

Technical Memo 6

Date: Monday, July 10, 2017

Project: Northeast Pierre Transportation Plan

To: Steve Gramm, Study Advisory Team

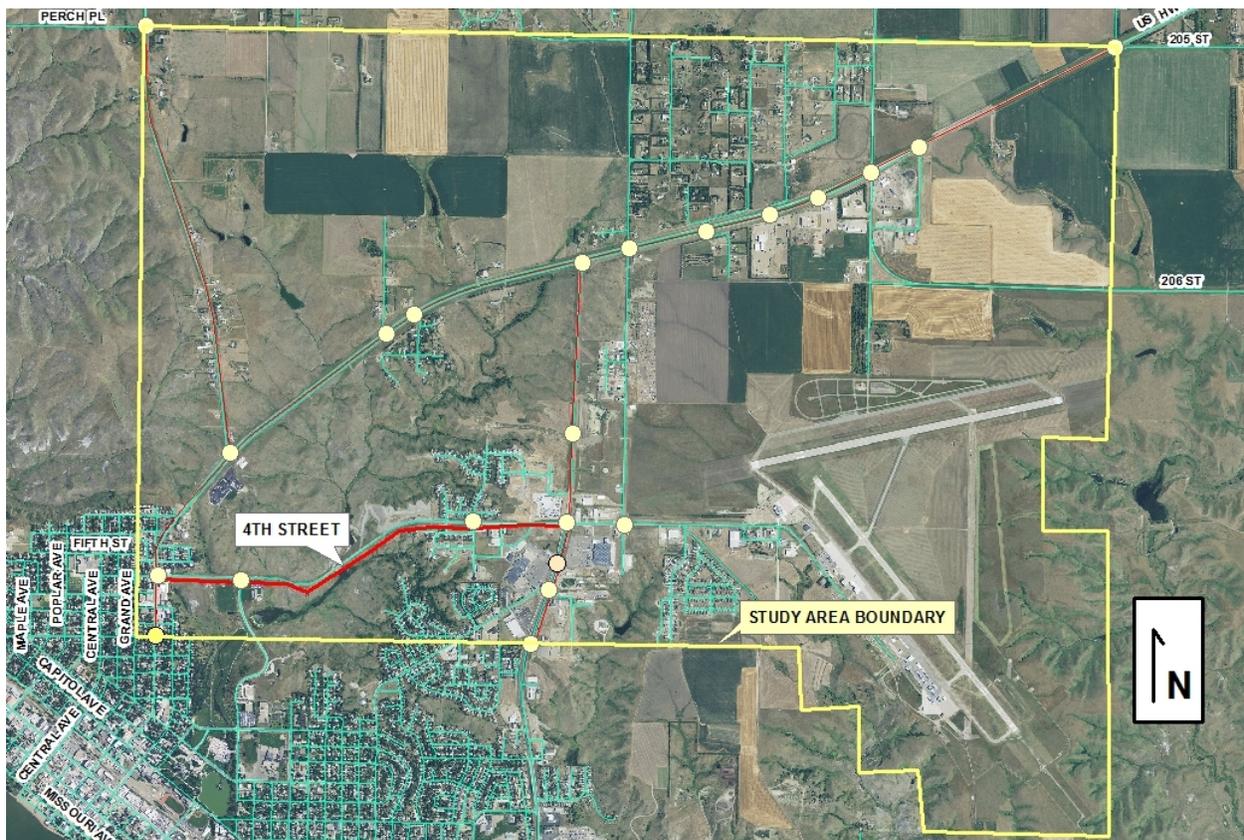
From: Rick Laughlin

Subject: Access Plan, Fourth Street corridor

This Technical Memo describes the analysis of access points in the Fourth Street corridor in northeast Pierre, SD. The analysis is being performed as part of the Northeast Pierre Transportation Plan and compares the existing access points to standards currently in State administrative rules and Local standards being proposed for the City of Pierre.

Study Area

The study area for the Northeast Pierre Transportation Plan has been defined as the northern part of the City of Pierre and the adjacent land suitable for development. The study area and Fourth Street corridor are shown in the map below.



The Fourth Street corridor is currently a two-lane urban roadway. Major intersections exist at the following locations:

- Euclid Ave. (US 14/US 83)
- Governor's Drive
- Abbey Road
- US 14B/Garfield Avenue
- N. Airport Rd.

Minor intersections occur at a few other locations.

All intersections in the corridor are currently controlled by stop signs on the minor street approaches, except the signalized intersection at US 14B/Garfield Ave.

Land Use and Zoning

Land use is characterized by commercial property at the west end of the corridor, park land and government uses along the middle portion of the corridor and residential and commercial uses along the eastern portion of the corridor. Open areas adjacent to the corridor are zoned for residential development, but development will be difficult because of steep grades and poor soil conditions.

