



Amelia Street Preliminary Design Workshop

Purpose of Workshop



- Present Preliminary Design to Council and the public
- Receive input from Council and public on the design and next steps

Direction from Council from April meeting

- Design limits – Amelia from Sabeta on the south to Yates Subdivision on the north
- Two 12 foot drive lanes
- No defined parking due to limited ROW and encroachments
- 6' Pedestrian way on the east side
- Limit pedestrian crossings to the west primarily at Hyde, Clinton, and at Charles

Engineering Criteria – Pedestrian Travel

- Meet Public Right of Way Accessibility guidelines (PROWAG) from the Access Board
- Driveway cuts must continue to meet the maximum cross slope of less than 2% and longitudinal slope of less than 8.33%.
- Protect from vehicular traffic, typically using Curb and Gutter for that purpose
- Each intersection must have ADA ramps that meet the PROWAG.

Engineering Criteria – Vehicular Travel

- Meet “A Policy on Geometric Design of Highway and Streets (Green Book) prepared by AASTHO
- Use a 20 MPH design speed, posted limit speed to remain 15 MPH
- Use design elements for a collector street

Engineering Criteria – Drainage

- Existing drainage runs predominantly from west to east and south to north
- Exception is from south of CR 5 to Sabetta, where drainage goes south
- Design follows historic drainage patterns in most areas.



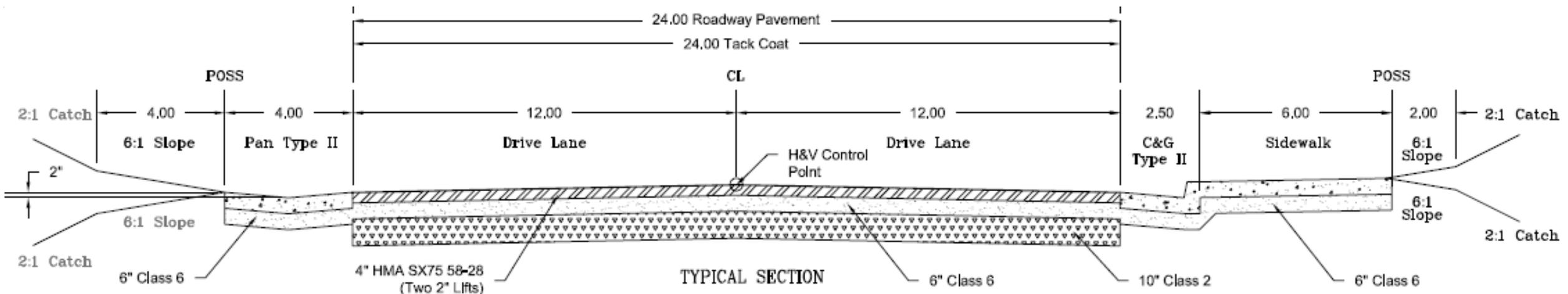
Engineering Criteria – Challenges

- School and CDOT – Slope supporting their sites use substantial ROW
- Steep Driveways
- Building built at grades lower than the road.
- Private improvements in the ROW



Preliminary Design Templates

- In most locations from west to east is:
 - 4' Valley Pan
 - 2 -12 Ft paved driving lanes
 - 2 -1/2 Ft Curb and Gutter
 - 6' concrete sidewalk behind curb
 - Slope to match existing grades
 - 2 ft 6:1 recovery area behind sidewalk
 - 4 ft 6:1 behind pan for emergency parking



Preliminary Design Templates (cont'd)

