

## **Sterling S-Curve Project**

### **Open House Summary**

**August 3<sup>rd</sup>, 2017**

#### **Project Overview**

Three Colorado highways intersect within downtown Sterling. US Highway 6, State Highway (SH) 14, and SH 138 all enter the downtown core and, using a network of two and one way streets, carry traffic east-west and north-south through the city. The existing highway configurations through town limit growth and development within the downtown core, lead to out of direction travel and cause disruption from heavy truck traffic. One concept to help alleviate downtown transportation issues is to direct large trucks moving east-west through town onto a bypass or “S-Curve” alignment that would use abandoned railroad rights-of-way between 4<sup>th</sup>/Chestnut and 5<sup>th</sup> Street/Division/Main Streets completing a direct connection between SH 14 and US 6 in the east-west direction. This concept, along with the conversion of one-way to two-way streets, has been discussed for many years, and has been evaluated in detail in recent studies including:

- 2011: Downtown Master Plan Concepts (*CO Department of Local Affairs*)
- 2012: Downtown Sterling Roadway Conversion Report (*CDOT & City of Sterling*)
- 2013: Sterling Master Plan Update (*City of Sterling*)

#### **Open House Summary**

On July 27<sup>th</sup>, 2017 the Colorado Department of Transportation (CDOT) hosted an Open House for the Sterling S-Curve project at the Sterling Public Library from 5:30-7:30 PM. CDOT gave a presentation to summarize the current project status and update the public on the remaining design efforts and upcoming construction schedule. Additionally, the project team provided (10) project boards containing general information and design details for display throughout the meeting. Eighty-six people signed-in for the meeting. The presentation, attached to these summary notes, concluded with questions and answers. There continues to be support for the project, but the public voiced concerns about specific roadway configurations and turning movements. The following summarizes comments received during the question and answer session of the public meeting:

- ? How do you get from Broadway heading east to US 138? Concerned with larger vehicles making left turns from Sidney onto 3<sup>rd</sup> Street north. There is a lot of truck traffic going to feed lots.
  - A CDOT will investigate this turning movement.
- ? 3rd and 4<sup>th</sup> Street two-way conversion --- will be an issue for large trucks as they try to access John Deere- they currently take up multiple lanes down the existing one-way streets (oversized trucks).
  - A The team will evaluate this further.
- ? Overpass – on the S-Curve- how do you control traffic for the semi-trucks? Numerous heavy trucks go through red lights. Concern is WB traffic coming off the overpass into Sterling.
  - A Law enforcement needed.
  - A S-Curve to be posted at 30 Miles Per Hour.
  - A New signals to be installed.
- ? Construction impact –people will go around to avoid traffic in Sterling. How can it be mitigated?
  - A Intent is to phase the construction to minimize traffic impacts.
- ? On the overpass coming into town (along Chestnut), will sidewalks be removed?

- A Retaining walls will be reconstructed with new sidewalk. Walls will be moved out to accommodate an added center turn lane.
- ? A lot of truck traffic travels north down 3<sup>rd</sup> into downtown Sterling.-How will they be routed? Can you put “No Trucks Allowed” signs to discourage this movement?
  - A Designated truck route stays on 3<sup>rd</sup> north and south. CDOT anticipates a reduction of truck traffic on 3<sup>rd</sup> (south of Chestnut).
  - A All new construction will include concrete and signage to direct trucks onto the designated highways.
- ? Can Front Street be a designated truck route alternative?
  - A This route was eliminated during the evaluation process.
- ? Planned improvements and limits of concrete paving on South Division? Concrete south of Park Street is in poor shape.
  - A New concrete will be installed from Park Street up to the S-Curve intersection with Main Street. Existing concrete ends at Park Street.
  - A Funding for this project is available from Eastern TPR (Planning Region), resurfacing, Regional Priority Funds, and freight industry contributed money. There are limitations to the project extent.
  - A The Intent is to focus future funding on improvements such as concrete reconstruction along South Division south of Park Street.
- ? Concern with current condition of US 138 prior to construction of this project.
  - A Continued maintenance patching along US 138 will occur to address issues.
- ? Is a transition for US 138/Broadway to Front Street planned?
  - A Limited project funding will minimize any improvements in this area.
- ? Will there be impacts to the on-street parking on South Division between Douglas and Phelps?
  - A No plan to get rid of it. Diagonal may have to be modified to parallel parking.
- ? Are the medians necessary (along the S-Curve)?
  - A Left turn controls warrant the need for medians. Medians help improve safety and provide an opportunity for lighting.
- ? Will CDOT govern lights by time or traffic?
  - A Those were the old loop systems. The new design will be controlled by traffic volume moving forward. Signals will not be set on a timed loop.
- ? Will a turn be allowed from westbound Main to South Division into the Walgreens?
  - A Yes.
- ? Will a left turn be allowed from the southbound S-Curve to eastbound Poplar?
  - A Yes.

**Written Comments Received**

A comment form was available at the meeting for attendees to complete concerning the project. Three comment forms were completed. Comments included:

- Preference for detached sidewalks rather than attached.
- Concern for safe intersections for bicyclists and pedestrians to travel north/south across West Main Street.
- Concerns with proposed configuration at W. Main and S. Division, Broadway/3<sup>rd</sup> and Highway 138, and use of Pioneer Road as a connection with Highway 138. Preference for a roundabout at Main/S-Curve/S. Division rather than signalized intersection.

### **Next Steps and Project Schedule**

Based on public input received at the public meeting, CDOT and the Design Team will proceed with the design of the Preferred Alternative for the S-Curve and conversion from one-way to two-way streets (along 3rd and 4th Streets). Final design and right of way acquisition will proceed through 2017/2018. The project will be advertised in late 2018 and then construction will begin in the spring of 2019. Public outreach will continue throughout the project.

### **Project Contact Information**

Comments may be submitted at: [sterlingscurve@gmail.com](mailto:sterlingscurve@gmail.com) or provided through the project hotline: (970) 458-5449.

### **Attachments:**

- Presentation Slides

# Sterling S-Curve Project

Open House Presentation

July 27, 2017

# Purpose of this Meeting



- S-Curve Final Design:
  - New “S-Curve” Alignment on abandoned rail corridor between 4<sup>th</sup>/Chestnut and Main/Division/S-Curve Streets
  - Broadway/3<sup>rd</sup>/Sidney Intersection
  - Conversion from one-way to two-way streets along 3rd and 4th
  - West Main Street, South Division and US 138 improvements
- Project and Construction Schedule

## Activities To-Date

- Public meetings held November 2014 and June 2016 to introduce design options and identify one preferred design package of improvements
- Environmental analysis
- Right-of-way design
- Stakeholder outreach
- Final design

# Project Goals

- Improve regional traffic flow and reduce truck traffic through downtown
- Provide a continuous SH 14 from I-25 to I-76
- Select a project configuration that minimizes impacts to businesses and residences
- Preserve and enhance community livability and economic viability



