MEMORANDUM

Office of the City and County Manager

TO: **Mayor and City Council**

FROM: **Charles Ozaki, City and County Manager**

DATE: **May 24, 2013**

SUBJECT: **CIP Status Report**

This is the update for the month of May for Capital Improvement Program (CIP) projects. A financial table is presented for each project under construction shown in the report. The "Actual Cost to Date" in the financial tables for each project is based upon information through May 1, 2013. Council has been receiving these informational reports on a monthly basis since July 2003.

PROJECTS UNDER CONSTRUCTION

Dillon Road and South 120th Street Turn Lane Improvements

The primary objective for this project, is to provide a dedicated left-turn and through lane for eastbound Dillon Road to reduce the current traffic bottlenecks that occur at this intersection. The project will also provide a right turn lane from westbound Dillon Road to northbound South 120th Street.

City Council awarded the project to DeFalco Construction Company in October. Work began in November and progressed steadily but slowly, as expected, during the winter months. During March, paving of the new eastbound lanes was completed and traffic was shifted to the new lane so the existing road could be rebuilt. This phase of the work required the restriction of left-turns from eastbound Dillon Road onto northbound South 120th Street. This phase was planned to last until late April, but the month proved to be very difficult for road construction as the Front Range received historic amounts of moisture in the form of snow. The series of weekly snowstorms prevented any productive work from occurring in April. This phase of the project is now scheduled to be completed by mid-May. The third phase of the project, construction of a westbound right turn lane, will begin shortly thereafter. All final paving and pavement markings are estimated to be completed by early June.

Dillon Road and South 120th Street Turn Lane Improvements	
Financial:	
Original Budget	$765,000
Committed Costs to Date	$742,830
Amount Remaining (Original Budget – Committed Costs)	$22,170
Project Schedule (Construction):	
Percent Complete	70%
Completion Date	June 2013

Fox Tuttle Transportation Group is completing the draft transportation study for West 144th Avenue / Dillon Road. A study session will be scheduled this summer to discuss its analyses and recommendations.

North Area Lift Station Design Build Project

Status:
The area of Broomfield north of West 160th Avenue, excluding the Anthem development, has limited wastewater service. Significant urban development is anticipated in the North Park Basin within the next 16 months. Current development is served by temporary lift stations located at the Children's Hospital (TCH) along SH 7 and the Prospect Ridge Academy/North Park (PRNP) area adjacent to Sheridan Parkway.

The anticipated development in the area is expected to exceed the capacity of the existing temporary lift stations by September 2013. To meet the anticipated development schedule in Palisade and Northlands, a new lift station west of I-25 will need to be operational by November 2013. The proposed lift station on the Northlands development will provide service to the area west of I-25. The area east of I-25 will be served by a separate lift station due to topography. The new lift station is under construction within the Northlands development west of I-25 and north of State Highway 7.

Council approved a design-build agreement on May 22, 2012, with the design-build team of Burns & McDonnell and Moltz Construction for the North Area Lift Station. Council approved an amendment to the original design build agreement for construction on January 22, 2013.

Moltz has completed the 30 foot walls for the wet wells and is working on the subfloor for the basement equipment room floor. Pipeline work has started on the gravity and force main lines. The project is expected to be operational in early November.

North Area Lift Station Design Build Project	
Financial:	
Original Budget	$11,930,820
Committed Costs	$11,930,820
Amount Remaining (Original Budget – Committed Costs)	$1,599,867
Project Schedule (Construction):	
Percent Complete	25%
Completion Date	November 2013

Westlake Channel Levee and East Midway Boulevard Median Modifications

Status:
During FEMA's inspection of the Westlake Channel Levee in late 2010, FEMA noted the raised median in East Midway Boulevard was not considered and modeled when the levee was approved in 1996. In May 2011, FEMA classified the Westlake Channel Levee as "Provisionally Accredited" and gave Broomfield two years to model the current conditions and make necessary revisions. On March 19, 2013, Council directed staff to proceed with the Westlake Channel Levee and median modifications designed by J3 Engineering Consultants.

