

**DRAFT - TRAFFIC DESIGN MEMORANDUM
PROJECT 23558/23559
I-13-G: US 24
PARK COUNTY, COLORADO**

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Prepared for:



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Project Description

The CDOT Region 2 Bridge Bundle Design Build Project consists of the replacement of a total of nineteen (19) structures bundled together as a single project. These structures are rural bridges on essential highway corridors (US 350, US 24, CO 239 and CO 9) in southeastern and central Colorado. These key corridors provide rural mobility, intra- and interstate commerce, movement of agricultural products and supplies, and access to tourist destinations. The design build project consists of seventeen (17) bridges and two (2) Additionally Requested Elements (AREs) structures.

The fourteen (14) of the structures in this design build project are jointly funded by the USDOT FHWA Competitive Highway Bridge Program grant and the Colorado Bridge Enterprise (Project No. 23558). The remaining five (5) structures are funded solely by the Colorado Bridge Enterprise (Project No. 23559). These projects are combined to form one design-build project. The two ARE structures are part of the five bridges funded by the Colorado Bridge Enterprise.

The nineteen bridges identified to be included in the ‘Region 2 Bridge Bundle’ were selected based on similarities in the bridge conditions, risk factors, site characteristics, and probable replacement type, with the goal of achieving economy of scale. Seventeen of the bridges being replaced are at least 80 years old. Five of the bridges are Load Restricted, limiting trucking routes through major sections of the US 24 and US 350 corridors. The bundle is comprised of nine timber bridges, four concrete box culverts, one corrugated metal pipe (CMP), four concrete I-beam bridges, and one I-beam bridge with corrugated metal deck.

Project Site

Structure I-13-G is at US 24 milepost 227.095 in Park County, Colorado, and crosses a seasonal wash. The bridge is located 0.6 miles east of the junction of US 24 and US 285. US 24 has a vertical curve at this location that does not meet design speed criteria. A Variance will be requested to avoid raising the roadway approximately 6 feet at the structure. Categorized as a R-B Rural Highway in the CDOT State Highway Access Code, US 24 traverses rolling terrain with a 65 mph posted speed limit. In the area of the structure, the highway is approximately 31 feet wide, with two 12-foot lanes and no separation of opposing traffic. **Figure 1** shows the project area.

Traffic Data

This segment of US 24 has a 2020 Annual Average Daily Traffic (AADT) of 1,900 vehicles per day, and a projected 2040 AADT of 2,360 vehicles per day, according to CDOT’s Online Transportation Information Systems (OTIS). Of these daily traffic volumes, 6.9% are heavy vehicles. This roadway has the capacity to accommodate 2,000 vehicles every hour, resulting in a volume to capacity ratio of 0.17. In the year 2040, the volume to capacity ratio results in 0.21.

A total of twelve crashes were recorded in the vicinity of the structure location (mileposts 226.53 to 230.04) between January 1, 2015 and December 31, 2019. Two crashes occurred at the structure itself, one overturning and one a rear end collision. In one of these instances, a driver was recorded as being preoccupied, whereas no contributing factor was apparent in the other crash. There does not appear to be any pattern of crash type, contributing factors, or impairment of drivers. The lack of any crash related pattern results in no specific modified design features.

Construction Phasing Alternatives

Three construction phasing alternatives have been identified to complete the construction of the proposed replacement structure.



Figure 1: Vicinity Map

Complete Closure with Detour Route

The grant application states that the roadway should not be closed during construction due to the lengths of the detour routes. A complete closure of this structure location is not practical as there is no ideal detour route to maintain traffic operations.

Single Lane – Two Way Traffic Operations

Phasing the construction to accommodate a single lane of traffic operations along the route at all times should be studied further by a structural engineer retained by the Contractor. Preliminary structural analysis has determined that a phased approach to construction should be avoided out of concern for the structural integrity and maintaining traffic operations on the manipulated bridge.

Shoofly

A shoofly has been evaluated at this structure location. With an abundance of available right-of-way to the north, a two-lane shoofly can be accommodated with minimal impacts to the area terrain, with few obstructions to consider. The north side was chosen to avoid wetland impacts on the south side of the structure. The shoofly would provide the least impacts to traffic operations, maintain a 45 mph posted speed limit, and be entirely within CDOT’s right-of-way. The minimum criteria within the construction zone are 11-foot lanes with two-foot shoulders on both sides. **Figure 2** illustrates the shoofly typical section, and **Figure 3** found at the end of the memorandum illustrates the shoofly plan.

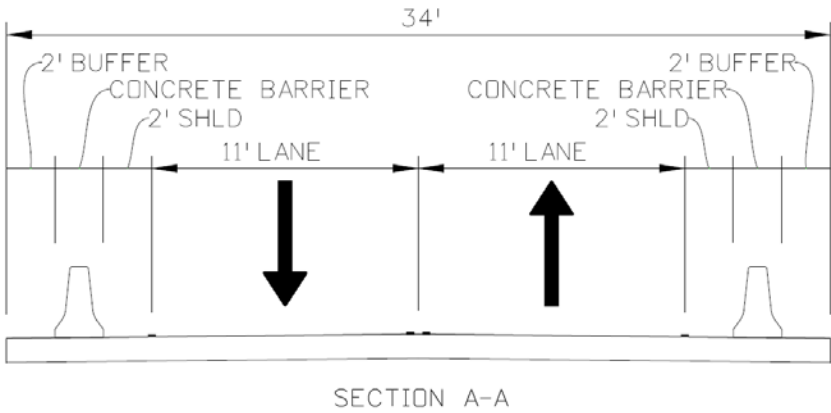


Figure 2: Shoofly Typical Section

Conclusion:

The recommended traffic control at this structure location, is a shoofly operation. There are no practical or effective area detour routes to consider. In addition, preliminary analysis indicates traffic operations should not be maintained on a manipulated timber structure being deconstructed, without further analysis by the Contractor. Consequently, the preferred handling of traffic is recommended by way of a two-lane shoofly.

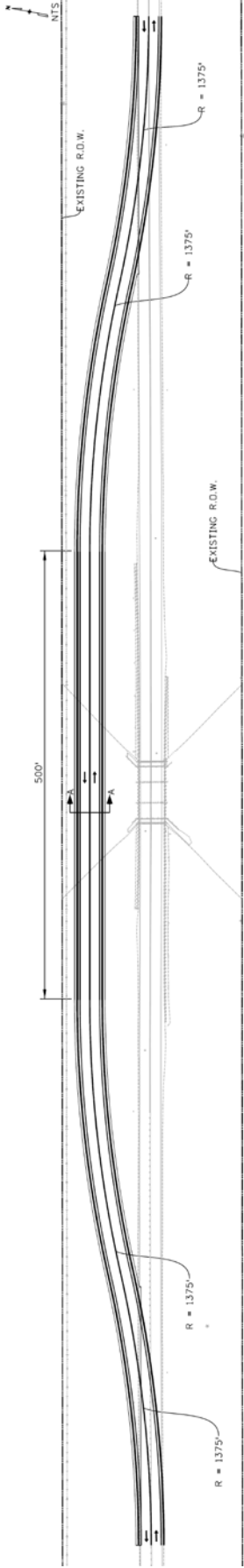


Figure 3 Shoofly