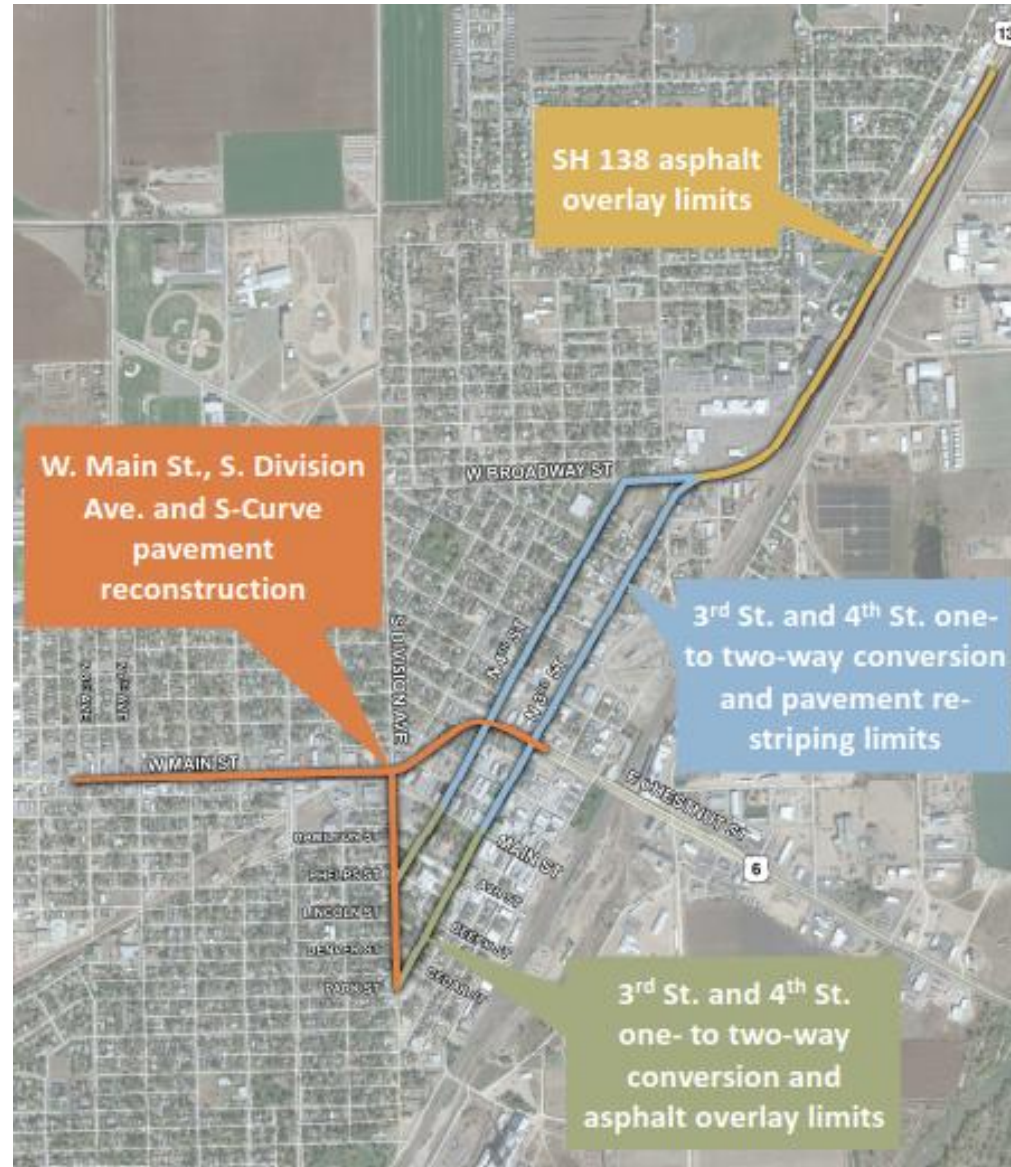
# SH 14 S-Curve Benefits



- Reduces truck traffic through downtown
- Increases pedestrian safety and mobility through ADA compliant sidewalk and ramp reconstruction
- Improved drainage facilities along West Main Street to reduce surface water runoff
- Roadside/pedestrian safety is improved through street-side median lighting
- One to two-way conversions along 3<sup>rd</sup>, 4<sup>th</sup> and South Division improve traffic flow and operations
- Devolving (i.e. returning ownership) portions of 3<sup>rd</sup>, 4<sup>th</sup>, South Division and West Main Streets back to the City re-establishes CDOT designated highways



