

Sterling S-Curve Project

Open House Presentation

November 12, 2014

Purpose of this Meeting



- Gather your feedback on transportation options for downtown, specifically:
 - New “S-Curve” Alignment on abandoned rail corridor between 4th/Chestnut and 5th/Main/Division Streets
 - Conversion from one-way to two-way streets along 3rd and 4th

Project Goals

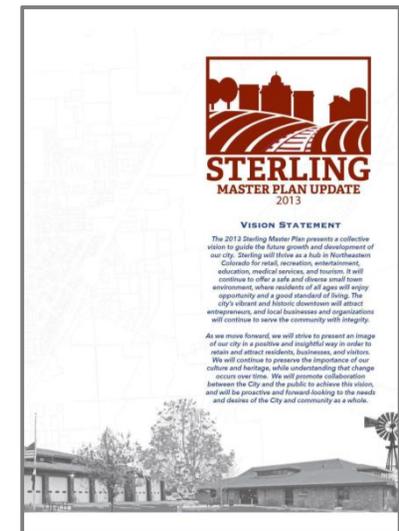
- Improve regional traffic flow and reduce truck traffic through downtown
- Select a project configuration that minimizes impacts to businesses and residences
- Preserve and enhance community livability and economic viability



Project History

Planning and Design of the Sterling “S-Curve” and Conversion to Two-Way Streets Originated in:

- 1970’s: S-Curve was intended to be second phase of Viaduct project
- 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*)
- 2014: Initiation of the Sterling S-Curve Project (*CDOT*)

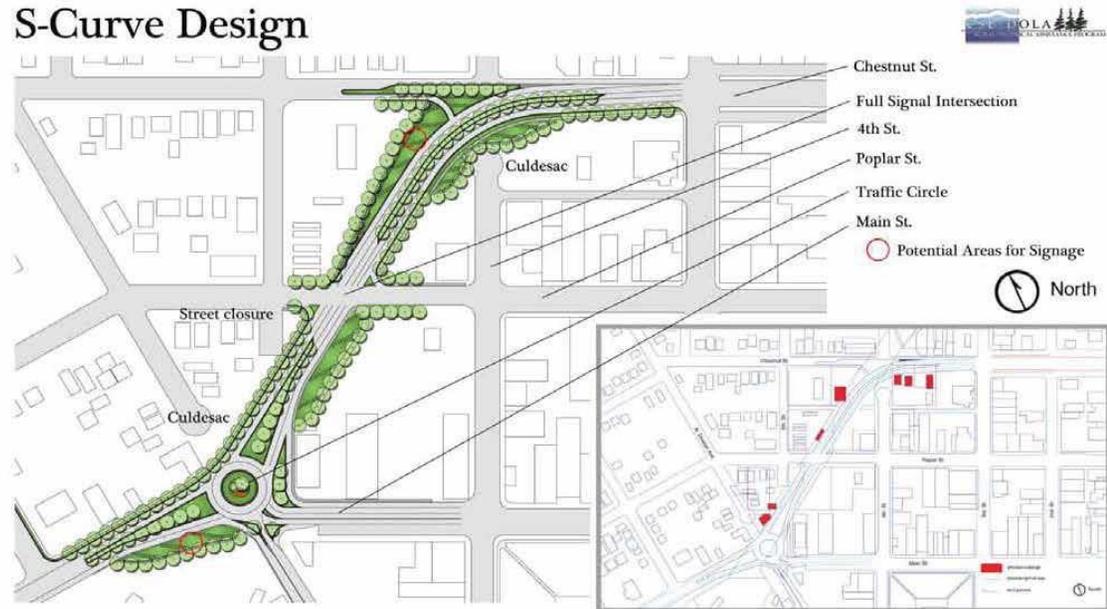


Recent Plans

Downtown Master Plan Concepts, CO Department of Local Affairs, March 2011

- Study of potential roadway design and signage/gateway concepts for downtown.
- Recommended an S-Curve alignment along the abandoned rail line connecting 4th/Chestnut with Division/Main/5th Streets.
- Recommended a roundabout intersection design at Division/Main/5th Street.

