



# DEADWOOD BOX STUDY

UPDATED VISUALIZATIONS FOR SAT REVIEW

May 31, 2023



# OVERVIEW OF ROADWAY ALTERNATIVES

**Alternative 1A** – No impact to hillside

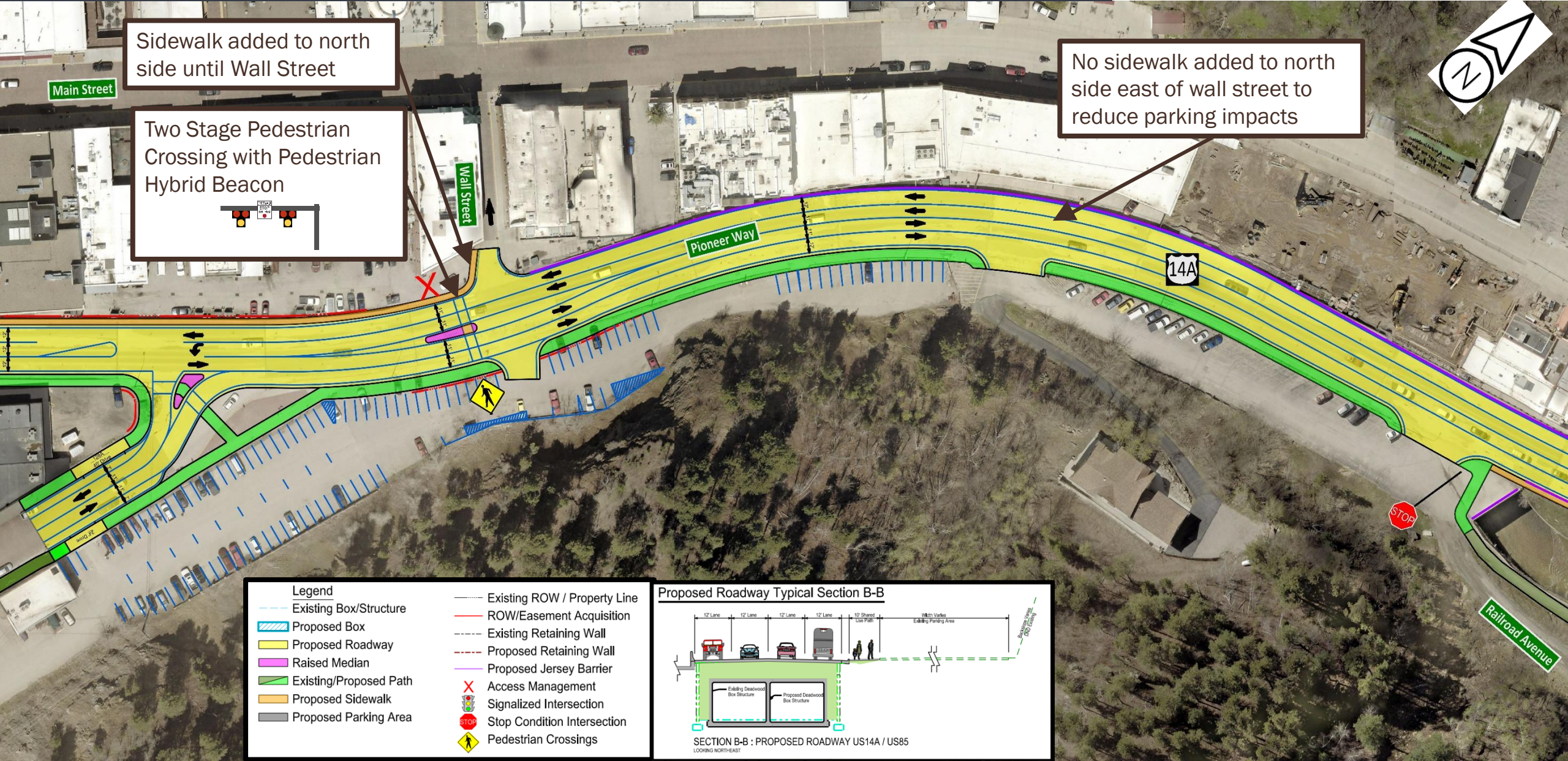
**Alternative 1C-1** – Impacts to hillside,  
Moves some parking to northwest of highway

