Highway Advisory Commission

Jennifer E. Irvine, County Engineer

Wednesday, 18 August 2021

Legislative Update

Federal

- American Rescue Plan Act of 2021 (ARPA)
- Infrastructure Investment and Jobs Act

State

- CDPHE Air Quality Control Commission Rulemaking
- CDOT Greenhouse Gas Rulemaking

Projects/Programs

Capital Programs

- Fontaine/Grinnell Intersection
- Other Intersections & Safety

Maintenance Programs

- Lithtec/Innovative Technologies
- Contracted Program Update

Other

- Asset Management
- Transportation Planning
- Annexations/Roadway Conveyances

PPRTA

2021 PPRTA 2nd Budget Amendment

- $2,978,342 capital program
- $1,895,450 maintenance program

PPRTA Extension Update

- PPRTA Board Direction
- EPC Project Development

Questions?

Highway Advisory Commission

Troy C. Wiitala, Highway Manager

Wednesday, 18 August 2021

Highway Updates

Graveling Program

- Completed Meridian Rd, Jones Rd, South Meridian Rd, Thunder Rd East, Thunder Road West
- Completed 22.22 Lane miles

Dust Abatement/Reclamation Program

- Completed 69.45 Lane miles

Chip Sealing Program

- Completed scheduled roads
- Completed 71.66 Lane miles

Highway Updates

Drainage
- Completed Ellicott bridge barrier project
- Removed asphalt and welded deck on Eastonville bridge
- Painting Judge Orr Bridge

Snow Updates 2021-2022
- Reviewing IGAs
- Scheduled snowplow simulator/snow removal training for Mid-September

Customer Service Requests
- Potholes/Drainage
- Grading (rainy weather)

Paint Striping
- Working on additional contract striping
- Completed 22.19 Lane miles

Highway Updates

Mowing

- Lack of seasonal applicants

Total FTEs

- 128/153
  - 4 MW I processing
  - 2 MWIII grader operators
- 7 seasonal hires
  - Continue posting
- Continue hiring process

Chipping

Judge Orr Bridge Paint Project

Eastonville Bridge Deck Project

Questions?

El Paso County Highway Advisory Commission (Fleet Brief)

Chris Reynolds

Fleet Manager

August 18, 2021

New Equipment Updates

Fleet Heavy Equipment Update

Received Equipment

1 – Ford F600 Fuel Truck

3 – F550 Crew/Plow Trucks (2 In-Service)

2 – 3,000 Gallon Water Trucks

5 – Crew Trucks

3 – Traffic Control Trucks

3 – Heavy Traffic Control Trucks

1 – Tandem Dump Trucks

1 – John Deere 5100e Tractor Mowers

1 – CAT 272D Skid Steer

In-Bound

2 – John Deere 5100e Tractor Mowers

2 – Caterpillar Graders

1 – Backhoe

1 – Paint Striping Truck

1 – Tandem Dump Truck

Still to Order

1 – Jetter Vac Truck

3 – Broom Truck/Street Sweeper

** In-Service / Received

Fleet Light Vehicle Update

Light Vehicle Purchases

- 7 – Dodge Durangos (17 In-Service)
- 5 – Ford F150s
- 5 – Ford F250s
- 1 – Promaster City

Current Fleet Projects

- Fleet Maintenance Information System (AssetWorks)
- County Fuel Site Update
- Fleet Telematics Systems / Fleet Utilization
- Installation of New Heavy Lift @ Calhan
- 2 New Heavy Lifts Installed at Akers

Questions?

