

**DIXIE TIP  
CONCEPT REPORT APPLICATION  
FY 2014 (Due November 6, 2013)**

**PROJECT INFORMATION**

- 1) TITLE: River Road Widening (Fort Pierce Drive to Brigham Road)
- 2) DESCRIPTION: River Road is a local and regional major arterial roadway which serves as a primary north-south corridor from St. George Boulevard to the Southern Parkway. From Fort Pierce Drive to 2450 South, River Road is a four-lane road with two southbound lanes and one northbound lane with center lane). From 2450 South to Brigham Road, River Road is a three-lane road. In these sections, the existing roadway lacks curb, gutter, and sidewalk in various locations. One-half of the bridge at Fort Pierce Wash has been upgraded in previous years and raised to accommodate the high-water flow under the bridge while the other half of the bridge is below standards.
- 3) SPONSOR: City of St. George
- 4) COST ESTIMATE: \$5,145,024 (use attached tables or equivalent)
- 5) FUNDS APPLYING FOR (check all that apply):  
 St. George Urban STP,  SPR  
 FTA 5307,  5309,  5310, or  5311
- 6) PROJECT MANAGEMENT
- a. Contact Person: Cameron Cutler
  - b. Phone Number: 627-4052
  - c. Mobile Phone: 703-1114
  - d. Fax Number: 626-4009
  - e. E-mail Address: cameron.cutler@sgcity.org
- 7) INCLUSION IN LONG-RANGE PLAN (LRP)
- a. LRP project number: \_\_\_\_\_
  - b. Regional Significance: River Road is a major arterial road which serves as a primary north-south corridor from St. George Boulevard and Red Cliff Drive to the Southern Parkway. It interconnects other regional arterial roadways such as Riverside Drive, 1450 South and 2450 South.

**RESPOND TO THE FOLLOWING FOR ANY PROJECT:**

- A. Describe how project is consistent with local plans: Widening of River Road is included in the 2008 City Transportation Improvement Plan.
- B. Describe purpose and need of the project: The southeast St. George and southwest Washington area is the fastest growing area of the region. This segment of roadway (from Fort Pierce Drive to Brigham Road) has experienced increased traffic volumes over the past several years. Improvements have been made as needed including some widening, installation of curb, gutter, and sidewalk. Installation of traffic signals, and also construction of one-half of the Fort Pierce Wash Bridge to accommodate traffic volumes and Fort Pierce Wash 100-year flood events. The below-standard half of the bridge also is lacking a much needed sidewalk to accommodate school children and other pedestrians. There are portions of roadway lacking adequate asphalt width for additional lanes as well as curb, gutter, and sidewalk. The improvements will increase vehicle and pedestrian safety as well as provide for current and future traffic demand on the corridor. This corridor also serves as a commuter route for bicyclists. Improving and the roadway would provide additional shoulder width in the narrow pavement sections.
- C. What are the physical aspects of this project?  
(Road: Facility Design, ADT, LOS, Functional Class, Design Speed, Accident Rate)  
(Transit: Rolling Stock Specification, Facility Design, etc.)  
(Pedestrian./Bicycle/Trail: Facility Design, usage)  
(Park & Ride): Facility Design, usage): River road varies in ROW width from 80 feet to 100 feet. It has a current ADT in this section ranging from approximately 13,000 to 25,000 vehicles. It has an estimated LOS of D-E with future 2035 LOS projections of F.
- D. How will facility, system, or equipment be maintained when completed and open for service: River Road will continue to be maintained by the City of St. George.
- E. Is there any right-of-way or real estate purchase required? Any property owner agreements, partnering opportunities, or in-kind service transactions possible: It is anticipated that no right-of-way will be necessary for this project.
- F. Is there any utility work or impacts? Indicate who will do the work and who will pay for it: Yes, possible minor utility relocations within the existing right-of-way that would be paid for by the City of St. George.
- G. To what extent will access management be improved by this project: The City Access Management Policy will continue to be utilized for this corridor.
- H. To what extent will this project improve transportation system Safety: The intersections on River Road at Horseman Park Road and at Brigham Road have sight distance and other geometric problems that cause accidents. We receive frequent complaints about the safety of these intersections. The additional curb, gutter, and sidewalk along the roadway will provide better pedestrian safety along this busy corridor. By upgrading the second half of the Fort Pierce Wash Bridge, sidewalk connectivity on the north side of the road will be provided as well as better public safety during large flood events that have the potential of overtopping the below-standard bridge. The road widening will also provide additional safety for bicycle commuters.

- I. Provide plans, sketches, aerials or designs with the concept report to assist in the evaluation of this project.
- J. Is this project New, an Improvement, Expansion, or Rehabilitation to an existing system: Improvement.
- K. Describe how this project will improve the existing transportation system as it relates to the following:
- a. Mobility Providing connectivity to sidewalks along the corridor will provide better mobility for pedestrians. Roadway widening will improve mobility for bicyclists and increased capacity for vehicle traffic on the corridor provides better mobility for the everyday driver.
  - b. Inter-connectivity: Widening River Road will increase corridor capacity for existing and future traffic demands. The increased capacity will improve the interconnectivity of River Road with other regional arterials.
  - c. Circulation: As with interconnectivity, widening River Road will increase capacity and result in better circulation for the roadway network in the southern area of the region.
  - d. Facility Usage: The roadway improvements will allow for better utilization of the major arterial road by increasing its vehicular capacity. It will also improve pedestrian and bicycle safety. It is projected to have an ADT of 42,000 in the year 2025.
  - e. Level of Service: By providing the additional lanes and other improvements. It is estimated that the current LOS of D-E will improve to an LOS of A-C
  - f. Environment: It is anticipated that an environmental assessment will need to be provided for the bridge portion of the roadway improvements. Depending on funding availability and phasing of the project, the roadway portion of the project may be addressed under a Categorical Exclusion document.

