

WATERTOWN PUBLIC MEETING

US81 (4TH ST NE) RECONSTRUCTION

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SD DOT

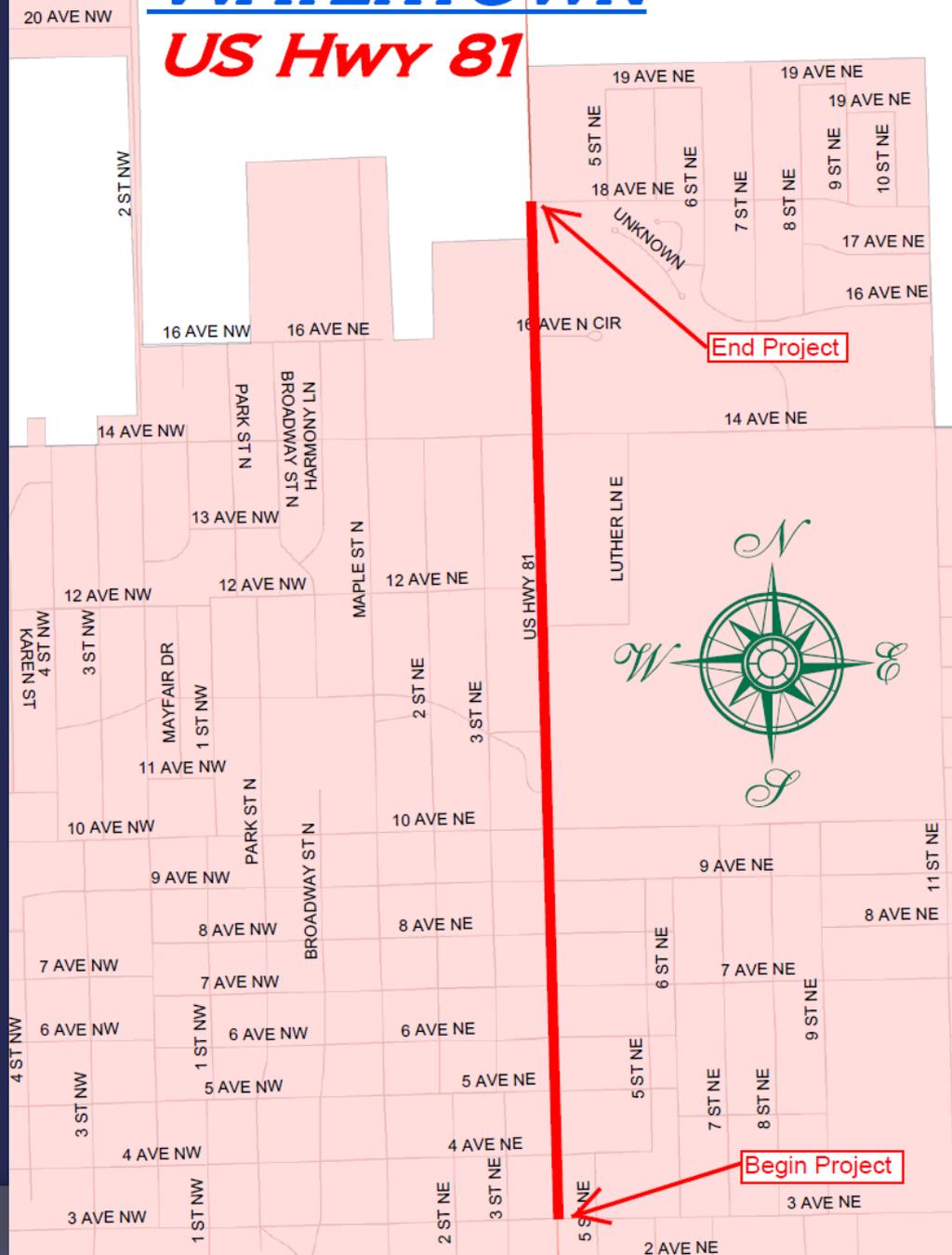
US81 Grading & Surfacing

- ❑ From 3rd Ave NE to 18th Ave NE
 - 1.2 mile

- ❑ Complete Urban Reconstruction may include:
 - Remove and Replace Concrete, C&G, Storm Sewer, Sidewalk
 - Lighting
 - Traffic Signals