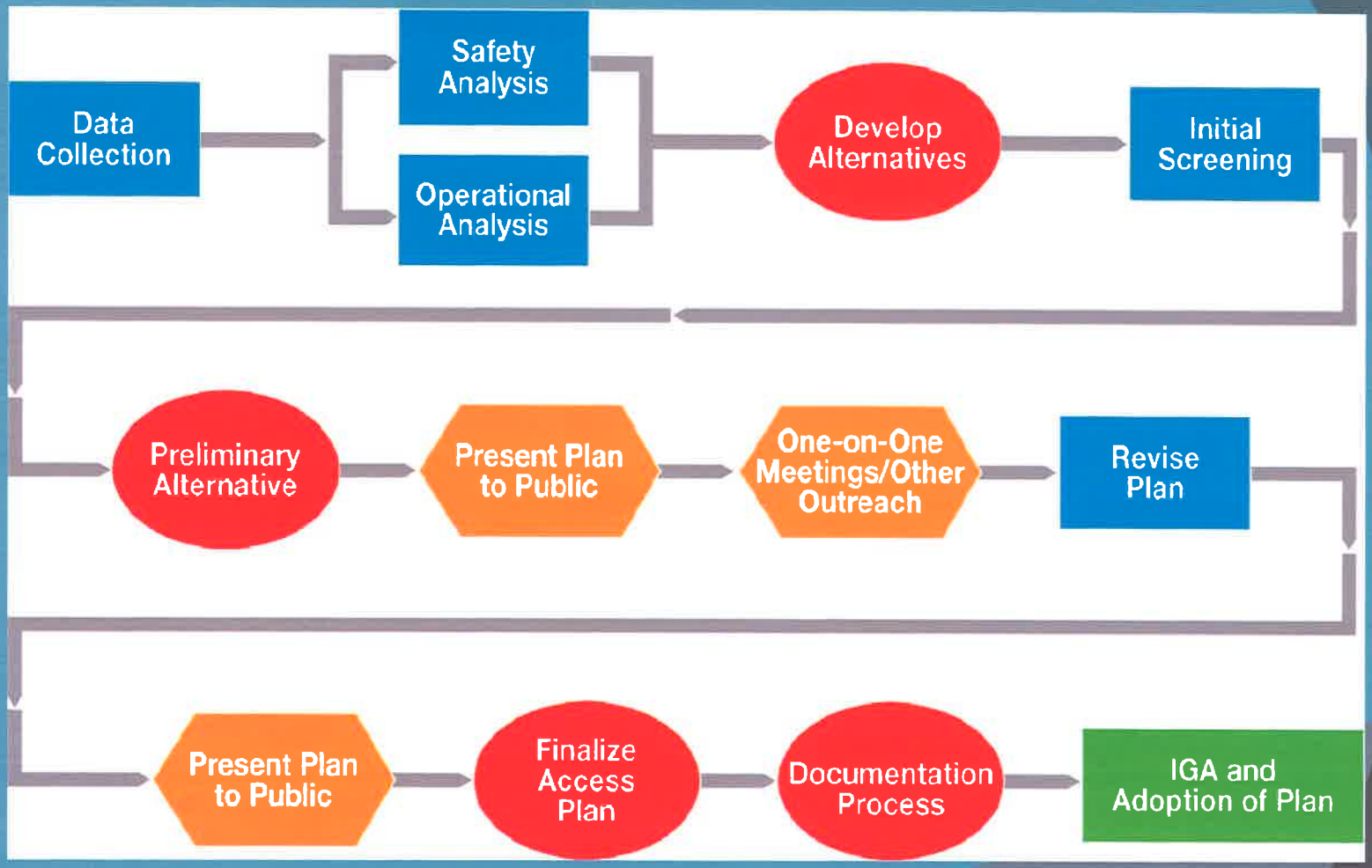
PROJECT SUMMARY PRESENTATION AUGUST 18, 2021

The purpose/goal of access control

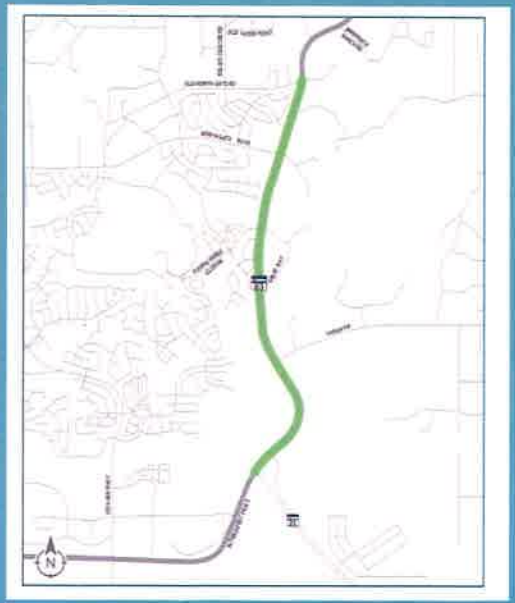
- Recommend a long-range plan for ultimate access conditions that address existing spacing deficiencies
- Provide adequate access to adjacent properties while better utilizing the local roadway system
- Improve mobility while considering safety for all users
- Enhance the highway aesthetics to improve the overall experience of those that reside in the area, visitors, and those conducting business
- Provide the County, City, and CDOT with a tool to help:
  - Make access decisions during development and/or redevelopment
  - Streamline the access permitting process

