



ADAMS COUNTY

COLORADO
BOARD OF COUNTY COMMISSIONERS

Eva J. Henry - District #1
Charles "Chaz" Tedesco - District #2
Erik Hansen - District #3
Steve O'Dorain - District #4
Jan Pawlowski - District #5

**STUDY SESSION AGENDA
TUESDAY
October 18, 2016**

ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE.

- | | | |
|-------------------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:00 A.M. | ATTENDEE(S): | Dave Ruppel / Kim Roland |
| | ITEM: | FAA Procurement Process for Engineering Consultant Services |
| 11:30 A.M. | ATTENDEE(S): | Sheriff's Office |
| | ITEM: | Flatrock Training Program Update |
| 12:30 P.M. | ATTENDEE(S): | Jeffery Maxwell |
| | ITEM: | Transportation Operations Division Update |
| 1:00 P.M. | ATTENDEE(S): | Jeffery Maxwell / Jeanne Shreve |
| | ITEM: | Devolution Policy Discussion |
| 1:30 P.M. | ATTENDEE(S): | Todd Leopold |
| | ITEM: | Administrative Item Review / Commissioner Communications |
| 2:00 P.M. | ATTENDEE(S): | Heidi Miller |
| | ITEM: | Executive Session Pursuant to C.R.S. 24-6-402(4)(b) and (e) for the Purpose of Receiving Legal Advice and Instructing Negotiators Regarding Planning and Marketing Entity IGA |
| 2:30 P.M. | ATTENDEE(S): | Heidi Miller |
| | ITEM: | Executive Session Pursuant to C.R.S. 24-6-402(4)(a) for the Purpose of Discussion the Purchase / Acquisition / Sale of the Willow Bay Property |

(AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE)



STUDY SESSION AGENDA ITEM

DATE: October 18, 2016
SUBJECT: Engineering Services for Front Range Airport
FROM: Dave Ruppel, FRA Director Kim Roland, Purchasing Manager
AGENCY/DEPARTMENT: Front Range Airport
ATTENDEES: Dave Ruppel and Kim Roland
PURPOSE OF ITEM: Provide procurement process information
STAFF RECOMMENDATION: Approve proposal award to Jviation, Inc to provide Engineering Services for Front Range Airport

BACKGROUND:

Adams County Front Range Airport has projects that may be required to be accomplished in accordance with current FAA requirements, rules, policies, grant assurances and Advisory Circular's (AC) for federal/airside projects. Contracting for grant funded airport engineering services does require that FAA/AC procurement rules be followed in conjunction with the Countys' standard procurement processes.

A Request for Qualifications (RFQ) was performed and the solicitation posted on Rocky Mounty ePurchasing System. Four submittals were received and evaluated. Jviation, Inc. was determined to be the best qualified firm for the services needed.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Front Range Airport
Finance Department, Purchasing Division

ATTACHED DOCUMENTS:

Presentation

FISCAL IMPACT:

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

Fund: _____

Cost Center: _____

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			_____

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			_____

New FTEs requested: YES NO

Future Amendment Needed: YES NO

Additional Note:

As specific projects from the listed CIP potential project lists are selected to move forward for a specific Budget year, the project cost will be estimated with the assistance of the Engineer, the Independent Fee Reviewer, and the FAA and then brought to the Board of County Commissioners for review and approval. The BOCC must approve or disapprove each individual project and its pricing when proposed. There is no fiscal impact for the Engineering Services Agreement in 2016, and going forward the impact will be project dependent.

APPROVAL SIGNATURES:

APPROVAL OF FISCAL IMPACT:

Todd Leopold, County Manager

Wendy Duncan

Budget / Finance

[Signature]

Raymond H. Gonzales, Deputy County Manager

[Signature]

Bryan Oster, Interim Deputy County Manager

FAA Procurement Process for Engineering Services

1

DAVE RUPPEL, FRONT RANGE AIRPORT DIRECTOR
KIM ROLAND, PURCHASING MANAGER

FAA Requirements

2

❖ FAA Advisory Circular

- ✦ Provides guidance for airport sponsors in the selection and engagement of architectural, engineering, and planning consultants.
- ✦ Discusses services that normally would be included in an airport grant project (90% funded) :
 - types of contracts
 - contract format and provisions
 - guidelines for determining the reasonableness of consultant fees

FAA Advisory Circular

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- ❖ *“Title IX of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. Chapter 11, Selection of Architects and Engineers), or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport. See 49 U.S.C. §47107 (a)(17) and grant assurances.”*
- ❖ *“Title 2 of the Code of Federal Regulations (C.F.R) part 200, establishes uniform administrative rules for Federal Grants. The FAA prepared this guidance to assist Sponsor compliance with procurement requirements of §§200.317-200.326.”*
- ❖ *“The fees for such services are established following selection of a firm through a negotiation process to determine a fair and reasonable price.”*

Procurement Process

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- ❖ Request for Qualifications posted on RMEPS for Engineering Consulting Services.
 - ✦ Master Engineering Consulting Agreement for FRA grant eligible projects
- ❖ Submittals reviewed and rated by Adams County **evaluation team to determine “*best qualified contractor.*”**
- ❖ Top selection (aviation) was submitted to FAA for approval of recommendation.
- ❖ Recommended engineering firm submitted to BOCC for award approval.

Contract Administration

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- ❖ County identified and approved projects are submitted to Jviation for a quote of their services.
- ❖ Scope of Work is reviewed by County then submitted to Independent Fee Reviewer to determine fair market value.
- ❖ Quotes from Jviation and Independent Reviewer are compared by the County and FAA.
- ❖ If Jviation's costs are too high, the County will negotiate with the contractor.
- ❖ If negotiations are unsuccessful, County may perform new Request for Qualifications process for that project.
- ❖ If cost is acceptable, a Task Order is written for the project and signed by both parties.