- From Hyde to Clinton

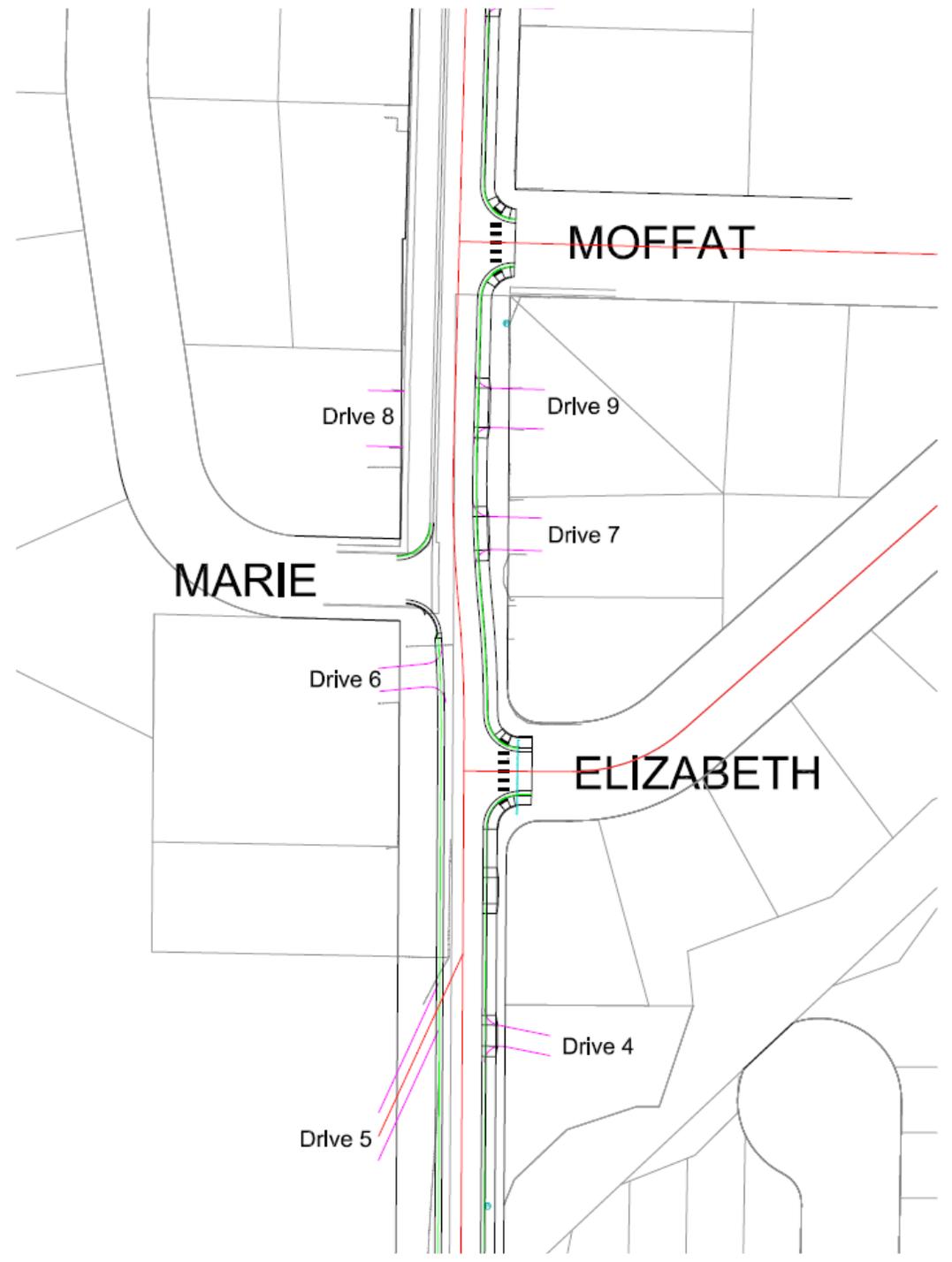
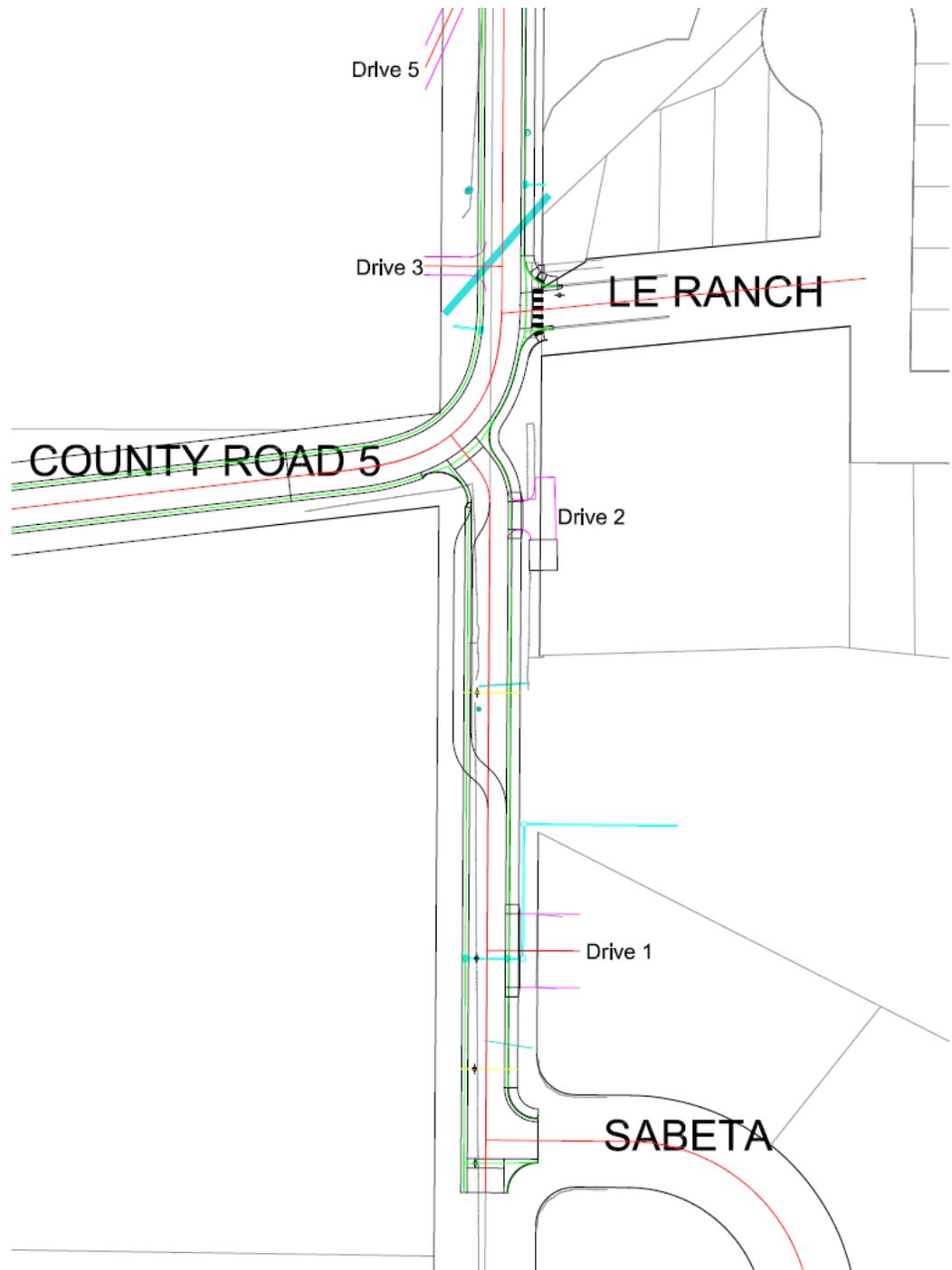
Retain existing pan or curb on the west and curb gutter and sidewalk on the east. Excavate as needed to support and pave between the existing concrete

