



WESTMINSTER

Staff Report

TO: The Mayor and Members of the City Council

DATE: May 29, 2013

SUBJECT: Study Session Agenda for June 3, 2013

PREPARED BY: J. Brent McFall, City Manager

Please Note: Study Sessions and Post City Council meetings are open to the public, and individuals are welcome to attend and observe. However, these meetings are not intended to be interactive with the audience, as this time is set aside for City Council to receive information, make inquiries, and provide Staff with policy direction.

Looking ahead to next Monday night's Study Session, the following schedule has been prepared:

A light dinner will be served in the Council Family Room 6:00 P.M.

CITY COUNCIL REPORTS

1. Report from Mayor (5 minutes)
2. Reports from City Councillors (10 minutes)

PRESENTATIONS

1. Board and Commission discussion (*verbal*)
2. 72nd Avenue/Raleigh Street Bridge Replacement – Construction Phasing Options
3. 2013-2014 Capital Improvement Projects Overview

6:30 P.M.

EXECUTIVE SESSION

None at this time.

INFORMATION ONLY ITEMS

1. Update on recent activities at Rocky Flats

Additional items may come up between now and Monday night. City Council will be apprised of any changes to the Study Session meeting schedule.

Respectfully submitted,

J. Brent McFall
City Manager



WESTMINSTER

Staff Report

City Council Study Session Meeting
June 3, 2013



SUBJECT: 72nd Avenue/Raleigh Street Bridge Replacement—Construction Phasing Options

PREPARED BY: Stephen Baumann, Assistant City Engineer

Recommended City Council Action:

Review Staff recommendation to implement a construction phasing option for the 72nd Avenue/Raleigh Street Bridge Replacement project that maintains traffic through the work area to the extent possible for the duration of the contract and provide input.

Summary Statement

Replacement of the structure carrying 72nd Avenue over Little Dry Creek at Raleigh Street is expected to begin construction in late 2013 and will have a significant impact on local and regional traffic. There are several options available for dealing with traffic on 72nd Avenue and Raleigh Street during construction that affect convenience of the public and have cost and construction duration implications.

Two options are described here and will be discussed at the study session. The base case option would call for the contractor to accommodate through-traffic to the extent possible for the project duration, estimated to be about 22 months. The second option calls for closure of the intersection for approximately six to eight months within an estimated overall project duration of 16 months. In addition to the lesser amount of time when compared to the first option, the second option is expected to reduce project costs by about \$400,000.

Expenditure Required: \$400,000 (increment)

Source of Funds: General Capital Improvement Fund—Bradburn Realignment AdCo Road
Tax
Utility Fund – 72nd Avenue/Bradburn Water Account
Utility Fund – 72nd Avenue/Bradburn Wastewater Account

Policy Issue

Determine the preferred approach to reconstruction of the 72nd Avenue/Raleigh Street intersection. Should traffic be maintained to the extent possible during construction? Or, should a full closure option be pursued to reduce project duration and cost?

Alternatives

Two options are described below and will be discussed at the study session.

Background Information

Construction of improvements at 72nd Avenue and Raleigh Street is expected to start in late 2013. The project consists of utility relocations, culvert removal, new bridge construction, and reconstruction of the intersection three to four feet above its present elevation to improve hydraulic conditions and the utility of the regional trail that runs next to Little Dry Creek. Extensive water and sewer replacement in 72nd Avenue east and west of the intersection and in Raleigh Street south of the intersection is also planned for a total estimated construction cost of \$4.8 million. See attached project map.

Constructing the project will have significant impacts on local and regional traffic. A significant east-west commuter route, 72nd Avenue carries around 19,000 vehicles per day and also serves residential and business uses in the near-project area. The intersection is also a primary route for Adams County School District 50 (SD 50) bus traffic, SD 50 support service vehicles that operate out of a facility at 7002 Raleigh Street, the student population at Westminster High School and visitors to the planned community recycling center. Approximately 80% of the trips to and from the SD 50 bus facility use the 72nd Avenue and Raleigh Street intersection, and generally speaking, those trips are bound to/from an area north and east of the high school.

Several approaches to the construction of the project are available. Two options that seem most feasible and illustrate the differences in approach to this complicated project are described here.

