

# **“THE CURVE”**

## **US2 Lake Street to Cedar Street Study**

*Sandpoint City Council*  
*September 21, 2011*



DAVID EVANS  
AND ASSOCIATES INC.

# Tonight's Presentation

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- Study purpose
- Public involvement activities
- Steering committee recommendations
- Next steps

Team members are available for Q&A



# Concept Study Purpose



- ✓ To determine a conceptual plan for a new US-2 alignment between Boyer and Cedar.
- ✓ To develop a strategy for ITD relinquishment of downtown city streets.



# Process

## ITD Project Development Steps

**Concept** ← **We are here.**

**DESIGN  
PHASE**

**Preliminary Design**

**Environmental Clearance**

**Final Design**



After a preferred concept is selected, details are developed here.

**Right of Way Acquisition**

**Utility Relocation**

**Construction**



# What is “locked in” at Concept?

- The general alignment (i.e. couplet configuration).
- The number of through lanes in each direction.

All other details will be refined and finalized during the design process. This includes bike-ped facilities, crossing locations and crossing treatments.

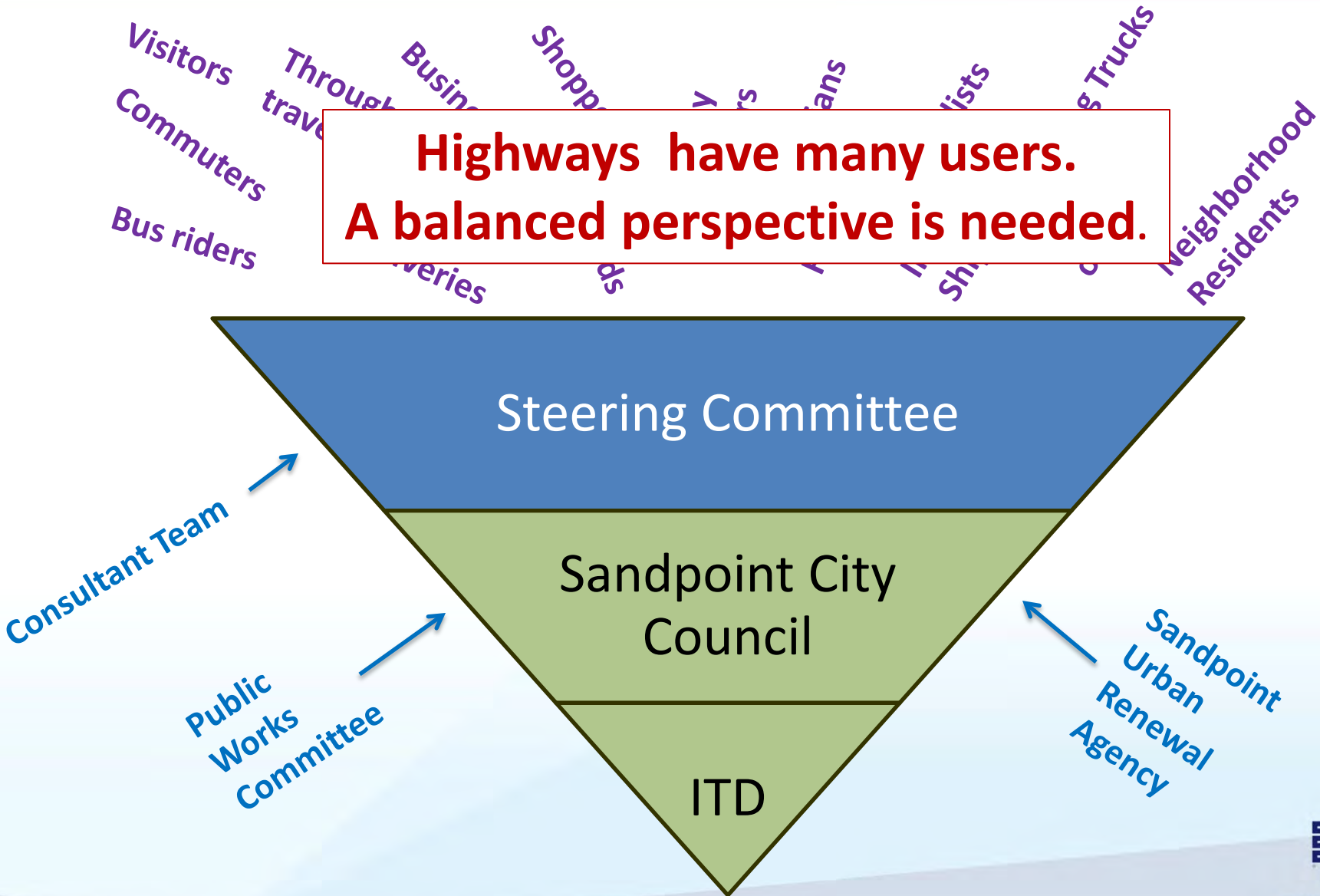
Private property access issues will be resolved during design.