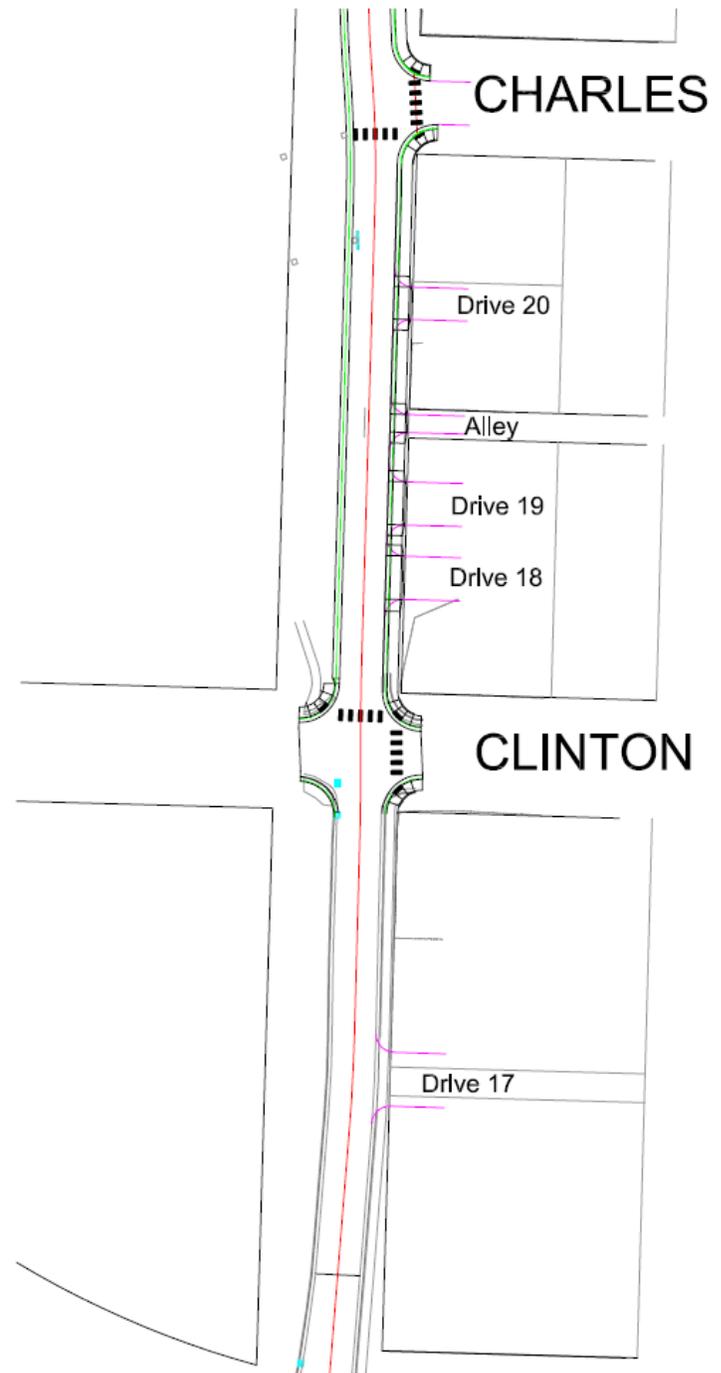