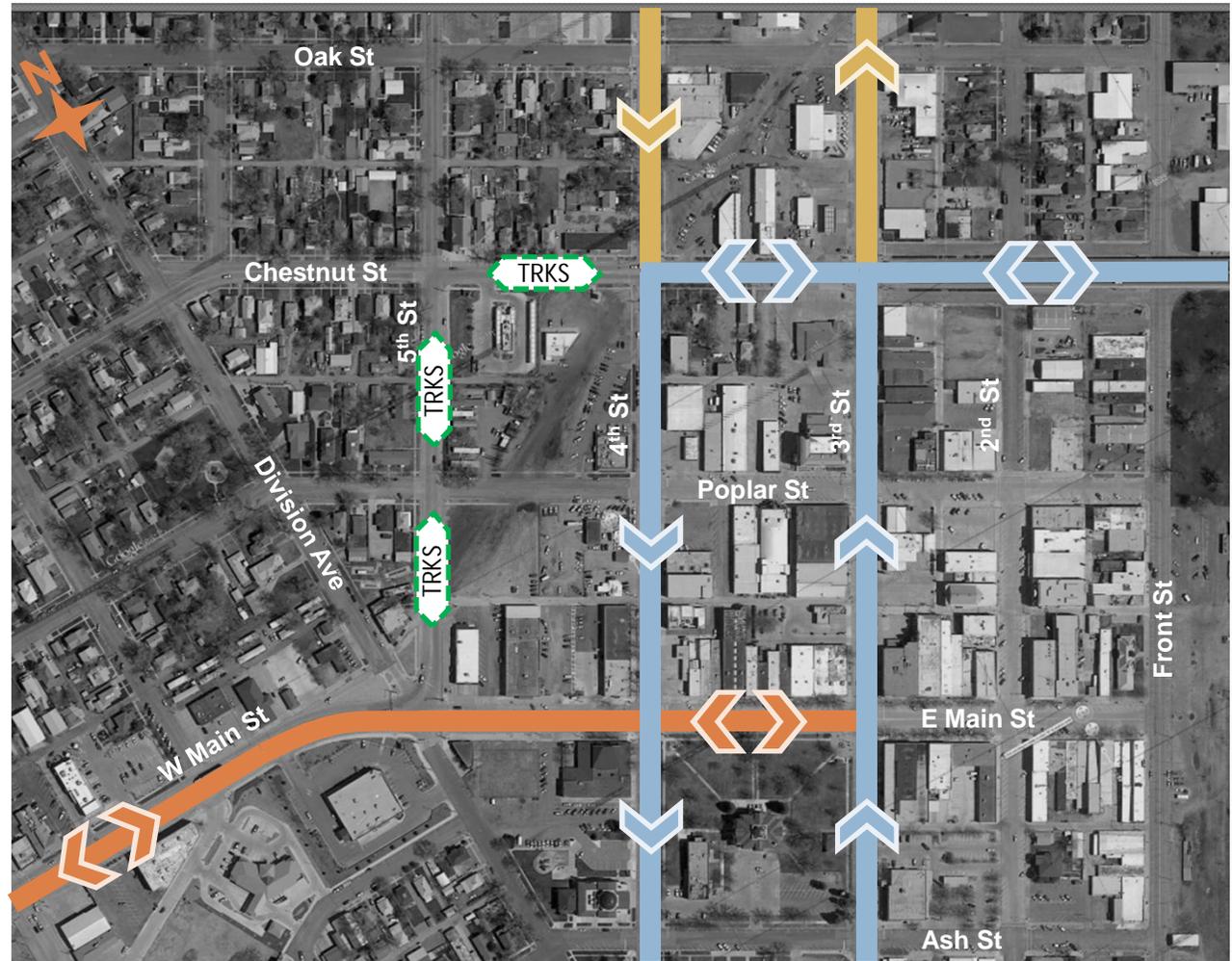
S-Curve Design



Source: *Downtown Master Plan, March 2011*

Existing Street Network

- US 6 
- SH 138 
- SH 14 
- Truck Route 



PRELIMINARY SUBJECT TO CHANGE

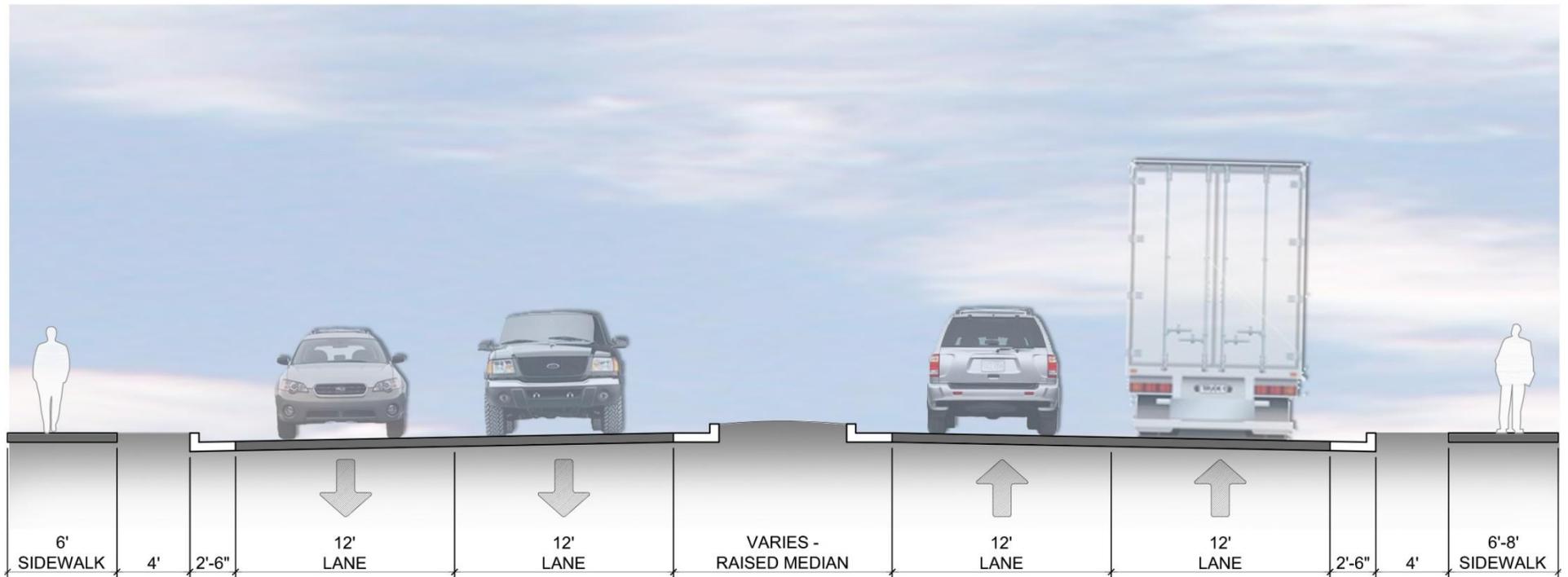
S-Curve Concept

- US 6 
- SH 138 
- SH 14 



PRELIMINARY SUBJECT TO CHANGE

S-Curve Concepts Typical Section



PRELIMINARY SUBJECT TO CHANGE

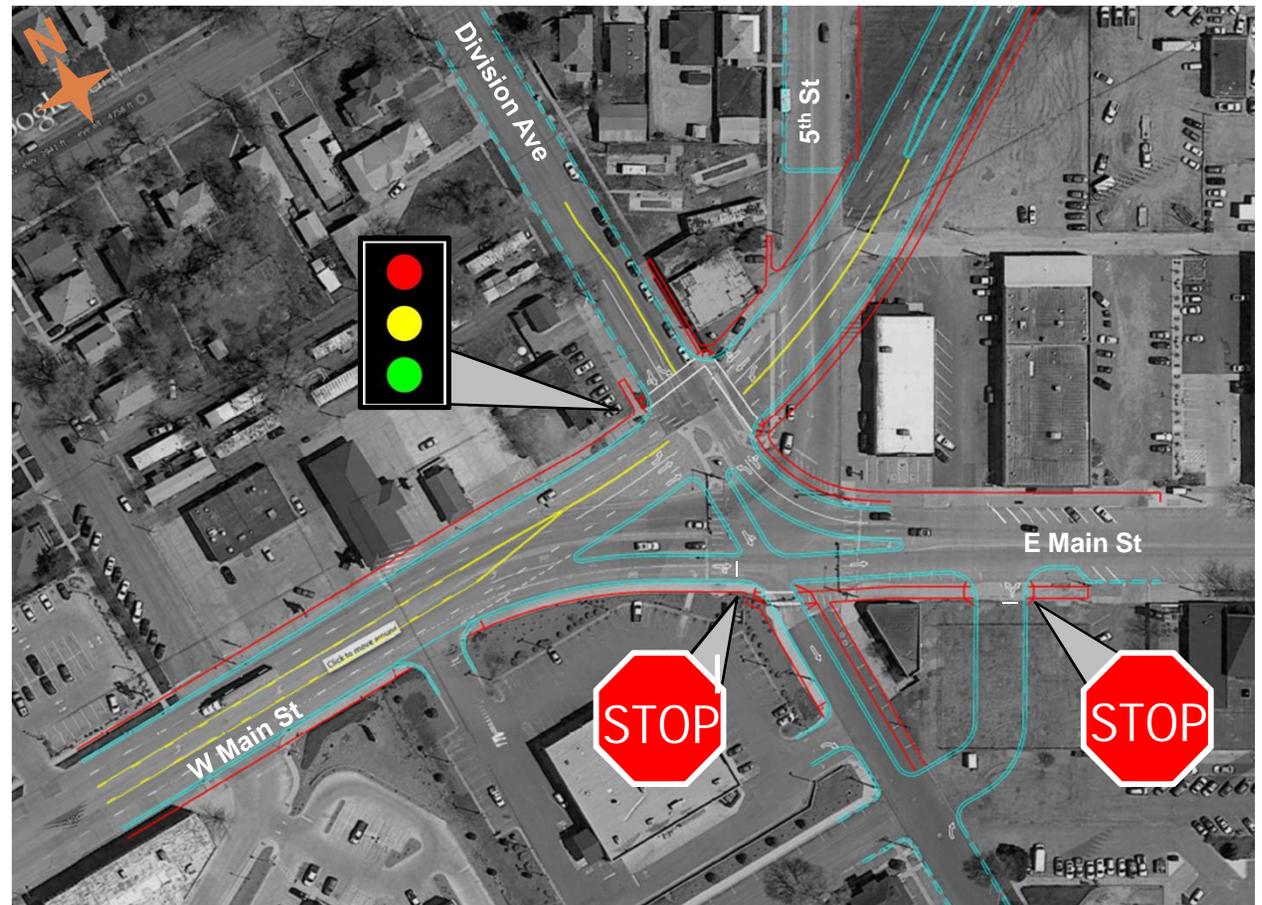