Thoutt Bros Concrete Contractors, Inc., raised the grade of 204 linear feet of the levee and removed and replaced the eight-foot wide sidewalk. Bee-Line Sprinkler, Inc., removed the mounded planting area in a 226-foot section of the East Midway Boulevard median and made necessary modifications to the irrigation system. Six median trees were removed by Taddiken Tree Company, and Bee-Line planted six burr oak trees at the lowered median elevation.

Construction surveying was provided by Flatirons Surveying, Inc., and J3 Engineering will certify the final grade of the levee and the median. Construction is complete, with the exception of reseeding to occur in mid-May. This will be the last report for this project.

Westlake Channel Levee and East Midway Boulevard Median Modifications	
Financial:	
Original Budget	$79,090
Committed Costs	$48,910
Amount Remaining (Original Budget – Committed Costs)	$20,180
Project Schedule (Construction):	
Percent Complete	95%
Completion Date	May 2013

120th Avenue Connection, Phase 2: Utility Relocation (East Side)

Status:

120th Avenue Connection Phase 2 Utility Relocation Project is relocating existing water and sewer mainlines in areas generally east of the BNSF railroad ("Eastside") (with the exception of Colmans Way) for CDOT's upcoming 120th Avenue Connection Project. The utility relocation was bid in late October. Council approved the construction agreement with Ricor, Inc., on November 13, 2012. An open house for residents and businesses was held in early November, and the contractor began work in mid-January.

The water and sewer work in Colmans Way has been completed and Colmans Way was reopened in March. The contractor moved to West 1st Avenue in mid-March 11. The existing waterline in 120th Avenue (US287) must be removed for the upcoming roadway construction. The waterline in West 1st Avenue was upsized to accommodate the removal of the line in 120th Avenue.

Broomfield has a permit from CDOT to complete the work within CDOT's 120th Avenue right-of-way. Daytime lane closures on 120th Avenue should be expected. Beginning in late May, one lane will be closed in each direction for approximately 4 weeks for sewer construction on US 287 from 120th Avenue (local) to Hemlock Way. Due to delays in receiving the CDOT permit and utility easement issues between CDOT and a private business owner, the utility relocation project completion has been extended from May to June. This delay will not affect CDOT's bid advertisement date for the 120th Connection Project which is expected to be June/July 2013.

120th Avenue Connection, Phase 2: Utility Relocation (East Side) Project	
Financial:	
Original Budget	$2,570,000
Committed Costs (Ricor)	$1,638,168
Actual Cost to Date	$440,060
Amount Remaining (Original Budget – Committed Costs)	$931,832
Project Schedule (Construction):	
Percent Complete	30%
Completion Date	June 2013

2012 Playground Replacement Project

Status:
The 2012 program included improvements to the Lac Amora and Brandywine South park playgrounds. The Lac Amora Park is located east of Miramonte Boulevard and west of US 287 in the Lac Amora subdivision. The playground is for two- to five-year olds. The Brandywine South Playground is located south of 124th Avenue and west of Lowell Boulevard (near Mountain View Elementary) in the Brandywine subdivision. The playground review team (which includes staff members from CIP, Parks Services and Recreation Services) met and selected Gametime equipment and Triple M Recreation as the installer to complete the Lac Amora replacement. The team also selected Landscape Structures equipment and Rocky Mountain Recreation as the installer to complete the Brandywine South playground. Both playgrounds are now complete.

Landscape Structures equipment and Rocky Mountain Recreation were selected as the installer to complete the Brandywine South playground. An agreement was approved by City Council on December 4, 2012, to authorize the work. The playground was completed in early May and is now open. This will be the last report for this project.