**Alternative 1C-3** – Minimizes impacts to  
hillside, Moves some parking to northwest of  
highway



# Alternative 1A Key Differences

ROW Impacts = 0.4 Acres  
 Total Cost = \$38.5 M  
 Net Parking Impacts = (-) 21 spaces

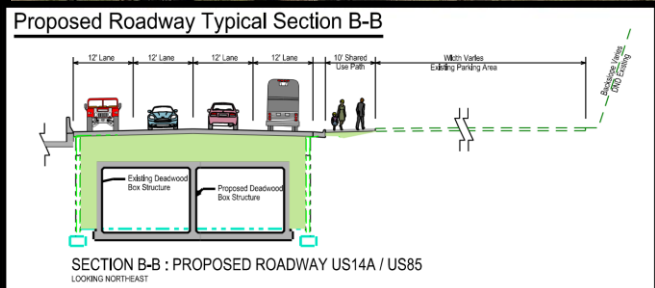


Sidewalk added to north side until Wall Street

Two Stage Pedestrian Crossing with Pedestrian Hybrid Beacon

No sidewalk added to north side east of wall street to reduce parking impacts

- Legend**
- Existing Box/Structure
  - Proposed Box
  - Proposed Roadway
  - Raised Median
  - Existing/Proposed Path
  - Proposed Sidewalk
  - Proposed Parking Area
  - Existing ROW / Property Line
  - ROW/Easement Acquisition
  - Existing Retaining Wall
  - Proposed Retaining Wall
  - Proposed Jersey Barrier
  - Access Management
  - Signalized Intersection
  - Stop Condition Intersection
  - Pedestrian Crossings



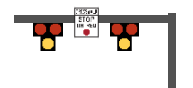
# Alternative 1C-1 Key Differences

ROW Impacts = 1.5 Acres  
 Total Cost = \$54.3 M  
 Net Parking Impacts = (-) 32 spaces

High Impact to Utility Corridor

Sidewalk added to entire north side of highway

Two Stage Pedestrian Crossing with Pedestrian Hybrid Beacon



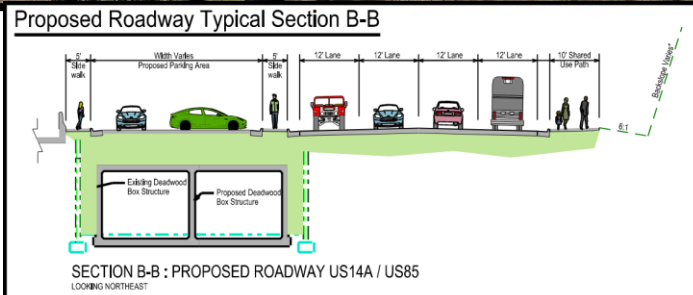
Wall Street set up for future relocation (1C-3 could be modified to this configuration if desired)