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S-Curve Concepts

Main St & 5th St Intersection

Option 1

- Signalized Intersection
- West Main to S-Curve primary route
- East Main T's into route
- Free Right from West Main to East Main
- North Division Remains Open, South Division SB one way
- 5th Street Closure



PRELIMINARY SUBJECT TO CHANGE

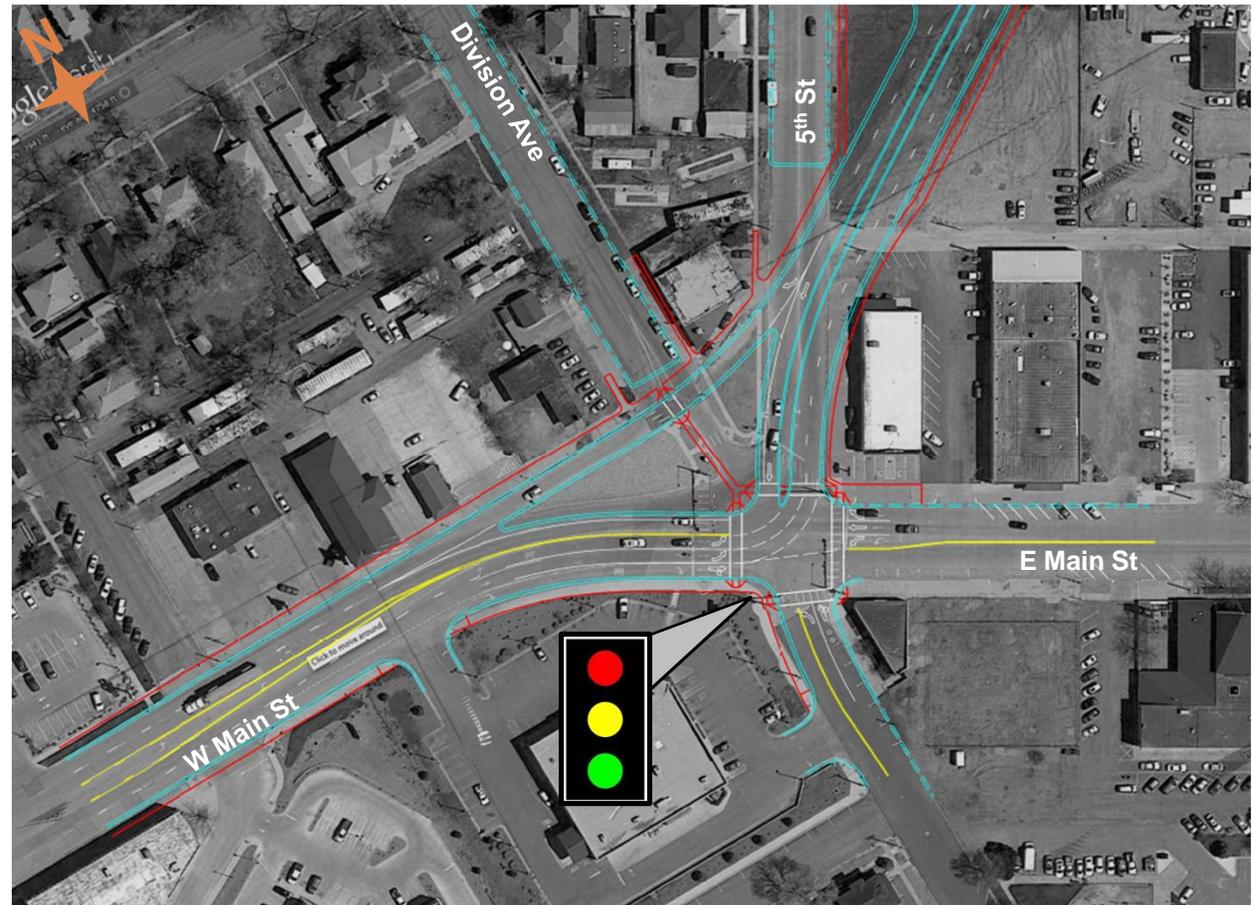
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S-Curve Concepts