# Project Limits

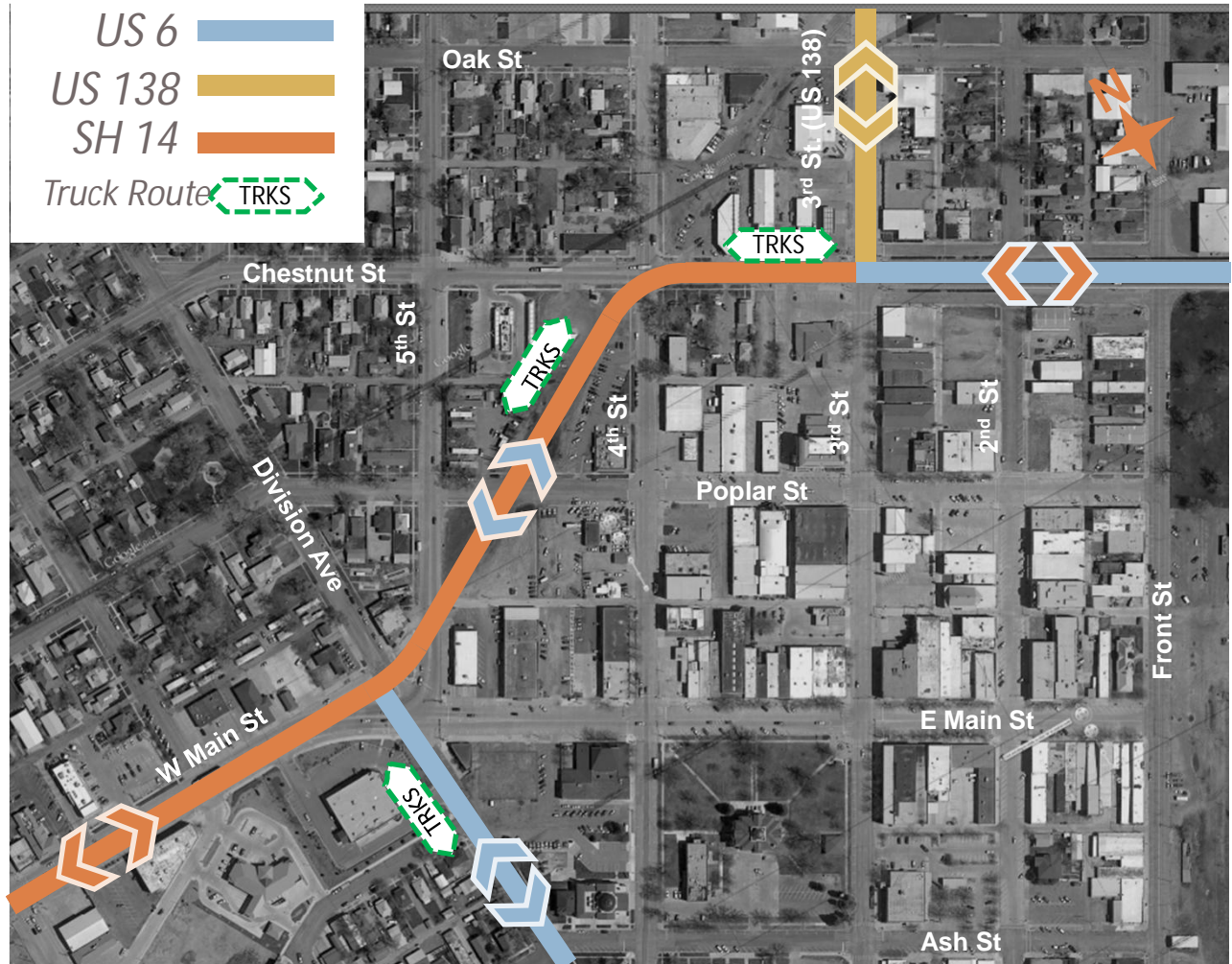


# Existing Street Network

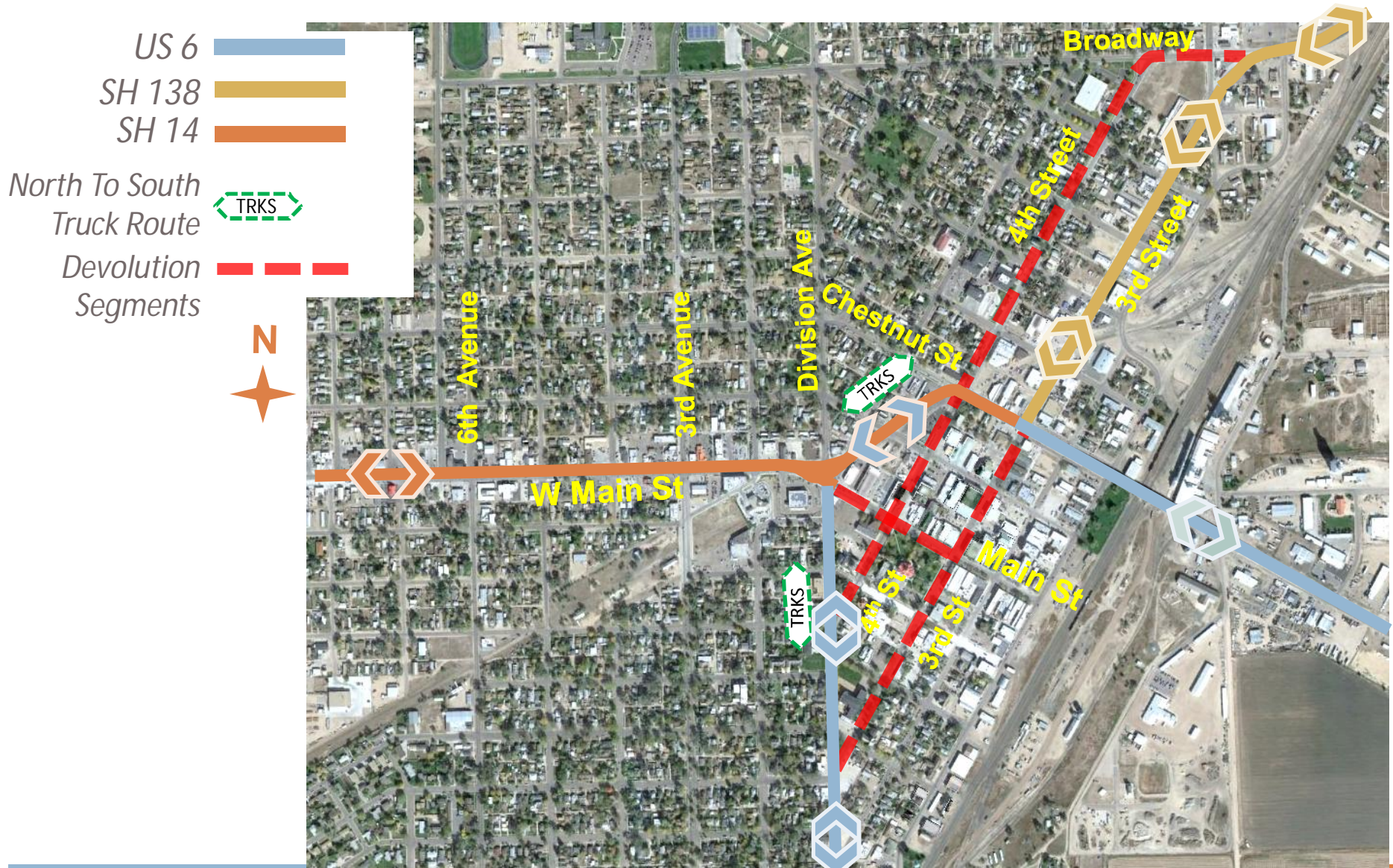


PRELIMINARY SUBJECT TO CHANGE

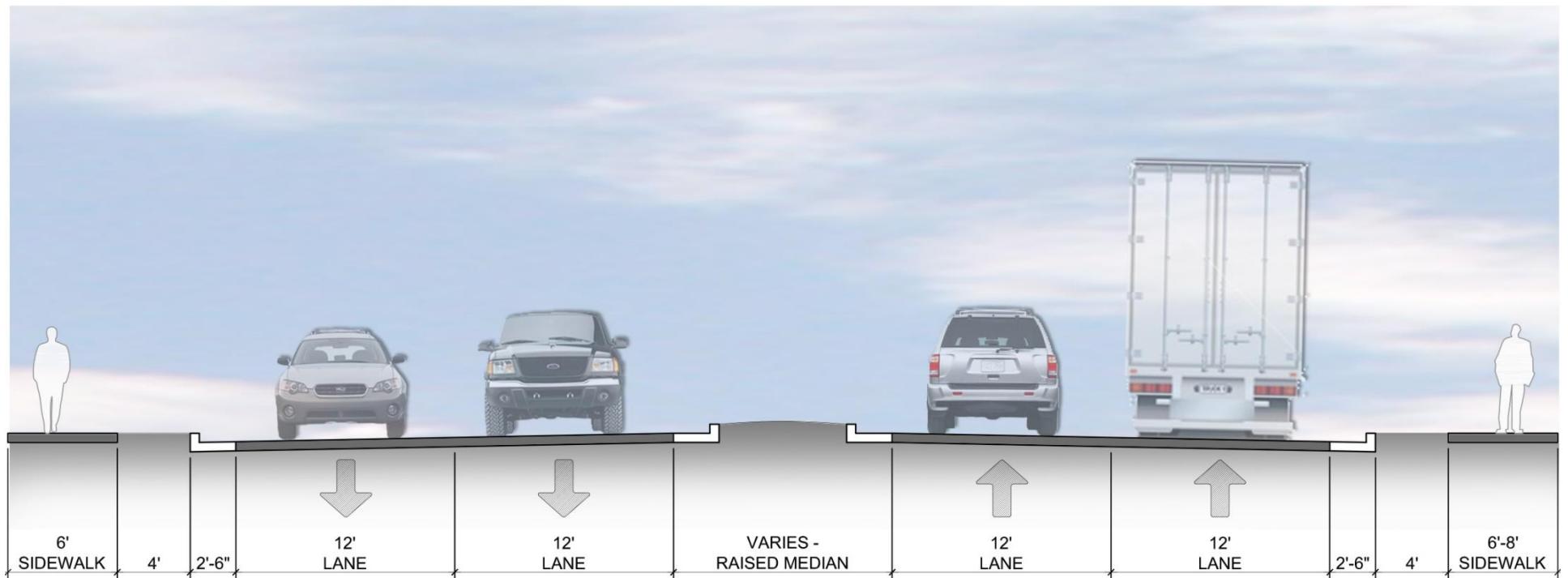
# S-Curve Design



# S-Curve Design



# S-Curve Design Typical Section



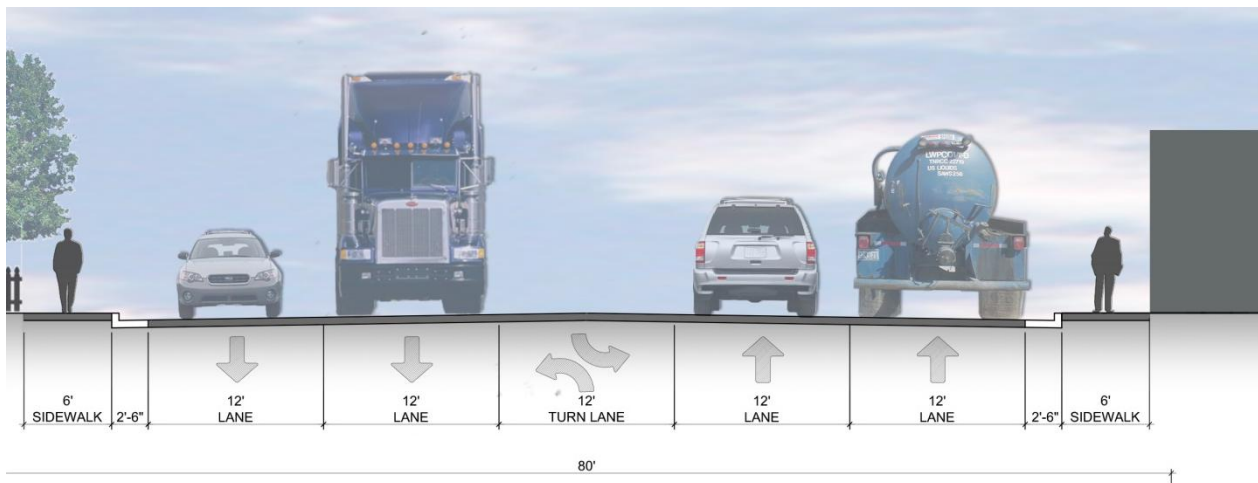
# S-Curve Design

## Chestnut St (3<sup>rd</sup> to 4<sup>th</sup> Street) Typical Section

*Existing*



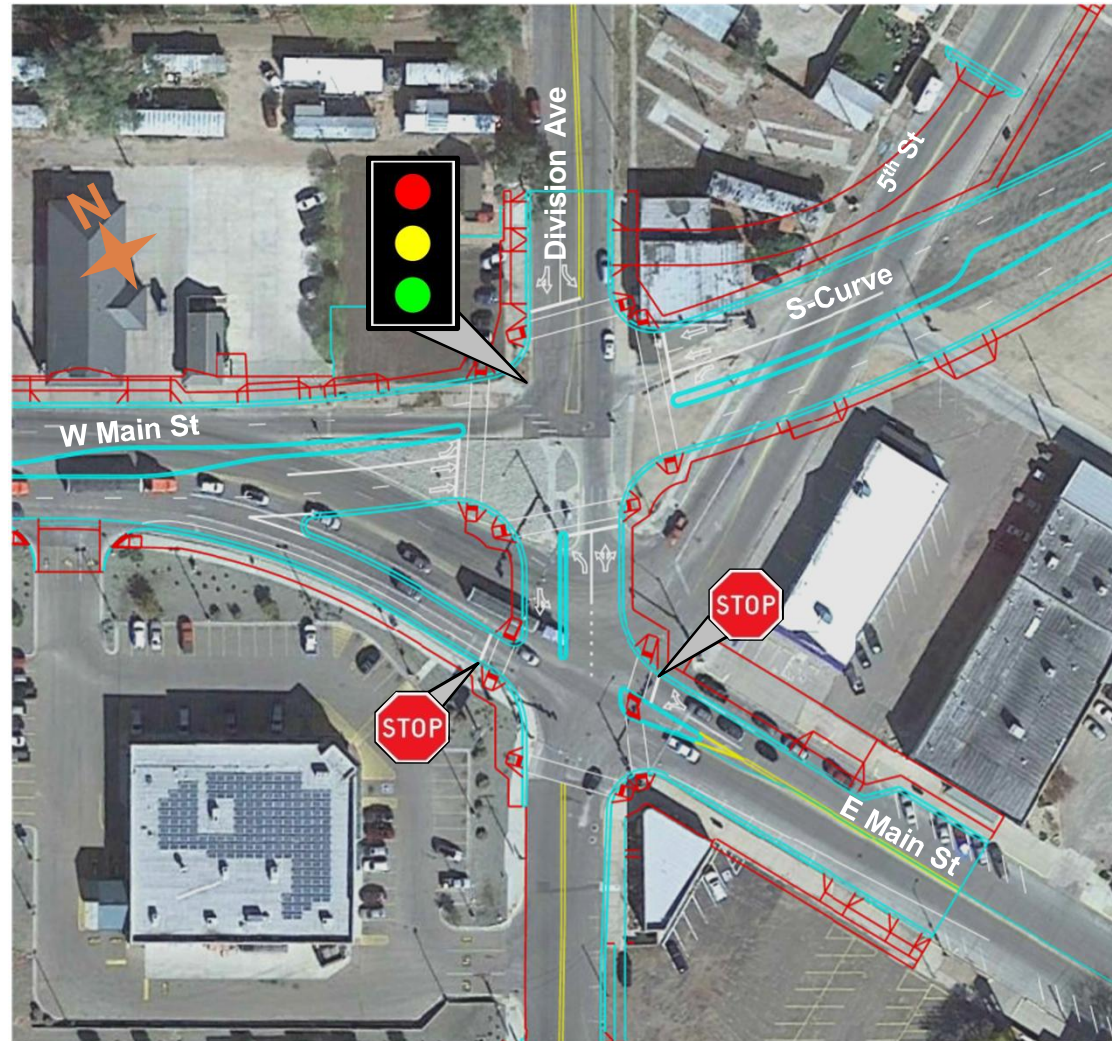
*Proposed*



# S-Curve Design

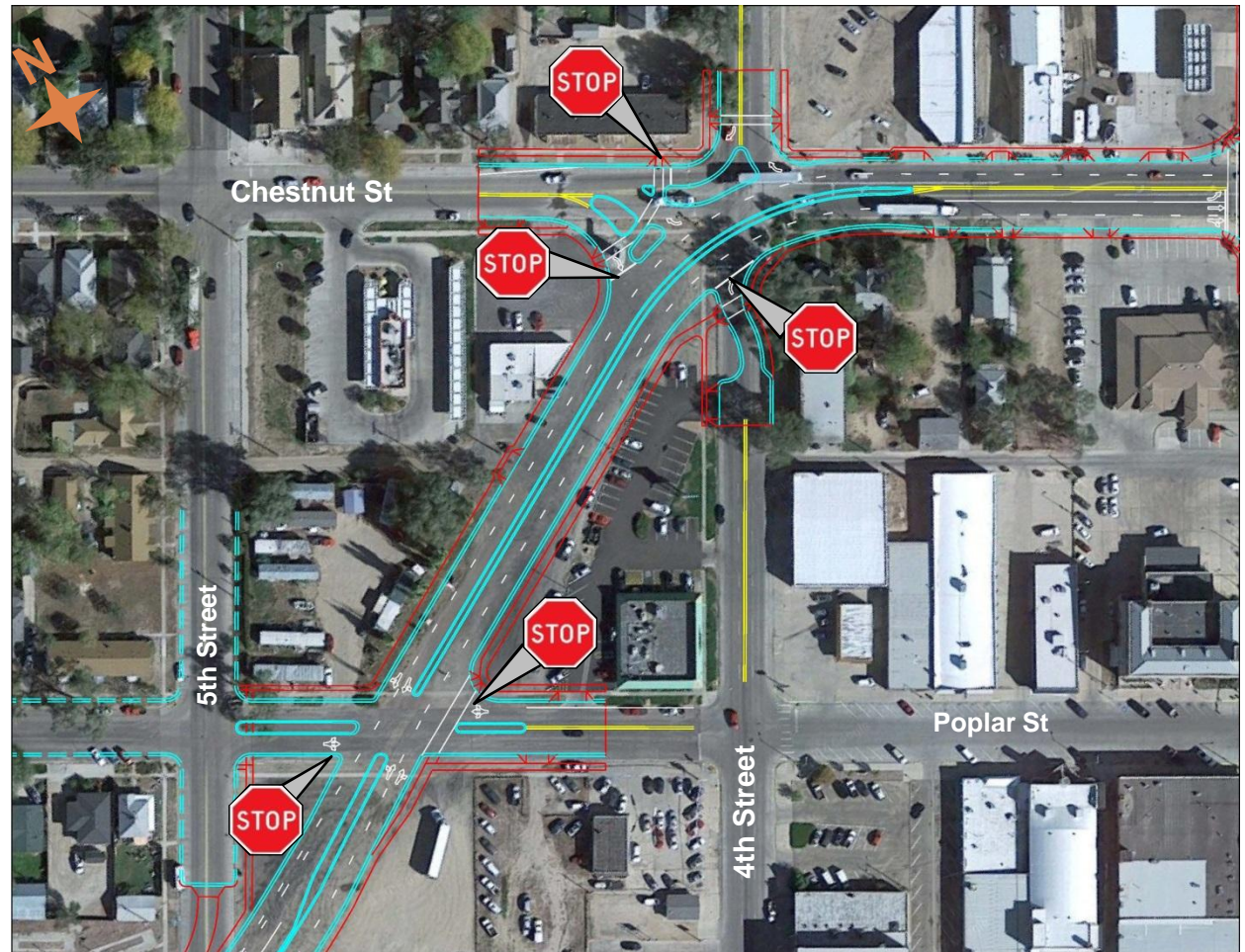
