

**TOWN OF CASTLE ROCK
PUBLIC WORKS COMMISSION**
Regular Meeting

Date: February 2, 2009

Meeting Called to Order: 5:30 p.m.

Meeting Adjourned: 6:55 p.m.

Present: Andy Pelster; Ken Perry; Donna Hawk; Lou Zoghby; Richard Morton, Bob Washburn (arrived 6:15 p.m.); Joe Procopio (Council Rep)

Staff Present: Bob Goebel, P.E., Director of Public Works; Maria Hagen, P.E., Assistant Director of Public Works; Bob Watts, P.E., Transportation Planning Manager; Linda Angus, Administrative Assistant-Public Works

Absent: Jo Beth McFadden

ITEM/SUBJECT	ACTION/BY	DISCUSSION/COMMENTS
Public Comment on Items Not on the Agenda		None
Meeting Minutes	Motion made by Commissioner Richard Morton; seconded by Commissioner Donna Hawk	It was decided by the Public Works Commission to approve the December 1, 2008 meeting minutes. Motion carries unanimously.
N. Meadows Drive Extension Update – Bob Goebel		<p>Bob wanted to bring the Commission up-to-speed regarding the N. Meadows Drive Extension project. This presentation was given to Council on January 13. Discussion points included:</p> <ul style="list-style-type: none"> ▪ Modified alternative utilizing an at-grade intersection at US 85 ▪ Railroad relocation ▪ Happy Canyon Road restricted access ▪ Environmental assessment status ▪ Financing options <p><i>Modified alternative utilizing an at-grade intersection at US 85:</i> We still are working with the two alternatives at Atrium and Castlegate. Just recently, we received word from CDOT that they will allow an at-grade intersection at US 85 until such time as it meets certain triggers to change it into an interchange. These “triggers” have not been developed yet. Some triggers could be stacking distance and delay through the intersection, level of service of the intersection which ranges from A to F. We haven’t determined any of those yet and we are also looking at another alternative to an interchange at this location and moving the interchange to the Meadows Pkwy intersection. Meadows Pkwy intersection is already raised, already has a bridge over the railroad and basically all we would have to do is excavate US 85 out from under Meadows Parkway. This would most likely improve regional traffic more effectively there than at the Atrium connection. Plus there are more land use concerns at the Atrium connection than there are at the Meadows Parkway location. Our studies indicate that an interchange is not necessary at either one of these locations through 2030. Being able to have the at-grade intersection will save us a significant amount of money and eases a decision on the preferred alignment.</p>

		<p>We would like to move forward with the project management team, which includes CDOT and the Federal Highways Administration, and go ahead and recommend a preferred alternative, which would be the Atrium alignment, and bring that to the public meeting that is tentatively scheduled for April 2 at the Castleview High School. The Castlegate alternative was the less expensive alternative to build but the total cost of the project based on financial participation was actually less for the Town with the Atrium alternative. We were pretty much guaranteed that we would have no outside participation for the Castlegate alignment where we would have up to \$5 to \$7M with the Atrium alignment.</p> <p>Due to the grades, we were able to fit in two access points between US 85 and I-25. There might be another potential for a right-in-right-out but not a full movement where there would be a future signal.</p> <p><i>Railroad relocation:</i> In order to build the at-grade alternative at Atrium, it will be necessary to relocate the railroad. We have sent a letter to the railroad requesting a meeting to discuss the relocation. The developer is interested in the relocation because it gives them full frontage to US 85 and potential access to US 85. The estimated cost of the relocation is \$2.0M.</p> <p><i>Happy Canyon Road Restricted Access:</i> Castle Pines Village is requesting a restricted access to Happy Canyon Road, however, the County has not received a draft agreement or request from Castle Pines Village as yet. Restricting traffic to Happy Canyon would require a replacement facility for Happy Canyon so our N. Meadows project provides an opportunity for that. Currently we are undergoing a study to determine what the effects of restricting that access are. The County has completed a survey of Happy Canyon to determine what vehicles are going in and coming out. There will be no restrictions of Happy Canyon without public hearings. Without a request from Castle Pines Village, we do not know what "restricted access" means – gated, closed off? The request for restricted access has been going on for 25 years. On the original plat it shows a Happy Canyon bypass road. We don't know how they are going to come up with the actual value of the road whether they are considering the actual value, a cost share of the replacement facility or exactly what. This is a part of the financial plan for this project and is an option that can be considered as a financial tool to get this project built. If it's found to be unacceptable, then that \$6-7M shortage will have to be made up some other way either by going to another bond election with the Town or some tax increment finance option or something with the commercial property located there or not building at all.</p> <p><i>Environmental Assessment Status:</i> The at-grade</p>
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intersection creates the alternate "7M". This will be presented to the public on April 2 at the Open House. Because of this option, we are going to have to do additional screening analysis that includes the effects of the historical preservation for the railroad, traffic flow and the habitat conservation because of the realignment of the railroad and the proximity to the creek. We are also looking at a collector distributor road system on I-25 between Meadows Pkwy and the new interchange. A collector distributor is basically a side road off the highway where the leaving occurs and you only have merge points at the beginning of the ramp. It is substantially more expensive to do that because it takes more right-of-way. We have done a safety analysis and it didn't show much benefit for the dollar it would cost to do this. It is felt it will eventually be screened out which helps constructability of the project because if eliminated it would reduce the cost. The environmental assessment would approve the ultimate full build of the project – 4 lanes – so we will have clearance on the whole project but the project will be phased because of the reality of lack of funds to build the entire project. Once we get concurrence on the preferred alignment from the project management team, we can move forward and hopefully get the Record of Decision signed by October/November 2009.