WATERTOWN

US Hwy 81



Purpose of Project

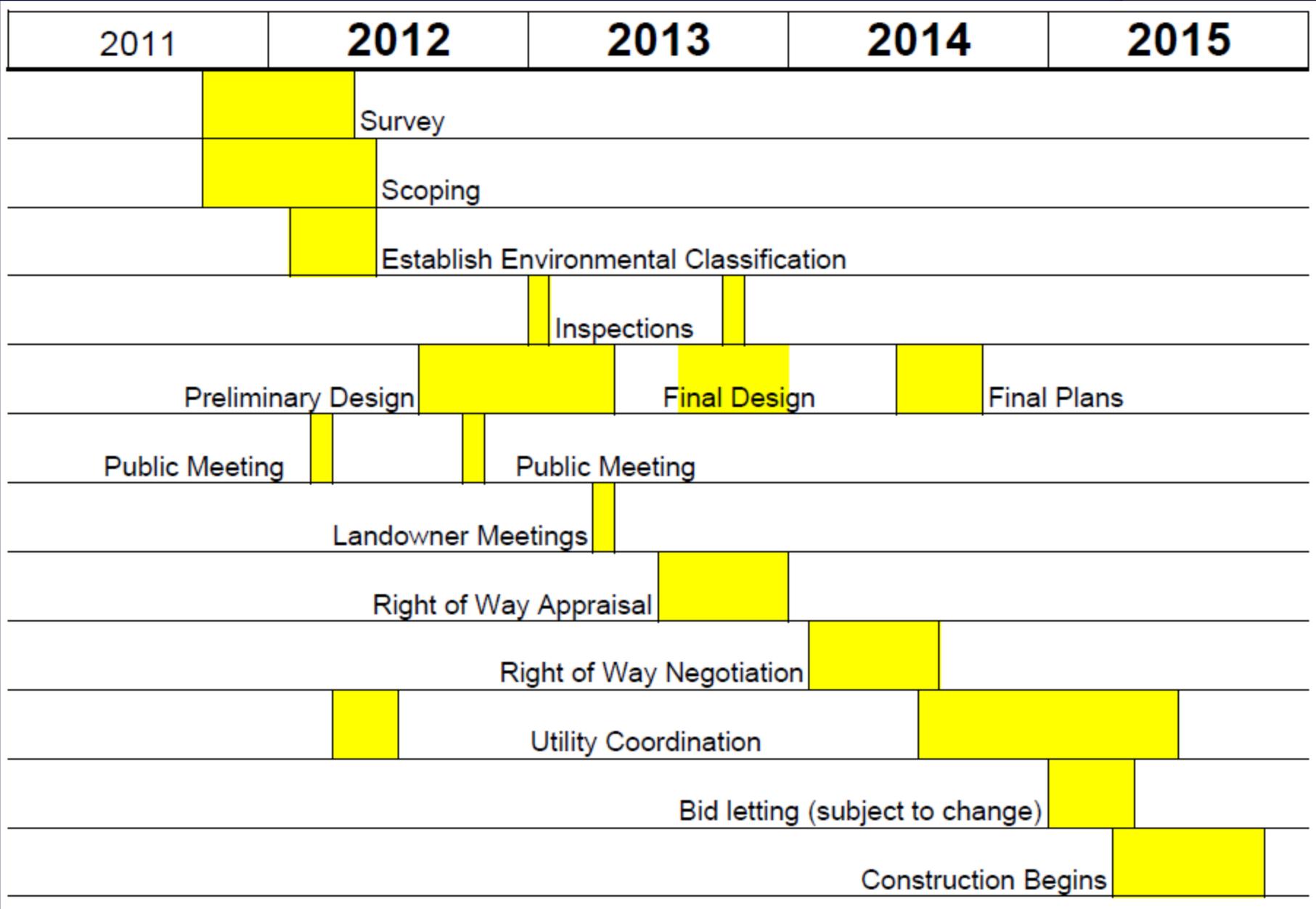
- ❑ Surface Condition
 - Pavement is in poor condition (2.00-2.44 out of 5.0)

- ❑ Pavement (Concrete) has a 40 year design life
 - Constructed in 1980, however accelerated deterioration due to pavement thickness, natural aggregate, etc.