## Main/Division/S-Curve Intersection

- Signalized Intersection
- West Main to S-Curve (SH 14) primary route
- North and South Division remains, signalized intersection with W.Main/S-Curve
- Slip ramp from West Main to East Main
- E. Main westbound, right turn to North Division approach to Traffic Signal



# S-Curve Design Chestnut St & 4<sup>th</sup> St Intersection

- Non-signalized Intersection
- S-Curve to East Chestnut Primary Route
- Requires conversion of 4<sup>th</sup> Street to two way
- Right-in, right-out N. 4<sup>th</sup> and East Chestnut
- Right out only from S. 4th

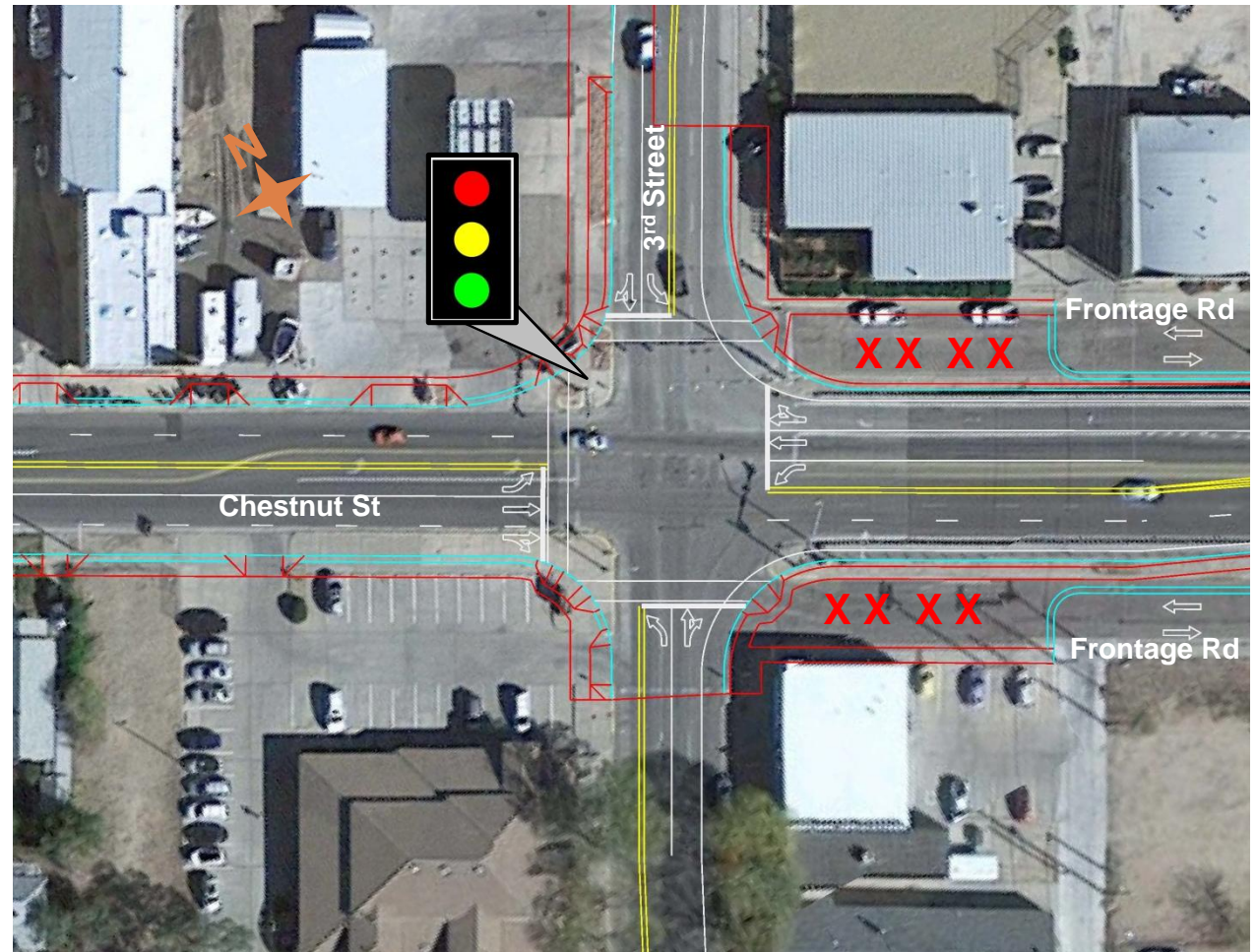




# S-Curve Design

## Chestnut & 3<sup>rd</sup> Intersection

- Signalized Intersection
- Chestnut: Two lanes each direction with center turn lanes
- 3<sup>rd</sup> Street: One Lane each direction with center turn lanes
- Improved turning radius for truck traffic
- Walls on bridge approach to be widened
- Frontage Road Connections to 3<sup>rd</sup> Street Closed



