be dedicated.

LAND ACQUISITION PRICE RANGE SUMMARY INFORMATION

This summary is assuming the key metrics of information as listed below.

- 0.5 to 1.0 Acres of Anticipated ROW Land Acquisition Area
- $1,532,134 price per Acre = Commercial Retail Average

LAND ACQUISITION PRICE RANGE ESTIMATION

It is assumed that the purchase price estimate may be in the range provided below, based on the land acquisition area and price per acre listed previously. It should be noted that the anticipated future rail ROW land area is already used as private rail spurs to the grain facility north of Omaha Street which is assumed to be under an access easement, so the value to convert this rail easement area to ROW may be in the lower range of the property values versus property that includes the loss of an existing commercial retail building and parking.

- $750,000 to $1,500,000 Total Property Cost Estimate Range

ASSUMPTIONS AND EXCEPTIONS

- Based on 2026 information and dollars.
- Based on assumed rail acreage as indicated above.
- Based on potential purchase of undeveloped or underdeveloped property in a more rural/suburban part of a city for railyard development and urban/suburban conditions for the Pressler Junction area.
- Values represent estimated land value dollar amounts and do not constitute actual assessment value or purchase price.
- Does not include realtor's fees, closing costs, or any other property transaction services or fees.
- Does not include taxes, assessments, or other charges to the project.
- Does not include any property or adjacent property platting, improvements, design, enhancements, or other related items.
- Information is not an official appraisal or assessment and is only a professional opinion for this report.

END OF MEMO

ATTACHMENTS

- **LAND ASSESSMENT SUMMARY**
- **COMMERCIAL REAL ESTATE SUMMARY**

Land Assessment Summary (Pennington County)

Railyard Relocation and Railway Configuration Study

Rapid City, SD

3/31/2026

SRF Consulting Group

Item	$/AC Average	Acres	$ County Assessment	Area	Property Description/PID	Notes
1	$467.67	69.28	$32,400	Box Elder	2222400001	Agriculture
2	$3,147.56	129.37	$407,200	Box Elder	2222400002	Agriculture / Structure (Farm)
3	$381.80	567.31	$216,600	Box Elder	2223100001	Agriculture
4	$422.49	445.45	$188,200	Box Elder	2224100001	Agriculture
5	$779.51	152.66	$119,000	Box Elder	2225100001	Agriculture
6	$4,000.00	95.35	$381,400	Box Elder	2226100004	Agriculture
7	$4,757.39	26.38	$125,500	Box Elder	2226176002	Agriculture / Structure (Race Track)
8	$605.63	322.97	$195,600	Box Elder	2226200002	Agriculture
9	$4,000.00	47.75	$191,000	Box Elder	2227100004	Agriculture
10	$18,218.83	79.33	$1,445,300	Box Elder	2227200002	Agriculture / Structure (Rail Transload)
11	$27,744.68	260.54	$7,228,600	Schaeferville	2021300006	Aggregate Mining / Industrial / Structure
12	$7,999.83	237.58	$1,900,600	Schaeferville	2028100007	Aggregate Mining / Industrial
13	$8,500.86	58.3	$495,600	Schaeferville	2028200006	Aggregate Mining / Industrial
14	$121.21	82.5	$10,000	Schaeferville	2028226013	Aggregate Mining / Industrial / Agriculture
15	$50,351.44	18.78	$945,600	Schaeferville	2028476002	Aggregate Mining / Industrial / Structure
16	$31,316.22	37	$1,158,700	Schaeferville	2033200004	Aggregate Mining / Industrial / Structure
17	$23,925.53	84.6	$2,024,100	South of Railyard	3820200006	Industrial / Agriculture
18	$20,000.00	70.5	$1,410,000	South of Railyard	3820300019	Industrial (Industrial Park)
19	$87,121.21	16.5	$1,437,500	South of Railyard	3820327001	Industrial (Industrial Park)
20	$15,000.00	61	$915,000	South of Railyard	3820400002	Industrial (Industrial Park)
21	$7,367.06	223.59	$1,647,200	South of Railyard	3821100043	Industrial / Agriculture
22	$328.97	111.56	$36,700	South of Railyard	3828100002	Agriculture
23	$6,069.87	87.02	$528,200	South of Railyard	3828200003	Agriculture / Structure (Farm)