ITD will examine benefits and impacts of roundabout vs. signalized intersection at Boyer during design.



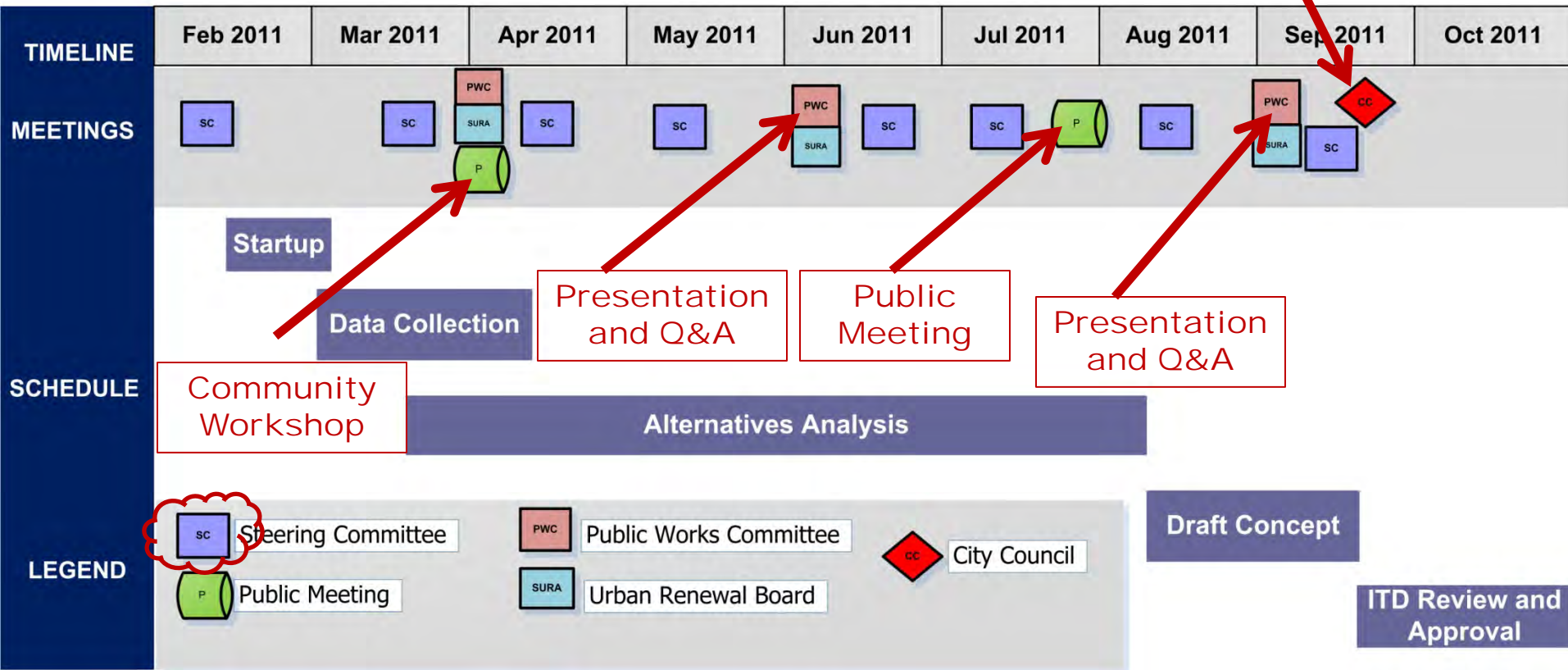
# Public Involvement

**Highways have many users.  
A balanced perspective is needed.**



# Community Involvement Activities

## STUDY SCHEDULE



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**Steering Committee  
recommendations are  
based on both technical  
performance and  
community input.**



# Recommended Concept

## "The Curve" US 2 Lake Street to Cedar Street Preferred Concept ~ Mini Couplet



Steering committee recommends further intersection analysis during design, to reduce or consolidate intersection turn lanes where feasible.

Preferred concept provides full access to south Boyer

TYPICAL ROAD CROSS SECTION AT ROUNDABOUT

TYPICAL ROAD CROSS SECTION AT INTERSECTION

TYPICAL ROAD CROSS SECTION AT INTERSECTION

### LEGEND

- CROSS WALKS
- PEDESTRIAN FACILITIES
- ZONE
- RAISED ISLANDS



# Recommended Concept

**ESTIMATED CONSTRUCTION COST: \$5.9M**

**PERFORMANCE NOTES:**

- Intersections generally function at good levels of service.
- Good highway traffic operations through corridor.
- Some delay during peak hours for minor street intersection approaches.
- Pedestrian crossing opportunities provided at Cedar, Oak, Church and Boyer.
- Simplified crossings compared to 3 and 5-lane scenarios.
- Pedestrian Mall opportunity between couplet near Oak – could serve as alternate crossing location for Cedar Street.
- Shared use path along westerly/northerly side of Curve is maintained.
- Potential extension of separated pathway on north side of Church for enhanced downtown access.