Option 1 is a fully-phased approach and would be designed for the contractor to maintain traffic on all streets in the area during construction with only occasional and necessary short-term closures or detours. Closures of from one to six days might be needed several times during the project. 72nd Avenue would be reduced to one lane in each direction for most of the project and short-term flagging (stoppage) would be relatively common. Raising the intersection three to four feet from its present elevation makes this a very challenging phasing task. Left turns from 72nd Avenue to Raleigh Street could not be accommodated as a rule, so through-traffic is the primary beneficiary of this approach. SD 50 will need to reroute (left turning) buses to/from the bus facility and the tight lane widths thru the work area will be a challenge for right-turning buses. The overall duration of this “base case” approach to construction is estimated to be 22 months and the estimated construction cost is approximately \$4.8 million.

Option 2 combines phased construction that would accommodate local and regional traffic at the beginning and ends of the project with a full closure of the intersection of 72nd and Raleigh in the middle of what is expected to be a 16-month project. The first phases would focus on outlying utility work (Raleigh Street, Elk Drive, England Park and 72nd east of Bradburn Boulevard) that would generally be accomplished in the first six months while maintaining traffic on those streets and on 72nd Ave (one-lane each direction). That would be followed by a complete closure of 72nd Ave for six to eight months from just east of Stuart Street to Bradburn Boulevard to perform utility work in the closure area and

demolish and reconstruct the bridge and roadway elements. A regional detour would be put in place during this time using 64th Ave, 80th Avenue, Federal Boulevard and Sheridan Boulevard. The few property accesses that are within the closure area would be maintained, but primary access to the planned community recycling center will be cut off. The intersection would then be put back in service and another two months might be needed to complete the project. It is estimated that the reduced amount of construction traffic control costs and broad savings from the reduced duration of this option versus that of Option 2 would have a value of about \$400,000.

The two approaches are compared below.

	Option 1	Option 2
	Fully-Phased	Phased with Full Closure
Project Duration	22 Months	16 Months
Duration of Closures	Intermittent, several days each	6 – 8 Months continuous
Ease of intersection reconstruction	Difficult	Relatively easy
Construction cost	\$4.8 million	\$4.4 million
Impact to SD 50 operations	Significant	Significant
Effect on 72 nd Ave businesses	Less than that of a full closure	Significant
Impact to regional traffic	Less than that of a full closure	Significant, but for reduced period
Impact to neighborhood	Significant, but less than a full closure	Significant

Staff has had several meetings with SD 50 to understand their operations and the impacts the project may have. Their concerns include the extra time (and costs) associated with bus routes that would have to be modified to deal with work at the intersection. The number of times this would be necessary under Option 1 is expected to be more than with Option 2. The school district already has difficulty with delays at the signalized intersection of Lowell/68th Avenue (operated by Adams County) during peak school traffic times and they foresee similar difficulties at Lowell/69th Avenue (a probable local detour for them). There are some mitigation measures that could be taken to reduce impacts to SD operations, including adjustments to the signal timing Lowell/68th and modifications (at a cost of approximately \$15,000) to the parking lot east of the high school building to provide an alternative route to/from the bus facility. The student parking area northeast of the high school is also served primarily by Raleigh Street. School district staff also believe that some neighborhood and regional traffic will be forced thru their property with the full closure option.

Either of the options will affect SD 50 operations in parts of two school years and both options will have significant impacts on school district operations. While not committing to a preference, the SD 50 facilities staff saw Option 2 as the lesser of two evils if only for the reduced duration of the work.