The access control plan was developed by the Colorado Department of Transportation in collaboration with El Paso County and the City of Colorado Springs.

How the plan was developed



Existing access conditions



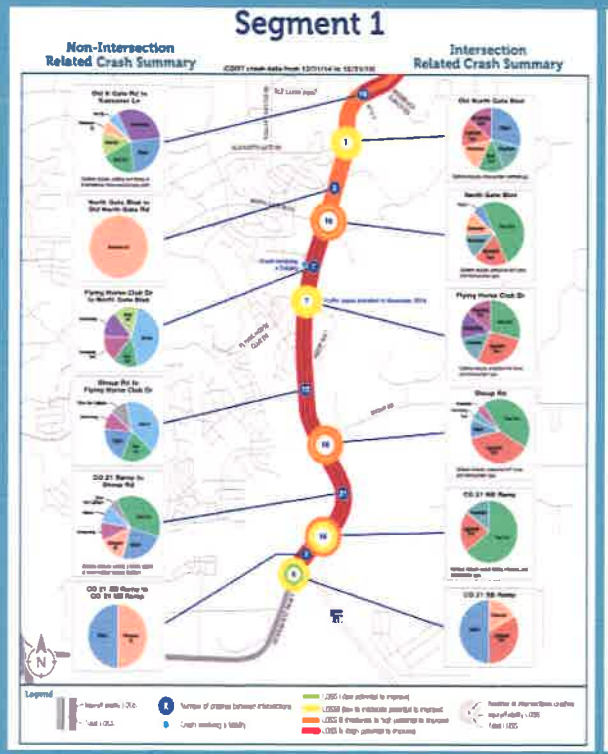
- Study Limits: CO 83 between Powers Boulevard (CO 21) and County Line Road (Palmer Divide Road) or 9.85 miles
- Contains 72 individual access locations (driveways, field accesses, curb cuts, roads)
  - 30% public streets and 70% private driveways
- Most access locations allow full movement (no turn restrictions)