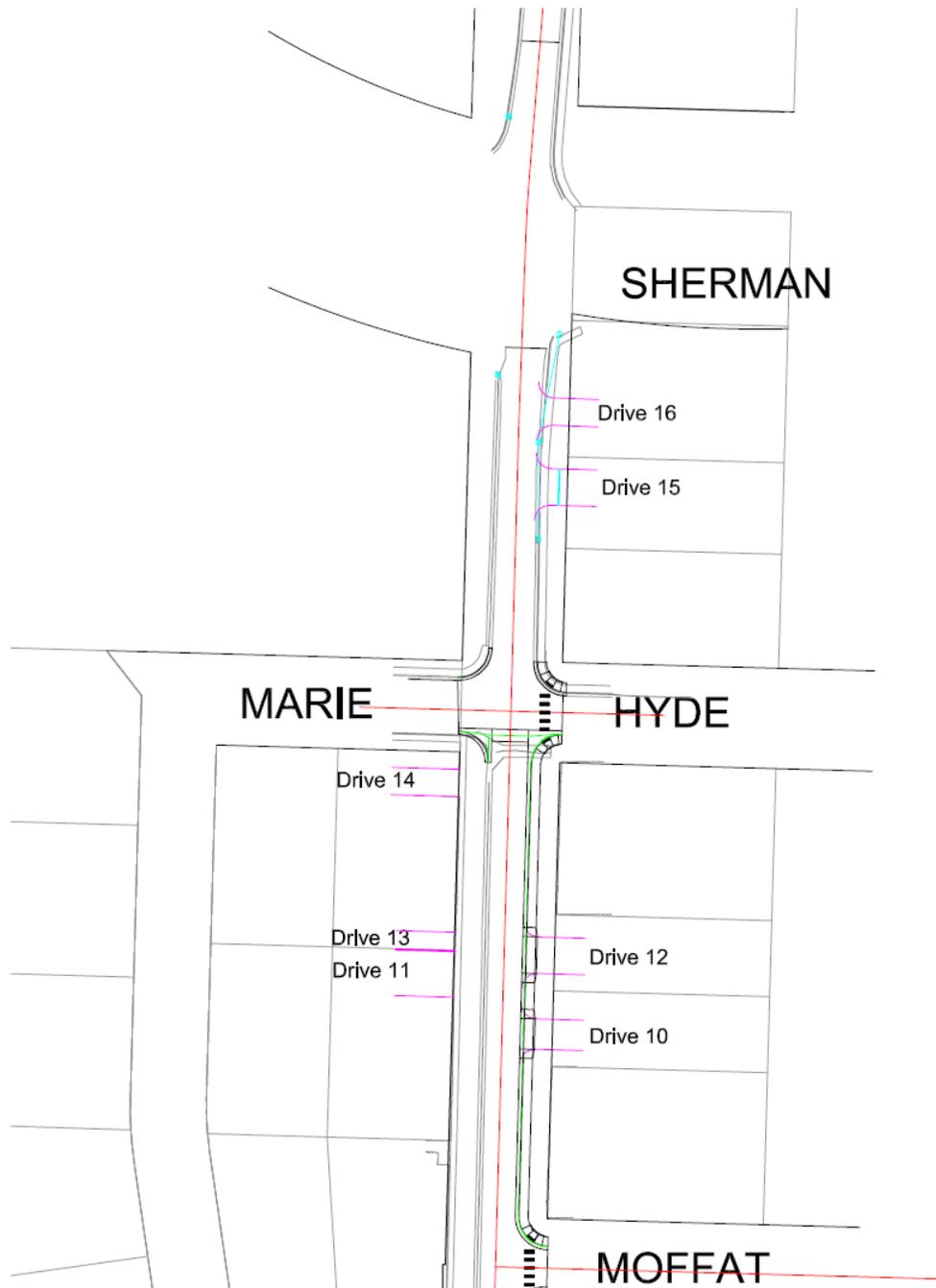
- Marie to Marie / Hyde

