

# Watertown Comprehensive Land Use Plan Update: Transportation Options Slideshow

City of Watertown with assistance from:  
First District Association of Local Governments  
March 2010

“Left click” mouse or  
use “right arrow” key to advance

# Introduction

- Feb 1, 2010 Meeting – it was determined that options discussed should be mapped with “pro’s” and “con’s” listed to help stakeholders and other officials determine how to address traffic concerns that will result following removal of the intersection of 31<sup>st</sup> Street East and US 212.
- A future meeting will be held to select an option which may consist of one, some, or all provisions of the following options.

# Introduction

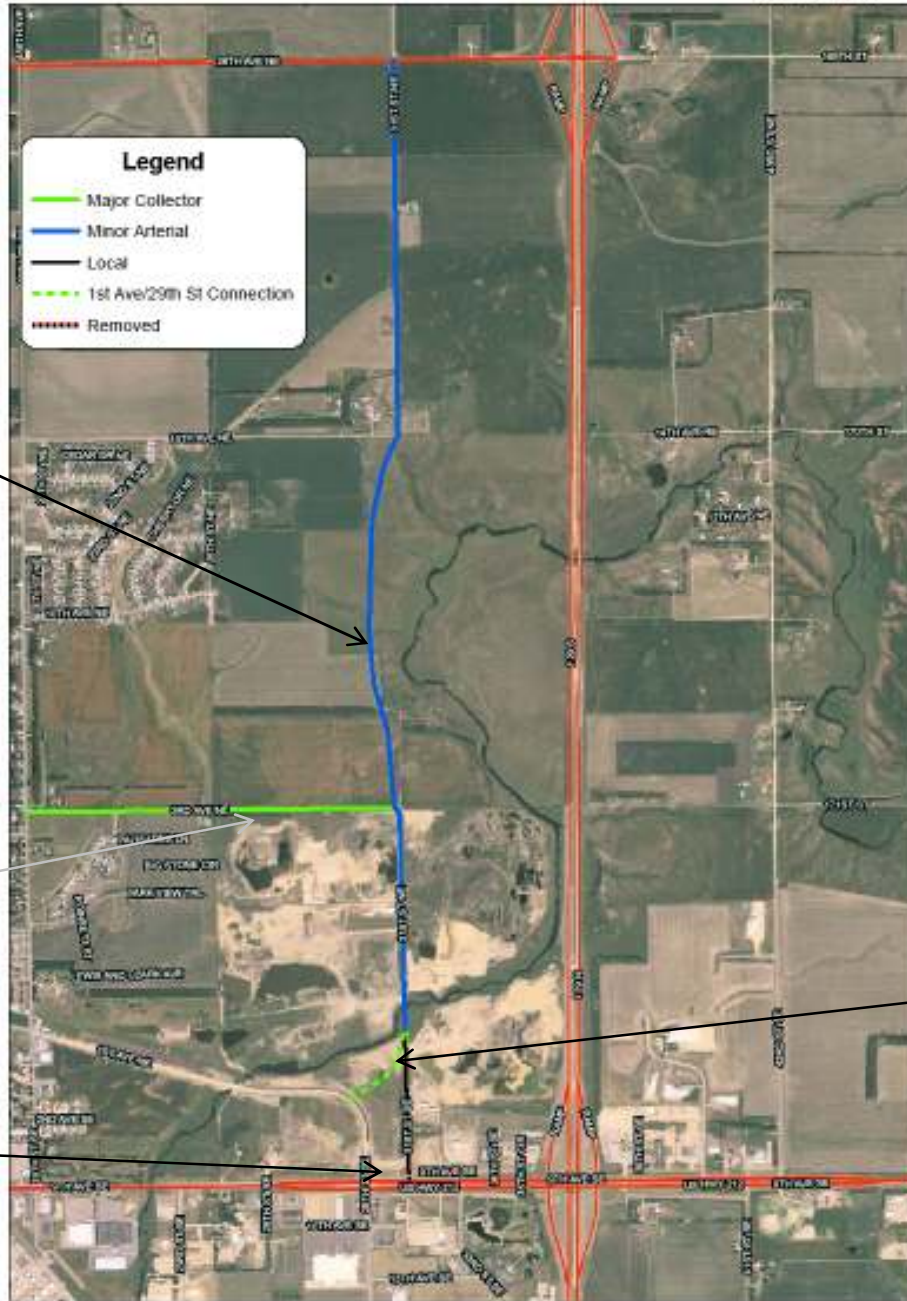
- The options discussed on February 1 are displayed using the three following maps. Each map is displayed in 3 consecutive slides which include the following.
  1. Map with description of some key elements of the option
  2. Map of option
  3. Pro's and Con's of the option
- *For those unfamiliar with PowerPoint Presentations:*
  - To go to next slide: “left-click” your mouse or press the “right-arrow” (→) key on the keyboard
  - To go back a slide: “right-click” your mouse or press the “left-arrow” (←) key on the keyboard