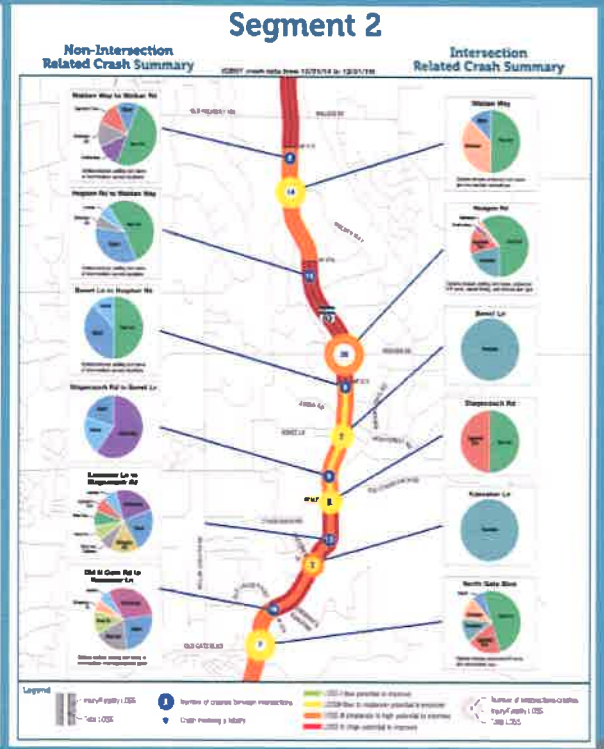
Access categories

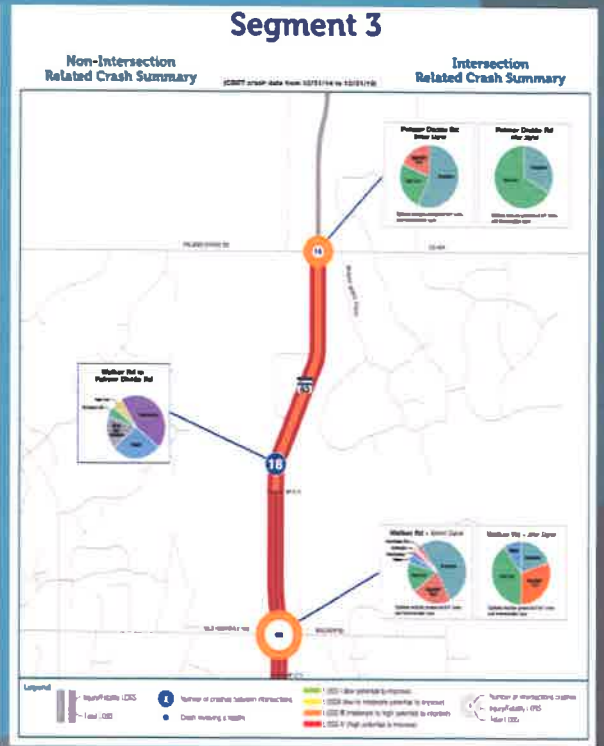
- Expressway (Powers Blvd to Old North Gate Rd)
  - Focus on traffic mobility over access to properties
  - Direct access only if alternate is not available
  - Signals spaced at least ½ mile apart
- Regional Highway (Old North Gate Road to County Line Road)
  - Focus on traffic mobility
  - Low priority for direct access to adjacent properties
  - Signals spaced at least ½ mile apart

Safety conditions

- Crashes from 12/31/14 to 12/31/19 (CDOT data for reported crashes)
- 333 crash events involving vehicles
  - No pedestrian or bicycle crashes
  - 1 fatality between Flying Horse Club Drive and North Gate Boulevard







Safety conditions

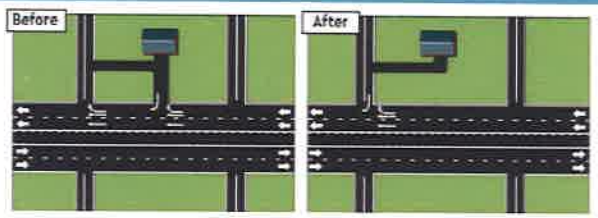
- Look for crashes that are typically a result of access conditions and identify solutions (For example - broadside, approach turn, rear end, and head-on)
- Some crashes are not a result of access conditions and should be addressed outside the ACP process (For example – animal, object, and overturning)
- Most intersections have a low to moderate potential for safety improvements
- In between intersections, the highway sections typically have a moderate to high potential for safety improvements
- Future safety improvements should be made in line with the recommendations of the ACP
- Traffic growth without access control may result in an increase in the frequency and severity of crashes on CO 83
- Optimization of the number and type of accesses will reduce the number of conflict points and improve safety

Mobility conditions

- Eight intersections in the project limits with existing traffic signals all operate acceptably
- Unsignalized intersections operate acceptably
  - Some difficulty for vehicles attempting to turn onto CO 83 from the side street approaches
- Existing traffic operations are considered good overall
  - No need for immediate changes
  - Conditions are likely to degrade as development occurs and traffic volumes increase
- Future analysis without access control indicates
  - Many intersections will fail
  - Vehicles on side streets will face increased difficulty entering the highway
  - Overall mobility for vehicles will deteriorate
- Supports the need to consider optimizing the number, location, and design of access points on CO 83 for the long term

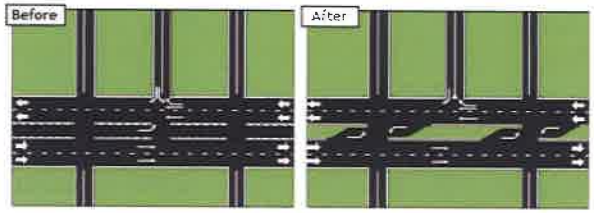
Develop alternatives

- Methods to optimize access
- Consider current and future development and their access needs
- Consider possible future highway improvement projects
- Look at appropriate spacing of full movement intersections (potential for signals)