2012 Playground Replacement Project	
Financial:	
Original Budget (2012 budget $170,000 plus 2011 rollover $14,740)	$184,740
Committed Costs	$157,030
Actual Cost to Date (Lac Amora Playground)	$63,630
Amount Remaining (Original Budget – Committed Costs)	$27,710
Project Schedule (Construction):	
Percent Complete	100%
Completion Date	May 2013

OTHER PROJECTS IN PLANNING & DESIGN

- **Brainard Drive Relocation - $1,050,000**

The 120th Avenue Connection – Phase 2 project will construct a bridge at the Burlington Northern Santa Fe (BNSF) railroad tracks so the roadway will pass underneath the tracks. Originally, the bridge was designed for three railroad tracks. One track can be eliminated if the existing BNSF railroad siding is relocated to the northwest. Relocation of the BNSF railroad siding will benefit Broomfield by reducing traffic backups at the Nickel Street and 120th Avenue crossings when trains pass. BNSF also prefers to have their siding relocated away from these roadway crossings. If the siding is relocated, the existing Brainard Drive crossing will also have to be relocated. To do this, the Brainard Drive connection to Industrial Lane will have to be relocated near the intersection of West Midway Boulevard/Industrial Lane and East Flatiron Circle. This roadway relocation is the responsibility of Broomfield, though it will be funded with state railroad safety funds.

Council approved a consulting agreement with Muller Engineering at the December 4, 2012, City Council meeting. Design is expected to be completed in the spring of 2013. Construction is scheduled from May to September 2013. Discussions are proceeding with Boulder County to allow for temporary use of open space lands to accommodate the construction process and with RTD for a drainage easement.

- **Lowell Boulevard South Project (120th to East Midway) - $8,172,000**

The Lowell Boulevard South Project consists of three major improvement areas. This project will complete the full four-lane road section and landscaping improvement between West 120th Avenue and East Midway Boulevard. Additionally, Lowell Boulevard will be raised above the Nissen Channel between West 120th and 121st Place, and a

new combined drainage and pedestrian trail underpass will be constructed. This project will also coordinate with and will provide design for the CDOT improvements to West 120th Avenue at Lowell as discussed below.

The CDOT Funding Advancement for Surface Transportation & Economic Recovery (FASTER) 120th and Lowell intersection improvements interfaces with the Lowell project. With the initial investigations complete, design is underway. The first design review meeting was held with Broomfield and Westminster in late September. The project design is being coordinated with and jointly funded by Westminster, Urban Drainage and Flood Control District, and CDOT. The cost sharing agreement with UDFCD has been completed and the cost sharing agreement with Westminster is being finalized.

In April, stakeholders with Metzger Farm Open Space (Westminster and Broomfield staff) came to an agreement on the essential design elements. The Westminster and Broomfield Open Space advisory boards were presented the plans and gave a positive feedback that they would support the changes proposed on the eastern edge of the Metzger Farm Property. The final IGA provisions related to right-of-way are being resolved between Broomfield and Westminster prior to presentation to the City Council. Once the IGA is in place, Muller can complete final designs and prepare bid ready plans for advertisement in fall of 2013.

Utility companies have been made aware of the project and the utilities that will need to be relocated. Field design meetings were held in April to review the necessary utility company relocations.

The FASTER CDOT design team delivered preliminary plans for CDOT, Westminster's and Broomfield's review in January. CDOT reports being on track to complete design and bid the project in September and then start construction in early spring 2014.

- **McKay Lake/Lambertson Farms Regional Park & Open Space Design - $25,000**

In 2006, the developer of the McKay Landing subdivision paid a cash-in-lieu contribution toward the design of the McKay Lake Regional Park and provided a conceptual design. The regional park is a possible joint project with the City of Westminster. Overall park design for the parcels in Broomfield was discussed at two joint meetings with the Parks and Recreation Advisory Committee (PRAC) and the Open Space and Trails Advisory Committee (OSTAC). The City and County Manager approved a consulting agreement for the preliminary park master planning and design with Root House, Inc., in the amount of $15,500 in early January.

Three Master Plan Concept Alternatives were presented at a combined PRAC/OSTAC meeting on March 20th. Based on feedback received at the meeting, two concept plans were deleted and the third was modified. The modified plan and a new concept plan with less formal development will be presented at a second joint PRAC/OSTAC meeting on May 23rd. Prior to presenting the alternatives to the public, they will be discussed at a Council Study Session in early summer. Development of the preferred alternative will follow the same public process, and a master plan document will be adopted into the Broomfield Open Space, Parks, Recreation, and Trails Master Plan.