# Next Steps

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- City Council Acceptance of Preferred Concept requested tonight.
- Memorandum of Understanding between City and ITD needed to continue the project (October).
- Next: ITD begins design and seeks construction funding.



# Available for Questions

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## **Technical Team**

Carole Richardson, PE – Project Manager

Kevin Picanco, PE – Senior Traffic Engineer

Kathy Schultheis, LA – Principal Landscape Architect

## **City of Sandpoint**

Kody Van Dyk, PE – Curve Steering Committee

## **Sandpoint Urban Renewal Agency**

Eric Paull – Curve Steering Committee

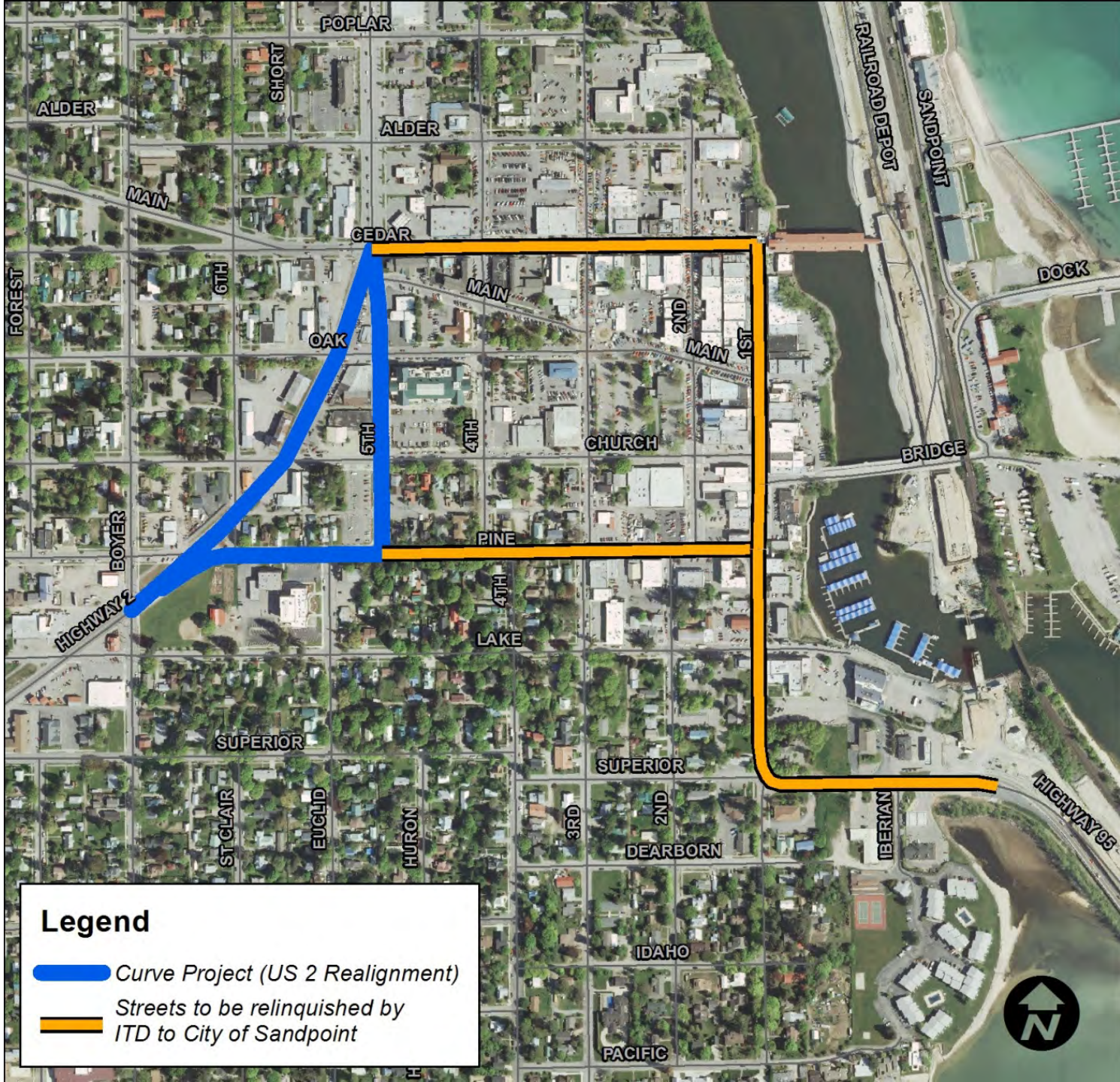
## **Idaho Transportation Department**

Justin Wuest, PE – Curve Steering Committee



Jason Minzghor, PE – ITD Project Development Engineer

Damon Allen, PE – ITD District Engineer





**Legend**

-  Curve Project (US 2 Realignment)
-  Streets to be relinquished by ITD to City of Sandpoint