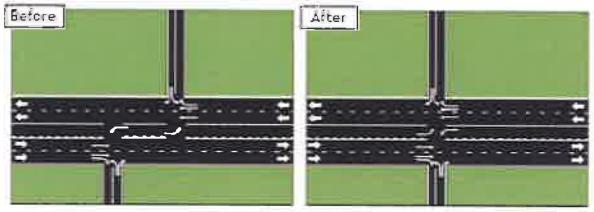
Use Local Streets

- Access to local properties through secondary roads
- Consolidate number of access locations where vehicles may enter or exit the highway
- Reduces the number of conflict points



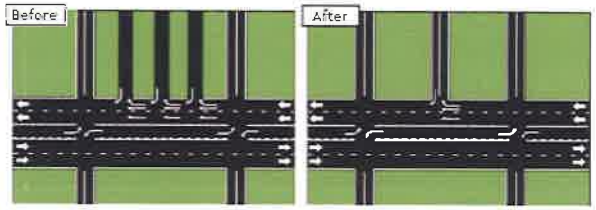
Addition of Median Treatment

- Limit turning movements to locations with a dedicated left turn lane
- Reduces the number of conflicts between left turning vehicles and through vehicles on the highway



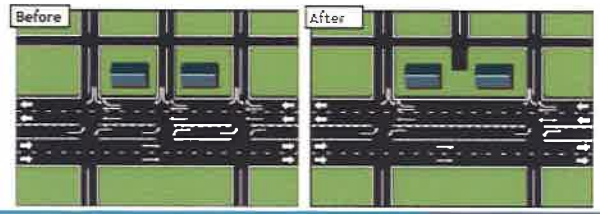
Realignment

- Align opposite approaches
- Creates a more familiar intersection design



Consolidation

- Consolidate adjacent access points into fewer locations
- The number of conflict points are reduced

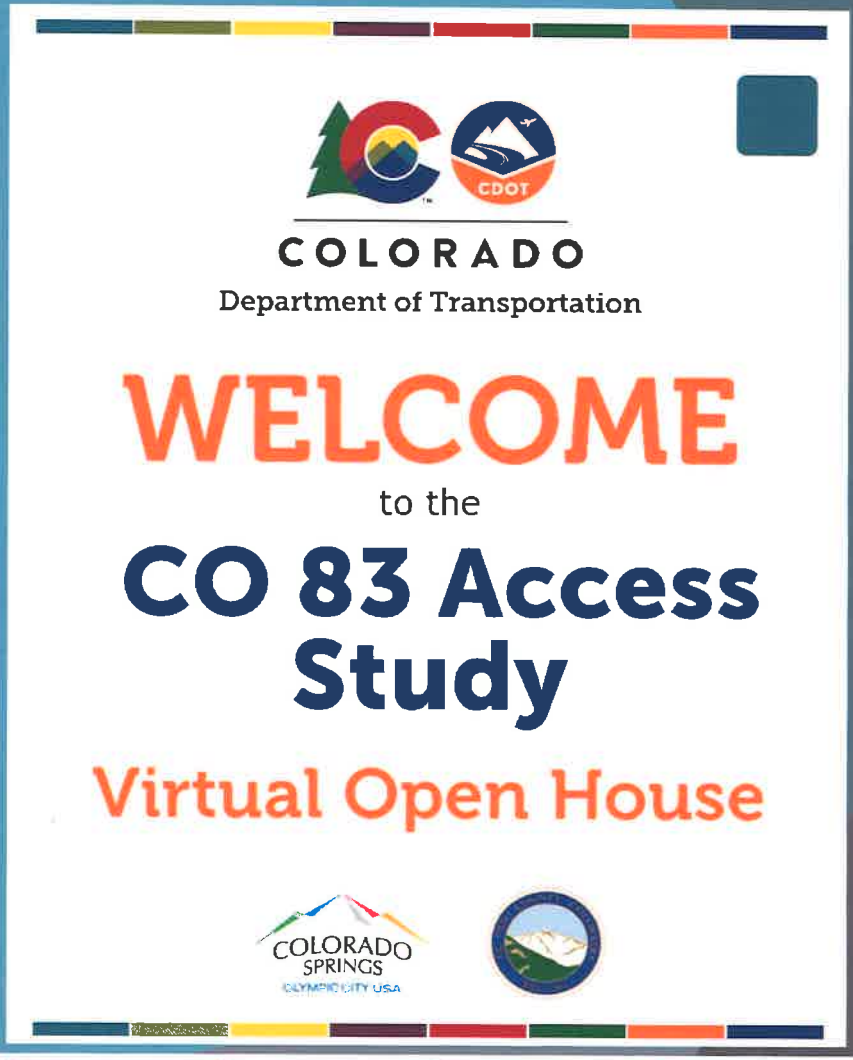


Alternate Access Route

- Provide access to properties via an improved/ new alternate access road
- Reduces the number of access points along the highway

Stakeholder/public outreach efforts

- Monthly project team meetings
  - CDOT, County, and City staff invited to participate
- Conducted two virtual open houses
  - February 2021
    - Present draft plan, receive input from public
  - June 2021
    - Present final plan
  - Received total of 44 comments from public
- One-on-one meetings with property owners
  - Conducted a total of 6 meetings with citizens



Public comment concerns

- Speed of vehicles
- Noise from large trucks
- Number of large trucks and volume of traffic overall
- Posted speed limit
- Lack of turn lanes
- Safety in the area around the newly constructed Stagecoach Road intersection
- Need for more traffic signals
- Sight distance through curves
- How does process to have shared access work

What the final plan does

- Create a long term (2045 and beyond) plan for access
- Optimize the location, number, and type of access in order to help promote safety and mobility (along and across CO 83)
- Support the long-term plans for CO 83
- Provide the appropriate level of access to adjacent properties
- Meet the requirements of the State Highway Access Code
- Address concerns raised by stakeholders
- Outline the conditions that must be satisfied before a change in access will occur (see example on next slide)

The final plan does not

- Identify specific projects
- Establish a timeline for when changes will occur
- Include design details (such as turn lanes) of potential access, mobility, safety, or capacity improvements within the project limits (done as part of future projects/studies)
- Preclude current projects planned for CO 83 including future widening
- Prohibit future amendments to the plan's final recommendations
- Preclude future development or redevelopment along CO 83

Conditions that must be satisfied for changes to occur

Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County)

August 5, 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
11 (4)	22.946	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • The adjacent property(ies) redevelops; or • An operational and/or safety issues are identified through the completion of a traffic study, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property(ies); and • Internal connectivity to/from Access #9 or Access #13 is developed.
Milepost 23							
12 (4)	23.124	West	Old North Gate Road	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
13 (4)	23.131	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Implementation of the plan

- Phased approach (will not occur as a single project)
  - The plan represents a long-range vision for the highway
  - Currently, there is no identified state or federal funding to implement the improvements
  - There are no identified projects to implement the plan's full recommendations
- Triggers for implementation include:
  - Traffic operational issues
  - Increase in safety concerns
  - As a result of a roadway improvement project
  - Part of the development or redevelopment process

Next steps

- Adopt/sign Intergovernmental Agreement (IGA) between County and CDOT
- Provide County and CDOT with project documentation
- Coordination between the County and CDOT to ensure proper implementation of the plan
- Amend the plan in the future if conditions change, unexpected development occurs, future projects occur, or better solutions are identified

THANK YOU

QUESTIONS?

Final Plan Recommendations

CO 83 ACCESS STUDY

CO-83 Access Control Plan

Page 1 of 14

0 200 400 800 Feet

Legend

- Milepoints
- Parcels
- Full Movement (Signalized or Potential Roundabout)
- Full Movement (Unsignalized)
- Access Closed
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- Right-In, Right-Out
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***Arrows represent two properties that already have shared access or could have shared access in the future. The placement of the arrows in the figure are not meant to identify the location of any future shared access. The location of future shared access would be determined through a cooperative and public effort between the property owners and/or CDOT and the County.**

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CO 83 ACCESS STUDY

CO-83 Access Control Plan

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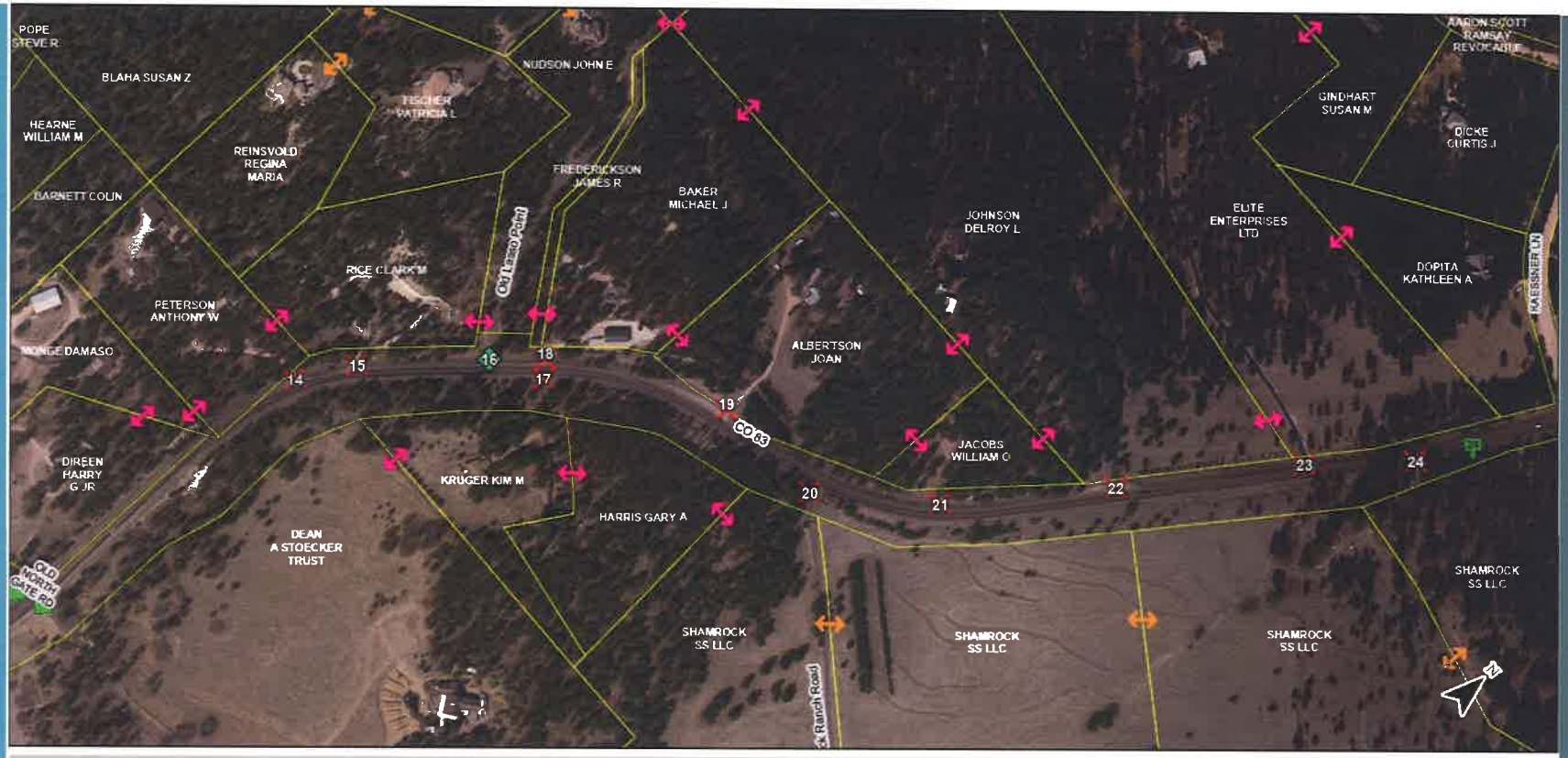
CO 83 ACCESS STUDY



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COLORADO SPRINGS

COLORADO Department of Transportation

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CO 83 ACCESS STUDY

CO-83 Access Control Plan

0 200 400 800 Feet

Legend

- Milepoints
- Parcels
- Full Movement (Signalized or Potential Roundabout)
- Full Movement (Unsignalized)
- Access Closed
- 3/4 Movement (No Left Out)
- Right-In, Right-Out
- Emergency Access Only
- Right-In Only
- Proposed Cross/Shared Property Access*
- Existing Cross/Shared Property Access*
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CO-83 Access Control Plan