# Project Design

## One-Way to Two-Way Conversion

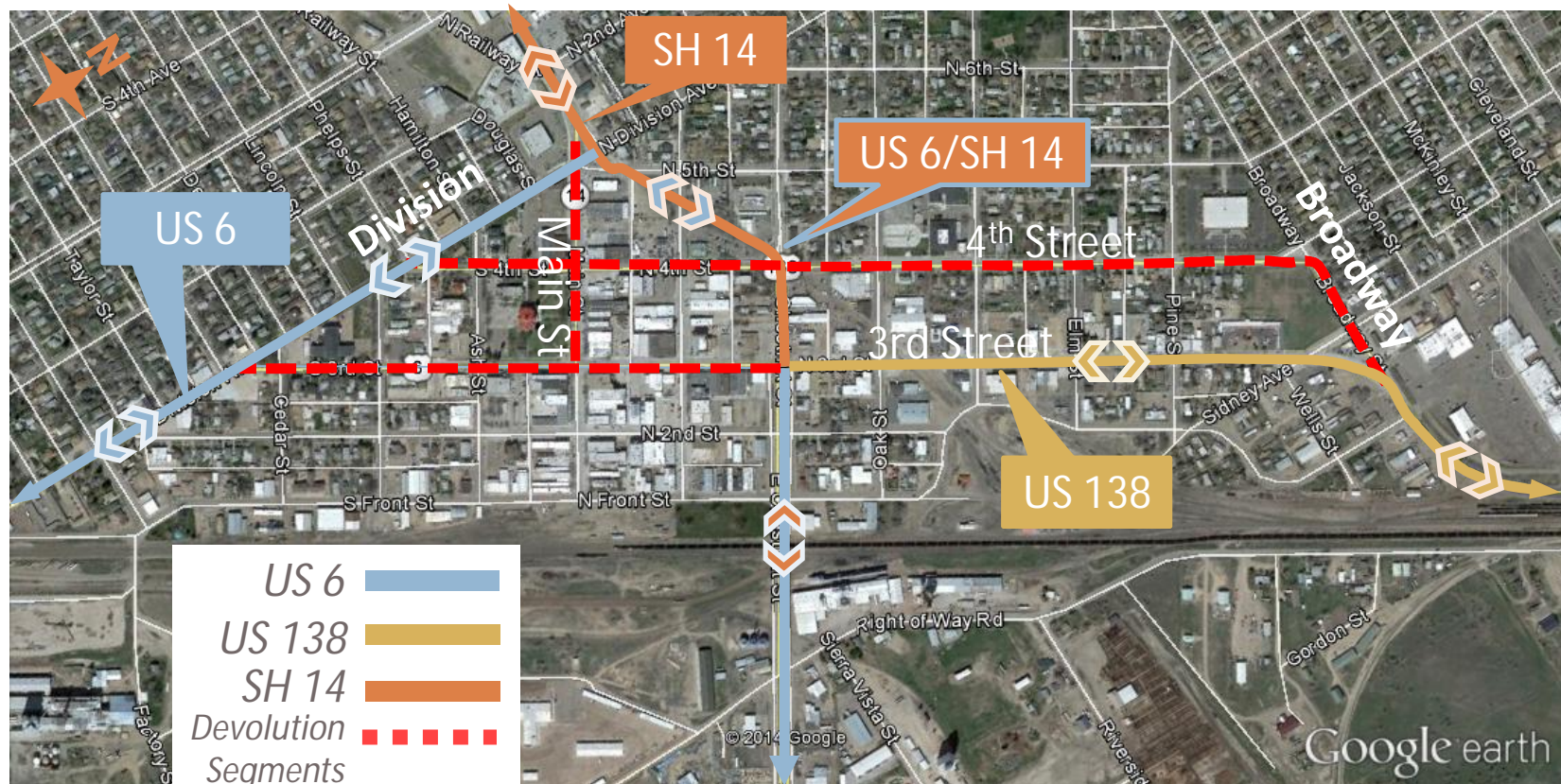
### 3<sup>rd</sup> and 4<sup>th</sup> Streets