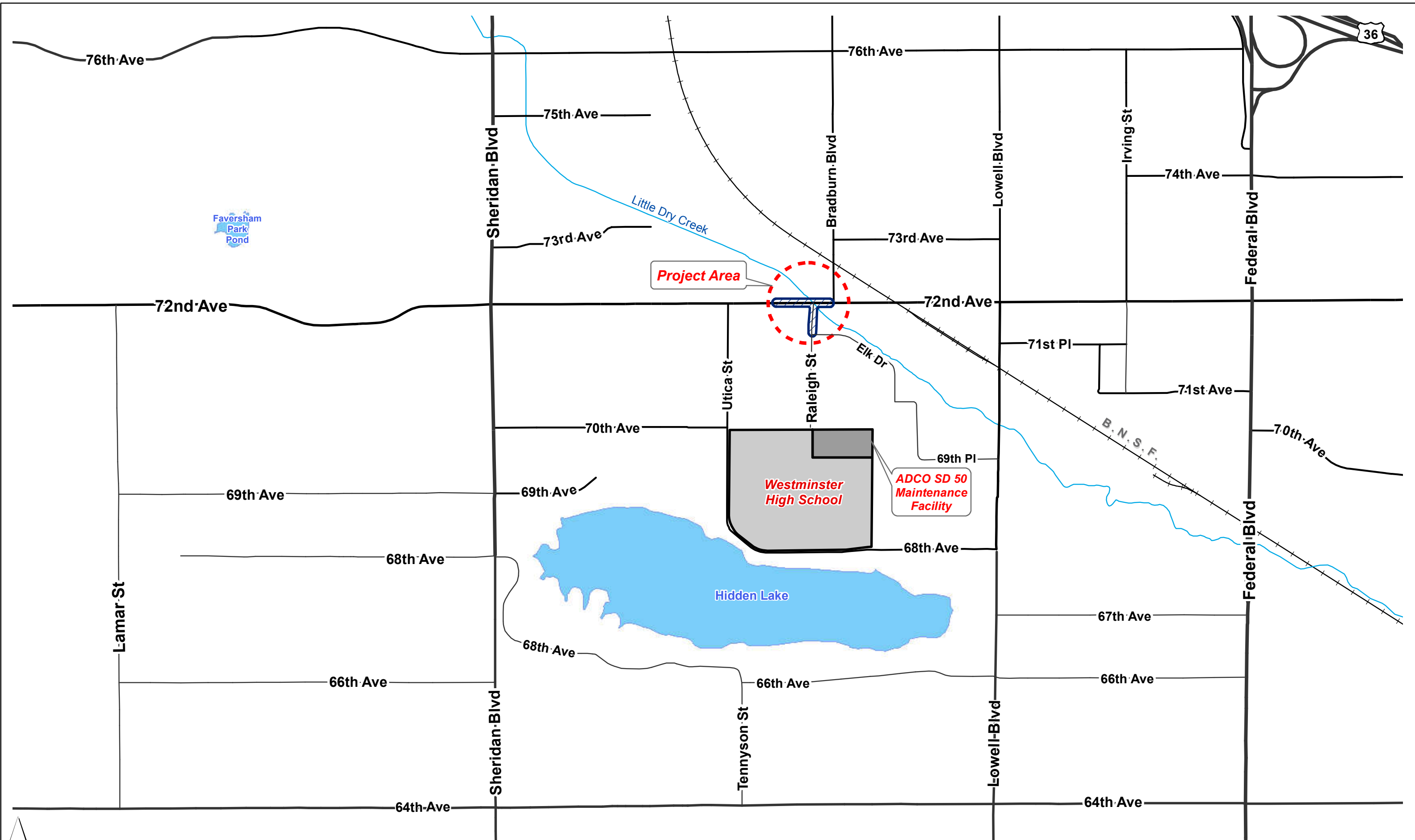
The City will be constructing a community recycling center at the Old England Water Treatment Plant site. Primary access to the site is via Raleigh Street from 72nd Avenue with secondary access available through Elk Drive from Lowell Boulevard. Given that the center opening will result in the closing of the other drop-off locations, staff does not recommend opening the center until complete access is available from Raleigh at 72nd Avenue. Staff will continue construction of the center and the drop-off locations will remain open until the center grand opening occurs approximately at the time of the completion of the bridge replacement.

City staff will review the options for construction phasing with City Council at the study session to assist in determining a preferred approach to construction phasing.