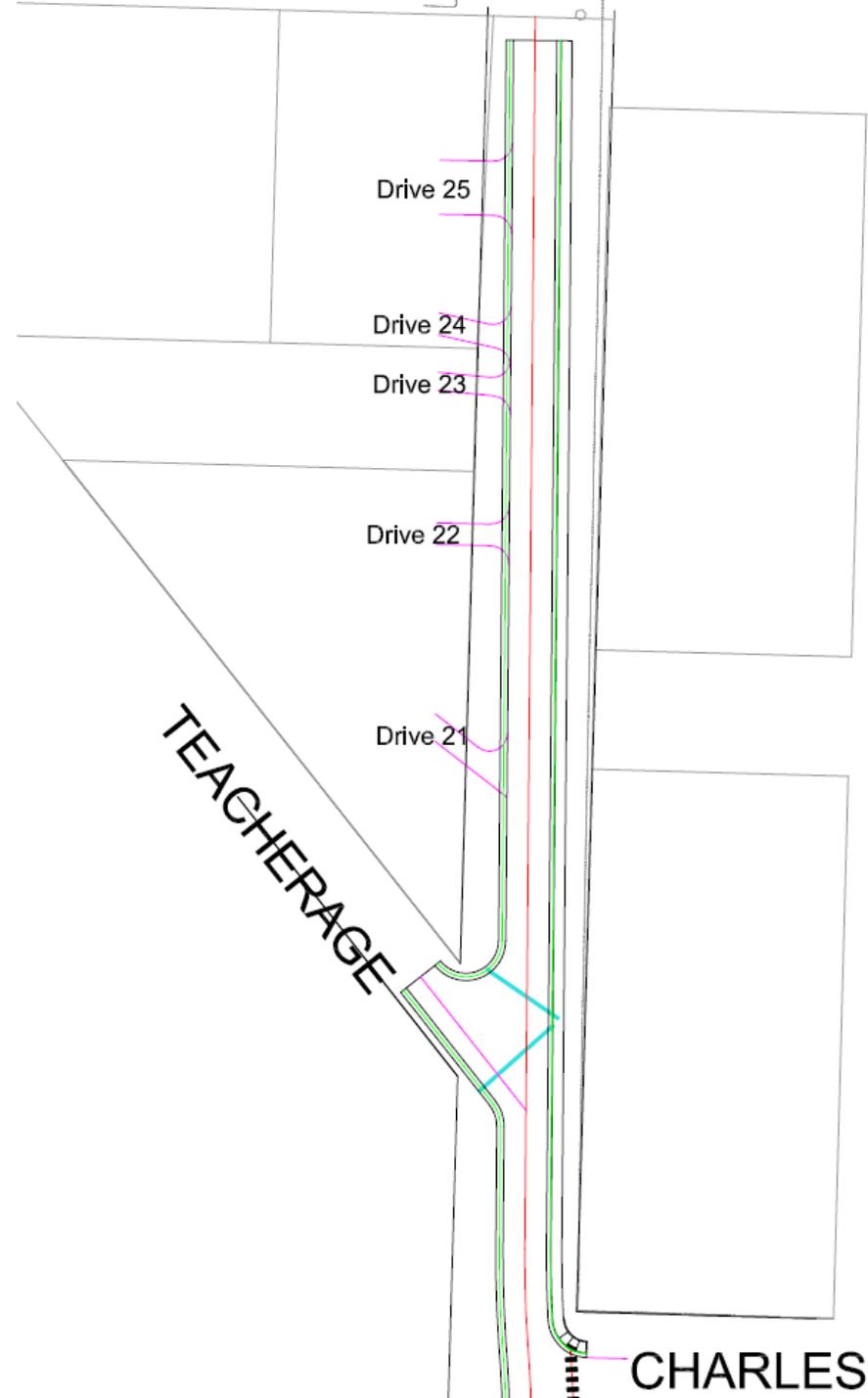
Have existing concrete pan and sidewalk on West