# Project Design

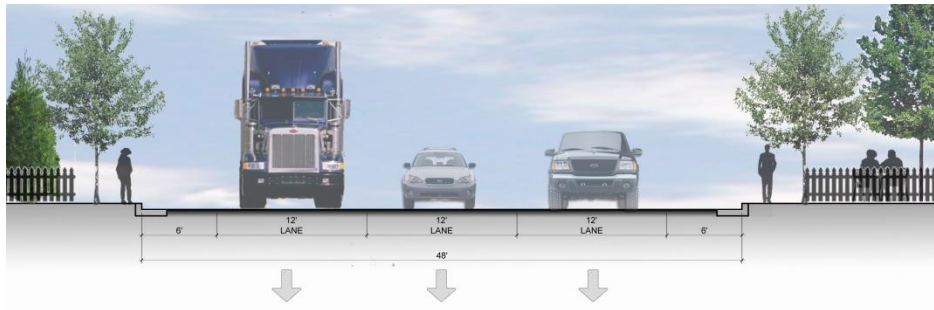
## One-Way to Two-Way Conversion

### 3<sup>rd</sup> and 4<sup>th</sup> Streets

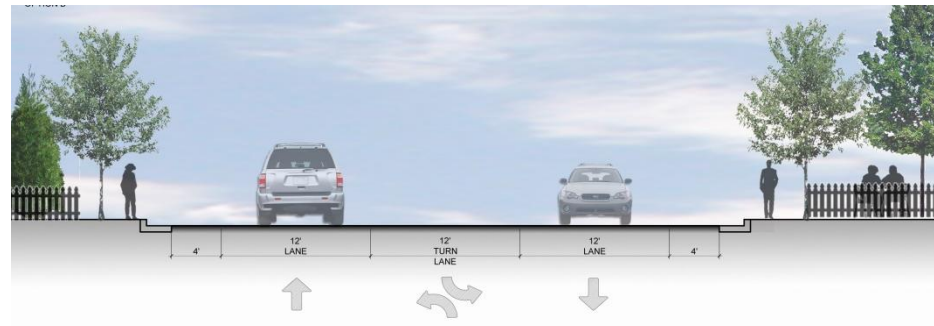


# One-Way to Two-Way Conversion Typical Sections

### 4<sup>th</sup> Street

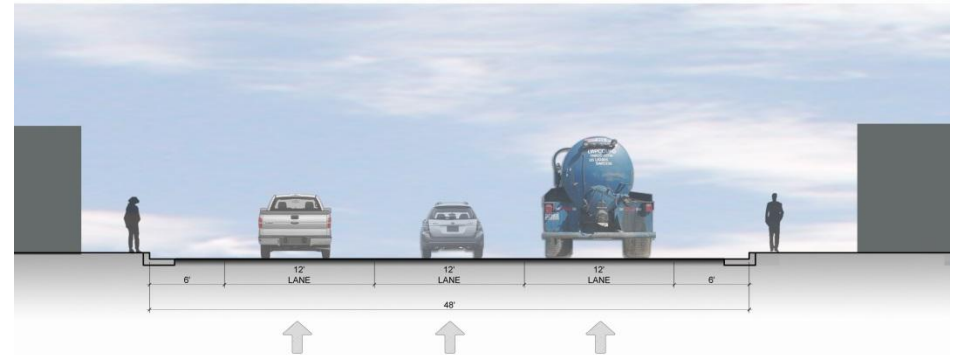


Existing

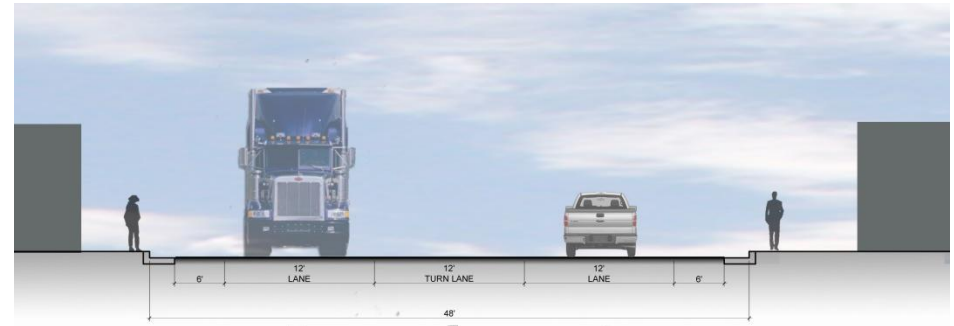


Proposed

### 3<sup>rd</sup> Street

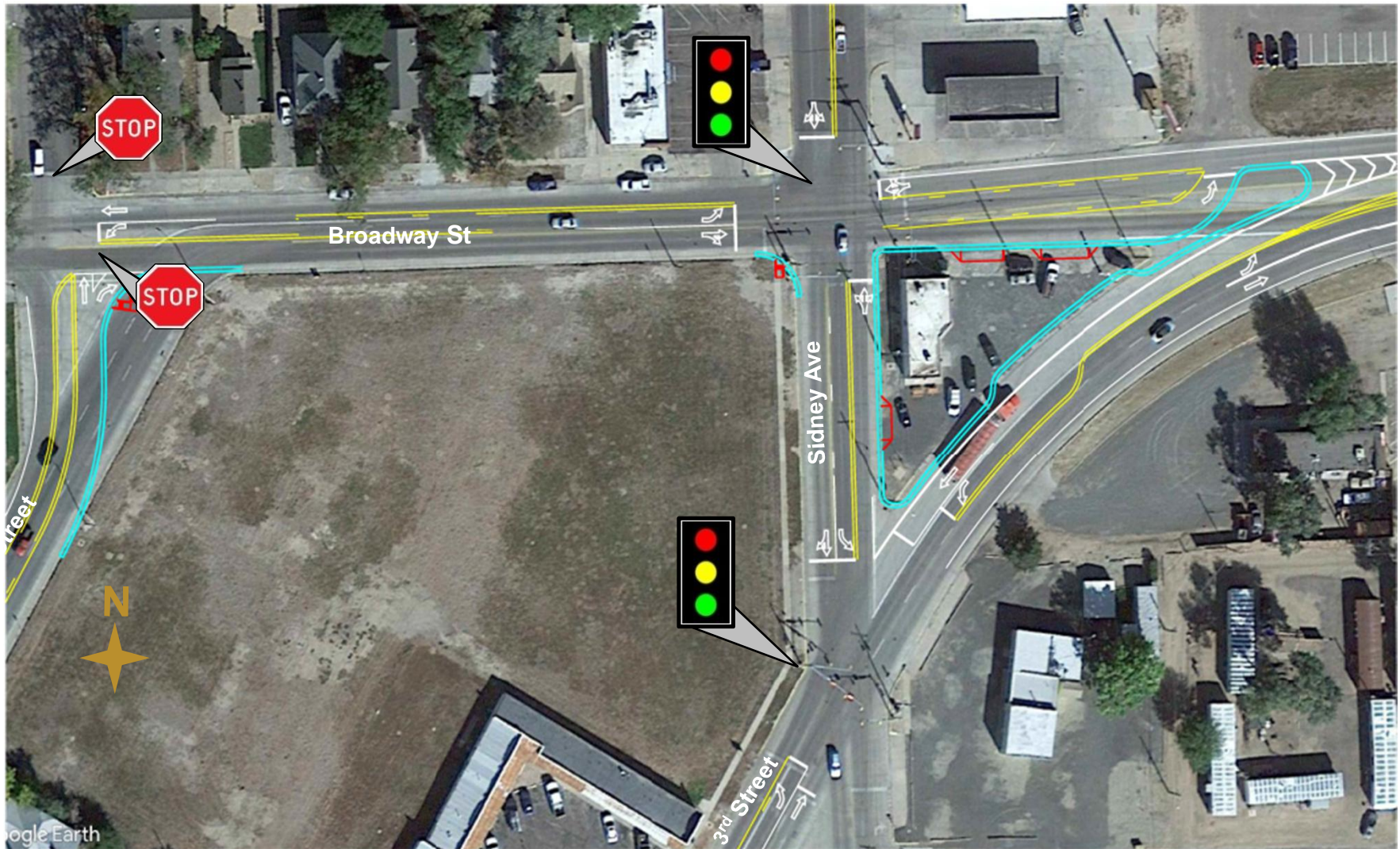


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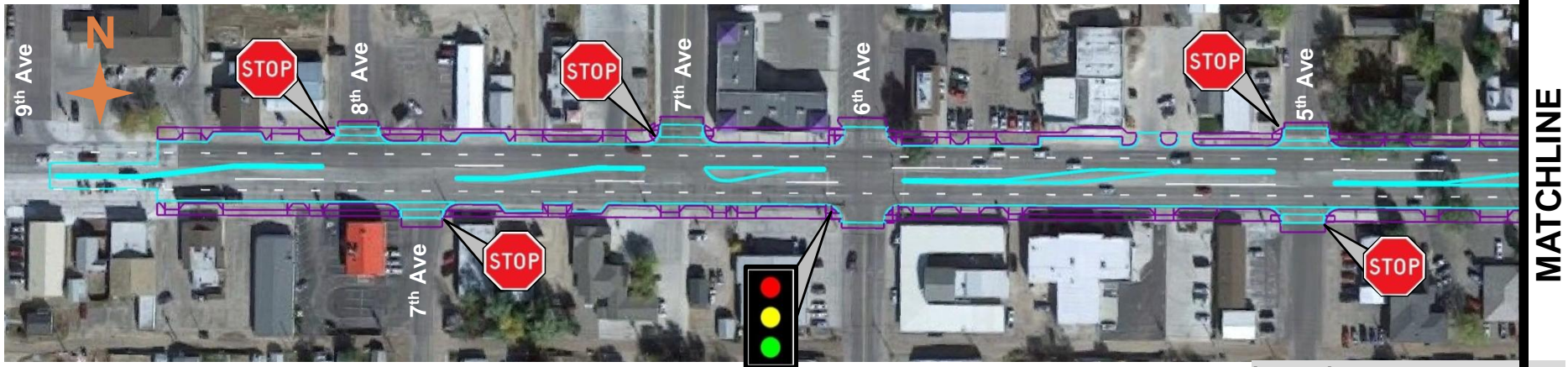


