

Nixon Corridor Improvement Project
Question from Information Sessions

The following is a summary of questions and responses as part of the information sessions held on August 21 and 22, 2024.

Question	Response
Is there information regarding the Clague Middle School Property Development and is the Nixon Road team aware of the school development?	The Nixon Road team is coordinating with AAPS and their Engineer regarding the development on the Clague School site. Please contact info@a2schoolsbond.org with school development specific questions.
Concern with student crosswalk safety	Large, 10 ft wide crosswalks are provided at anticipated high-volume crossings to increase safety, including near schools. Required signage will also be placed to make drivers aware of the crosswalk. Additionally, AAPS typically places crossing guards at crosswalks used by students.
Why was the decision to limit left turns made, specifically for those driving west on Aroura St?	Restricted left turns were added to reduce safety concerns and backups during school pick-up/drop-off. Those leaving Thurston using Aurora will need make a right on Nixon and use Sandalwood roundabout to drive south. Due to the expected better flow of traffic leaving Aurora Street, wait times may decrease even with the slightly longer driving distance.
Why where roundabout locations chosen? Why are there so many roundabouts so close together?	Extensive traffic study from 2017 determined roundabout locations which has been posted on the project website. Roundabouts improve safety and capacity/traffic flow for pedestrians, vehicle traffic, and bicyclists as a traffic calming device that reduces speeding. This density of roundabouts is present in many areas throughout the United States. One in-state example is in Commerce with four roundabouts within approximately a one-mile span. An out-of-state example is Carmel, Indiana, with roundabouts at almost every intersection.
Concern with the existing ditches causing a hazard, especially for bus users.	Ditches will be filled in and replaced with a curbed road drainage system, removing the need for the ditches. Two shallow bioswales will be installed, which may appear like a ditch, but functions to absorb runoff into the soil and uses plantings to improve water quality. The bioswales will be located so they do not impact pedestrians/those traveling via busses.
Will access to my home be maintained?	Access to all homes will be maintained during construction. Additional details regarding detours to specific subdivisions will be communicated closer to the start of construction. The project may require temporary driveway closures where resident may not be able to use their driveway. Impacted residents will receive guidance and timing of the closure prior to the closure occurring. Driveway closures typically occur for less than 24 hours.
Will there be any sidewalk gap along the project area?	The Nixon Road project will fill existing sidewalk gaps within the completed project area. The only exception is the east side of Nixon

	between Aurora and the Sandalwood roundabout, where the project is opting to save the natural landscaping and trees in lieu of a sidewalk based on resident feedback.
Will the large trees north of Traver Boulevard be protected?	Large diameter trees north of Traver Boulevard will be protected. Work is limited in this area. The curblineline will barely move to limit impact on the tree roots.
Have the new developments north of Traver Boulevard been accounted for in the design?	Yes, new and future developments have been accounted for in the design. Additionally, intensive traffic studies were conducted which include analysis of forecasted conditions, planning for additional new developments in the area.
Will emergency services be impacted by this project?	The Nixon Road team has reviewed the plans with emergency services to discuss conditions during construction and the final conditions of the completed road. Emergency services will not be negatively impacted by the proposed changes.
Where will bus stops be located?	The Nixon Road team is coordinating with AAATA/TheRide to confirm bus stop locations. Proposed bus stop locations are indicated on the Conceptual Plan posted on the project page.

The following is a summary of questions and responses as part of the live information session held on September 18, 2024.

Question	Response
Will access to bus stops be improved? Specifically, the lack of sidewalk between Nixon Road and the Service Drive.	Additional crosswalks will be added to Nixon Road to provide pedestrians with a safe place to cross the road and access facilities on the other side. Additional sidewalk connectivity will be added between Nixon Road and the Service Drive, including a new cut through pedestrian path. Sidewalk will also be added at the northeast corner of Nixon-Aurora to facilitate access to a bus stop.
Will busses picking up riders block crosswalks?	Bus stop locations have been coordinated with AAATA/TheRide and have been placed at locations where they should not block crosswalks.
Will the road be completely closed during construction? How will access be maintained to homes which only have access on Nixon Road?	The construction phase of this project will include a full closure during the first 2 phases of the work. During that time, the contractor will be required to maintain access to all homes. Those local detours will be communicated to the affected residents closer to construction. There may be short periods where a driveway may be closed to complete driveway specific work. Driveway closures are typically 24 hours or less and are unlikely to occur more than once. Affected residents will be notified prior to their driveway being closed.
Can all the phase 1 work be completed over the summer? Will the contract work weekends?	Ideally, work will be contained to weekdays but depending on weather and contractor availability, weekend work may be necessary to complete the work while school is not in session. The contractor will be required to submit requests for weekend work to the City for review and approval.

<p>Will the water main replacement impact the water supply?</p>	<p>During construction, the contractor will be required to maintain water service to all users. Typically, the contractor will keep the existing main in service while the new main is installed. Once the new main is installed and testing is complete, the contractor will connect the new main into the system, tie in services to the new main and shut down the old main. There may be a brief interruption in service while water services are connected into the new main. Should an interruption in your service be necessary, you will receive notice prior to that shut off.</p>
<p>What can be done to prevent vehicles from driving through crosswalks? Specifically at high volume areas?</p>	<p>Areas where high volumes of pedestrians are expected to cross the road, such as near Clague, large 10 ft wide crosswalks have been proposed to allow more pedestrians to cross at once and be more visible to drivers. A typical crosswalk is 5 ft wide. Signage is proposed at every sidewalk location to make drivers aware of the crosswalk. Lighting will be installed along the entire project area to improve visibility for pedestrians and vehicles.</p>
<p>Why are warning lights like RRFB or HAWK signals not proposed at crosswalks?</p>	<p>RRFB or HAWK signals (flashing lights which activate when a pedestrian is utilizing a crosswalk) are not proposed. Traditionally, these devices are utilized when mid-block crosswalks are proposed. Extensive analysis determined which safety features are best suited for a particular crossing. The proposed crosswalks along Nixon Road are located at roundabouts, which typically cause drivers to slow down when navigating through the circle. The analysis also included factors such as the speed limit, crash history, sight distances, number of vehicles traveling, and expected pedestrian usage. The Traffic Engineers determined that crosswalks would be safest for pedestrians with features such as a larger crossing, refuge islands, and signage.</p>
<p>How far north does the median extend? Can drivers make lefts at Argonne?</p>	<p>The median ends just north of Traver Boulevard. Drivers at Argonne and other side streets north of Traver Blvd will be able to make left turns. This was done after additional analysis concluded that removing the median would not negatively impact safety or significantly impact the flow of traffic in this area.</p>
<p>Will lighting be installed along the entire project area?</p>	<p>Yes, lighting will be installed along the entire project area.</p>
<p>Will construction equipment and worker vehicles be parked on private property?</p>	<p>The contractor will only be allowed to park and store equipment and materials within the road right-of-way or approved easements. Should a resident notice the City contractor parking on their property, please inform the City so we may speak to the contractor about the issue.</p>
<p>What will be done to limit cut through traffic?</p>	<p>We are developing plans for temporary construction signage to discourage cut through traffic in neighborhoods, such as signs which say, "local traffic only" and "No thru traffic." Should a resident notice cut-through traffic during construction, please let the City team know so we may either adjust the signage further or request additional enforcement.</p>