



**PUBLIC WORKS COMMISSION**  
Regular Meeting

Date: March 18, 2013

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

Meeting Adjourned: 7:20 p.m.

**Present:** Jo Beth McFadden (Chair), Richard Morton (Vice Chair); Robert Wells, Mike Riedmuller, Kenneth Brink, Martin Karol

**Staff Present:** Bob Goebel, P.E., Public Works Director; Dan Sailer, P.E., Assistant Public Works Director; Carl Armijo, P.E., Engineering Manager; Bob Watts, P.E., Transportation Planning & Traffic Engineering Manager; Linda Angus, Administrative Supervisor

**Absent:** Joe Procopio (Council Rep)

**Guest:** Erin Finnell, Student at DCHS

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
<b>Call to Order</b>		Chair Jo Beth McFadden called the meeting to order. A quorum was present.
<b>Public Comment on Items Not on the Agenda</b>		Erin Finnell asked the question on how Commissions are elected. Bob Goebel explained that Town residents volunteer to serve on a certain Commission or Board and then they go through an interview process. Once interviewed and selected by staff and a member of the Commission or Board, they are recommended to Council for appointment. The Council appoints them to that particular Commission or Board and off they go!!
<b>Minutes</b>	Motion made by Commissioner Richard Morton; seconded by Commissioner Martin Karol	It was motioned, seconded and approved by the Public Works Commission to accept the action minutes of February 4, 2013. Motion carries unanimously.
<b>Award of Contracts for the 2013 Pavement Maintenance Program – Carl Armijo</b>		The Pavement Maintenance Program (PMP) is the Town’s annual program that allows us to make the needed repairs to the street system. The different treatments that would be offered in this year’s program include asphalt patching, overlay and reconstruction, slurry seal, concrete curb, gutter and sidewalk replacement, and miscellaneous concrete. This program is necessary to keep our infrastructure in good condition for the safety of the traveling public and to extend the useable life of the street. This is the second year that we began the 5-Year PMP program

	<p>Motion made by Commissioner Robert Wells; seconded by Commissioner Martin Karol</p>	<p>that concentrates maintenance in a specific area of town thereby minimizing the disruption to the residents. This year's maintenance will be concentrated on the residential streets in the east area along with selected primary streets throughout Town and also the downtown area. These residential streets will not be addressed again in the east area until 2018. However, emergency repairs will still be made as needed.</p> <p>The total amount of the four contracts is \$3,799,709 which is less than the budgeted amount of \$3,800,000. This budget was higher than usual due to the reconstruction of Enderud. This item is scheduled to be presented to Town Council on March 19 (tomorrow night).</p> <p>Staff will have an open house on March 26 at the Ridge House in the Founders Village Subdivision for public outreach in addition to press releases that will be published before the start of PMP construction. During the construction season, updates to the projects will be posted weekly on the website.</p> <p>It was decided by the Public Works Commission to recommend to the Town Council to adopt the proposed motion on Page 4 of the Public Works Commission packet exactly as written. Motion carries unanimously.</p>
<p><b>Quiet Zone Update – Bob Watts</b></p>		<p>Bob Watts presented information to the Commission regarding what a quiet zone is, how it's established, the steps staff has previously completed and what will need to be done to get the project restarted. No action is required by the Commission as this is for information only.</p> <p>The Quiet Zone had been discussed for many years but in 2009, Town staff was instructed by Town Council to investigate the necessary steps for the establishment of a quiet zone covering the section of the UPRR from 2<sup>nd</sup> Street through the 5<sup>th</sup> Street crossings. The level of the horn volume had changed and started to disturb people even more. Residents wanted the Town to restrict the use</p>

		<p>of the horn; however, the Town doesn't have control over the use of the horn. The actual use of the train horn is written into the Federal Law. Back in 1996, this law was changed to allow public agencies to establish quiet zones. You can establish a quiet zone whereby a train does not have to blow the whistle at each public crossing if you are able to show that in doing so the calculated risk index is not increased. Supplemental safety measures are installed to ensure the crossing's risk index is not increased. There are quite a few supplemental safety measures that are written into the rule. Town Council decided that the four-quadrant gate system would be the most acceptable.</p> <p>While the 5<sup>th</sup> Street crossing already has a median in place that prohibits vehicles from driving around the end of the gates when they are closed, some minor work will be needed at the crossing. However, supplemental safety measures will be needed at both the 2<sup>nd</sup> and 3<sup>rd</sup> Street crossings. The UPRR prepared the cost estimates for both the construction and the annual equipment maintenance. The cost for materials and labor for both crossings was approximately \$752,000 with an annual maintenance cost of \$10,000. Contracts for the preparation of the design of four-quadrant gate systems at 2<sup>nd</sup> and 3<sup>rd</sup> Street were signed along with preparing a PUC application. In 2010, during the 2011 budget discussions, no funding could be identified so Council decided to postpone this project.</p> <p>In order to restart the project, we will need to have the UPRR update their cost estimates. This cost estimate update will be at no cost to us. They expect that the labor and material costs will be approximately 10% higher. They will also have to prepare the final construction contracts. The Town will need to file a Public Utilities Commission application and the Federal Railroad Association notices of intent. Once the construction contract is signed, we will have to pay for the construction. Usually the railroad would require all costs to be paid when the contracts are signed but now they allow you to pay for the materials up front and</p>
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		<p>construction costs paid about 90 days in advance of the crew arriving to do the work. It will take between 12-18 months to get the construction completed after receiving the signed contracts. The materials will have to be manufactured and the construction crew scheduled. They only have one construction crew they utilize to perform this work around the nation. The actual work will only take 4-6 weeks but it takes months to get the crew scheduled.</p> <p>We will probably get the cost estimates updated in June so that we don't end up with the situation of the cost estimates expiring. Then if Council does decide to proceed in 2014, we will be ready to begin the contract phase. Once the cost estimates have been updated, we will report this back to the Commission and Council.</p>
<p><b>N. Meadows Drive Extension Project Update – Dan Sailer</b></p>		<p>Dan Sailer presented an update to the Commission on the North Meadows Drive Extension Project. The Town hosted a public open house on this project the end of February at Castle View High School. The turnout was good with approximately 100 people. The overall feedback we received was positive as most people are anxious to get this project constructed.</p> <p>Currently we are in the design phase of the project. We are utilizing the Construction Manager/General Contractor (CM/GC) method and have the contractor on board assisting in the actual design. Dan presented a project overview of the different packages (phases) of the project -</p> <ul style="list-style-type: none"> <li>• Package 1 –West of the creek to Meadows Blvd</li> <li>• Package 2 – Castlegate Drive behind the apartment complex including the connection to I-25</li> <li>• Package 3 - US85 and link with Package 1 and 2</li> </ul> <p>We understand that to most people Package 3 looks out of sequence of the logical left-to-right that you would normally see in a project alignment but Package 3 requires more design for the work that is to be performed in this</p>