Proposed

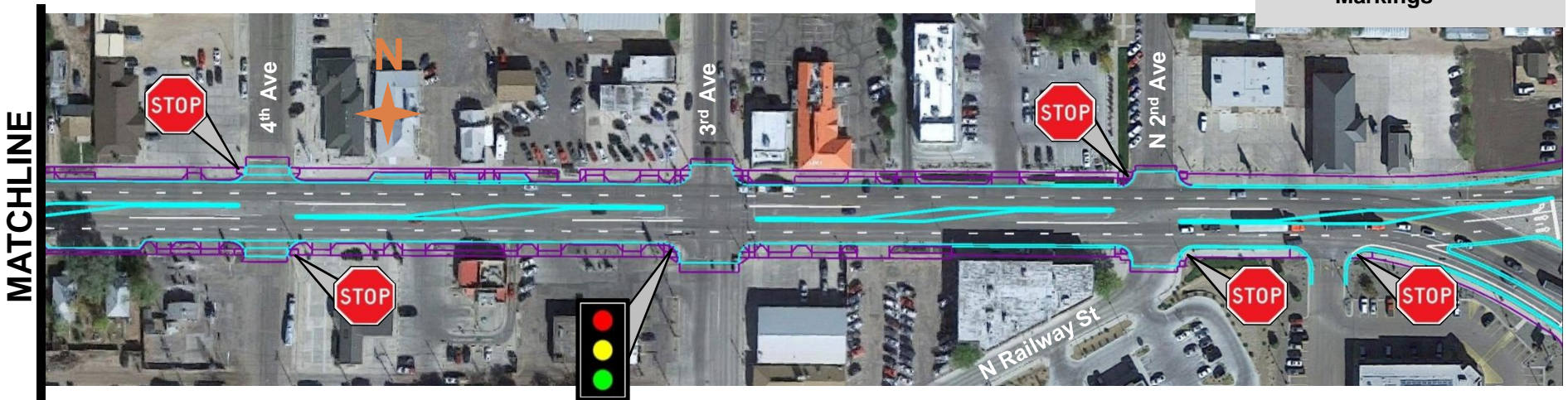
# One-Way Conversion US 138: Broadway/3<sup>rd</sup>/Sidney Street Intersections



# W. Main Street Reconstruction: 2<sup>nd</sup> Ave – 9<sup>th</sup> Ave



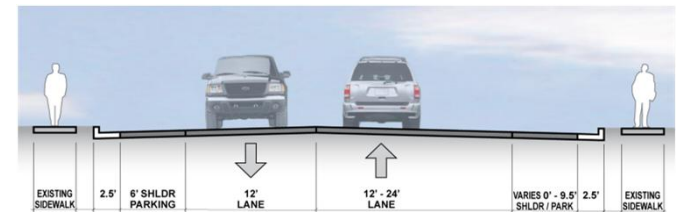
- Legend:
-  Roadway/Medians
  -  Sidewalk
  -  Striping/Pavement Markings



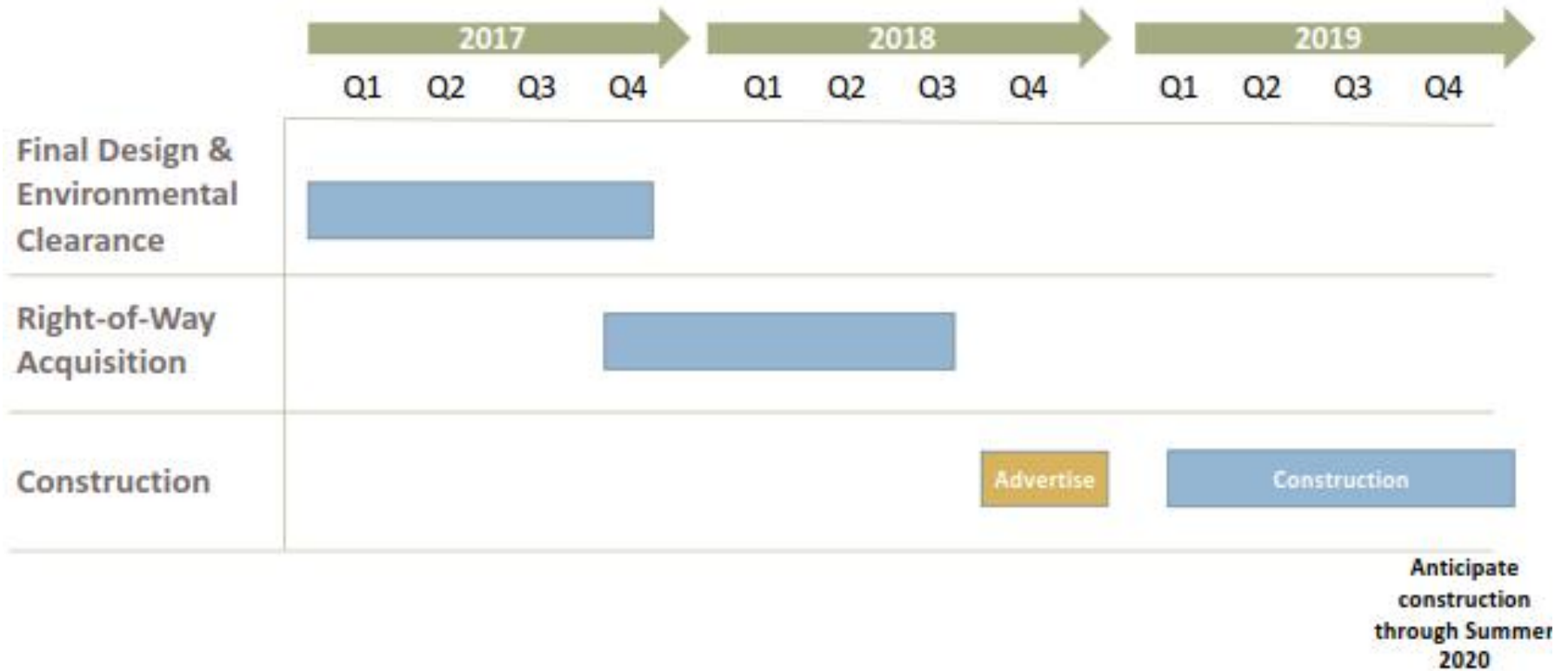
# South Division Avenue Reconstruction



Proposed Typical Section



# Project Schedule





# Next Steps

- Complete Final Design
- Right-of-Way Acquisition
- Advertise and Award Construction Contract
- Construction phase outreach
  - Web and media announcements
  - Public Meeting prior to construction

Thank you for coming!

Project Contact Info:

Email: [sterlingscurve@gmail.com](mailto:sterlingscurve@gmail.com)

Hotline: 970-458-5449