- ❑ Additional items
 - Sidewalk
 - Lighting
 - Safety
 - ADA
 - Capacity

Why are we here?

- ❑ To involve public in the design process
- ❑ To discuss what options are available for improving US Hwy 81
 - Currently considering 3 options
- ❑ Exchange ideas – listen and discuss concerns



Right of Way

- ❑ The project will utilize existing ROW to the maximum extent feasible
- ❑ Additional ROW needs will be dependent on which option is chosen

Encroachments

- ❑ Encroachments within the public Right of Way need to be addressed prior to Construction
 - Federal Highway Regulations
 - Safety
 - Consistency Statewide
- ❑ The City of Watertown is responsible for encroachment enforcement
 - Maintenance & Encroachment Agreement

Landowner Meetings

- ❑ Approximately 1 year from now
- ❑ Applicable to all affected Landowners
- ❑ You will be contacted by SDDOT
- ❑ Discuss your property
 - Design details such as driveway location and width, landscaping features, etc.

Right of Way Office

- ❑ Appraisals
 - Start in ~1.5 years

- ❑ Negotiations
 - Start in ~2 years

Construction

- ❑ Construction to begin in 2015
 - Pending Funding & Scheduling
 - 1 construction season
- ❑ Block Closures likely South of 14th Ave
- ❑ Two Way Traffic 14th Ave North

Existing Conditions (US81)

- ❑ 4 – 12' Concrete Lanes
 - Center turn lane at 3rd Ave intersection and from 9th Ave to 10th Ave
- ❑ Curbside sidewalk (part of project limits)
- ❑ ROW width = 66'(majority)
- ❑ Roadway Lighting (poor condition)
- ❑ 2030 Projected Traffic Volumes
 - 3rd – 10th: 10,622
 - 10th – 18th: 6,387