Access Criteria

The Fourth Street corridor within the study area is not currently classified for access management, but access management guidelines are being developed as part of this study.

Physical Constraints

The corridor exists in the rolling terrain of the Missouri River breaks. Areas of steep grades exist in the western portion of the corridor that will affect the ability to develop the property adjacent to the roadway and will also affect the ability to build roads to provide access.

These physical constraints and the location of existing access points will have to be considered when planning future access points in the corridor.

Planned Access Points

One of the goals of the Northeast Pierre Transportation Plan is providing roadway facilities in the Fourth Street corridor that meet future transportation needs in terms of capacity and safety. Analysis for the plan includes:

- Evaluation of the size of the roadways to meet future needs
- Evaluation of the feasibility of providing roadways in relation to the physical constraints
- Evaluation of the existing and future roadway facilities in relation to pertinent standards

The scope of this analysis allows the detailed planning of access locations throughout the corridor and constitutes an access plan.

Access Inventory and Recommendations

An inventory of existing corridor access points and recommended actions for existing and future access points are provided in spreadsheets attached to this memo, indexed by mile reference marker. Maps of the access locations are also attached.

ACCESS INVENTORY AND RECOMMENDATION

FOURTH STREET

ACCESS NUMBER	MRM	OFFSET	SIDE	ACCESS IDENTIFICATION	RECOMMENDATION
1	0.00	--	BOTH	EUCLID AVENUE	RETAIN EXISTING INTERSECTION
2		0.04	LEFT	COMMERCIAL DRIVEWAY	CONSOLIDATE WITH ACCESS 4
3		0.05	RIGHT	COMMERCIAL DRIVEWAY	RETROFIT TO LOCAL STANDARD IF REDEVELOPED
4		0.06	LEFT	COMMERCIAL DRIVEWAY	CONSOLIDATE WITH ACCESS 2
5		0.35	RIGHT	GOVERNOR'S DRIVE	RETAIN EXISTING INTERSECTION
6		0.40	RIGHT	GOVERNMENT DRIVEWAY	CONSOLIDATE WITH ACCESS 7
7		0.44	RIGHT	GOVERNMENT DRIVEWAY	RETAIN FOR EXISTING USE ONLY
8		0.59	RIGHT	MAINTENANCE DRIVEWAY	RETAIN FOR EXISTING USE ONLY
9		0.64	RIGHT	MAINTENANCE DRIVEWAY	RETAIN FOR EXISTING USE ONLY
10		0.75	LEFT	MICKELSON POND ACCESS	RETAIN FOR EXISTING USE ONLY
11		0.89	LEFT	MAINTENANCE DRIVEWAY	RETAIN FOR EXISTING USE ONLY
12		1.10	LEFT	WELLINGTON PLACE	RETAIN EXISTING INTERSECTION
13		1.20	LEFT	PRIVATE DRIVE	RETAIN EXISTING INTERSECTION
14		1.27	BOTH	BRISTOL PLACE	RETAIN EXISTING INTERSECTION
15		1.39	BOTH	ABBEY ROAD	RETAIN EXISTING INTERSECTION
16		1.50	RIGHT	LINCOLN AVENUE	RETAIN EXISTING INTERSECTION
17		1.61	BOTH	PATRON PARKWAY	RETAIN EXISTING INTERSECTION
18		1.70	RIGHT	COMMERCIAL DRIVEWAY	RETAIN FOR EXISTING USE ONLY
19		1.76	BOTH	GARFIELD AVENUE	RETAIN EXISTING INTERSECTION
20		1.81	LEFT	COMMERCIAL DRIVEWAY	RETAIN EXISTING ACCESS
21		1.84	BOTH	COMMERCIAL DRIVEWAY	RETAIN FOR EXISTING USE ONLY
22		1.87	RIGHT	MCKINLEY AVENUE	RETAIN FOR EXISTING USE ONLY
23		1.88	LEFT	COMMERCIAL DRIVEWAY	RETROFIT TO LOCAL STANDARD IF REDEVELOPED
24		1.94	RIGHT	COMMERCIAL DRIVEWAY	RETAIN FOR EXISTING USE ONLY
25		1.96	LEFT	COMMERCIAL DRIVEWAY	ALIGN WITH ACCESS 24
26		1.97	RIGHT	COMMERCIAL DRIVEWAY	REROUTE ACCESS TO LOWELL AVE.
27		1.99	RIGHT	LOWELL AVENUE	RETAIN EXISTING INTERSECTION
28		1.99	LEFT	N. AIRPORT ROAD	RETAIN EXISTING INTERSECTION



Access Map 1 – Fourth Street



Access Map 2 – Fourth Street



Access Map 3 – Fourth Street



Access Map 4 – Fourth Street



Access Map 5 – Fourth Street