

From: Jeff Rice
Sent: Thursday, December 3, 2020 8:26 AM
To: Cameron Miller; Kyle Duitsman; Kate Varnum
Cc: Tim McConnell; Elizabeth Nijkamp; Brad Walters; Jeff Hodsdon (jeff@lsctrans.com)
Subject: RE: [External] RE: Falcon Marketplace Paving
Attachments: [IMG_1058.JPEG](#)

Cameron/Kate,

I was at the site a couple weeks ago and it looked like the cross slope on the north side of the north roundabout might be high based on the curb elevations seen in the picture attached. I was just able to go back to the plans and it looks like the cross-slope was changed from about 2% to the steeper slopes several revisions ago and I missed that change during the review process. Please check on what can be done to revise this curb – it looks like about 230 feet on the outside would need to be raised up to half a foot, or the inner curb lowered. I don't know if you've installed the concrete apron yet.

This is a safety concern with large delivery trucks that will be going around the roundabout and could tip over if they use the center island or are going too fast.

Please let me know what the options are.

Thanks!

Jeff

From: Cameron Miller <cmiller@evgre.com>
Sent: Tuesday, December 1, 2020 5:24 PM
To: Kyle Duitsman <kyle.duitsman@intertek.com>; Elizabeth Nijkamp <ElizabethNijkamp@elpasoco.com>
Cc: 'Jeff Hodsdon' <jeff@lsctrans.com>; Jeff Rice <JeffRice@elpasoco.com>; Tim McConnell <tmccConnell@drexelbarrell.com>
Subject: RE: [External] RE: Falcon Marketplace Paving



Kyle,

Thanks for taking the time to review Elizabeth's email and for providing the attached and below explanation.

Elizabeth,

Can you please confirm this is sufficient to continue proceeding with the pavement spec contemplated in the latest PSI report?

Thanks,
Cam

Cameron Miller | Senior Development Manager

2390 East Camelback Road, Suite 410, Phoenix, Arizona 85016

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From: Kyle Duitsman <kyle.duitsman@intertek.com>

Sent: Tuesday, December 1, 2020 3:09 PM

To: Elizabeth Nijkamp <ElizabethNijkamp@elpasoco.com>; Cameron Miller <cmiller@evgre.com>; Tim McConnell <tmccconnell@drexelbarrell.com>

Cc: 'Jeff Hodsdon' <jeff@lsctrans.com>; Jeff Rice <JeffRice@elpasoco.com>

Subject: RE: [External] RE: Falcon Marketplace Paving

Elizabeth,

Attached please find our revised report. We deleted the sentence regarding concrete thickness for repetitive traffic as it is meant for trash enclosure aprons, loading dock aprons, etc. It does not apply here, we recommend sections be designed for the ESAL's we've discussed previously. Thanks and let me know if you need anything else.

Kyle

Kyle R. Duitsman, P.E.

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From: Elizabeth Nijkamp <ElizabethNijkamp@elpasoco.com>

Sent: Thursday, November 19, 2020 3:58 PM

To: 'Cameron Miller' <cmiller@evgre.com>; Kyle Duitsman <kyle.duitsman@intertek.com>; Tim McConnell <tmccconnell@drexelbarrell.com>

Cc: 'Jeff Hodsdon' <jeff@lsctrans.com>; Jeff Rice <JeffRice@elpasoco.com>

Subject: RE: [External] RE: Falcon Marketplace Paving

Cameron and Jeff,

I would like to apologize in advance that these comments were not provided with the first comments.

After more research of your submitted report, I would like to make the following comments:

I'm okay with this 5.5" design, but **only** from Sta. 6+00 to Sta. 19+00. The PSI report states that "Concrete pavement at least seven inches thick is recommended for areas which receive continuous repetitive traffic such as entrance/exit drives." With the WIS DOT reference copied below I would like the designers to specifically address the roundabouts and two tight (non-standard) curves in the project. The auxiliary lanes on Meridian Road, decel. lane from Woodmen Road (which should match Woodmen Road pavement section), and the other access road from Meridian (5,000 ADT) will also need to be addressed. I highlighted some of the areas of concern in pink on the image below.