Main St & 5th St Intersection

Option 2

- Signalized Intersection
- West Main to East Main primary route
- S-Curve T's into route
- Free Right from S-Curve to West Main
- North Division and 5th Street both closed
- South Division and 5th Street both closed
- South Division Remains Open



PRELIMINARY SUBJECT TO CHANGE

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S-Curve Concepts

Chestnut St & 4th St Intersection

Option 1

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



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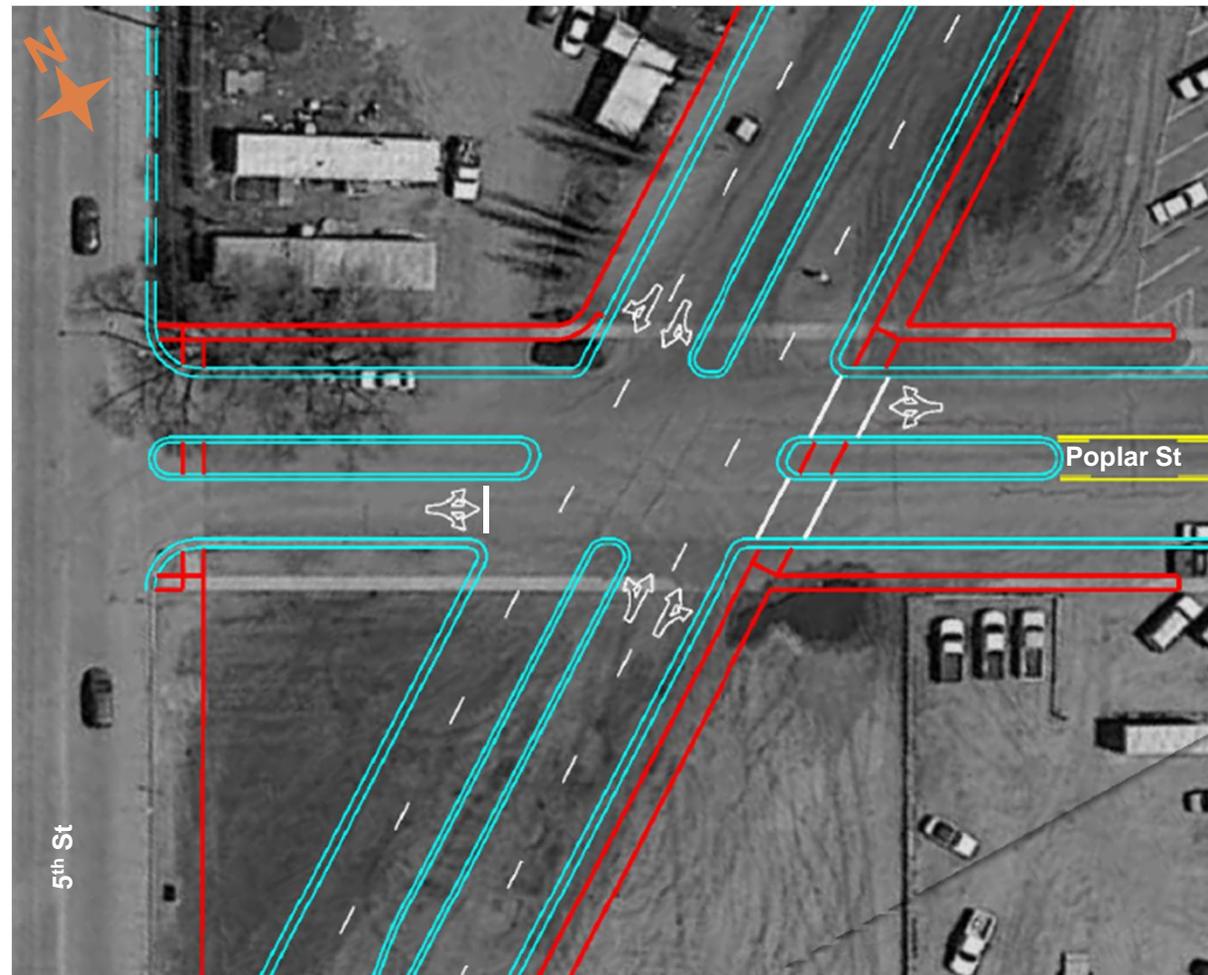
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S-Curve Concepts

Poplar Street

Option 1

- Non-signalized Intersection, Stop Signs on Poplar Street
- S-Curve Right Turns Only
- Poplar Street Thru & Left Turns Only.