- **Southbound Lowell Boulevard Right-Turn Lane at West 144th Avenue - $120,000**

At peak traffic hours, there are substantial back-ups on southbound Lowell Boulevard, north of West 144th Avenue. The purpose of this project is to alleviate traffic congestion and create better traffic flow during peak hours. Currently, the existing right turn lane is shared with through traffic. A dedicated southbound right turn lane is proposed to improve vehicle capacity at the intersection.

Gorton Scott Engineering, LLC, completed construction plans to widen southbound Lowell Boulevard to construct the right turn lane. Also included in the project is replacement of the culvert further to the north and widening the roadway at the crossing approximately 10 feet to increase lane width and accommodate a shoulder. Additional right-of-way is not required since Broomfield owns the adjacent property northwest of the intersection. Staff is coordinating with utility agencies to identify utility conflicts and to relocate pedestal cabinets further west to improve sight distance for southbound vehicles at the intersection. The project is anticipated to be ready to bid in July 2013, with Council approval.

- **Westlake Entrance Improvements – West 132nd Avenue and Zuni Street - $25,000**

The Westlake Neighborhood Plan adopted by the Broomfield City Council in May 2009 recommends a neighborhood entry sign and median landscaping enhancement in the West 132nd Avenue median at Zuni Street. A concept plan for entry improvements was designed by a landscape architect. It includes additional landscaping along West 132nd Avenue and Zuni Street which will be installed in the future. Construction of the sign and median landscaping will be coordinated with a storm drainage improvement project at the intersection and is expected to occur in summer 2013.

- **West 132nd Avenue and Zuni Street Storm Drainage Improvements - $100,000**

This storm drainage improvement project will replace the existing grated drain across West 132nd Avenue with local inlets and subsurface storm sewer draining to Alexx and Michael's Pond. Area drainage will be improved, and annual maintenance by Streets Services will be reduced. ICON Engineering Consultants, Inc., has submitted 90-percent construction plan and profile drawings and details for staff review. Final construction plans are anticipated to be complete in mid-May 2013. Construction will be coordinated with the Westlake Village entry sign and median landscaping at the intersection and is expected to occur in summer 2013.

- **120th Avenue - Gateway Improvements - Bury Power Line/ Replace Lights - $720,000**

The north side of 120th Avenue between Tennyson Way and Lowell Boulevard contains existing overhead power lines and pole mounted street lighting. This project will have the overhead power lines, and power poles removed and power lines buried. New stand-alone street lighting will be installed to replace existing power pole mounted lighting.

Xcel Energy has completed designs and cost estimates to complete this work and, due to operational requirements, needs to expand the undergrounding project 1,000 feet north on Lowell Boulevard and break the project into the following two projects:

- 120th Avenue - Lowell Boulevard to Perry Street: Includes burial of power lines on 120th Avenue between the east side of Lowell Boulevard west to Perry Street, including 300 feet north on Perry Street. Portions of this work are within the Lowell South Project limit and will be coordinated with the Lowell South Project design and construction. This work is estimated to cost $650,000 and will require an easement or right-of-way from the property at the northwest corner of 120th and Perry Street.
- 120th Avenue - Perry to Tennyson Way: This portion of the project also requires right-of-way or easements from the property owners along 120th from Tennyson to North Perry Street, as the existing right-of-way has insufficient room for the power utility to be buried. The new right-of-way will allow Xcel to relocate and bury their power lines, while preserving Broomfield rights under the franchise agreement. The estimate for this work is $485,000. This work can be funded from Broomfield's 1% funds, which are reserved with Xcel for the purposes of burying power lines within Broomfield.

Both projects require easements or dedicated right-of-way from eight property owners. After a competitive RFP process in September, Western States Land Services was selected to manage the land acquisition process for Broomfield. Title commitments have been obtained and property acquisition negotiations are under way with the affected property owners. Broomfield has completed the acquisition of one property. An agreement has been reached with several other property owners and the paperwork is being processed.

Summary

The next update will be provided to City Council in June. Newsletters and updates are sent to residents adjacent to projects throughout the duration of the projects. For additional information on the CIP projects, visit the City and County of Broomfield's website, www.broomfield.org/CIP, then click on the Construction News link or contact the City and County Manager's Office.