I also don't see Boring 10 (the heaviest traffic area) in the PSI gradation curves/lab test results. The borehole log shows 1 foot of fill over 4 feet of poorly graded sand with silt. I'll try to get hold of PSI staff to ask about that. We have emailed them to get clarification.

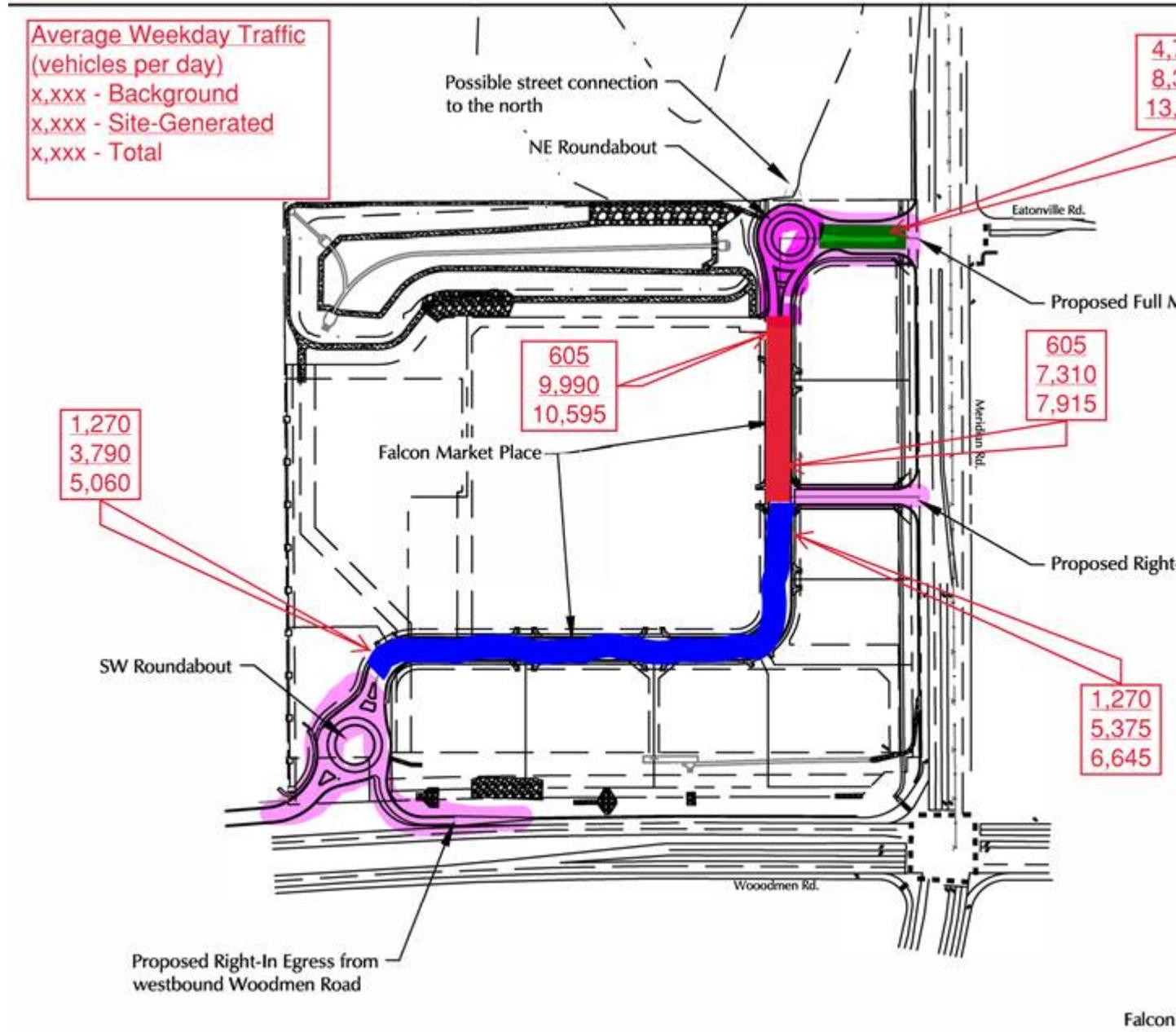
Please let me know if you have further questions.