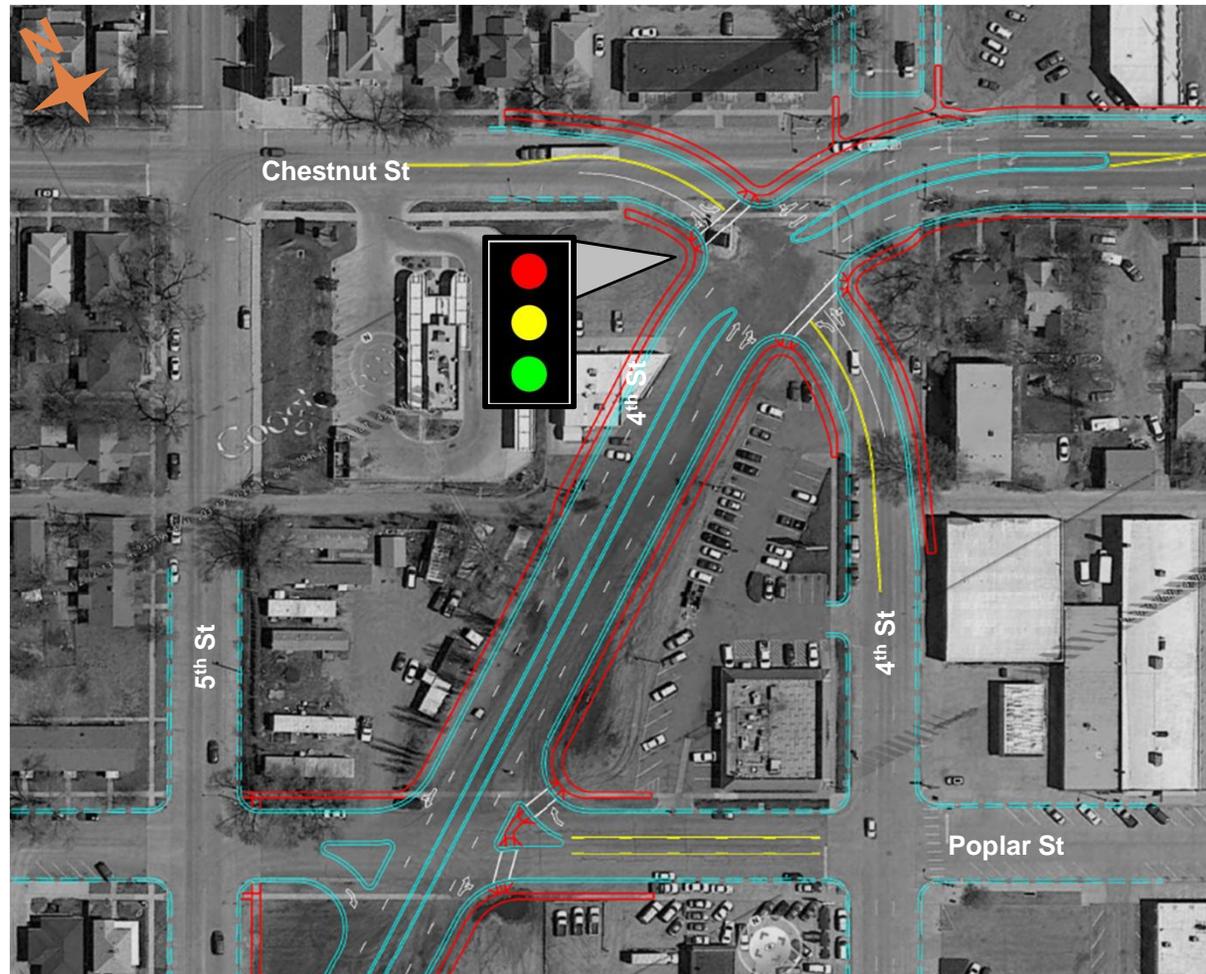


S-Curve Concepts

Chestnut & 4th Intersection

Option 2

- Signalized Intersection
- West Chestnut to S-Curve primary route
- 4th Street from one-way to two way
- East Chestnut to 4th Street Secondary Route
- North 4th Street Closure