Financing Options: As far as the budget breakdown goes, the Town has committed \$26M to the project; Douglas County & Castle Pines Village have spoken about supporting the project up to \$12M; and Castle Rock Development Co. (per their development agreement) committed \$10M. So if everything comes through we will have \$48M to the cost of the project. The cost of the project is \$49.6 so we are \$1.6M short if all the revenue comes through. Unfortunately, the Town is short on our \$26M commitment. Our actual revenue is more like \$24M available. We also have the Southwest Arterial Connection Road project to bid. We did save a lot of money on the earthwork there that we are putting towards this project so the \$2M shortfall of the \$26 could be way worse. Without the final bid for the SWACR project, we really don't know exactly but feel we will be about \$2M short of the \$26M. Therefore, in actuality, we are about \$3.6M short to get the project done in a phased manner, which would be two lanes from Meadows to SH85, an at-grade intersection at SH85, a four-lane road from SH85 to I-25 and an interchange at I-25. There are a couple of options to make up the shortfall; we can ask for additional funding from the contributors, we can go to the voters for additional bonding, we can do a revenue sharing agreement with Dev-Vic that would hopefully spur some development in that area. Dev-Vic has indicated that they will give us the right-of-way up front and then be paid back for it over time through some kind of tax sharing agreement. If we can't get any of this to work, we don't have a project. According to the Environmental

		<p>Assessment we have to have a financial plan. We will have to have a "fall back" scenario. Maybe we only build to SH85 and then just "pay as you go" for the remaining part of the project. We may have a chance for Stimulus money if it is dispersed in 2010. Unfortunately, we can't make the first round of the Stimulus Package. It requires everything to be signed, environmental assessment done, funding in place or at least a plan, all the right-of-way in place.</p>
<p>Year in Review – Maria Hagen</p>		<p>Maria presented a few highlights of the accomplishments made by the Public Works Department in 2008 beginning with the Street Improvement Program (SIP), which has been changed to the Pavement Maintenance Program (PMP) for 2009. This program includes asphalt mill and overlay, chip seal, slurry seal, and the concrete street section replacement including sidewalk, curb & gutter in all areas of Town. We used Techcrete in 2008 to fill cracks/potholes on concrete streets. Normally when we would fill our concrete potholes with asphalt, the asphalt would start to pull away from the edges of the concrete due to the temperature variations. We don't see that when using the Techcrete material. We try to focus on scheduled preventative maintenance to keep our spending in check by spending less money over time by doing less costly maintenance on our streets to keep them in good condition.</p> <p>Ridge Road Project: We have a detention pond to finish up by Faith Lutheran Church to complete the Ridge Road project. That detention pond will be completed in the spring of this year. One of the things we changed out on Ridge Road to save money was to change out the streetlights. We were originally going to have those lights be Town maintained but instead we worked with IREA and were able to save \$61,700 by putting in IREA fixtures instead. Last year we held our roundabout education event up at King Soopers in anticipation of the roundabout being installed at Ridge/Enderud. There was a lot of concern from the neighborhood at that time about the location of this roundabout but despite their concerns, we have been getting positive feedback on this roundabout and how efficiently it works.</p> <p>Last fall we started the construction of the Southeast Arterial Connection Road (SEACR) that will connect Ridge Road to Miller Blvd. Hudick Excavating is the contractor on this job. They are doing the blasting for the retaining walls and have the wildlife crossing built and putting in the storm sewer. We are looking for completion of this road by September 2009.</p> <p>The Southwest Arterial Connection Road (SWACR) is progressing. Working with CDOT, a construction contract was initiated to rebuild the Plum Creek Pkwy interchange, the Plum Creek Pkwy bridge between Wilcox and I-25 and the I-25 widening of three lanes from Fifth Street to</p>

