

TAB 10

**RIVERSIDE DRIVE AT 8<sup>TH</sup> AVENUE IMPROVEMENTS**

In 2006, the City was awarded \$150,000 in MPO funding to make improvements to the intersection of Riverside Drive and 8<sup>th</sup> Avenue West. (attached) This is a matching grant, and the CRA committed to funding the complimenting \$150,000. Funding should be utilized in the near future to avoid losing the grant.

The CRA entered into contract with Jones Edmunds Engineering to provide a conceptual design for the improvements, while addressing the long-term plan for Riverside Park West. (attached) This methodology was chosen because it would ensure that current infrastructure improvements would be consistent with future park developments.

The City Commission adopted the Department of Public Works' CIP on April 6, 2009. This project was included on the CRA's project list for construction in this year, FY 2009 (attached). The project sheet shows the total project cost of \$300,000, as this funding will need to be expended before the \$150,000 grant is reimbursed to the City.

This project is consistent with CRA objectives, in that it strengthens the City's contribution to the well-being of the community, strengthens downtown as a multi-use center and enables successful on-going revitalization.

**QUESTIONS:**

- **What improvements should be made to the intersection of Riverside Drive and 8<sup>th</sup> Aveune?**
- **Should the intersection be changed to "right-in, right-out" only, as was proposed in the original funding application?**
- **Should the CRA fund this project?**

April 14, 2009

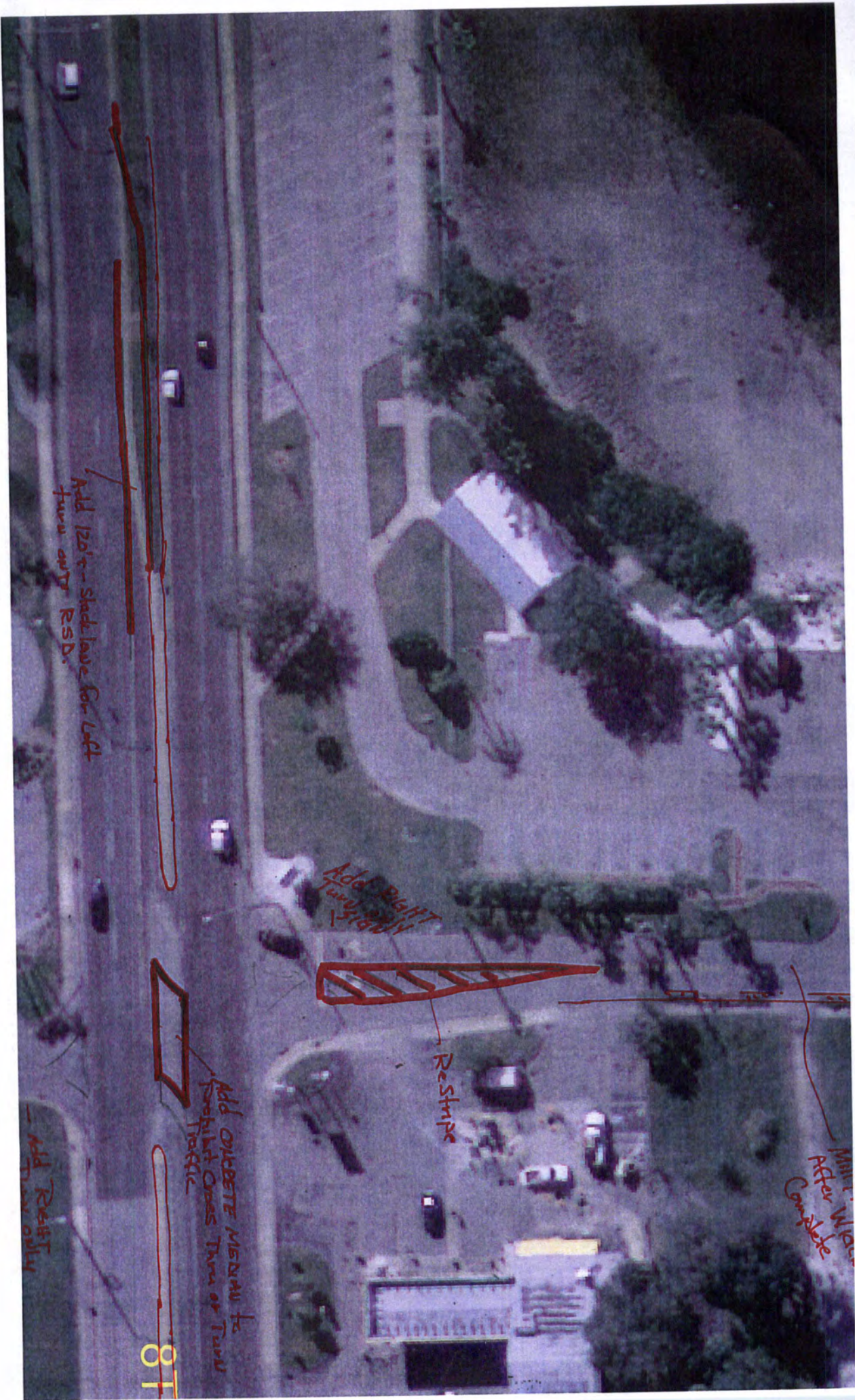
The CRA Board accepted the recommendation of the CRA Advisory Board to fund the Riverside Dr. at 8th Avenue improvements.

queue storage. In order to also accommodate deceleration needs, the lane would need to be extended by approximately 100 feet.

### **Conclusion**

The results of the analysis documented herein indicate that the Business US-41 at Riverside Drive intersection is anticipated to experience operational difficulties under baseline conditions. Specifically, minor-street left-turn and through movements are anticipated to operate over capacity and experience relatively high delays. This finding is also applicable to the Business US-41 at 4<sup>th</sup> Street intersection. To resolve these deficiencies, the subject intersections can be restricted to prevent minor-street left-turns and minor-street through movements; requiring the restricted traffic volumes to access Business US-41 via the traffic signal located at 5<sup>th</sup> Street. Upon implementing these improvements, the subject intersections are anticipated to operate adequately under peak hour conditions. Additionally, the signalized intersection of Business US-41 at 5<sup>th</sup> Street is anticipated to continue to operate adequately.

In addition, the existing northbound left-turn lane at the Business US-41 at Riverside Drive intersection was identified to only be long enough to accommodate anticipated queue storage. In order to also accommodate deceleration needs, the lane would need to be extended by approximately 100 feet.



Add 120' + - shoulder for left turn only RSD.

Add Right Turn Lane

Re-Stripe

Add CONCRETE MEDIAN to prohibit Cross Thru or Turn Traffic

Mill & Patch After Complete

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