

Federal Highway Safety Improvement Program (HSIP) Local Agency Application (submit applications to Regional Traffic Engineer)

<https://www.codot.gov/safety/traffic-safety/safety-programs-data/hsip>

Requesting Agency: Huerfano County

Submitted By: Sky Tallman

Title: Land Use Director

Email: stallman@huerfano.us

Phone: 719-738-1220 x108

Date: 10/27/2022

(All fields required unless otherwise noted)

1) Location (Road Number, Street, Milepost, etc.):

State Highway 69A, MP 24.48 to MP 26.49 through Gardner.

2) Documented crash history (if available, otherwise CDOT crash database will be used for evaluation using the most recent available three to five years of crash data):

CDOT's Crash Patterns and LOSS maps show that between MP 24.48 and 26.49, there were 7 PDO crashes and 5 injury crashes between 2014 and 2018. Recently, a pedestrian was hit by a vehicle and was severely injured.

3) Traffic volume (if available. Average daily traffic for roadways and all approaches at intersections):

662 AADT

4) Description/Illustration of existing safety concern:

As Hwy 69 enters Gardner, there are no visual cues to drivers that they are entering a village and that slower speeds are required; there are no sidewalks through the village, and pedestrians regularly walk or bike along the highway. Drivers regularly speed through the village, putting residents and themselves at risk.

There is a sharp curve in Highway 69 in the middle of the village, which requires slow speeds, but traffic often speeds through the village, making the curve particularly dangerous. On the West end of Gardner, there is a curve in the highway that is associated with multiple crashes, as drivers regularly hit this curve at speeds too high to safely navigate the road. The property owner located at the sharp curve has had multiple vehicles crash into the building, and has installed large rocks between the road and the building to create an additional barrier.

There was a recent incident in 2022 in which a teenager was walking along the side of the highway and was hit by a vehicle, resulting in serious injuries. Had there been a dedicated path for pedestrians, this likely could have been avoided.

5) Description/Illustration of proposed improvement and the extent to which it addresses the crash problem:

The following Proven Safety Countermeasures will be a part of the scope of work for this project: walkways, crosswalks, lighting and crosswalk visibility enhancements, and medians.

Walkways: Constructing a multi-use path through the unincorporated village of Gardner parallel with State Highway 69 will improve safety in multiple ways. Walkways are a proven safety countermeasure recognized by FHWA to improve the safety and mobility of pedestrians, reducing the risk of crashes by 65-89%.

This project will give pedestrians a safe place to walk, separated from traffic (an option that currently does not exist). Second, the sidewalk will give the highway a clearly defined edge, creating the appearance of a narrower, more congested road, which should have some effect on slowing down traffic, which will improve safety for all users. While the highway is only two lanes and too narrow for traditional road diet treatments, additional design features could be added to calm traffic.

Crosswalks: Existing and planned uses generate pedestrian traffic. Adding lit crosswalks at strategic locations will improve pedestrian safety.

Medians: At two locations, 6'x40' raised medians will be constructed to create pedestrian crossing islands. One median would be placed near the entrance to the Community Center on the east end of Gardner, where crossing activity will soon increase due to a housing and economic development project being planned behind the Community Center. 20 or more additional housing units will be constructed as part of the project, which will increase pedestrian activity at that location. The other median would be located toward the west end of town at a location near the school.

Lighting: pedestrian-scale lighting will be installed along the multi-use path, improving safety for both motorists and pedestrians. The lit path will be safer for walking at night. The lights along the side of the road will help motorists see the edge of the road, anticipate the curve and see potential conflicts at night.

Additional safety features include: signage, street trees, a buffer zone between the sidewalk and the highway, on-street parking, clearly defined access points at driveways and intersections, a pedestrian crossing over the arroyo, and vertical barriers at the sharp curve in town.

Constructing sidewalks or a multi-use path through Gardner will improve safety of motorists by serving as traffic calming, reducing speeds through a congested area and increasing the probability that speeds at the sharp curves in the road are taken at safer speeds, and by creating more clearly defined and visible roadway edges.

The project will also increase the safety and mobility of non-motorized users. The current situation is unsafe for non-motorized users, and as such also discourages active modes of transportation. Not only will non-motorized transportation be made safer, it will become a more attractive option to residents, students and visitors currently discouraged by the unsafe conditions.

6) Amount of funding requested for proposed safety improvement*

Federal share amount: 643994 ^

State match amount: 71555 ^

Local match amount: 0

Project is to take place within CDOT Right-of-Way.

*The federal share for HSIP projects is 90 percent. CDOT (state) will provide 10 percent match on projects located along the state highway system. Local agencies will provide 10 percent match for projects that are located off the state highway system.

^Benefit/Cost evaluation will be based off the federal and state amounts listed above.

7) Total estimated proposed safety improvement cost

(Preliminary cost estimate tabulation recommended):

Multi-Use Path Cost Estimates (December, 2022)

Lighting (66 lights): \$137,700

Crosswalks (six): \$28,800

Medians (two 6'x40'): \$93,600

Sidewalk Crusher Fines: \$31,400

Fine Grading: \$10,620

Bridge (360 square feet): \$90,000

Place Bridge (lump sum): \$48,000

Bridge Abutments: \$21,600

Earthwork: \$60,000

Rip Rap Abutment Protection: \$5,800

Survey: \$6,000

Subtotal: \$557,520

Design/Engineering (12%): \$66,902

Construction Administration (8%): 44,602

Contingency (20%): \$133,805

Total: \$802,829

For information only

8) Planned construction advertise date:

August, 2025

Projected timeline 8-12 months from start date.

9) Planned construction completion date: