

Gilbert LaForce

From: Jeffrey Manchester
Sent: Tuesday, September 20, 2022 4:42 PM
To: Joe DesJardin; Kevin Kofford (kevin.kofford@kimley-horn.com); Sean Kellar (skellar@kellarengineering.com)
Cc: Andrew Biggs; Charlie Williams; Jack Ladley; Kevin Mastin; Joshua Palmer; Elizabeth Nijkamp; Gilbert LaForce; Brad Walters; Chris Bland
Subject: RE: Revised Intersection
Attachments: EPC Comment Summary - 2022_09_20.pdf; 2022-09-16 Winsome Way Intersection REVISED-RedlineGLF-Sheet3.pdf

Joe et al.:

Attached please find our comments for the geometric design documents provided last Friday. We understand you are still working on survey for several of the sight distance profiles per previous correspondence so we were not able to conduct a complete review of all the turning movements. Additionally, the westbound acceleration lane (on Hodgen Road) is a suggested mitigation measure to address the limited stopping sight distance for westbound traffic and cars accelerating from Winsome Way. This suggestion is independent of the peak volume traffic considerations stated and the criteria pertaining to such.

Prior to submitting final plans, we would like to meet with you to address any questions your team may have based on our comments. If agreeable, please provide your availability over the next two days and I will send out an invitation.

Gilbert, I would appreciate your help in uploading the attached comments and exhibit to EDARP as well.

Kindest Regards,
Jeff



Jeffrey Manchester, P.E.

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From: Joe DesJardin <JDesJardin@proterraco.com>
Sent: Friday, September 16, 2022 11:55 AM
To: Jeffrey Manchester <JeffreyManchester@elpasoco.com>; Gilbert LaForce <GilbertLaForce@elpasoco.com>; Kevin Kofford (kevin.kofford@kimley-horn.com) <kevin.kofford@kimley-horn.com>; Sean Kellar (skellar@kellarengineering.com) <skellar@kellarengineering.com>; Brad Walters <BradWalters@elpasoco.com>
Cc: Andrew Biggs <abiggs@proterraco.com>; Charlie Williams <cwilliams@proterraco.com>
Subject: Revised Intersection

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Jeff – here is the geometric design discussed in our kick off meeting on 9/13/2022. We moved the intersection 16' to the east with a skew of 7.5 degrees. On the south end, the median opening will be 28'. On the north end, the realigned intersection will match existing near the existing driveway. Car and tractor trailer turning movement are also included. We discussed a 30' return radius to better funnel traffic and provide more utility clearance, but that did not accommodate the WB-50, so we stayed with 40' radius.

You asked us to provide a drawing to show a westbound acceleration lane which is also enclosed. Using a 4' paved shoulder per CDOT standards (8' was required for our widening) results in 1,070 SY of additional roadway and conflicts with at least 3 overhead power poles. We recommend **not** installing the acceleration lane because it is not warranted. Please see the attached email from our traffic engineer. We are currently surveying new sight lines and am confident we have adequate sight visibility for southbound traffic to safely turn right and merge with westbound traffic. The approved traffic report on file shows 38 peak hour turns.

Please let me know if you have any questions. Next step is submit this information through EDARP. We anticipate submitting the final plans next Friday, 9/23/2022.



Joseph W. DesJardin, PE
Director of Entitlements

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El Paso County Review Comments

Geometric Design Plans Submitted by Kimley-Horn (dated 09/16/2022)

1. ALL SHEETS
 - a. Sight Lines/Profiles need to be shown for all movements to and from Winsome/Hodgen intersection, including the design truck vehicle or WB-50.
 - b. Stopping sight distance (SSD) needs to be met for all vehicles to and from intersection.
 - i. Since profile of Hodgen Road is not proposed to be modified, possible mitigation for such may include deceleration/acceleration lane for traffic entering and exiting Winsome Way as appropriate to meet engineering criteria.
2. Sheet 1 of pdf
 - a. Remove existing striping in conflict with median opening. This is labeled on the drawing as "existing striping to remain".
 - b. Proposed double yellow striping modifications are acceptable.
 - c. Delete "proposed dog tracks". This is conflicting with median opening clear zone.
3. Sheet 3 of pdf
 - a. WB-50 is off-pavement in turning movement and not allowed per criteria (ECM 2.3.7.G.3). Adjust pavement width to accommodate.
 - b. Clear Zone Requirements not met
 - i. If clear zone requirements are not met, existing utilities need to be protected by an appropriate protection device, e.g. barrier. In reviewing the plan, this would apply to the existing utility pedestals and the overhead electrical pole.
 - c. Sight distance for WB-50 needs to be shown (same as comment 1.a above).
 - d. Stop bar for Winsome Way needs to be set 13' from edge of pavement in alignment with intersection sight distance criteria.

Design Exceptions Requiring Deviation Request and Decision Form:

1. Clear Zone requirements with respect to utility boxes and overhead utility poles. Barriers or the like needed to mitigate.
2. Stopping Sight Distance along Hodgen Way. Alternate form(s) of mitigation required.
3. Width of westbound acceleration lane, if selected as mitigation for SSD, to avoid overhead utility pole relocation(s).

K:\COS_Civil\196106001_Winsome Filing No. 3\CADD\PlanSheets\Winsome 1 Roadway\196106002_Winsome Way Realignment-1.dwg



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- Provide Sight Distance profile for WB-50 on the EB-NB Left Turn. The truck is located further back than the passenger vehicle.

Adjust pavement width so the design vehicle is maneuvering completely within the paved surface. This does not meet ECM 2.3.7.G.3

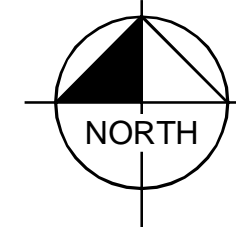
3. WB-50 (Large Semi Trailer).

WB-50 vehicles may use one or more traffic lanes to complete a turn without tracking onto the curb at corners. In addition, the vehicle must make the turn in one forward maneuver encroaching into opposing traffic lanes. These requirements shall apply to all arterial/arterial, arterial/collector, arterial/local, and collector/collector intersections. **For all other intersections, the vehicles may use the entire paved surface of the road to negotiate the turn.**

- Provide barrier for the utilities located within the clear zone.

GRAPHIC SCALE IN FEET

0 5 10 20



PCD FILE NO. 2020-SF203

WINSOME FILING NO. 1
EL PASO COUNTY, COLORADO
CONSTRUCTION DOCUMENTS
WINSOME REALIGNMENT -40' RADII

PRELIMINARY
FOR REVIEW ONLY
NOT FOR
CONSTRUCTION
Kimley»Horn
Kimley-Horn and Associates, Inc.

PROJECT NO.	196106002
SHEET	

Kimley»Horn

2022 KIMLEY-HORN AND ASSOCIATES, INC.
2 North Nevada Avenue Suite 300
Colorado Springs, Colorado 80903 (719) 451-1100

DESIGNED BY: KRK
DRAWN BY: KRK
CHECKED BY: EJC
DATE: 1/28/2022

[illegible]