

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 31st 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

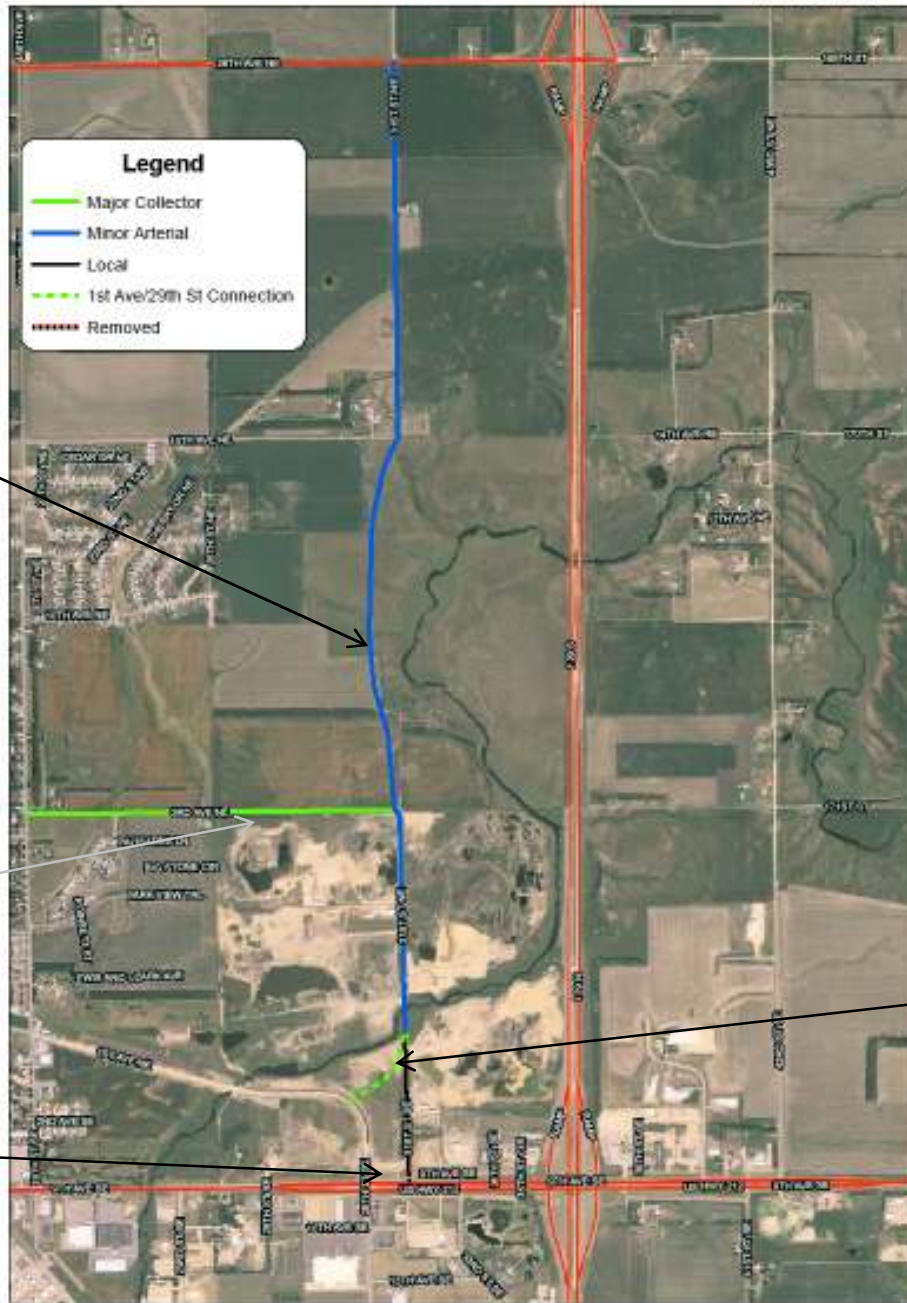
- The options discussed on February 1 are displayed using the three following maps. Each map is displayed in 3 consecutive slides which include the following.
 1. Map with description of some key elements of the option
 2. Map of option
 3. Pro's and Con's of the option
- *For those unfamiliar with PowerPoint 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