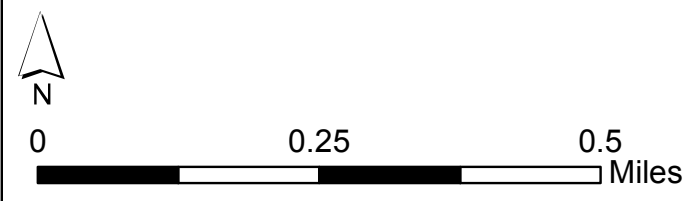
Respectfully submitted,

J. Brent McFall
City Manager

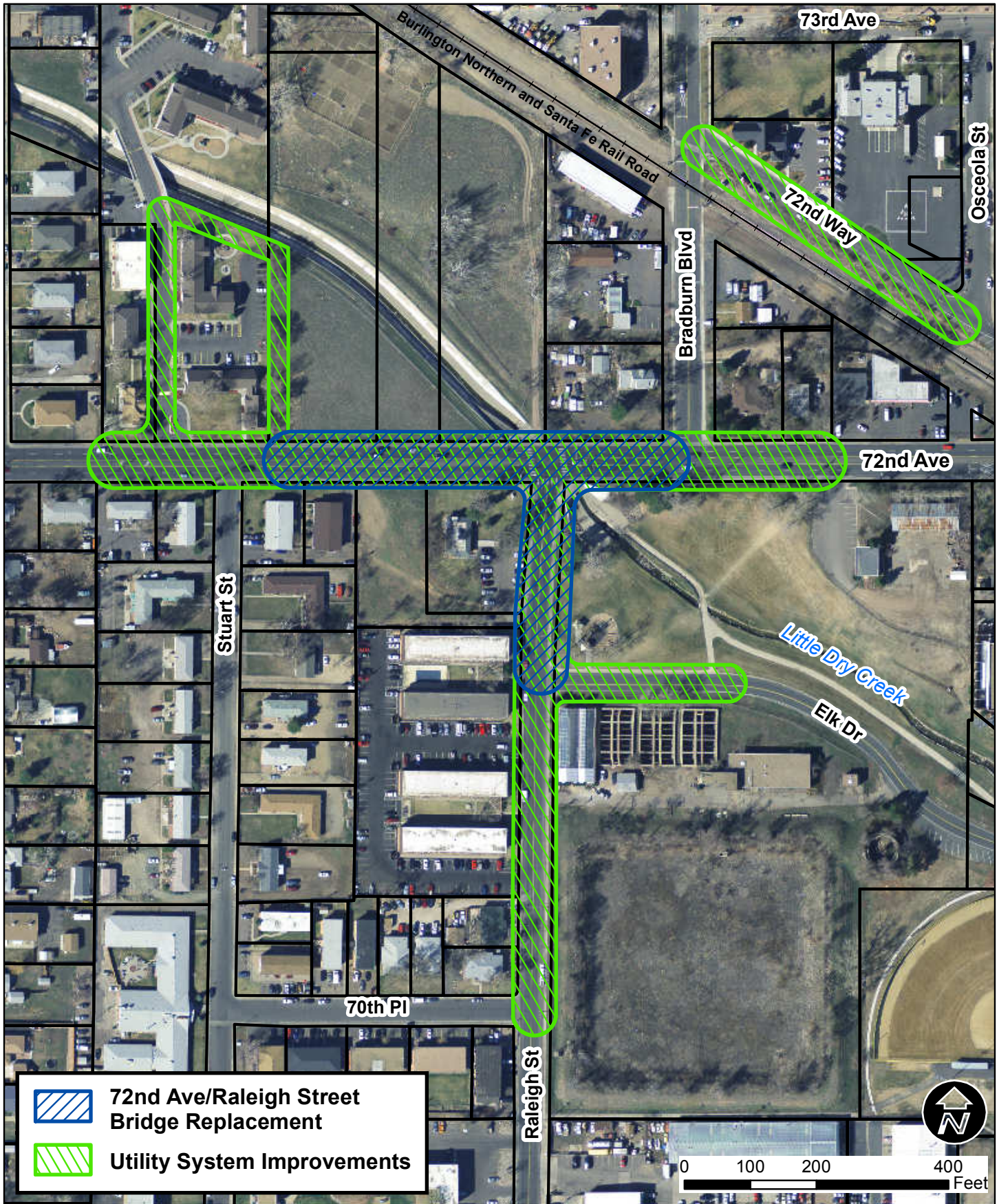
Attachments
Project Map
Vicinity Map



72nd Avenue/Raleigh Street Bridge Replacement Vicinity Map



72nd Avenue/Raleigh Street -Project Area-





WESTMINSTER

Staff Report

Information Only Staff Report
June 3, 2013



SUBJECT: 2013-14 Community Development Capital Improvement Projects Overview

PREPARED BY: Dave Downing, City Engineer

Recommended City Council Action

Receive report of Staff regarding upcoming Capital Improvement Projects

Summary Statement

Over the past few years, the City has been extraordinarily successful in garnering Federal and/or State funding for a number of upcoming transportation improvement projects. Additionally, the City continues to reap great benefits from the Urban Drainage and Flood Control District (UDFCD) in the form of significant dollars for local storm drainage mitigation projects. While Council may have been previously advised of all of these upcoming efforts, a few of these projects have been inconspicuous for the past two or three years while staff worked on designs and awaited construction funding to arrive in the prescribed fiscal year. Beginning in the second half of 2013 and into 2014, that construction funding will become available and many new “cone zones” will become noticeable throughout Westminster.