64 parking spaces moved adjacent to Main Street

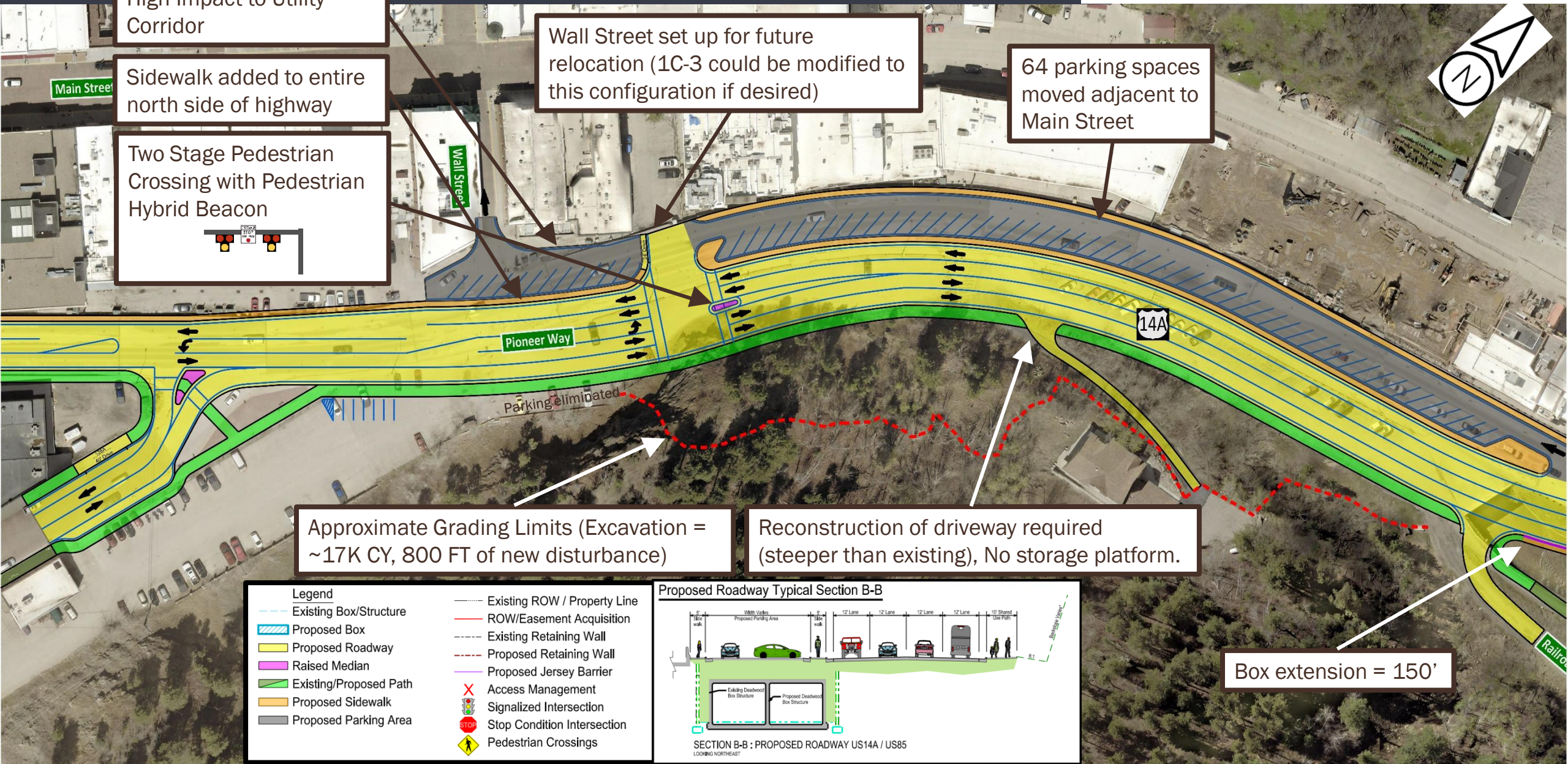
Approximate Grading Limits (Excavation = ~17K CY, 800 FT of new disturbance)

Reconstruction of driveway required (steeper than existing), No storage platform.

- Legend**
- Existing ROW / Property Line
  - Existing Box/Structure
  - Proposed Box
  - Proposed Roadway
  - Raised Median
  - Existing/Proposed Path
  - Proposed Sidewalk
  - Proposed Parking Area
  - Existing Retaining Wall
  - Proposed Retaining Wall
  - Proposed Jersey Barrier
  - Access Management
  - Signalized Intersection
  - Stop Condition Intersection
  - Pedestrian Crossings