1<sup>st</sup> Avenue/29<sup>th</sup> Street Connection &  
31<sup>st</sup> Street Construction to 26<sup>th</sup> Avenue North

# 1st Avenue/29th Street Connection & 31st to 26th Street Construction



1 inch = 1,200 feet



**Right of Way Acquisition  
and Road Construction  
(Township Road Standard)  
< 5 years**

Road to be widened and  
paved to "Collector"  
Standards  
*As development warrants*

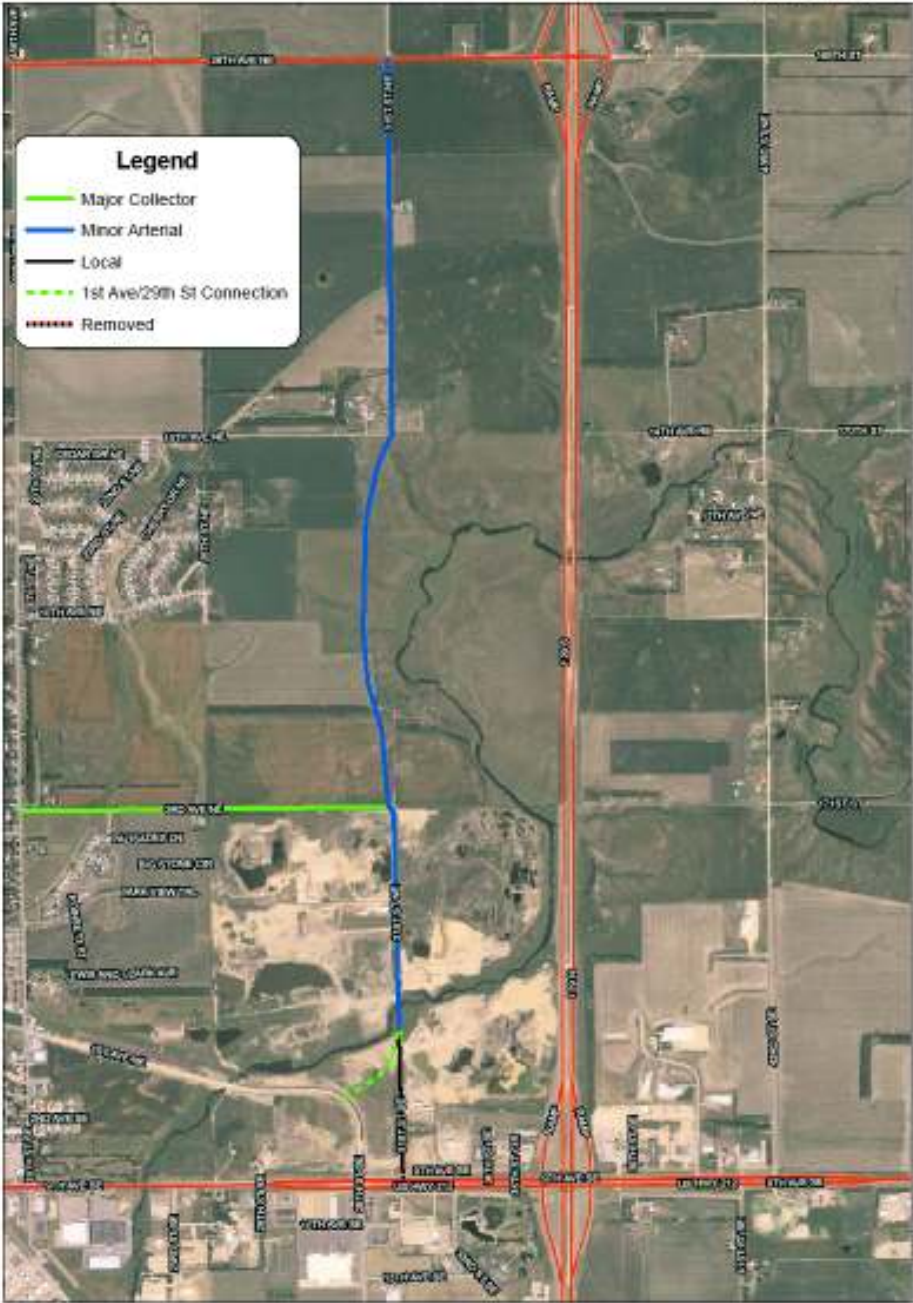
**Intersection at 31<sup>st</sup> and  
US 212 to be Removed  
*Unspecified Date***