the northern point of the future Douglas Lane Interchange. It's about a \$37M project and they are on schedule to be completed December 2009. We worked through the Public Utilities Commission for the railroad bridge design in which the railroad compromised and allowed us to build only one track so that was a significant savings to the project. Within the past month, we have awarded the contract for both the railroad bridge and early grading project. The early grading consists of 850,000 cubic yards of material we are moving to the nearby regional park site along with a major culvert and storm sewer. Alongside the railroad, there are two fiber optic lines along with other utilities that need to be relocated. We are in the process of moving the lines so they are deep enough for us to get underneath the railroad tracks for the new road.

Once the SEACR and SWACR projects are complete, the roadway will be named Plum Creek Pkwy from Wolfsensberger Road to Ridge Road.

Another one of our projects in 2008 was the Wilcox Bridge Scour Project. Wilcox Bridge is located a couple of hundred feet north of the Wilcox and Plum Creek Pkwy intersection. The piers were significantly scoured out and the rush of the water and the sharp curve of the streambed were eroding the piers. Our initial plan was to replace the entire bridge at a cost of \$1.5M. After looking at this, our Project Manager proposed a better solution. Working with the US Fish & Wildlife (due to the Preble mouse habitat), the Army Corp of Engineers, and the Town's Park & Recreation Department, we straightened out the streambed to eliminate the undercutting, reinforced the piers with riprap and grout thereby eliminating the problem of the bridge scour. The cost of this project was \$165,000, which saved the Town quite a bit of money.

As far as transit for the Town, we had over 100,000 riders on CATCO and ridership increased on FREX. We purchased and installed a maintenance lift through a grant we received thereby giving us an easier way to work on the larger CATCO buses.

In working with the Douglas County School District, we completed Mitchell Street, which is the access road to the new middle school in the Founders area. Also, Bison Park was opened behind Clear Sky Elementary School in the Meadows.

The Public Works Department went through a major modification to the Snow & Ice Policy. The existing policy had some open-ended wording that we would snow plow after every storm event. We found that this was an unnecessary use of resources so we have modified the policy to state that when there is four inches in the

		<p>neighborhood, we would then plow in residential streets but still plow the primary streets with every storm event. We also have a new software program in the Street Operations Division, Cartegraph Work Director. This program allows us to track all our time, equipment and materials so we know how much it costs to fill a pothole, do crack sealing, or snow and ice control. This will show us how we are utilizing our staff and ways to do it more efficiently.</p> <p>We have implemented the Green Fleet Policy so when we replace or add vehicles to our fleet, we actually match the task of what that vehicle is being used for with the right piece of equipment to make sure it makes sense to use hybrids for more fuel efficient vehicles accordingly.</p> <p>We have begun steps to start are Road Rangers Adopt-a-Street Program. This consists of about 28 street segments available for the public to adopt and be responsible to pick-up trash.</p> <p>Three traffic signals were installed, two on Front Street and one on at the Factory Shops Blvd and New Memphis Court. Dan Sailer, Transportation Engineering Manager, designed all three signals, created the plans in house and provided construction oversight instead of using a consultant. This saved the Town at least \$60,000.</p> <p>It was a very busy year for the Public Works Department!</p>
<p>Public Works Project Update – Bob Goebel</p>		<p>Summaries of the CIP/SIP projects were emailed to PWC (taken from the monthly report).</p> <p>Bob spoke about the upcoming Stimulus Package and FREX.</p> <p>The latest information we have regarding the stimulus package is that these projects need to be ready in 90 days rather than 120 days. They are only accepting projects that are ready to go. At this time the Town has no projects that meet that criterion. Based on CDOT's comments, there will most likely be a re-distribution of money in 2010. CDOT feels we could possibly qualify for some of that money. We have some projects we are thinking about that do not need a lot of work that could qualify. They are; 1) Improving the intersection at Ridge Road/ Founders Pkwy/Fifth Street/Hwy 86; 2) A trail project along Founders Pkwy, and 3) East Plum Creek Trail between the Meadows and downtown. We are researching to make sure we have all the right-of-way in place for the intersection improvements. If we don't, we could possibly do a signal upgrade at that location. The owner has agreed to our price for the right-of-way for the East Plum Creek Trail and is in the process of purchasing that right now. We are also looking at the Quiet Zone Project in the downtown area, the Douglas Lane Interchange and the N. Meadows Extension Project.</p>