At the June 2 City Council Study Session, appropriate Community Development staff will be in attendance to make a presentation on the scope and status of all of these upcoming transportation and storm drainage improvement projects.

Background Information

Those 2013-14 Community Development Capital Improvement Projects to be covered during the June 2 City Council Study Session include the following:

- 98th Avenue – Sheridan Boulevard to Westminster Boulevard
- I-25 managed lane project
- 72nd Ave. & Raleigh – Little Dry Creek Bridge replacement
- Westminster Station TOD related projects
- Federal Boulevard/BNSF bridge replacement
- Little Dry Creek tunneling & Barnum demolition
- Timberlake reconstruction and new trails
- 92nd Avenue/Federal intersection improvements

June 3, 2013

Page 2

- 120th Avenue/Lowell Boulevard intersection
- 120th Avenue/Federal intersection
- Ranch Creek/120th Avenue drainage structure and trail underpass
- Federal Boulevard “Trail” project
- Orchard Parkway, McKay Lake drainage channel

Respectfully submitted,

J. Brent McFall
City Manager



WESTMINSTER

Staff Report

Information Only Staff Report
June 3, 2013



SUBJECT: Update Regarding Activities at Rocky Flats

PREPARED BY: Mary Fabisiak, Water Quality Administrator

Summary Statement

This report is for City Council information only and requires no action by City Council.

Background Information

Continuing activities at the Rocky Flats Site necessitate staff involvement to monitor and provide input on proposed changes. Two recent actions resulted in further negotiations and written responses.

As you will recall, in 2011, the Department of Energy (DOE) proposed breaching the terminal dams on Woman Creek and Walnut Creek. After significant opposition from the downstream communities, DOE agreed to delay that action 8 – 10 years to provide the opportunity to evaluate the systems in “flow-through” mode – opening the dam valves to allow the water to flow through. DOE also finalized the Adaptive Management Plan (AMP). The AMP describes additional analyses that the Department of Energy (DOE) is performing beyond the normal environmental assessment for breaching the remaining site dams.

The AMP was recently updated according to the two year cycle. In this update, DOE proposed discontinuing all monitoring at sample sites on Woman Creek and Walnut Creek at Indiana Street. We opposed that plan in a letter dated May 2, 2013 since we felt we did not have enough data to determine that those sites were no longer needed. Data evaluated did not include samples from high-intensity run-off events (gully washers). In further discussions with staff from Westminster, Northglenn, Thornton, and Broomfield, DOE agreed to continue monitoring on Woman Creek and Walnut Creek at Indiana Street until October 1, 2015. As a result of these discussions, a revised Surface Water Configuration Adaptive Management Plan was posted to their website on May 15, 2013.

DOE also proposed modifications to a sampling site upstream on Walnut Creek near the former plant site that staff opposed. They proscribed relocating and replacing a flow measuring flume on Walnut Creek. Included in the replacement of the flume was adding 8 to 10 feet of dirt fill over the old sample location. Coincidentally, this is where there have been recent detections of Americium and Plutonium. Staff expressed their concern that the source of these detections have not been found, and covering the old site would complicate further investigations. DOE said they do not believe that proceeding with the flume replacement project as described will impede the reportable condition evaluation. Staff sent a letter dated May 16, 2013 expressing our concerns.

This continued monitoring and documented responses helps achieve the City Council's Strategic Plan Goal of a Safe and Secure community by overseeing the City's interests, and ensuring long-term stewardship of the Rocky Flats Environmental Technology Site. This action also supports City Council's Strategic Plan Goal of a Beautiful and Environmentally Sensitive City by providing oversight of the post-closure management of the Rocky Flats National Wildlife Refuge.

Respectfully submitted,

J. Brent McFall
City Manager