<http://wisconsindot.gov/rdwy/fdm/fd-14-10.pdf#fd14-10-35> [wisconsindot.gov]

35.3.3 HMA Intersections

HMA intersections (including roundabouts and J-Turns) should be designed to avoid rutting and/or shoving due to the stresses applied by vehicles at high traffic intersections with stop conditions and a high percentage of turning movements. HMA intersections with these conditions, should be constructed with a HMA mixture that is increased by one traffic level or more from the mainline to ensure good pavement performance. In addition to adjusting the HMA mix type, consideration should be given to increasing the designation level of the asphalt binder up one level from the mainline. See FDM 14-10-10.7 for guidance on asphalt binder selection. Analysis has shown that the intersection mixture is only required in the upper layer of the pavement structure. However, if an increased designation is used, there may be an economic advantage in utilizing a full tanker load of the binder. A typical tanker holds approximately 22 tons of binder, which will produce about 420 tons of HMA mixture. Any extra tonnage may be utilized by paving multiple layers in the intersection, by extending the intersection paving limits, or by paving another intersection. In traditional intersections, the designer should use judgment in determining how far to extend the intersection mixture. In roundabouts, the enhanced mixture should extend to the pavement alongside the splitter islands (see FDM 11-26-1). In cases where the splitter islands are long, the designer's best judgment should be used in

determining how far to extend the intersection mixture.



Elizabeth Nijkamp, PE
Engineer Review Manager
719-520-7852
719-237-7206 cell

From: Cameron Miller <cmiller@evgre.com>
Sent: Thursday, November 19, 2020 7:57 AM
To: Elizabeth Nijkamp <ElizabethNijkamp@elpasoco.com>

Cc: 'Jeff Hodsdon' <jeff@lsctrans.com>; Jeff Rice <JeffRice@elpasoco.com>
Subject: RE: [External] RE: Falcon Marketplace Paving

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Hi Elizabeth,

Thanks for providing the update. Are you able to clarify what the new information is? And did you happen to determine whether it will affect the pavement spec we had discussed?

Thanks,
Cam

Cameron Miller | Senior Development Manager
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From: Elizabeth Nijkamp <ElizabethNijkamp@elpasoco.com>
Sent: Wednesday, November 18, 2020 9:09 AM
To: 'Jeff Hodsdon' <jeff@lsctrans.com>; Jeff Rice <JeffRice@elpasoco.com>
Cc: Cameron Miller <cmiller@evgre.com>
Subject: RE: [External] RE: Falcon Marketplace Paving

Gentlemen,

Additional information has come to light that I did not know about when we spoke on the phone.

I am reviewing the report and will get back with you as soon as I can.

Thank you,

Elizabeth Nijkamp, PE
Engineer Review Manager
719-520-7852
719-237-7206 cell

From: Jeff Hodsdon <jeff@lsctrans.com>
Sent: Monday, November 9, 2020 3:01 PM
To: Elizabeth Nijkamp <ElizabethNijkamp@elpasoco.com>
Cc: Cameron Miller <cmiller@evgre.com>
Subject: FW: [External] RE: Falcon Marketplace Paving

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Hi Elizabeth, Following up on our phone conversation this morning – Is the attached PDF what you need?

Thanks, Jeff

Jeffrey C. Hodsdon, P.E.

Principal

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