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

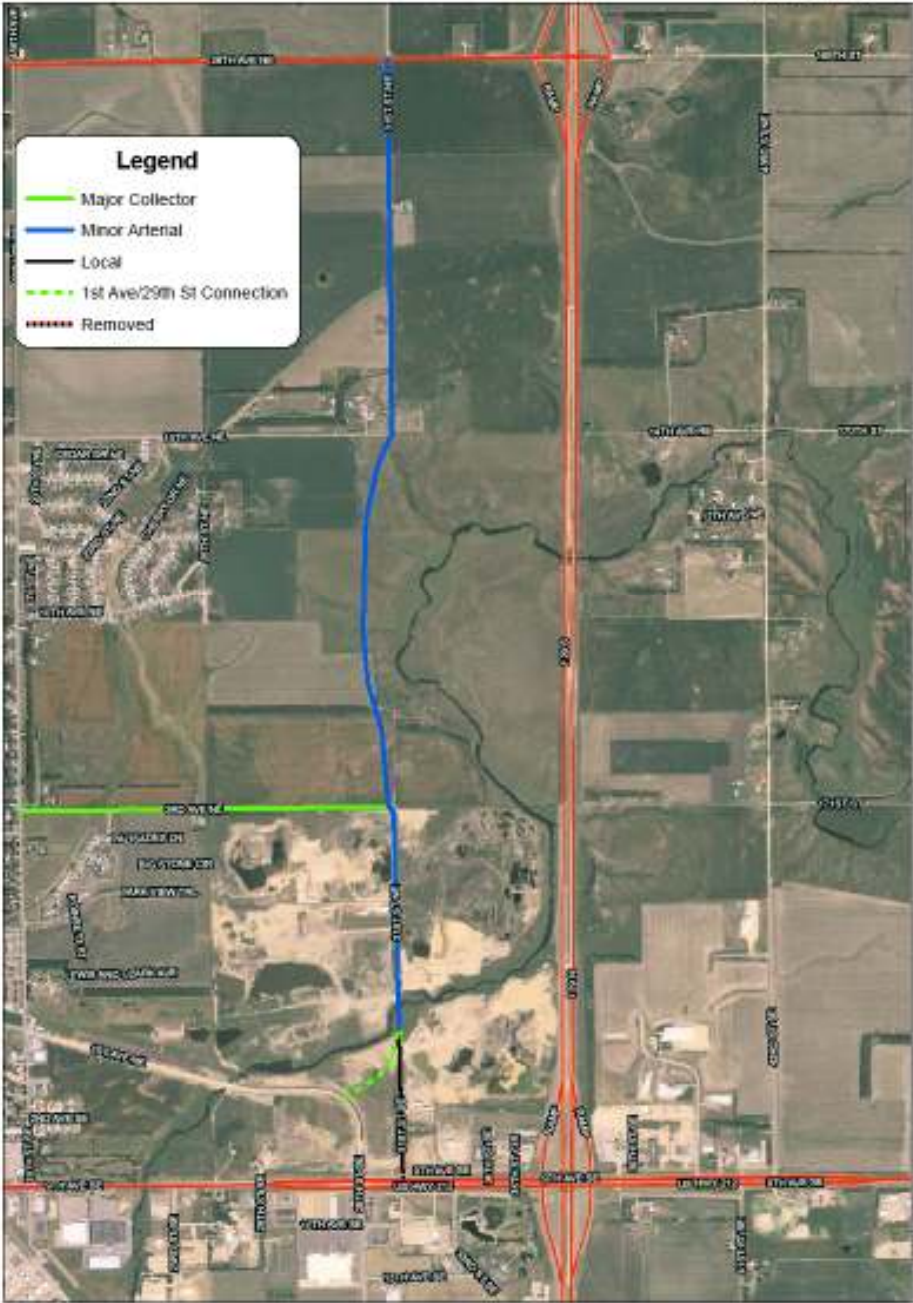
**Intersection at 31st and
US 212 to be Removed
*Unspecified Date***

**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



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

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

3rd 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 31st 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