PRELIMINARY SUBJECT TO CHANGE

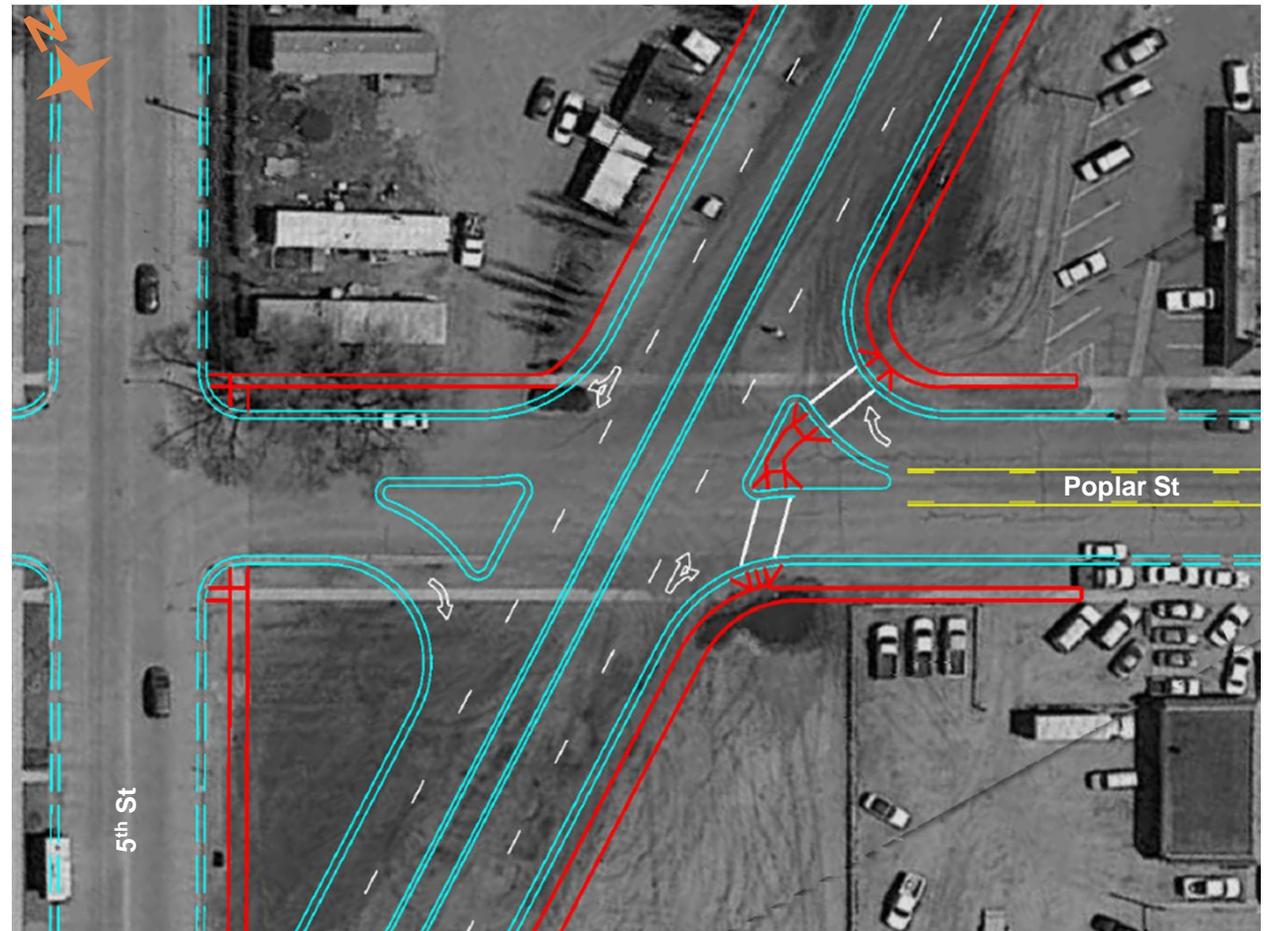
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S-Curve Concepts

Poplar Street & S-Curve

Option 2

- Non-signalized Intersection
- Right-in Right-out on both sides of Poplar Street



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S-Curve Concepts

Chestnut & 3rd Intersection

- Signalized Intersection
- Two lanes each direction with center turn lanes
- Fits within existing ROW Between 3rd & 4th Street
- Walls on bridge approach to be widened



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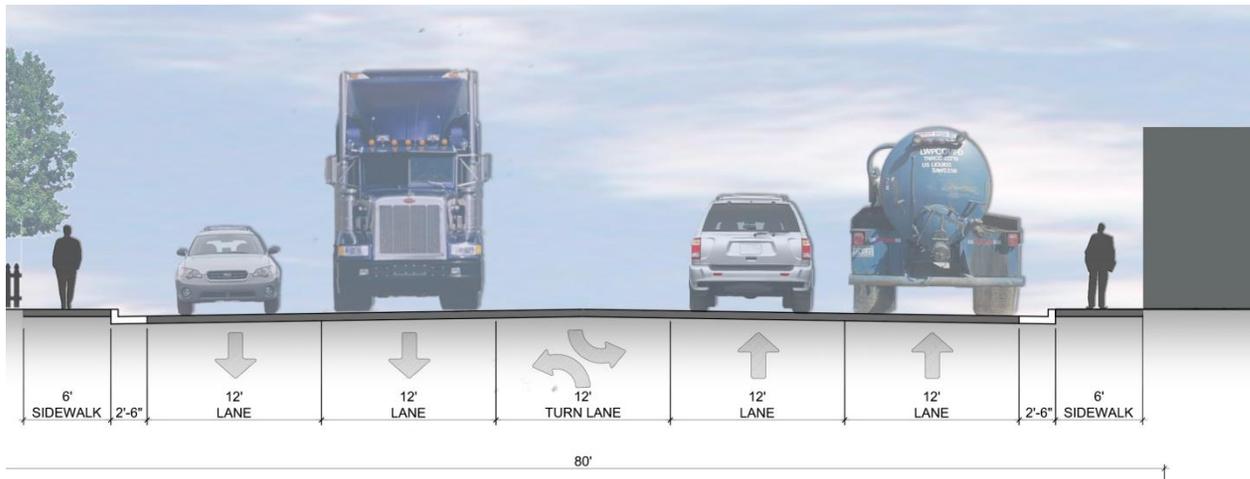
S-Curve Concepts

