



Hopkins Street Reconstruction Project

Frequently Asked Questions:

How was the original traffic control plan determined?

Hopkins Street is a major roadway and over 14,000 vehicle trips a day use this section of the road. The Hopkins Project Traffic Control Plan detours thru traffic at either end of the project limits (Bishop and Moore Streets) to Craddock. This route was selected due to capacity of these roadways to handle the amount of traffic displaced by construction.

Why was Belvin closed to thru traffic?

When the detour route was first implemented an immediate increase in traffic was observed on Belvin Street. This was a result of drivers using Belvin as the first alternative route to bypass the detour. "Road Closed to Thru Traffic" signs were placed on Belvin to keep drivers on the posted detour route. Subsequently, thru traffic was using San Antonio Street as an alternative route and additional signage was placed on Hopkins at San Antonio and Hopkins at Moore Street to maintain the posted detour route.

What changes have been made to the plan since the project started?

- Signage placed on Belvin Street at Bishop and Endicott limiting thru traffic.
- Signage placed on San Antonio Street at Hopkins limiting access to San Antonio Street.
- Signage placed on Bishop Street at Hopkins limiting access to San Antonio Street
- Signage adjusted at Hopkins and Moore Street to direct traffic to detour route along Moore Street.

Why can't inbound traffic use San Antonio Street and outbound use Belvin Street?

This has been considered however there are complications with creating essentially a one-way operation in this manner. The City will continue to monitor traffic patterns and may implement this if determined as a viable solution.

What will the traffic study tell us?

The Traffic Study will give an accurate and comprehensive picture of traffic patterns to include volume and speed of vehicles traveling around the construction area. This will allow the City to determine future adjustments to the Traffic Control Plan.

When will the study be complete?

Data collection occurred July 13th – 17th. The results of the study and implementation recommendations will be provided by August 11th.

Why has enforcement only occurred along Belvin Street?

The Police Department is periodically patrolling the area and is not limited to Belvin Street. Since the project started approximately 12 citations and 46 verbal warnings have been issued in all areas surrounding the project.