



MEMORANDUM

Office of the City and County Manager

TO: Mayor and City Council
FROM: Charles Ozaki, City and County Manager
DATE: July 23, 2013
SUBJECT: CIP Status Report

This is the update for the month of June 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 July 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

De Falco Construction Company has completed the improvements to the Dillon Road and South 120th Street intersection. This completed project provides a new dedicated left-turn lane and eastbound through lane, as well as an extended westbound right-turn lane. 100% of the designed improvements have been completed. A post project engineer walkthrough revealed the need for a guardrail and additional erosion protection. These minor additions will be completed in July and August. The permanent establishment of the native grasses will be monitored and reseeding will be completed during the growing periods over the next year. This will be the final report for this project.



Dillon Road and South 120th Street Turn Lane Improvements	
Financial:	
Original Budget	\$784,979
Committed Costs to Date	\$774,386
Amount Remaining (Original Budget – Committed Costs)	10,593
Project Schedule (Construction):	
Percent Complete	100%
Completion Date	June 26, 2013

Fox Tuttle Transportation Group is completing the draft transportation study for West 144th Avenue / Dillon Road. A study session is tentatively scheduled for August 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 late fall 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 to service the area west of I-25, 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 finished the main floor is finishing the backfilling operations. The first of the odor control system equipment has arrived and installation has started. Pipeline work continues. The bore under Hwy 7 was completed and the pipeline contractor is working on the line along Hwy 7 west of Huron. The project is expected to be operational in early November in sufficient time to serve the wastewater needs in the area.

North Area Lift Station Design Build Project	
Financial:	
Original Budget	\$11,930,820
Committed Costs	\$11,930,820
Amount Remaining (Original Budget – Committed Costs)	\$0
Project Schedule (Construction):	
Percent Complete	40%
Completion Date	November 2013

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

Status:

120th Avenue Connection Phase 2 Utility Relocation Project is relocating water and sewer mainlines in areas generally east of the BNSF railroad (“Eastside”) (with the exception of Colmans Way) for CDOT’s upcoming West 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 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.

The contractor continues working within CDOT’s 120th Avenue right-of-way as well as local Broomfield streets. Daytime lane closures on 120th Avenue should be expected through early August. The sewer line work on US 287 from 120th Avenue (local) to Hemlock Way was completed in 10 days rather than the expected three to four weeks due to the use of the temporary barricades. This allowed for longer working hours and an increased work area. The contractor is installing a new pressure regulating vault in Hemlock Way to allow for the existing vault at the intersection of 120th (local) and 120th (business) to be abandoned.



120th Avenue Connection, Phase 2: Utility Relocation (East Side) Project	
Financial:	
Original Budget	\$2,570,000
Committed Costs (Ricor)	\$1,638,168
Amount Remaining (Original Budget – Committed Costs)	\$931,832
Project Schedule (Construction):	
Percent Complete	65%
Completion Date	August 2013

OTHER PROJECTS IN PLANNING & DESIGN

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

The West 120th Avenue Connection – Phase 2 project will construct a bridge at the Burlington Northern Santa Fe (BNSF) railroad tracks so the roadway can 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 for this relocation project at the December 4, 2012, City Council meeting. Design was substantially completed in May. Final design will occur following approval of an agreement by BNSF and utility and right-of-way clearances, which are anticipated in August 2013. The project can be bid after approval of the design, anticipated for September 2013. Prairie dog relocation and utility relocations will be required prior to starting construction.

- **Exterior City and County Building Security Improvements - \$216,000**

Currently, there is concrete walkway and landscaping between the public parking lots and public entrances to the George Di Ciero City and County Building and the Broomfield Police Department and Combined Courts Building. There are no obstructions to deter a vehicle from ramming into the buildings. The purpose of the project is to provide appropriate and cost-effective measures to improve the security of building occupants and assets by constructing physical barriers at public entrances. In May 2012, Frank Miltenberger Landscape Architect (FMLA) completed a vehicle barrier study and created a concept plan for the two buildings. Passive barriers shown in the plan include large cast-in-place concrete planters, decorative walls, boulders, and bollards. The project also includes free-standing planter pots, trees, shrubs, and irrigation.

In May 2013, CIP staff members requested input from staff in other city buildings regarding the need for security measures at additional locations to help deter vehicle assault. CIP will reassess the needs of other buildings in 2014 and incorporate exterior safety features into the design of future projects as appropriate.

In late May 2013, the ad hoc workplace safety committee—comprised of staff from the City and County Managers Office, Human Resources, Finance, Information Technology, Police, and Public Works—discussed the proposed project and recommended exterior building security improvements be constructed this year at the George Di Ciero City and County Building, Broomfield Police and Combined Courts Building, and the Detention Center. A pre-project review will be presented to Council July 23rd. If the City Council supports the project, FMLA will complete construction plans and the project will be advertised for bid. Construction would occur this fall.