Add:

- 2 -12 Ft paved driving lanes
- 2 -1/2 Ft Curb and Gutter
- 6' concrete sidewalk
- Slope to match existing grades



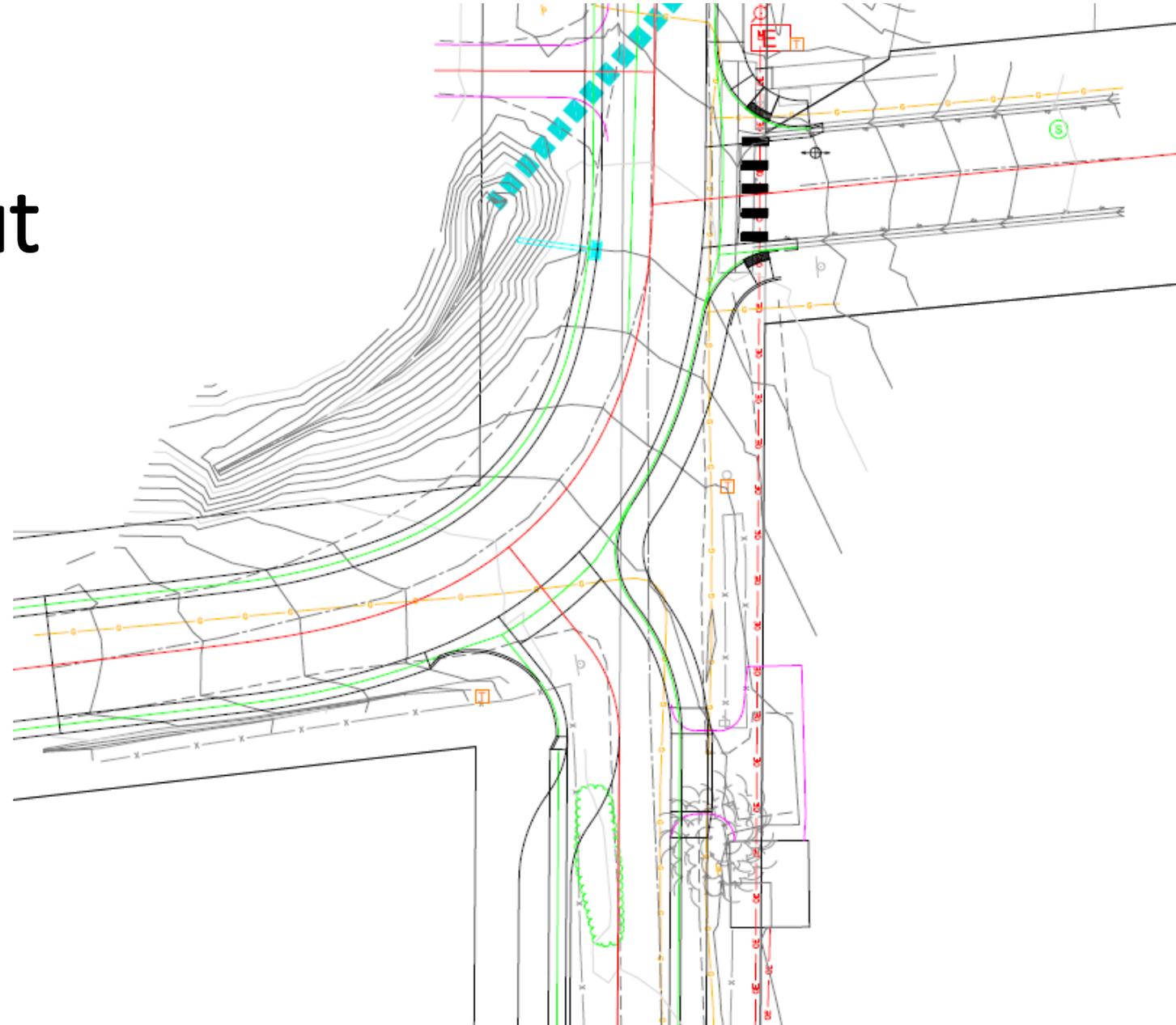




Intersections

- Sherman – No changes – was recently already upgraded
- CR 5 South – Change flow pattern to make Amelia going south to CR 5 as the main route.
 - 2 -12 ft drive lanes, CL radius 100 ft, 4% super to inside, 20 ft radius on curb returns
- Clinton West Side – School Bus Traffic
 - 15 ft travel lanes with 20 ft radius curb returns
- Teacherage – Widened the existing radius on the north to facilitate turning from the southbound lane
- All other intersections
 - 12 ft travel lanes with 20 ft radius curb returns

CR 5 Layout



Culverts

- Cottonwood – 54” dia, deep. Use cut off wall and hand rail for pedestrian protection – not impact street profile
- South of CR 5
 - 12” Irrigation - requires raising street profile to provide clearance
 - 8” Waste Irrigation - requires raising street profile to provide clearance
- Teaherage – Culvert Extensions
 - 24” CMP - irrigation to Wolfe’s
 - 21” oval pipe – stormwater from the south

Utility & Private Encroachment Impacts

- SMPA – Move: power poles, guy wires, transformers
- Telephone – Move telephone peds
- Water – Adjust: meters, valves, relief valve lid
- Sewer – Adjust manhole lids
- Vegetation, Mailboxes, and Fencing in the ROW

Quantities and specifics will be determined during final design

Cost, Financing & Phasing

- Cost
 - Design is too preliminary for more than an order magnitude estimate.
 - Don't know all the items that need adjusted or costs of same
- Financing
 - Maybe CDOT MMOF
 - Talk with Ouray County about financial participation
 - Outside support for road work is limited
- Phasing
 - Phasing typically makes each phase more expensive.
 - If phasing is desired, a suggestion would be to look at doing north of Sherman in one phase and south in another.

QUESTIONS?