3rd Avenue Overpass

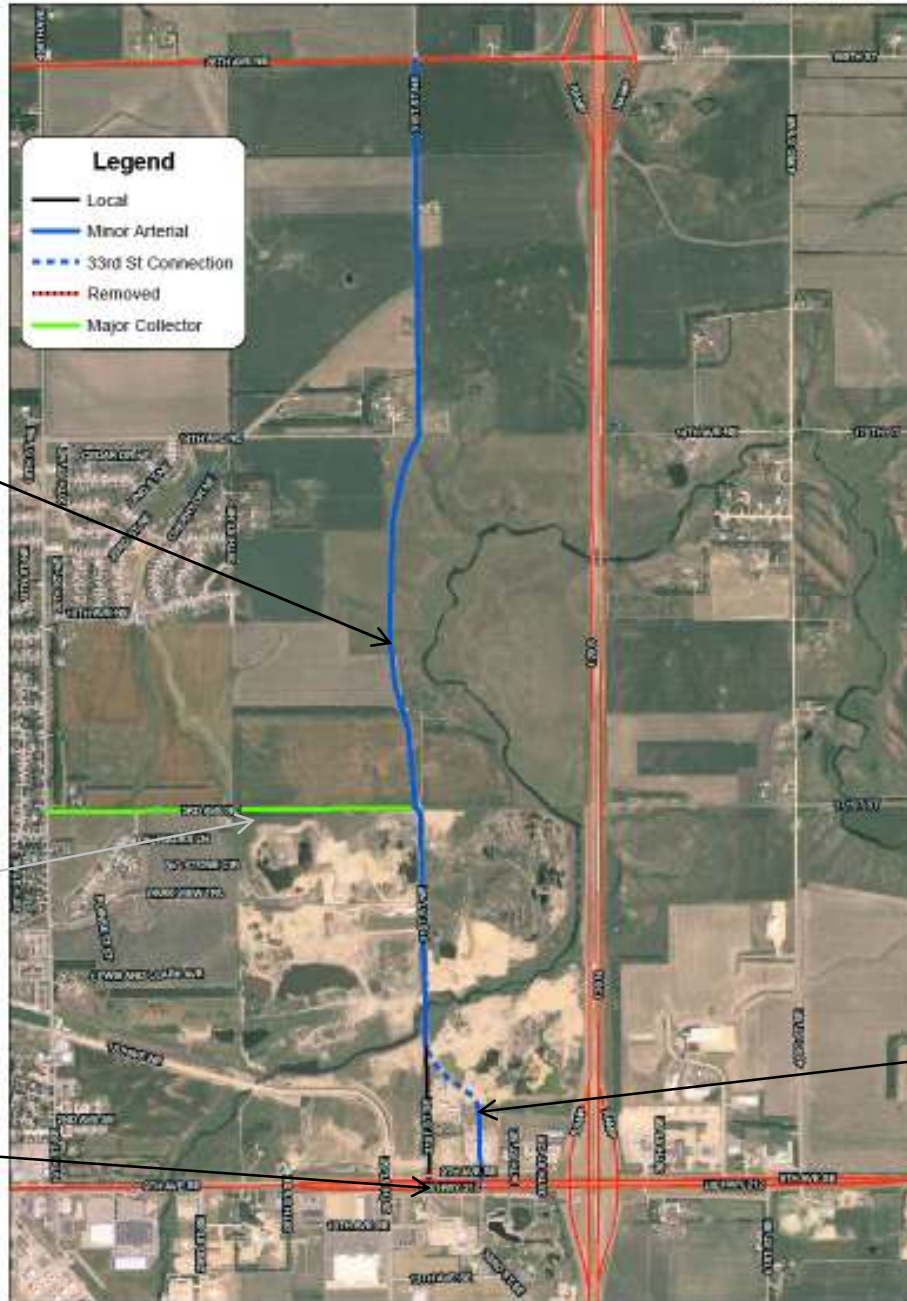
- Pro's
 - Places less emphasis on connecting 31st between 3rd and 14th Avenues
 - Serve industrial park east of interstate
 - Utilizing existing street (43rd) to US 81 exit.
 - Provides East-West connection over I-29
 - Likely to be considered at some point in the future, if not today
- Con's
 - Expensive
 - 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
 - 43rd Street will need upgrading to accommodate traffic
 - Would not provide route for trucks headed north and west. Industrial traffic likely continue to use 3rd Avenue and 19th Street.
 - Does not provide for connectivity to US 212

33rd Street Connection &
31st Street Construction to 26th 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"
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As development warrants

