

4-2-2018

Scope

Shady Lane and South Street Road Improvements

The purpose to improve these streets is to provide:

- roads that meets current standards and to eliminate long dead end streets
- improved public safety
- roads amenable to all available public services
- secondary access
- local street connectivity
- a utility pathway for future water facility extensions and loop connections
- delivery of local water more efficiently
- infrastructure for local residential growth

Highlighted areas on the map are currently unimproved vacant land. I believe now is the time for Dayton to correct past mistakes or lack of planning and move forward to improve these areas. With one of the parcels currently For Sale, quick action should be taken. The benefits are many starting with public safety by first responders, school children pick-up, trash pick-up, street maintenance including snow removal, pathway for utility services, updating current water lines to a loop system and increasing opportunity for desirable growth in these areas. These are the only dead end streets in Dayton. All others are very short driveway extensions ending in a cul-de-sac or a parking lot.

1. Relocate Shady Lane Access to Dayton Road – is an opportunity to correct a road to today's modern standards. The existing curve alignment is sharp, narrow with limited sight distance creating a safety hazard. The added stress from vehicles navigating through these turns causes faster deterioration to the pavement compared to the rest of the street and needs repair and widening. This road ownership has been contested by the property owner as recent as this year. Past Town Boards have received requests to correct this street.
2. Shady Lane to Wesleyan Drive Connection – provides an opportunity to connect (2) long dead end streets and bring these corridors up to planning standards. First responders will have multiple points of entry to both neighborhoods. Currently, garbage trucks are backing up down the dead ends or turning around in residence driveways. School buses are restricted from using these roads because no turn around or secondary access is available forcing children to walk to a pickup area at the intersection of Dayton Road. Vehicular traffic is also forced to turnaround in residence driveways. The towns' water system dead ends at both of these streets. Connecting the water lines will provide the opportunity to loop the system providing a much needed benefit to the system. This would also provide

a needed pathway for other utility providers. Snow removal and street maintenance will benefit from a connected route.

3. South Street Extension to Adams Road – South Street is a long dead end street that ties into a single lane public alley that extends north to SR 38. There is no cost effective way to widen this alley as residential structures line both sides of the alley. A logical choice is to extend South Street east to Adams Road through vacant land currently advertised for sale. This land is restricted by INDOT from direct access to SR 38. This extension would provide direct access to South Street from the east side of town as well as access to the undeveloped property. The same benefits mentioned above apply: First responder, trash pick-up, school bus, vehicle traffic, and snow removal. The town currently has sewage service across part of this land. The towns' water system is a dead end at South Street. The towns' water system is also a dead end at SR 38 and Delaware Street. During the scheduled reconstruction of SR 38 in 2020 – 2021, the town should connect these dead end waterlines adding both the benefits of a loop system and servicing this area.

It is my recommendation that we contract with VS Engineering for a PER (preliminary engineering report) for both Shady Lane and South Street road improvements.

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