Proposed Typical Section

3 Options

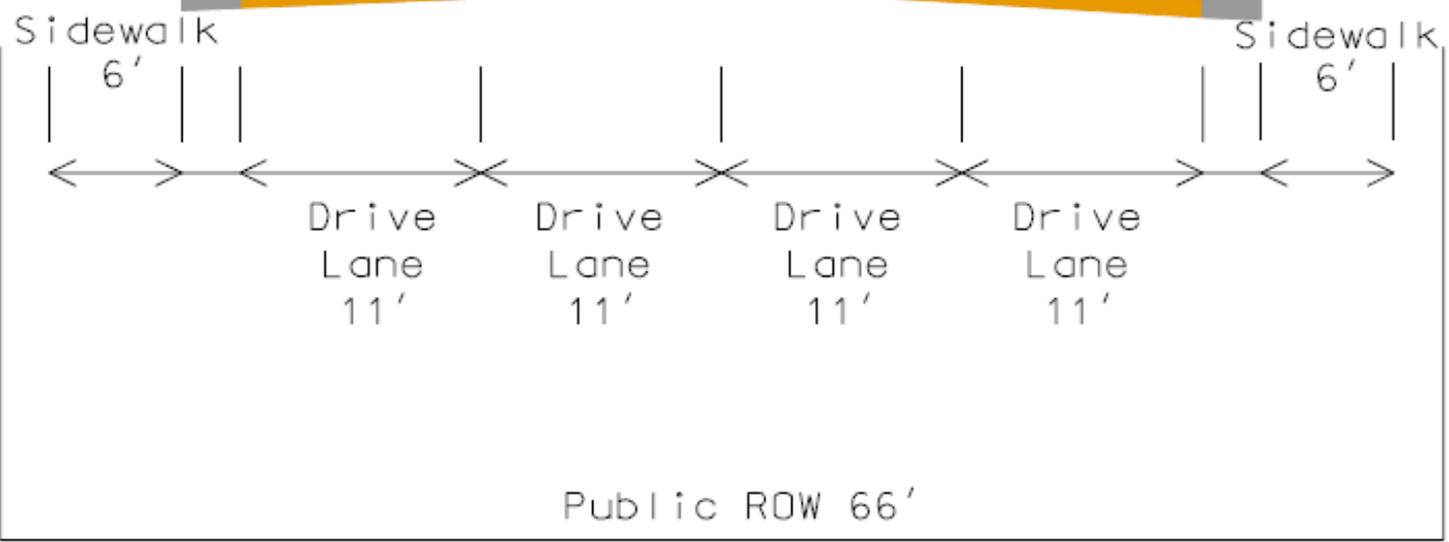
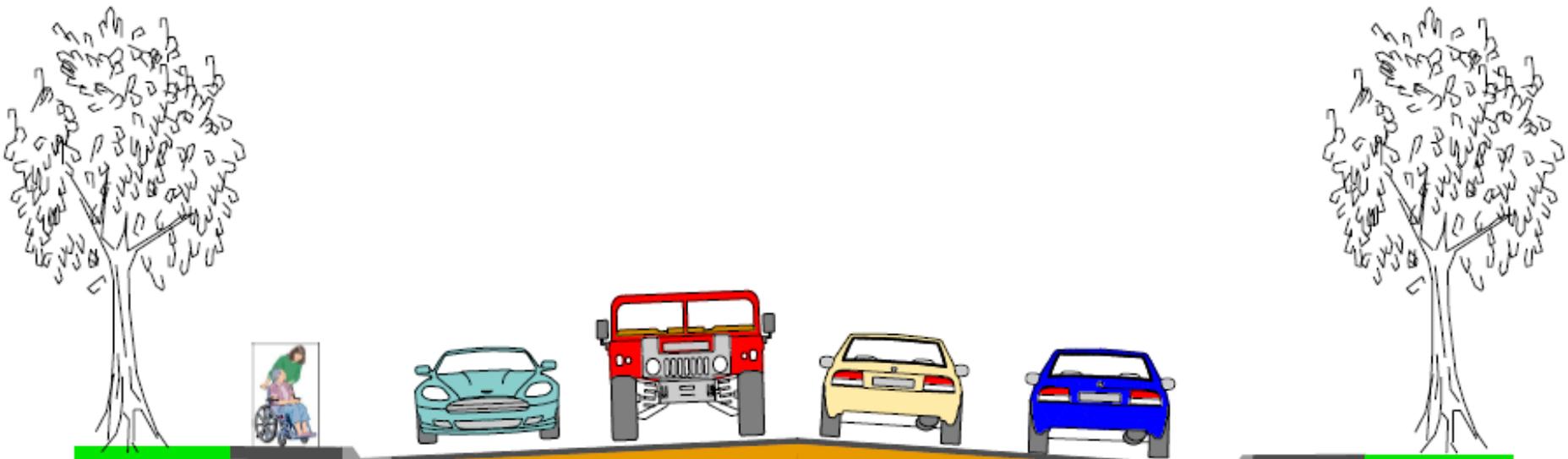
- ❑ 4 lanes (Option 1)
 - 5 Lanes at Major Intersections
 - 3rd Ave, 10th Ave & 14th Ave