$14,027.29 **Average $ / Acre**

Commercial Real Estate Summary (For Sale - Rapid City Area)

Railyard Relocation and Railway Configuration Study

Rapid City, SD

4/1/2026

SRF Consulting Group

Item	$/AC Average	Acres	$ For Sale asking price	Area	Property Description/PID	Notes
1	$261,508.78	12.3	$3,216,558	Rapid City	0 E Mall Drive	CREXI - Property
2	$164,772.73	4.4	$725,000	Rapid City	865 N Valley Drive	CREXI - Property
3	$156,062.42	16.66	$2,600,000	Rapid City	2023 Dyess Avenue	CREXI - Property / Warehouse Building
4	$185,132.38	9.82	$1,818,000	Rapid City	2941 E Mall Drive	CREXI/REMAX - Property
5	$130,671.89	11.1	$1,450,458	Rapid City	4400 E Mall Drive	CREXI/RCC - Property
6	$152,542.37	15.34	$2,340,000	Rapid City	E Anamosa Street	CREXI/RCC - Property
7	$87,120.01	38.18	$3,326,242	Rapid City	Sammis Trail	CREXI - Property
8	$59,500.00	10	$595,000	Rapid City	Gisi Road	CREXI - Property
9	$124,145.95	11.1	$1,378,020	Box Elder	Mall Drive	CREXI - Property
10	$147,510.76	16.27	$2,400,000	Rapid City	N LaCrosse Street	CREXI/RCC - Property
11	$105,633.80	11.36	$1,200,000	Rapid City	N LaCrosse Street	CREXI/RCC - Property
12	$30,780.78	13.32	$410,000	Rapid City	Old Folsom Road	CREXI/RCC - Property
13	$2,358.17	14842	$35,000,000	Rapid City	Cheyenne River Ranch	CREXI - Property - Ranch
14	$103,329.51	26.13	$2,700,000	Black Hawk	I-90 Exit 52	Rapid City Commercial - Property
15	$185,125.63	9.95	$1,842,000	Rapid City	2827 Mall Drive	REMAX - Property
16	$13,209.39	10.22	$135,000	Edgemont	11094 US Hwy 18 Bypass	REMAX - Property
17	$50,316.46	31.6	$1,590,000	Piedmont	14116 Sturgis Road	REMAX - Property / Barn Buiding
18	$91,012.77	10.96	$997,500	Hot Springs	27024 Highway 385	REMAX - Property / Warehouse Building
19	$347,544.02	21.58	$7,500,000	Piedmont	Lot 5 Sidney Stage Road	REMAX - Property
20	$98,010.00	79.17	$7,759,452	Rapid City	Catron Boulevard	REMAX - Property
21	$244,488.98	24.95	$6,100,000	Rapid City	Elk Vale Road	REMAX - Property
22	$59,805.39	13.36	$799,000	Piedmont	Sturgis Road	REMAX - Property

$127,299.19 **Average $ / Acre**

MEMORANDUM

SRF Project No. 18368.00

To: Justin Scott – Project Manager
SRF Consulting Group

From: Paul Schroeder, Project Manager (Site Development)

Date: March 23, 2026

Subject: Cost Estimate for RCPE Rail Pressler Junction Wye –
Rapid City Relocation and Railway Reconfiguration Study

Overview

The memo is provided to summarize potential rail development costs associated with the Rapid City Pierre Eastern (RCPE) Railroad proposed Pressler Junction new wye rail intersection in Rapid City located west of the Omaha Street/CR44 and 3rd Street intersection. This project area is near Rapid Creek, an electrical substation, commercial retail center (Tuscany Square), and industrial facility (Dakota Mill & Grain).

The proposed new rail wye layout was developed by Genesse & Wyoming Industrial Development / Rapid City, Pierre & Eastern Railway on an exhibit titled LAYOUT1, RCPE-PRC Connection, Rapid City, SD, dated 2-16-2021 (Sheet 2 of 2).