**To be Constructed in  
Conjunction with  
Development of property  
< 10 years**

# 1st Avenue/29th Street Connection & 31st to 26th Street Construction



1 inch = 1,200 feet



# 1<sup>st</sup> Avenue/29<sup>th</sup> Street Connection & 31<sup>st</sup> Street Construction to 26<sup>th</sup> Avenue North

- Pro's
  - Provides industrial traffic route to north and west without using (primarily) residential streets (19<sup>th</sup> Street and 3<sup>rd</sup> Avenue)
  - Connects with 29<sup>th</sup> Street (currently), provide connection from north exit to south exit (future)
  - Property for “new” stretch of 31<sup>st</sup> Street is held under single ownership
  - Utilizes existing (29<sup>th</sup> Street) intersection at US212
  - Though not yet developed, area (between 1<sup>st</sup> Ave and 31<sup>st</sup> Street) is projected to develop soon.
  - Path(s) of least resistance for traffic to the north and south
- Con's
  - Right of Way acquisition
  - 31<sup>st</sup> Street Construction
    - Proposed new stretch of 31<sup>st</sup> Street is outside of City Limits
    - 31<sup>st</sup> Must curve around Willow Creek
    - Who is responsible for building 31<sup>st</sup>
    - To what standard will 31<sup>st</sup> be built
    - Who is responsible for maintenance of 31<sup>st</sup>
  - Combines commercial/retail uses and traffic with industrial traffic
    - May significantly increase traffic at intersection of 29<sup>th</sup> Street and US212 without another intersection on US212 in the future
  - Added cost burden on developer of connection street from 1<sup>st</sup> Ave to 31<sup>st</sup>
  - Difficult to engineer while limiting conflict points

# 3<sup>rd</sup> Avenue Overpass

# 3rd Avenue Overpass Option



1 inch = 1,200 feet



Right of Way Acquisition and Road Construction (Township Road Standard) As development warrants