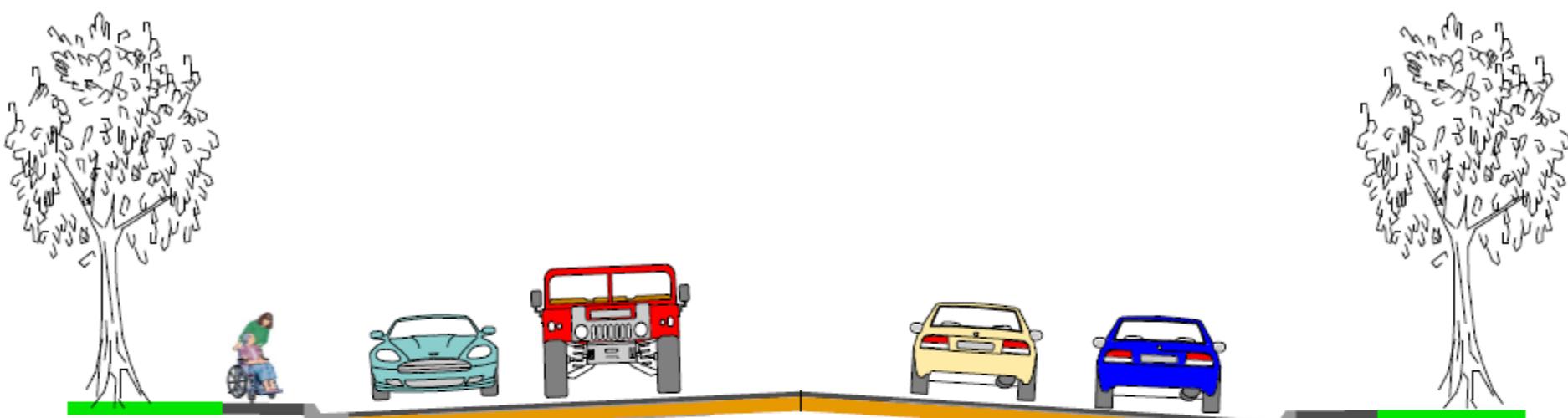
- ❑ 5 lanes (Option 2)

- ❑ Combination of Both (Option 3)
 - 4 Lanes South of 10th Ave
 - 5 Lanes North of 10th Ave

All Options Include:

- Curb & Gutter
- New Storm Sewer (Pending Condition)
- Curbside Sidewalk
- ADA Accommodations
- Lighting
- No Parking
- Access Management





Sidewalk

Sidewalk



Drive Lane
11'

Drive Lane
11'

Turn Lane
11'

Drive Lane
11'

Drive Lane
11'

Public ROW 66'

5 Lane vs 4 Lane Section

- ❑ Higher Cost for 5 Lanes
- ❑ More ROW Impacts with 5 Lanes
 - We would need to acquire approximately 4' additional ROW on each side
- ❑ Capacity increase with 5 Lanes
- ❑ Roadway consistency
- ❑ Possible conflicts of vehicles in the two way left turn lane (5 Lanes)

5 Lane vs 4 Lane Section

- ❑ Pedestrian
- ❑ 5 Lane Provides safe storage for left turning vehicles
- ❑ 5 Lane Reduces Speed Differential
- ❑ Pedestrian
 - 4 Lane Reduces crossing distance
 - 4 Lane Reduces top end travel speed (traffic calming)
 - 4 Lane Reduces conflict points

Bike/Shared Use Lanes

- ❑ Most Urban projects consider adding 3' to the outside of the outside driving lane
- ❑ Cost is \$239,000 + ROW
- ❑ Current Concepts do not include widening to accommodate Bike/Shared Use Lanes
 - ROW restrictions
 - Grid Network allowing alternate routes

Crash Data 2008-2010

- ❑ Weighted Rate – 7.90 (2.38 State Average)
- ❑ Total Crashes = 38 (17 Injury)
 - 8 Rear-End
 - 24 Angle Intersection crashes
- ❑ 12 crashes at 3rd Ave (5 lane section)
- ❑ 6 crashes at 10th Ave (5 lane section)
- ❑ 12 crashes at 14th Ave (4 lane section)
- ❑ Most crashes are at intersections. Of the remaining crashes, the majority are weather-related.

Construction Costs

- ❑ Estimated cost for US81 having 4 lanes is \$5.813 M
- ❑ Estimated cost for US81 having 4 lane & 5 lane combination is \$6.200 M
- ❑ Estimated cost for US81 having 5 lanes is \$6.616 M (ROW and Utility Impacts will be a significant additional cost)

How will SDDOT Choose?

- ❑ Traffic Analysis
- ❑ Public Input
- ❑ Cost
- ❑ Safety

❑ Website

- http://www.sddot.com/pe/projdev/planning_pubmeet_us81wtn.asp

❑ Comments Due Fri. March 30, 2012

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QUESTIONS?