		<p>location so this phase will be last.</p> <p>With the CM/GC method, we are actually allowed to kick the contractor loose while we are finishing up the remainder of the project. Once we are able to get this into contract, they will start Package 1 and then move to 2 and finally to 3. Our intent was to move into construction on Package 1 around the April to May timeframe; anticipating that once we had the largest pieces of land acquired, we could actually kick our contractor loose in that area to start construction and continue to work on acquiring the balance of the properties. However, after meeting with CDOT and FHWA, we were basically told that we would have to clear and obtain the full right-of-way for the entire Package 1 area before we can begin any construction. This is actually going to delay us starting any construction until possibly the middle of summer.</p> <p>Our next step with the Commission is that we will be coming forward with the actual construction contract with Kraemer to begin work on Package 1 at the May meeting. We were hoping to get out a little bit sooner than that but then again our goal is to have the full project open by the end of 2015. So the good news is that we are getting close!</p> <p><b>Questions –</b>  <i>Who are you working with to obtain the right-of-way for Package 1?</i>  There are multiple properties in the stretch that is between US85 and the BNSF railway. The major property owner is Castle Rock Development Company and the balance is a lot of smaller properties i.e. the Douglas County School District around Castle View High School and then several easements that we will need to acquire along individual properties for the installation of the sound wall. We were able to renegotiate the development agreement with the Castle Rock Development for the property between US85 and BNSF railway track (straddles Package 1 and 3) to dedicate that right-of-way for the roadway. If you're renegotiating a development agreement you don't have to go through the acquisition</p>
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		<p>process. With the renegotiation, the cash value was reduced but the overall value to the Town was increased.</p> <p><i>What's the status of Package 2?</i>  We are in the appraisal stages to acquire those properties. Once we gain clearance from CDOT on Package 2 for the full right-of-way plans, we will finalize those appraisals and then we will work with those individual property owners to get acquisition.</p> <p><i>Are we going over or under I-25?</i>  The contractor has proposed a recent update to their estimate for construction costs based on where we are at for the design. As it remains right now, we are currently a little higher than what we have budgeted for construction. Therefore, we are going through the process of looking at opportunities to reduce that cost and one of those is potentially going over I-25. While we are considering this as a potential cost saving method, it is not one that we would instigate right away if we have other opportunities to bridge the funding gap.</p> <p><i>Will there be a new EA if we go over I-25?</i>  We would have to do a reevaluation of the existing EA. The original EA and FONSI (Finding of No Significant Impact) was approved with the concept to go over I-25 and then Council gave us direction to go under because it was more attractive for development. At that point we had to do a reevaluation because the EA and FONSI were already approved. So if we decide to go over, we would go back to the original EA and FONSI but still have to go through the process of reevaluation.</p> <p><i>Will there be noise walls installed?</i>  There are two locations identified in the EA that requires noise mitigation. Those are - along the north side of the Pines Apartments; and along the residential area by Castle View High School. We have consulted with the HOA in the Meadows area to get an understanding of their preference as to where the walls should be placed. They decided that they</p>
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		<p>wanted us to install the noise walls along the fence line, replacing the existing 6’ fence with a 6’ noise wall.</p> <p><i>Did we sell the bonds?</i>  Yes – the bonds were sold. We were able to get a great interest rate on the bonds which allowed us to have a higher bond premium. The voters approved a maximum that we can spend on all the principle and interest for the entire payment of the bonds over the 20 years. When we took the maximum payment and worked back, we were able to provide ourselves with more cash for construction which ended up to be almost \$23M. That was all due to the interest rates and the timing of selling these bonds.</p>
<b>Projects Update – Bob Goebel</b>		An overview of the current Public Works projects/programs was provided to the Commission in their packets. Updates to these projects and programs were discussed.
<b>Council Comments – Joe Procopio</b>		Mr. Procopio was absent.
<b>Commission/Staff Comments/ Concerns</b>		Chair Jo Beth McFadden reminded the Commission that there will be meeting with the Town Council on April 2 <sup>nd</sup> to discuss the “State of the Commission” with Town Council. Please make sure you put it on your calendar to be there. Staff has provided Council with a summary of the Public Works Commission i.e. how it was formed, purpose, members, summary of accomplishments, etc.
<b>Adjournment</b>		There being no further business, the meeting was adjourned. Next meeting April 1 <sup>st</sup> .