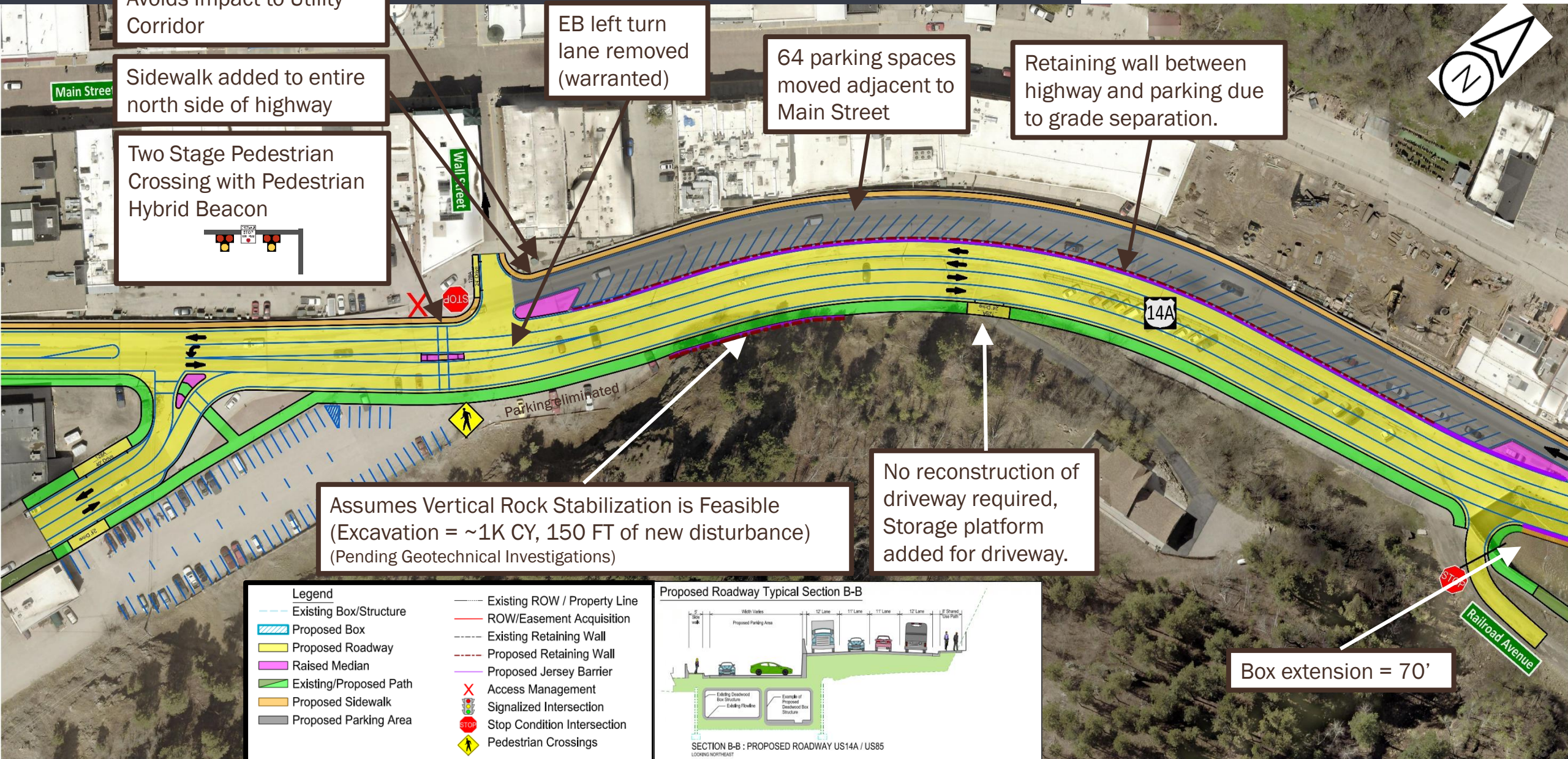


Box extension = 150'



# Alternative 1C-3 Key Differences

ROW Impacts = 1.1 Acres  
 Total Cost = \$51.2 M  
 Net Parking Impacts = (-) 36 spaces