Road to be widened and paved to "Collector" Standards < 5 years

Intersection at 31<sup>st</sup> and US 212 to be Removed Unspecified Date

To be Constructed as funding becomes available < 10 years

# 3rd Avenue Overpass Option



1 inch = 1,200 feet



# 3<sup>rd</sup> Avenue Overpass

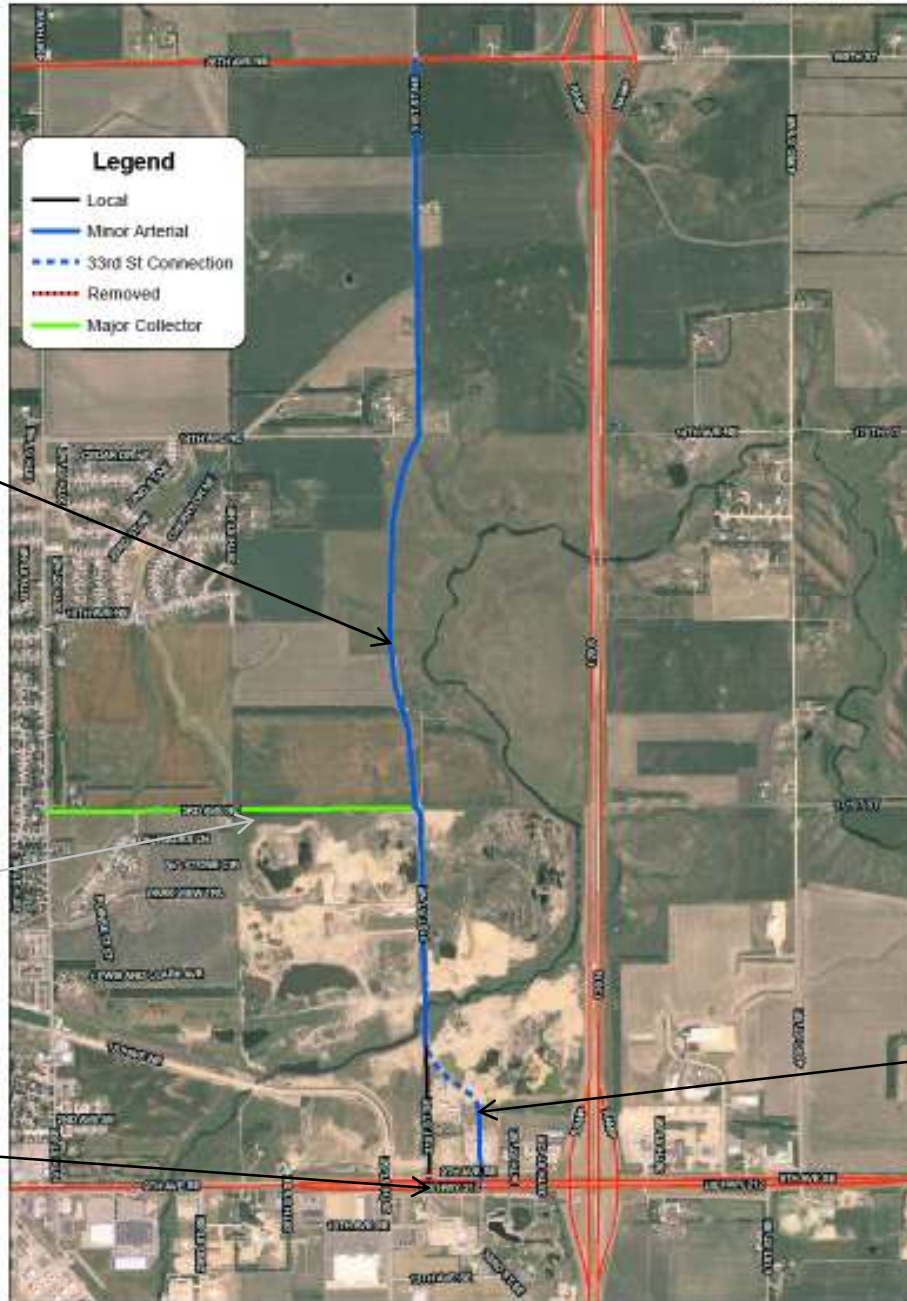
- Pro's
  - Places less emphasis on connecting 31<sup>st</sup> between 3<sup>rd</sup> and 14<sup>th</sup> Avenues
  - Serve industrial park east of interstate
  - Utilizing existing street (43<sup>rd</sup>) to US 81 exit.
  - Provides East-West connection over I-29
  - Likely to be considered at some point in the future, if not today
- Con's
  - Expensive
  - Right-of-Way acquisition required
  - Cross Willow Creek
    - Require curve in road, diversion of Creek, very large bridge, or 2 bridges (one from I-29, one for Willow Creek)
  - Cross I-29
  - 43<sup>rd</sup> Street will need upgrading to accommodate traffic
  - Would not provide route for trucks headed north and west. Industrial traffic likely continue to use 3<sup>rd</sup> Avenue and 19<sup>th</sup> Street.
  - Does not provide for connectivity to US 212

33<sup>rd</sup> Street Connection &  
31<sup>st</sup> Street Construction to 26<sup>th</sup> Avenue North

# 33rd Street Connection & 31st to 26th Street Construction



1 inch = 1,200 feet



**Right of Way Acquisition  
and Road Construction  
(Township Road Standard)  
< 10 years**

Road to be widened and  
paved to "Collector"  
Standards  
*As development warrants*