		<p>Regarding FREX – Colorado Springs is having significant budget problems so they are talking about cutting service or maybe even cutting FREX altogether. This Wednesday at 5:00pm there will be a public meeting here at the Service Center to talk about FREX and that potential drop in service. We have placed posters out at the bus stop, placed fliers on cars in the area, a press release was done by Communications announcing the meeting and it is on the Town's website. Joe Procopio also sent the word out through the HOA's in Founders and Castlewood Ranch and they sent it out through their mass distribution list. Dave Menter will be at the meeting on behalf of Colorado Springs to take comments back to help them decide what to do. The Town is Colorado Springs' only partner in FREX. Douglas County has not allocated any funds as yet. Staff has been researching alternatives in case FREX gets cut. We have been talking with DRCOG regarding their Ride Arrangers Program (van pool) and they have no vans available and there is a list of people who want to sign on when they do get more vans. We are talking to a company out of Arizona that is a private company that does van pools. They have 39 vans right now in Colorado and they are sending information for us so we can see how that could fall into place. Douglas County has put together a plan to implement a regional bus service that would go from Castle Rock to I-25/Lincoln also from Castle Rock to Parker and some on demand service from different areas in the county. There are several things in the works right now that we are investigating.</p> <p>There will be a groundbreaking for the SWACR project on Tuesday, February 10 at 1pm.</p> <p>Ridership summary for CATCO was presented. Ridership is up 26.5% over January 2008.</p> <p>All the bids came in for the 2009 for the Pavement Maintenance Program. The results of these bids will be presented to the Commission at the March meeting.</p> <p>Also, the property that we are looking at purchasing for the East Plum Creek Trail includes the entire lot not just the easement for the trail. It is felt that this property is a good candidate for a future site for a Public Works, Parks and Utilities facility.</p>
<p>Council Comments – Joe Procopio</p>		<p>Joe wanted to give his compliments to both the Department and the Commission for the reports you have given to the Town Council. It shows a lot of progress and looks good.</p>
<p>Commission Comments</p>		<p>At the December 1, 2008 Public Works Commission meeting, it was decided by the Public Works Commission to recommend to Town Council to concur with Staff's recommendation that the private streets located in Painters Ridge not be dedicated to the Town. Based on that discussion and continued discussion with the HOA,</p>

		<p>staff felt the need to take another look at this to see if there was still a way to accomplish their goals and meet the public need. An email was sent out to the Commission with a revised Council agenda packet for the Commission to review and comment. Due to that update, the Commission would like it documented that they concur with staff decision to negotiate an agreement with the Painters Ridge Homeowners Association for the acceptance and conveyance of certain private streets.</p> <p>The Commission would like to give an “attaboy” to the Public Works Department for all the work they did in 2008.</p> <p>Richard Morton reported on the Rocky Mountain Rail Authority. There will be a special Saturday meeting tentatively scheduled for March 28. What they want to try and do is have a complete day to discuss more in depth as to where we are at and where we might be able to go. One of the problems that is really raising its ugly head is that the railroads maybe not wanting to cooperate. Right now the Rocky Mountain Rail is riding below the wave but its there. They are intending to develop plans and perform the feasibility study. The team seems to be doing a good job with the limited assets that we gave them to work with and trying to develop alternatives and work with it. One of the things they are still trying to do is evaluate the feasibility of it all. If the freight railroad went east or if the railroad here won't cooperate what would happen if we were to build the commuter rail east? It's an interesting study but we don't know if it will ever get built. Maria Hagen heard that the study CDOT was undertaking about the rail relocation would be coming out in mid-February.</p> <p>Lou mentioned that he hadn't heard anything regarding the frontage road from the parking area on the east side of Castle Pines Pkwy to the new cloverleaf at Ridge Gate. Joe Procopio mentioned that this might have a significant economic impact on the Town because there will be a lot of stores put in on the east side of the highway and the frontage road will give people access to that and this may impact the Factory Outlets. Bob Goebel wanted to let the Commission know that you can get information regarding that project by going to www.southi25.com. That website has the Plum Creek Interchange project, the widening of I-25, the frontage road, the interchange at Ridge Gate, etc.</p>
Adjournment		Being no other business to discuss, the meeting was adjourned at 6:55p.m.