Avoids Impact to Utility Corridor

Sidewalk added to entire north side of highway

Two Stage Pedestrian Crossing with Pedestrian Hybrid Beacon

EB left turn lane removed (warranted)

64 parking spaces moved adjacent to Main Street

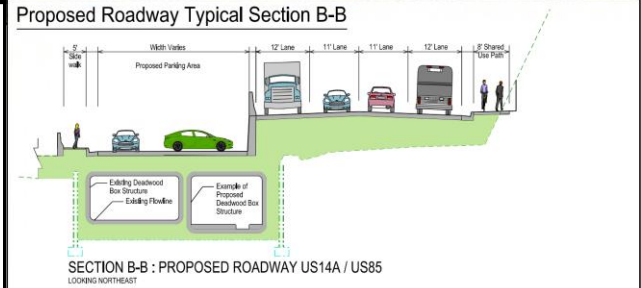
Retaining wall between highway and parking due to grade separation.

Assumes Vertical Rock Stabilization is Feasible  
 (Excavation = ~1K CY, 150 FT of new disturbance)  
 (Pending Geotechnical Investigations)

No reconstruction of driveway required,  
 Storage platform added for driveway.

Box extension = 70'

- Legend**
- Existing ROW / Property Line
  - Existing Box/Structure
  - Proposed Box
  - Proposed Roadway
  - Raised Median
  - Existing/Proposed Path
  - Proposed Sidewalk
  - Proposed Parking Area
  - Existing Retaining Wall
  - Proposed Retaining Wall
  - Proposed Jersey Barrier
  - Access Management
  - Signalized Intersection
  - Stop Condition Intersection
  - Pedestrian Crossings