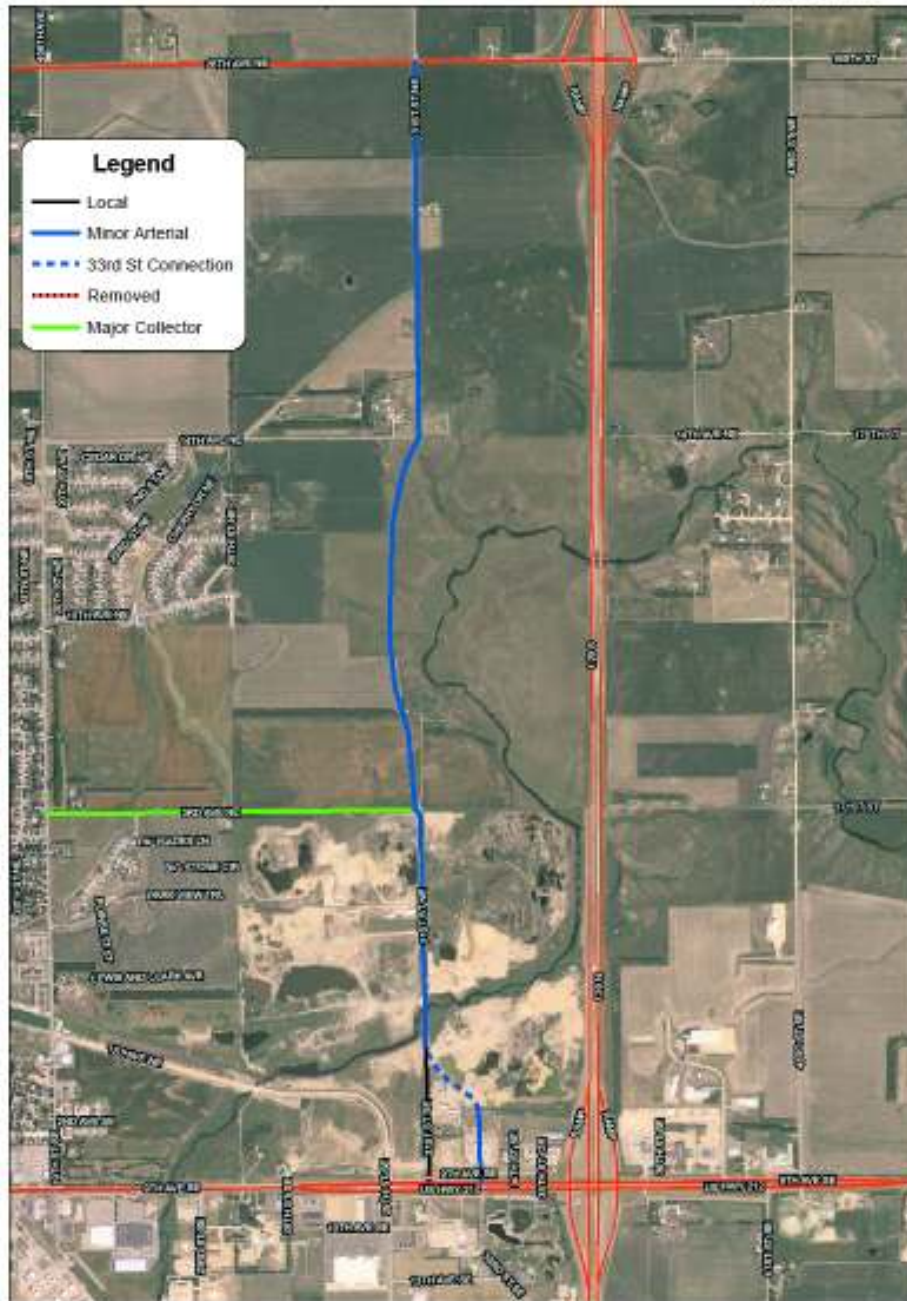
**Intersection at 31st and
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**Right of Way Acquisition
and Road Construction
< 5 years**

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



1 inch = 1,200 feet



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

- Pro's
 - Same positives as earlier associated with construction of 31st Street from 14th to 26th Avenue
 - The only location which *may be* supported by SDDOT for another lighted intersection between 29th Street and I-29 on US212
 - Would allow non-retail oriented traffic to avoid 29th 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 33rd 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 31st Street from 14th to 26th Avenue
 - Property Acquisition
 - 33rd 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 33rd and US 212
 - Difficult to engineer 33rd and 31st connection
 - Result in re-evaluation of existing intersections on US 212 near 33rd Street
 - Construction of 33rd Street would significantly pre-date expected development of property owned by McGlaughlin Schultz (>20 years)
 - Encourages traffic to avoid newly constructed 29th 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 1st Avenue/29th Street associated with retail development is made