

Downtown Revitalization & Access Improvements, US-395 – Colville

Project Description

Location

City of Colville

US-395 MP 228 to MP 229

Purpose & Need

The mixture of significant freight and highway traffic on Main Street with its multiple traffic lights and slower speeds has created congestion, noise, and air quality concerns. Congestion also makes parallel parking maneuvers difficult for shoppers, which detracts from the shopper-friendly atmosphere desirable for downtown. Transportation of hazardous materials on Main Street is also a concern.

Context

This project is in a rural town-center context. The project is located in eastern Washington with a highway speed of 60 mph prior to the city and 25-35 mph through the city. The town center consists of small businesses throughout the core, and revitalization is desirable. Freight is a major component of the traffic, with the largest trucks present in high numbers. This route serves as a major artery to the town. There is substantial room for development in the area, although growth is predicted to be limited. Pedestrian safety is a concern and pedestrian volumes are moderate for a town of this nature.

Initial Design Concept

To relieve congestion and improve traffic flow, the traffic signal at Main Street (US-395) and Hawthorne Road will be replaced with a unique oval-shaped roundabout. The Colville Roundabout will benefit users by decreasing motorist delay, increasing local traffic mobility, creating an attractive gateway into the City's South entrance, and by improving pedestrian safety.

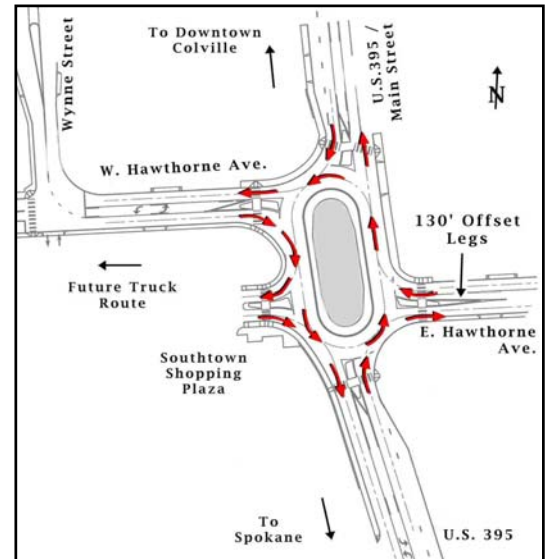
Challenges

The presence of large trucks (WB-67) contributed to congestion and impacted the traffic flow in the project area. There were some concerns about providing access to businesses and side streets, and resolving conflicting vehicle movements across US-395 traffic lanes, without totally shutting down the traffic flow. Also, the impacts to adjacent properties necessitated negotiating with landowners on right of way purchase terms.

Funding

This project has local, state, and federal funds. The overall project budget is about \$6 million. Washington State Department of Transportation's (WSDOT's) contribution to this project is about \$1.5 million. The city of Colville's budget from local, federal, and Transportation Improvement Board (TIB) sources is about \$4.5 million.

Exhibit 1 – Project Vicinity Map



Challenges

- Understanding traffic flow
- Maneuvering trucks and emergency vehicles
- Improvement under traffic
- Corridor traffic flow
- Access
- Right of way acquisition

Schedule

This project is in three specific phases: Phase 1 included improvements to Wynne Street, and was completed in November 2000. Phase 2A consisted of improvements to the Main Street section of US-395, and was completed in November 2002. Phase 2B focused on enhancements to First Street and the roundabout on US-395, and was completed in 2003. The remaining Phase 3 will develop an alternate truck route, and its schedule is dependent on funding.

Process

Public Participation

Exhibit 2 – Existing Intersection – Hawthorne Ave



The Mayor and City Council appointed an active and highly effective steering committee consisting of key business people, community activists, elected representatives, and public agency staff. Throughout the planning, design, and construction phases of the project, the Colville 2000 committee was instrumental in advising and directing the project.

The success of the downtown revitalization improvements to Main Street was a direct result of the active public/private partnership between the city of Colville, the WSDOT Local Programs office, TIB, and the Colville 2000 citizen's committee.

The City's project to revitalize Main Street was combined and coordinated with WSDOT's programmed signal, widening, and paving improvements on US-395.

Results

Design/ Construction Considerations

Designing the oval roundabout to accommodate the offset east/west approaches required a sensitive balance to minimize right of way needs and negative business impacts, while accommodating existing adjacent commercial access approaches.

Flexibility as Traffic Demands Change

Although the Colville Roundabout presently operates with a single lane, it is designed to accommodate two lanes in the future (with minor modifications) as traffic volumes increase.

Colville's oval roundabout provides a high degree of flexibility for the traffic in the area, which is desirable given that the volumes and destinations of passenger and truck traffic may change with the addition of a future alternate truck route (which would route heavy truck traffic through an industrial corridor away from the downtown area).

Solutions

- Public involvement
- Accommodate large trucks
- Stage construction phases
- Build oval roundabout to accommodate business approaches and side streets
- Work with land owners to finalize property purchases

Social and Economic Considerations

The Colville 2000 strategy combines economic development goals with major improvements to regional and local transportation systems. Transportation enhancements are woven into economic development so that the two objectives support each other in a comprehensive partnership.

Secondary benefits of the proposed roundabout included an opportunity for an attractive city gateway enhanced with

landscaping and architectural signage. The project also improved mobility for in-town traffic using minor legs of the US-395/Hawthorne intersection and the ability of drivers to make legal U-turns to better access businesses or parking. Pedestrian crossing safety is addressed by allowing pedestrians to cross one lane at a time through the use of center refuge islands provided at each entrance leg into the roundabout.

Traffic Impact

Construction of the roundabout required an innovative staging plan to maintain traffic flow and minimize traffic control costs. The detailed staging plan accommodated access to adjacent businesses during construction. In accordance with the staging plan, traffic flow on US-395 was continuously maintained throughout construction.

Exhibit 3 – Finished Roundabout



FINAL DRAFT