

RECOMMENDED ALTERNATIVE

Traffic Study Overview:

Traffic volumes, vehicle speeds, Stop-sign warrant analysis, and underserved modes of travel were investigated. Given the combination of existing low traffic volumes, with relatively steady demand associated with cyclists and pedestrians along the corridor, a total of three alternative options were identified for consideration in the Beachview Drive corridor: (1) Enhanced Shoulder, (2) Sidewalk, or (3) Complete Street. None of these options feature vehicle capacity improvements, instead they feature safety and capacity features for bicyclists and pedestrians. To address community concerns about visibility of crossing areas, all alternative options incorporate High-intensity Activated Crosswalk Beacons (HAWK) at proposed crosswalk locations.

The recommended solution is **Option 1: Enhanced Shoulder**. It is the least costly and involves the fewest property impacts to those living along the corridor. Implementation of this alternative concept allows for a shorter construction period and fewer impacts to the corridor residents.

Option 1 Analysis

Pros

- Provides a dedicated facility for pedestrians
- Maintains improvement within existing corridor right-of-way

Cons

- Concept would fully engage corridor during construction process
- Mailboxes and driveways along corridor would need to be moved and replaced
- Existing overhead utilities may be impacted depending on final location of improvements
- Coordination with existing utilities required (telecommunication, water, sewer) to determine locations of existing underground items in reference to proposed pipe and sidewalks

Conceptual Project Limits

- +/- 2.04 miles of street improvement on Beachview Drive, Old Spanish Tr to Lake Mars Av
- New crosswalks at Palmetto Dr, Blueberry Dr, Edgewater Blvd, Point Aux Chenes Dr and Lake Mars Av
- Opportunities to extend pedestrian and bicycle improvement cross section to North 8th St were explored.

TIMELINE

Traffic Study

In Progress

Environmental Process**

18 Months

Funding Project Prioritization

Indefinite

Final Design

1-2 Years

Letting/ Construction Process

1 Year

Operation

Indefinite

*Federal Aid and State Funded projects are subject to NEPA (National Environmental Policy Act of 1969)

COST ESTIMATES

Recommended Alternative

Category	Option 1: Enhanced Shoulder
Construction	\$3,683,000
Contingency	\$364,000
Engineering Design	\$413,000
Right-of-way Acquisition	\$0
Utility Relocations	\$523,000
Project Total	\$4,983,000

Notes:

1. Table and costs organized by potential sequence of construction within defined corridor sections.
2. Please see appendix for more details on individual unit costs and quantities assumed. All values shown in the table rounded to the closest \$10,000.
3. Order of Magnitude costs shown for initial planning purposes only - additional refinement of design attributes or alternative will have an impact on cost.
4. Cost for Engineering, Survey, Geotechnical, Resident Inspection and Testing based upon applicable ASCE Curve A.
5. Unit pricing for materials utilized to develop corridor costs based upon comparable costs of similar MDOT and County projects.
6. Information for utilities on corridor identified during initial and follow-up field review with GRPC and/or Jackson County or during follow-up interviews with local utility providers.
7. Project would be constructed totally within existing right-of-way, to be fully defined as a result of a survey to be completed along the corridor as part of the final design.
8. Drainage improvements assume completion of a hydrological analysis as part of final project design. Pipe sizes based upon standard rule of thumb for comparable projects. Review and completion of detailed hydrologic analysis will also finalize locations of inlets.
9. Project totals include \$195,000 in estimated cost for individual HAWK installation at the following locations on Beachview Dr.: Blueberry Dr., Edgewater Blvd., and Point Aux Chenes Rd. Cost shown is for equipment is \$65,000 per location, not including mobilization and installation, based upon the engineers estimate for the Government Street improvement project. Adjusting equipment choices or installation type will change project cost estimates accordingly. Compiled by Burk-Kleinpeter, Inc., 2014.