Chestnut St (3rd to 4th Street) Typical Section

Existing



Proposed



PRELIMINARY SUBJECT TO CHANGE

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Project Concepts

One-Way to Two-Way Conversion

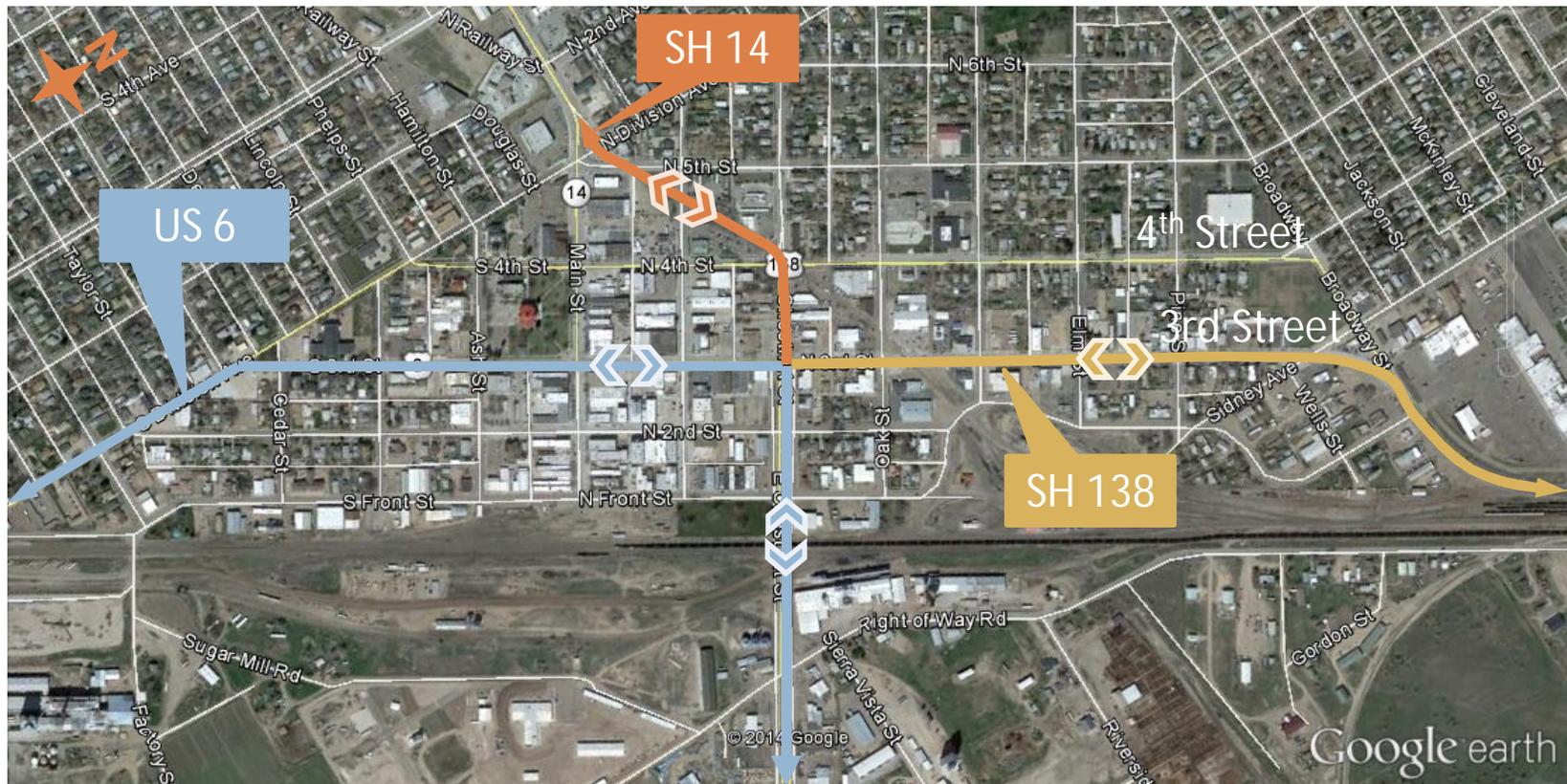
Purpose: Improve Operations and Traffic Flow along 3rd and 4th Streets



Project Concepts

One-Way to Two-Way Conversion

Purpose: Improve Operations and Traffic Flow along 3rd and 4th Streets



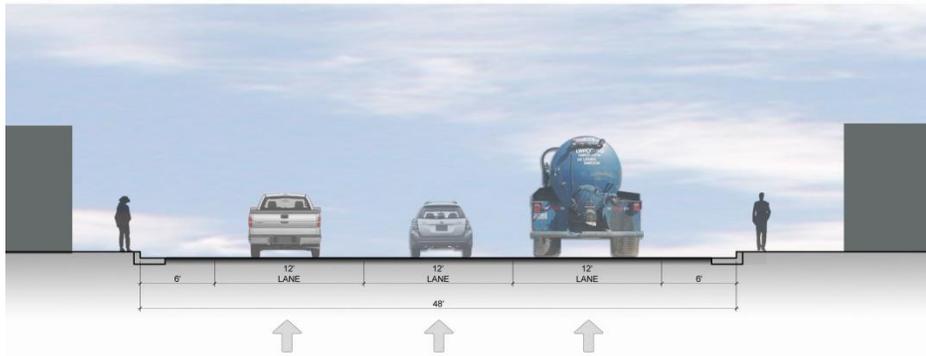
PROPOSED CONDITIONS

PRELIMINARY SUBJECT TO CHANGE

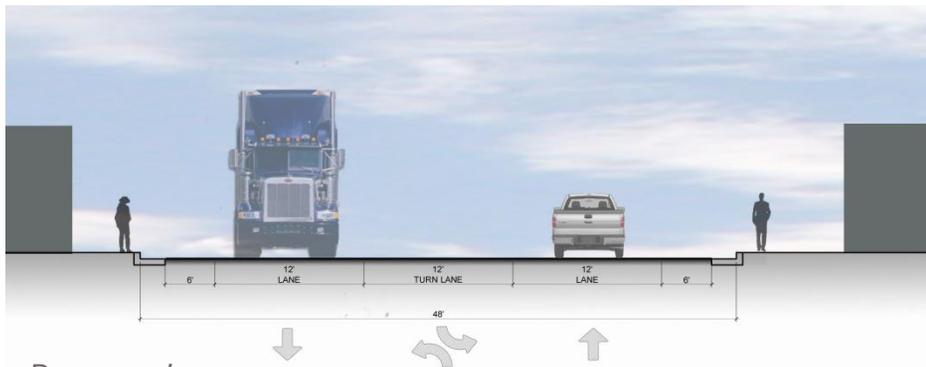
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One-Way to Two-Way Conversion Typical Sections