# Key Observation Point #1 - ELEVATION VIEW





**NO-BUILD ALTERNATIVE**





**BUILD ALTERNATIVE 1A**







# BUILD ALTERNATIVE 10-1





# BUILD ALTERNATIVE 10-3





ELEVATION VIEW





# Key Observation Point #2 - NORTHEAST PROFILE





# NO-BUILD ALTERNATIVE





# BUILD ALTERNATIVE 1A





**BUILD ALTERNATIVE 1C-1**





# BUILD ALTERNATIVE 1C-3







NORTHEAST PROFILE





# Key Observation Point #3 - SOUTHWEST PROFILE





# NO-BUILD ALTERNATIVE





# BUILD ALTERNATIVE 1A





# BUILD ALTERNATIVE 10-1





# BUILD ALTERNATIVE 10-3





SOUTHWEST PROFILE



NO  
BUILD



1A



1C-1



1C-3



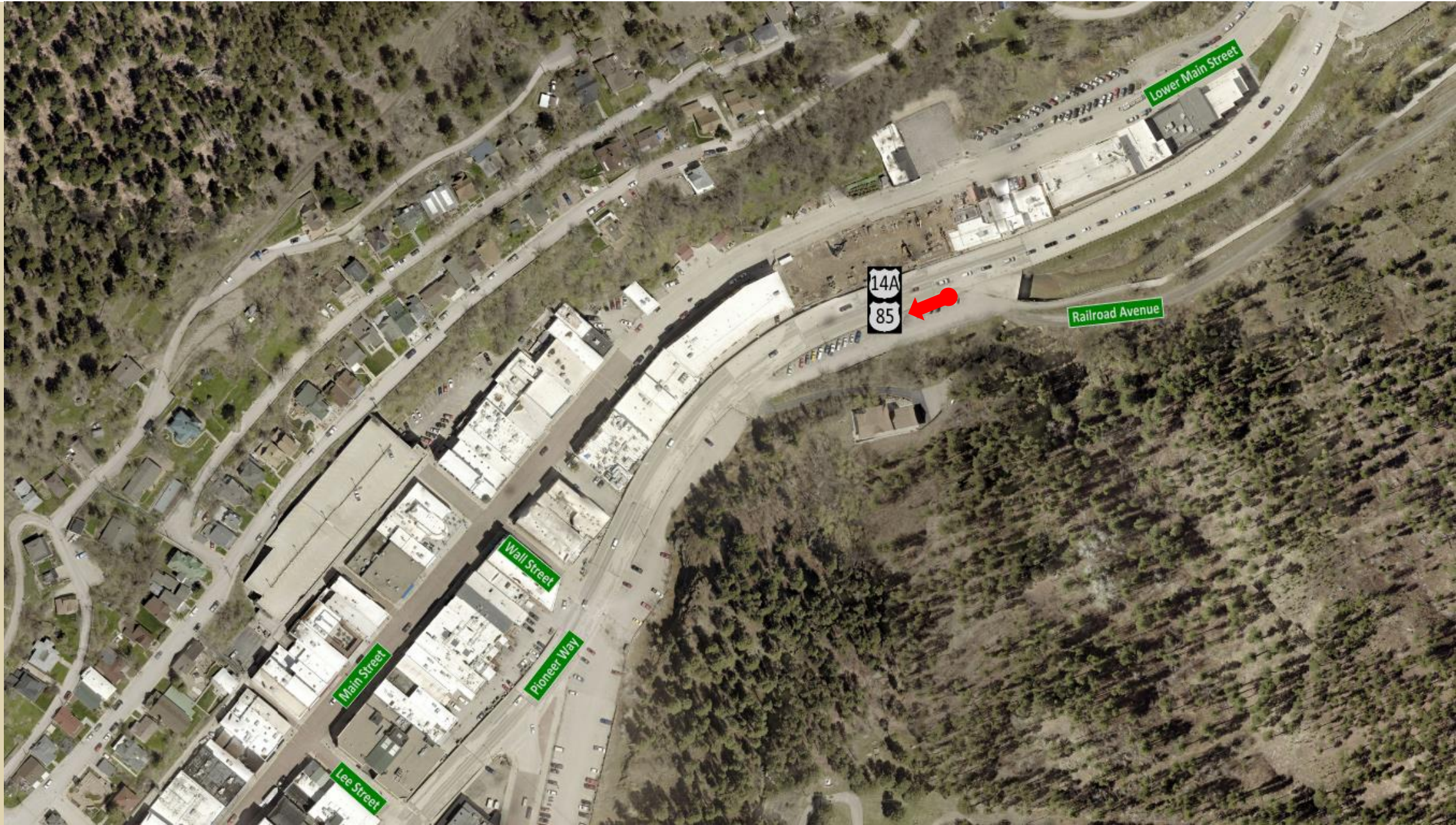
## Key Observation Point #4 & 5 - WEST & EAST CROSS SECTION

- KOP #4 & #5 are new viewpoints from the last set of visualizations.
- The purpose of those two new viewpoints are to visualize what the effects would be of 1C-3's grade separation between the parking area and the highway and the associated concrete barrier/fencing on top.
- Renderings for 1A & 1C-1 were not completed at these two viewpoints.





# Key Observation Point #4 - SOUTHWEST CROSS SECTION





**NO-BUILD ALTERNATIVE**





# BUILD ALTERNATIVE 10-3





# SOUTHWEST CROSS SECTION



**NO  
BUILD**



**1C-3**



# Key Observation Point #5 - NORTHEAST CROSS SECTION





# NO-BUILD ALTERNATIVE





# BUILD ALTERNATIVE 10-3





# NORTHEAST CROSS SECTION







# SAT Feedback Needed



## *Next step:*

- *Looking for comments by **June 15, 2023***
  - Consider input by alternative: 1A vs. 1C-1 vs. 1C-3
  - Would the project result in a noticeable change in the existing environment?
  - Would the project complement or contrast with the existing visual character?
  - Would there be a high, moderate, or low concern for project features and construction impacts?
  - Would there be a high, moderate, or low potential of controversy for the project?
  - Would viewers of the project have high, moderate, or low sensitivity to the changes?
  - Do you anticipate the change would be viewed by the public as positive or negative?
  - Would extensive or novel strategies be needed to mitigate impacts?
- Initial thoughts on visual impact based on renderings.