In general, the new rail wye intersection addition provides a direct west-east route for train travel through Rapid City that is currently missing. This west-east connection is the current primary commodity route stretching from Wyoming to Minnesota through Rapid City and the state of South Dakota. The intent of the new rail intersection is that it would improve train travel through the city by reducing train maneuvering and related railroad crossing time, which is a major transportation issue within the region.

The exhibit shows a rail layout that minimizes impacts and preserves the electrical substation and commercial buildings, by navigating through an existing unused rail spur corridor, traversing around the electrical substation, crossing Rapid Creek and connecting to the existing east bound rail mainline. The rail line may provide a connection to the existing mainline west of 5th Street and north of Rapid Creek, while still maintaining an industrial user spur.

This is part of the SRF Consulting Group and HDR Rapid City Relocation and Railway Reconfiguration Study.

Cost Basis

The cost basis uses 2026 dollars for estimating the development cost and provides a range to cover variability in design of typical development. The estimate provides a high-level broad summary to provide general development costs and may not represent actual financial comments for the future project.

The summary below provides a more refined line-item cost per unit range for general development improvements to assist in the cost estimate.

IMPROVEMENT UNIT COSTS

- $28 to $45 per liner foot (track foot) of Rail Track Removal
- $200 to $300 per liner foot (track foot) of Rail Track
- $300,000 to $600,000 per each Mainline Turnout
- $90,000 to $150,000 per each Spur and Siding Turnout
- $350,000 to $500,000 per each Major Road Crossing
- $150,000 to $200,000 per each Minor Road Crossing
- $10,000 to $20,000 per linear foot of Railroad Bridge
- $900 to $1,200 per linear foot of Multi-Lane Urban Road Reconstruction
- $350,000 to $500,000 per acre for Site Development - general commercial/rail site improvements such as minor pavement removals, grading, storm/utilities, site lighting, pavement/parking/drive aisle, retaining walls, minor structures, and landscaping.

MISCELLANEOUS COSTS

- 15% to 40% of costs for Conceptual Contingency (typical 30%)

Rail Pressler Junction Wye Conceptual Cost Estimate

The rail development wye intersection conceptual cost estimate below is based on the Cost Basis items and concept plan listed above. The items and overall costs are provided in a range to better represent the variability of the potential rail intersection development. The quantities are rough estimates to what is illustrated on the concept plan. Costs assume the following general items.

IMPROVEMENT DEVELOPMENT COSTS

- $36,400 to $58,500 = Rail Track Removal (1,300 LF x $28 to $45 per LF)
- $540,000 to $810,000 = Rail Track (2,700 LF x $200 to $300 per LF)
- $2,800,000 to $5,600,000 = Railroad Bridge (280 LF x $10,000 to $20,000 per LF)
- $900,000 to $1,800,000 = Mainline Turnout (3 EA x $300,000 to $600,000 per EA)
- $700,000 to $1,000,000 = Major Road Crossing (2 EA x $350,000 to $500,000 per EA)
- $360,000 to $480,000 = Multi-Lane Urban Road (400 LF x $900 to $1,200 per LF)
- $1,050,000 to $1,500,000 = Site Development (3 AC x $350,000 to $500,000 per AC)
- $6,386,400 to $11,248,500 = Subtotal
- $1,915,920 to $3,374,550 = Contingency (30%)
- $8,302,320 to $14,623,050 = Total

ASSUMPTIONS AND EXCEPTIONS

- For general development costs only and does not represent unique or unforeseen conditions, such as substantial subgrade correction, environmental contamination remediation, floodplain/wetland mitigation, and other related items.
- Does not include any land acquisition/easement costs.
- Includes limited rail, road, and site improvements as described for immediate rail wye intersection improvements.
- Assumes that existing electrical substation, industrial facility, and commercial retail area will primarily remain, with select site improvements for rail development.
- Contingency to include miscellaneous items like design fees, legal fees, and other unknown construction costs.

END OF MEMO

Cost Estimate Memo-RCPE Pressler Junction Wye_RapidCitySD_2026-03-23.docx