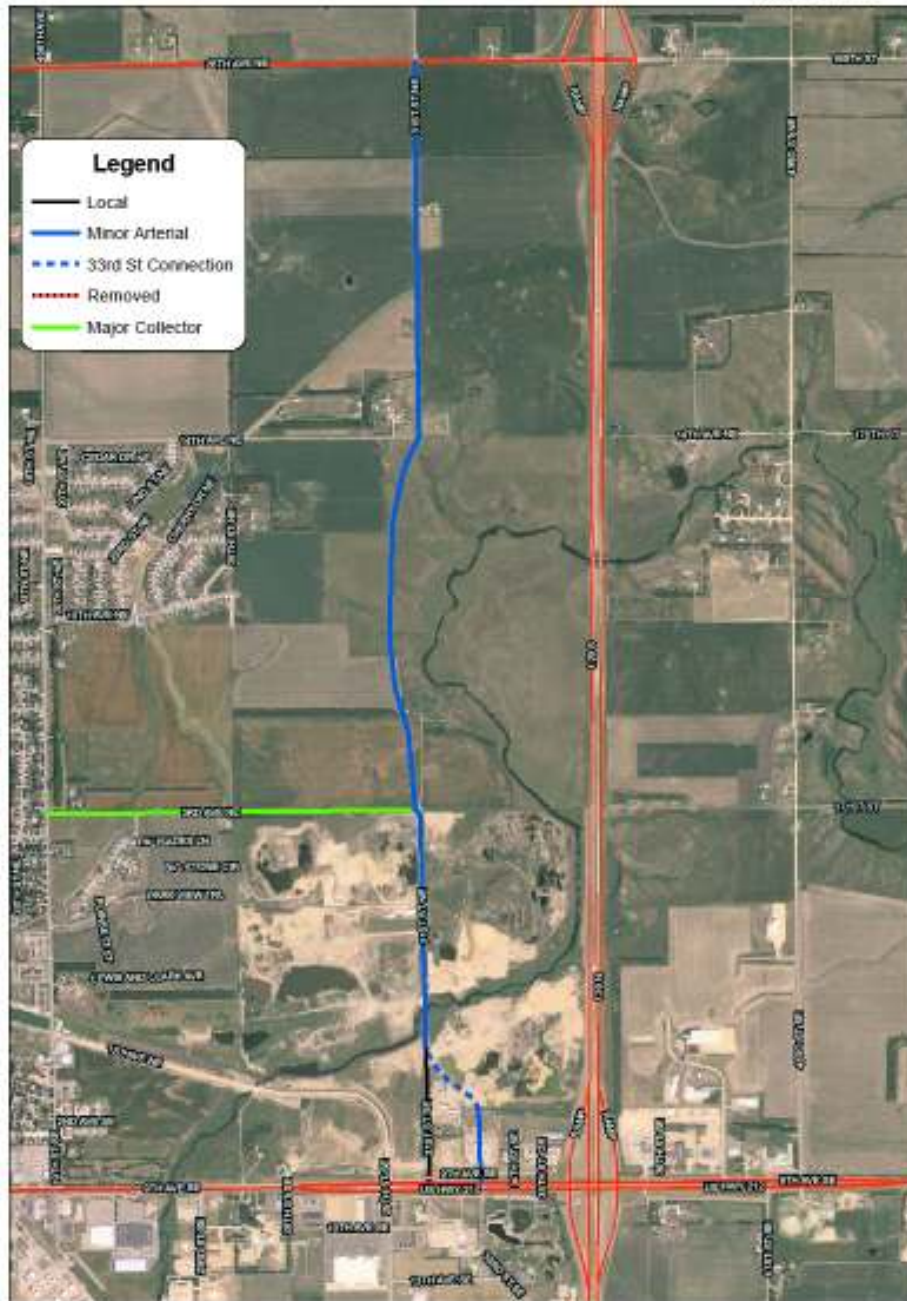
**Intersection at 31<sup>st</sup> and  
US 212 to be Removed  
*Unspecified Date***

**Right of Way Acquisition  
and Road Construction  
< 5 years**

# 33rd Street Connection & 31st to 26th Street Construction



1 inch = 1,200 feet



# 33<sup>rd</sup> Street Connection & 31<sup>st</sup> to 26<sup>th</sup> Street Construction

- Pro's
  - Same positives as earlier associated with construction of 31<sup>st</sup> Street from 14<sup>th</sup> to 26<sup>th</sup> Avenue
  - The only location which *may be* supported by SDDOT for another lighted intersection between 29<sup>th</sup> Street and I-29 on US212
  - Would allow non-retail oriented traffic to avoid 29<sup>th</sup> Street/US 212 Intersection
  - Provides direct connection to business park and Redlin Center
  - May be constructed with few conflict points
  - Existing Development could be split (at intersection of 33<sup>rd</sup> and US212) into two or more lots and much of proposed connection route is undeveloped
- Con's
  - Same negatives as earlier associated with construction of 31<sup>st</sup> Street from 14<sup>th</sup> to 26<sup>th</sup> Avenue
  - Property Acquisition
    - 33<sup>rd</sup> Street (as shown) would run through an existing business and across property currently being and projected to be mined into the future
  - Existing service road would not be ideally spaced at intersection of 33<sup>rd</sup> and US 212
  - Difficult to engineer 33<sup>rd</sup> and 31<sup>st</sup> connection
  - Result in re-evaluation of existing intersections on US 212 near 33<sup>rd</sup> Street
  - Construction of 33<sup>rd</sup> Street would significantly pre-date expected development of property owned by McGlaughlin Schultz (>20 years)
  - Encourages traffic to avoid newly constructed 29<sup>th</sup> Street/US 212 Intersection
  - Does not directly connect with collector nor arterial to the south.
  - Industrial traffic headed south *may* avoid this intersection if connection to 1<sup>st</sup> Avenue/29<sup>th</sup> Street associated with retail development is made