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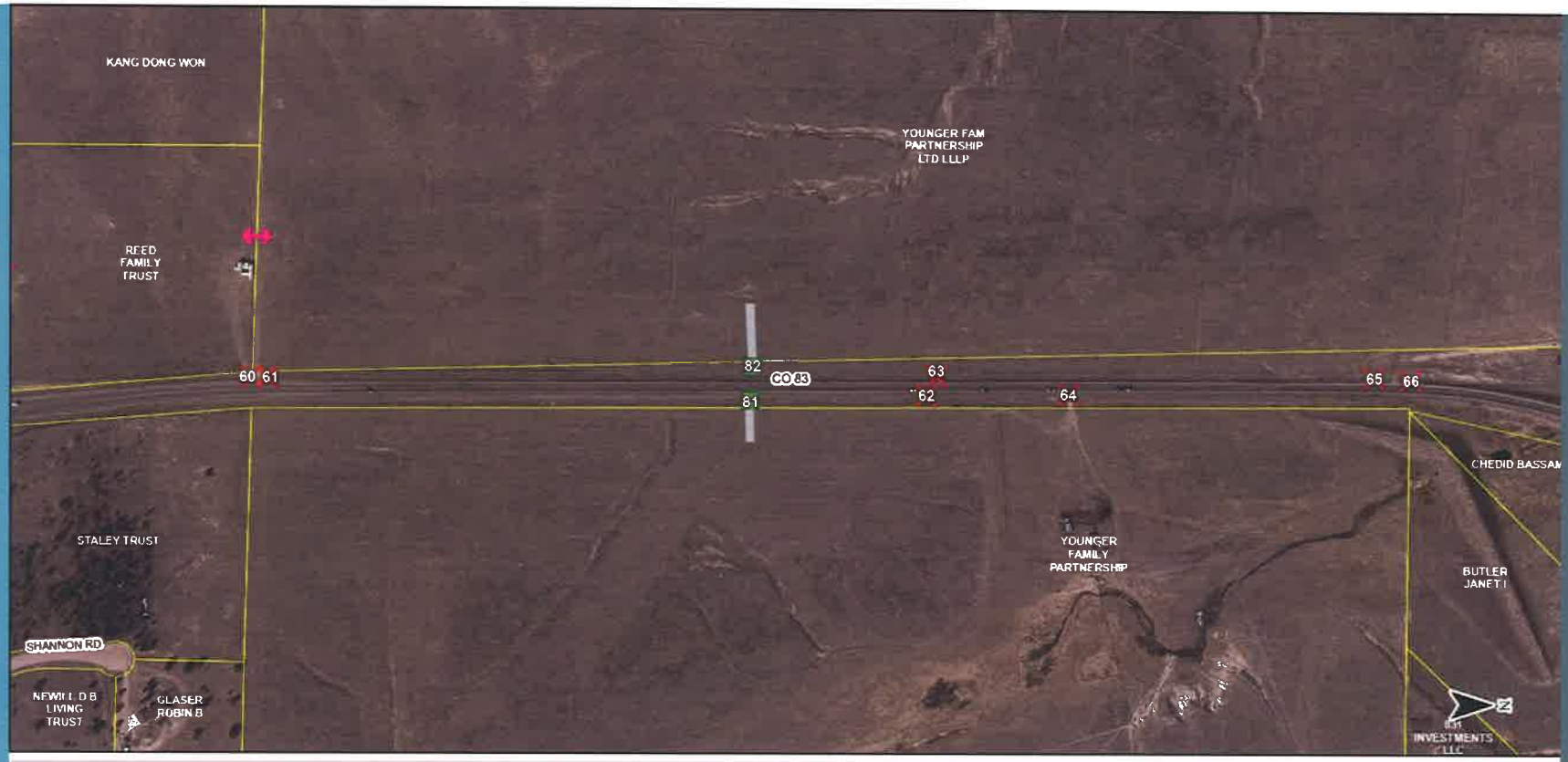

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