- **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 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 November and then start construction in early spring 2014. Construction will be coordinated with the Lowell South project.

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

The McKay Lake/Lambertson Farms Open Lands Master Plan (Master Plan) area is located northeast of West 138th Avenue and Zuni Street. It is 43.8 acres of undeveloped McKay Landing and Lambertson Farms open lands parcels next to the City of Westminster's McKay Lake Open Space. The McKay Landing Subdivision paid \$1,381,083 as cash-in-lieu in 2006 as part of their development agreement for a regional park and open space on the western edge of McKay Lake. Expenditure of the funds is not limited to McKay Landing parcel improvements. Overall 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) in 2012. The City and County Manager approved a consulting agreement for the master planning with Root House, Inc., in the amount of \$15,500 in early January 2013.

Three Preliminary Master Plan Concept Alternatives were presented at a combined PRAC/OSTAC meeting on March 20th. In response to Committee comments and City of Westminster feedback, two plans were discarded. The remaining Preliminary Concept Plan was revised, and a new alternative plan with more passive uses was developed. On May 23, 2013, the revised and new Concept Plan were reviewed at another joint PRAC/OSTAC meeting. The committees favored one particular Concept Plan they believe represents the preferred level of public use in each zone of the Master Plan area. Certain modifications were recommended and supported by both committees to make it the Preferred Concept Plan. The estimated cost for the improvements is \$4.68M. Prior to presenting the alternatives to the public, they were discussed at a Council Study Session on July 16th.

Based on discussion at the City Council Study Session, staff will work with OSTAC and PRAC to recommend improvements that could be provided with the \$1,381,083 project budget. The phased plan will then be scheduled for a City Council Study Session. The highest priority improvements can be completed with the McKay Landing development contribution. The remainder of the improvements can then be programmed into the Capital Improvement Program at Council's discretion.

• **Midcities Sanitary Sewer Improvements - \$150,000**

In May 2012, Collins Engineers, Inc. (Collins), completed a sanitary sewer system study for the Midcities Subdivision. The report recommended improvements to increase sewer capacity in portions of Flatiron Circle, Flatiron Boulevard, and the private East-West Connector to accommodate the proposed mixed-use development. Design of the improvements is underway by Collins, and a pre-project review will be presented to Council in late-August 2013, before bids are solicited. Construction is anticipated this fall if Council directs staff to proceed with the project.

• **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. Century Link anticipates cabinet relocation will take two to three months. A pre-project review will be presented to Council in August, and the work would be bid in September 2013 if Council supports the project.

• **Westlake Entrance Improvements – West 132nd Avenue and Zuni Street Storm Drainage Improvements – (\$100,000) and West 132nd Avenue and Zuni Street (\$25,000)**

The storm drainage improvement project will replace the existing grated drain across West 132nd Avenue with local inlets and a subsurface storm sewer draining to Alexx and Michael's Pond. The new drainage configuration will improve public safety and surface drivability at the intersection, while capturing storm runoff more effectively and reducing future annual maintenance by the Public Works Street Services staff. ICON Engineering Consultants, Inc., submitted final construction plan and profile drawings and details for staff review. A pre-project review was presented to Council on July 9th, and staff was directed to proceed with the project. Bids were solicited in mid-July, and a construction agreement with the lowest responsible bidder will be presented to Council for approval in August.

The Westlake Neighborhood Plan adopted by the Broomfield City Council in May 2009 recommended 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 for both the drainage improvements and the entry sign is expected to occur in late summer/early fall 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 Perry Street east along 120th Avenue to Lowell Boulevard, and north on the west side of Lowell to West 121st Place. Portions of this work are within the Lowell Boulevard South Improvement project limit and will be coordinated with the project design and construction. Broomfield now owns the needed right-of-way or parcels along the relocation route. Xcel Energy and Broomfield are now working out the details of the alignment so the relocation is out of the way of all future projects. Broomfield will be issuing the official request to relocate in the next month, which will start Xcel's 180-day performance period. The work is estimated to cost \$650,000 and will utilize some of Broomfield's undergrounding funds.
- **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. Western States Land Services has been working on acquiring the necessary land for the relocations since September 2012. As of mid-June, six of the seven required parcels have been obtained, and negotiations with the final owner are progressing. Broomfield has been coordinating with Xcel Energy to finalize the alignment so the relocation is out of the way of all future projects. Once the property is attained, Broomfield will issue the official request to relocate. The estimate for this work is \$485,000. This work can be funded from Broomfield's undergrounding funds, which are reserved with Xcel for the purposes of burying power lines within Broomfield.

Summary

The next update will be provided to City Council in August. 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.