3rd Street

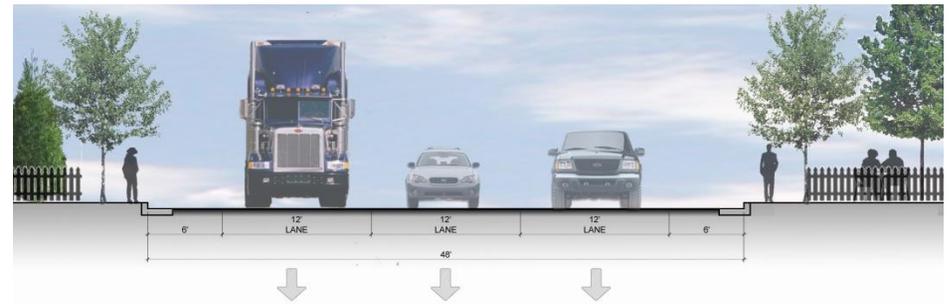


Existing

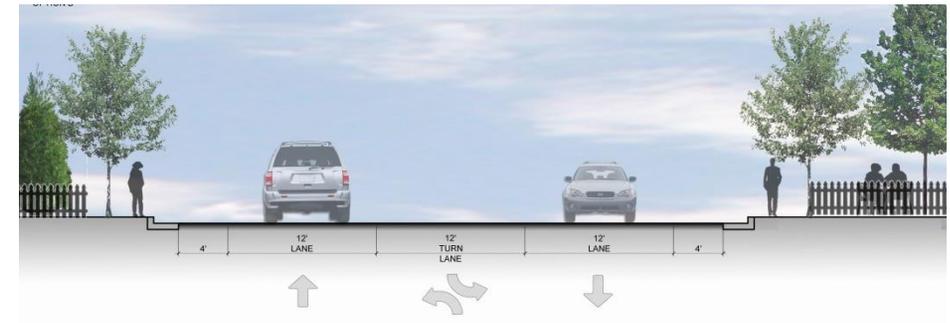


Proposed

4th Street



Existing



Proposed

One-Way Conversion Broadway/3rd Street Intersection

- Sidney/3rd
Signalized
- Sidney/
Broadway Stop
Controlled
- Broadway WB
only, EB to use
Signal at
Sidney/3rd
- Broadway/4th
Stop Controlled



Next Step: Environmental Assessment (EA)



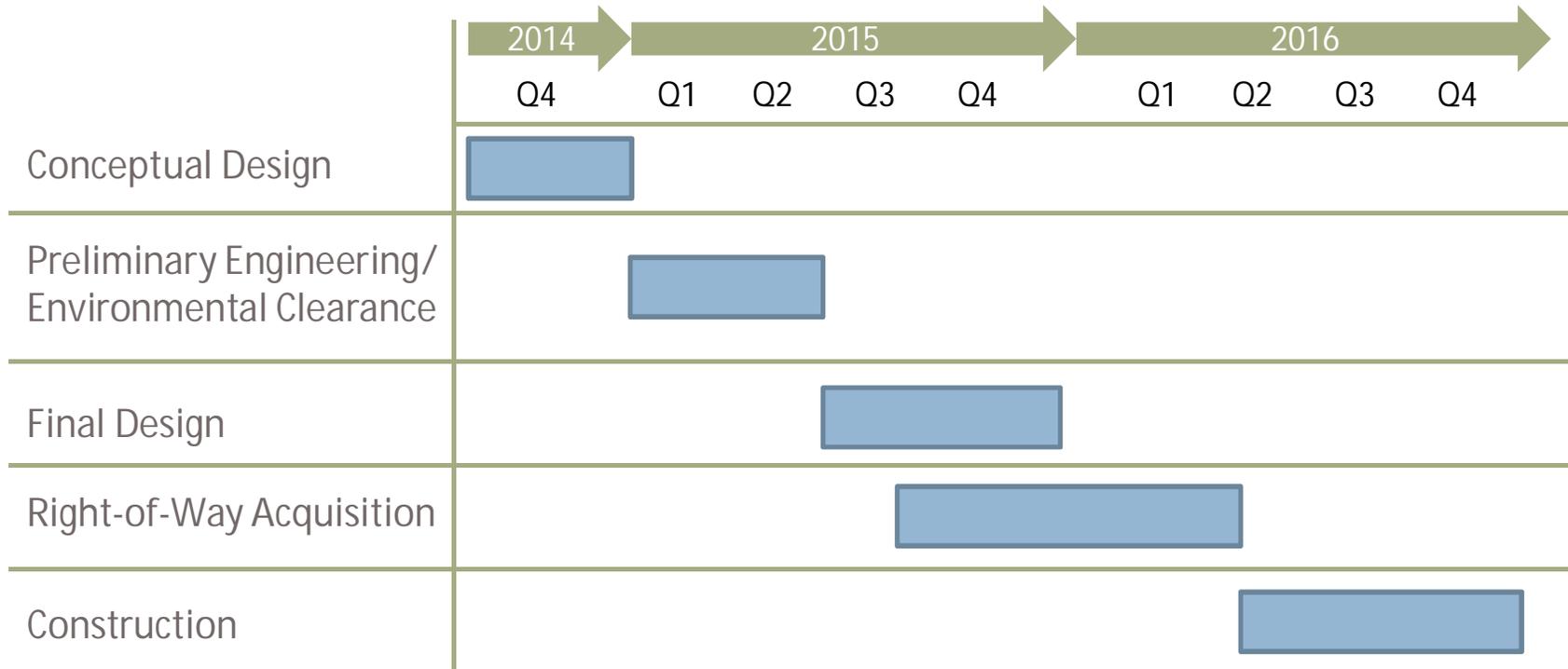
The next phase of this project will include preparation of an EA, a form of documentation required under the National Environmental Policy Act (NEPA) when federal funds are involved.

An EA analyzes a number of environmental resources including:

- Transportation
- Biological Resources
- Noise
- Air Quality
- Water Quality & Wetlands
- Cultural Resources (Historic Buildings and Sites)
- Visual Quality
- Land Use
- Socioeconomics
- Open Space, Parks and Recreation
- Hazardous Materials
- Cumulative Effects



Tentative Project Schedule



PRELIMINARY SUBJECT TO CHANGE



Thank you for coming!

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