TRAFFIC STUDY SUMMARY

Observed Vehicle Operating Speeds

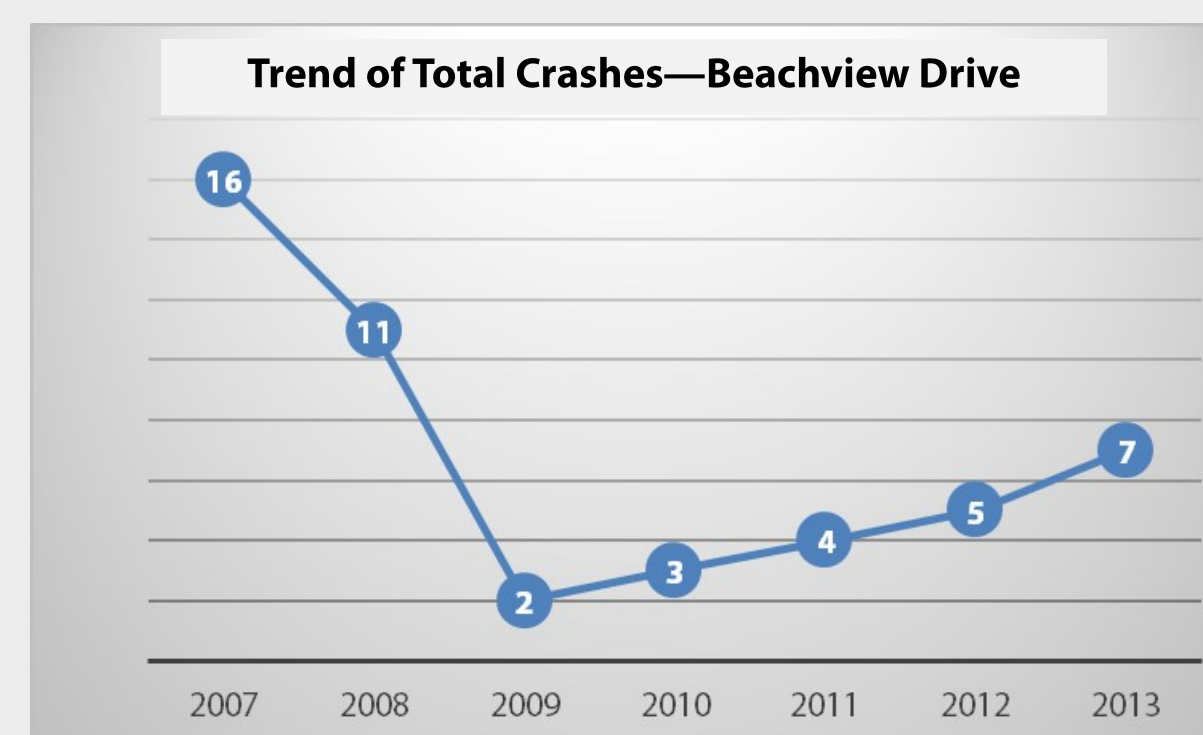


	0-15 MPH	16 - 25 MPH	26-35 MPH	>35-40 MPH	>40 MPH
% of Total traffic	0.3%	2.9%	53.2%	33.8%	9.8%

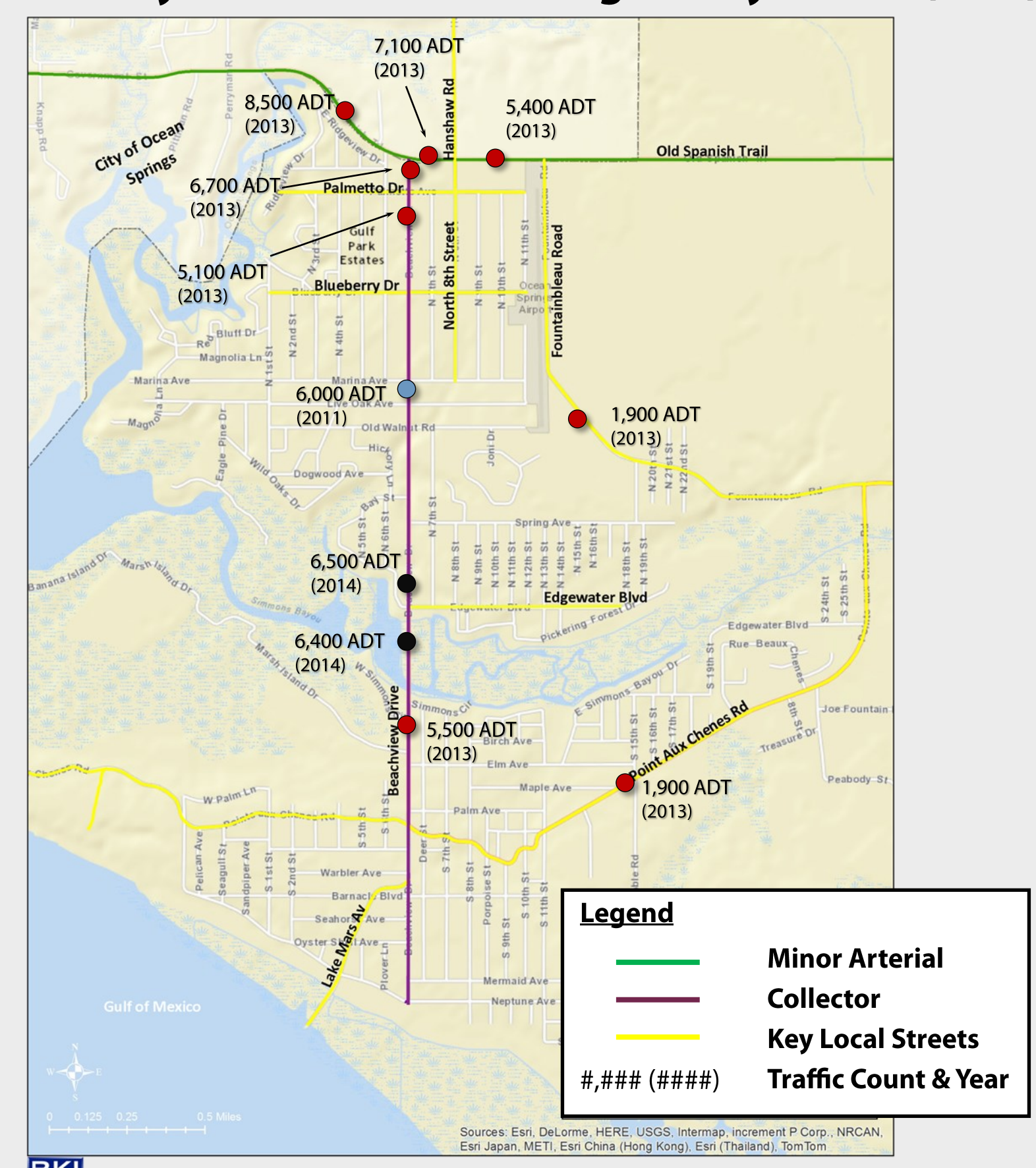
85th Percentile Speed was 38.7 MPH

(3.7 MPH above posted speed)

Crash Review



Roadway Network and Average Daily Traffic (ADT)



Beachview Drive Improvement Concepts

Option #1



Option #2



Option #3