Comparing Qualification Processes

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Adams County

- ❖ Post Submittal of Qualifications
- ❖ Evaluation Team determines best qualified Contractor(s)
- ❖ IFB is submitted to approved contractor pool
- ❖ Cost submittals are reviewed by County
- ❖ Award recommendation presented to BOCC
- ❖ Contract executed

FAA

- ❖ Post Request for Qualifications
- ❖ Evaluation Team determines best qualified Contractor
- ❖ Recommendation submitted to FAA for review & approval
- ❖ Award recommendation submitted to BOCC, contract executed
- ❖ Project quoted by Contractor
- ❖ Independent Fee Reviewer determines fair market value
- ❖ Project award presented to BOCC, Task Order executed
- ❖ Or new request or qualifications process ensues

Potential FAA Pre-Approved Projects

7

- ❖ Game/Security Fencing and Gates
- ❖ Fuel Farm Studies
- ❖ Environmental Assessments and Impacts
- ❖ Runway 8/26; rehabilitation, lengthen, strengthen, signage, lighting, electrical
- ❖ Taxiway A; rehabilitation, lengthen, strengthen, signage, lighting, electrical
- ❖ Runway 17/35; rehabilitation lengthen, strengthen, signage, lighting, electrical
- ❖ Taxiway D; rehabilitation lengthen, strengthen, signage, lighting, electrical
- ❖ New construction and/or rehabilitation of taxiways, taxilanes
- ❖ New construction and/or rehabilitation of aircraft parking aprons
- ❖ Expansion and/or new construction of a Snow Removal Equipment Facility
- ❖ Expansion and/or new construction of ARFF Facility
- ❖ New construction, updating and/or rehabilitation of electrical vaults
- ❖ New construction and/or updates of Nav-Aids
- ❖ Land Acquisitions
- ❖ Master Plan Amendments
- ❖ Assist with CIP Development

Qualifications Evaluation Summary

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CONTRACTOR	TOTAL AVERAGE SCORE*
Jviation, Inc. - Denver, CO	89.3
Iron Horse Architects - Denver, CO	75.6
Allen & Hoshall - Ft. Collins, CO	66.0
Shen Milson & Wilke, LLC - Denver, CO	5.6
*Total Available Points = 100	



STUDY SESSION AGENDA ITEM

DATE: October 18, 2016
SUBJECT: Adams County Transportation Department Operations Division Update
FROM: Jeffery Maxwell, PE, PTOE
AGENCY/DEPARTMENT: Transportation Department
ATTENDEES: Jeffery Maxwell, Jeremy Reichert, David Tuttle
PURPOSE OF ITEM: Provide the Board with an update on the current status of roadway maintenance operations in Adams County
STAFF RECOMMENDATION: That the Board provides feedback on the current status of roadway maintenance operations in Adams County.

BACKGROUND:

The Transportation Department would like to provide an update on the current status of roadway maintenance operations in Adams County.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Transportation Department

ATTACHED DOCUMENTS:

Informational only

FISCAL IMPACT:

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

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Current Budgeted Revenue:			
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Total Revenues:			<hr/>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<hr/>

New FTEs requested: YES NO

Future Amendment Needed: YES NO

Additional Note:

APPROVAL SIGNATURES:

APPROVAL OF FISCAL IMPACT:

Todd Leopold, County Manager

Wandy Dun

Budget / Finance



Raymond H. Gonzales, Deputy County Manager

Bryan Ostler, Interim Deputy County Manager



STUDY SESSION AGENDA ITEM

DATE: October 18, 2016
SUBJECT: Discussion and Direction on Devolution Projects
FROM: Jeanne M. Shreve, Intergovernmental Relations Manager
AGENCY/DEPARTMENT: Intergovernmental Relations Office (IRO)
ATTENDEES: Jeanne Shreve, Intergovernmental Relations Manager, Jeff Maxwell, Transportation Director
PURPOSE OF ITEM: Provide history of county's involvement and discussions on devolution projects with the Colorado Department of Transportation (CDOT)
STAFF RECOMMENDATION: Informational only

BACKGROUND:

Over the last couple of years, CDOT has more actively engaged local jurisdictions on devolving state-maintained corridors to local jurisdictions and as late as September 2016, has included \$45 million in the Draft '2016 Development Program'.

The corridors the county has been approached to discuss devolution include S.H. 224 and S.H. 44 (104th Avenue). Informal discussions regarding Federal Boulevard have also taken place.

Previous county commissions have actively supported the pursuit of devolution, particularly for S.H. 44 in partnership with Commerce City and Thornton.

The study session will provide an overview of the county's involvement with devolution since 2001, and request direction from the Board on the county's interest in pursuing current discussions surrounding devolution possibilities.

To provide a chronology of official county devolution discussions and materials since 2001, attached are some pertinent correspondence.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Intergovernmental Relations Office, Transportation, other local jurisdictions, currently Commerce City and Thornton

ATTACHED DOCUMENTS:

PowerPoint Presentation

2001 – ‘Abandonment of State Highways, 2001’ memo to ADCOG from Adams Movers Group (AMG)–

2003 – ‘6-19-2003 CDOT TC Hearing Summary’ – references Commissioner Valente’s letter to the TC in support of working with AdCo and Thornton on S.H. 44 project.

2003 – ‘12-1-2003 Study Session Request for S.H. 44 Swapping for 120th Avenue’ References the county and Thornton began engaging CDOT on devolving S.H. 44 in 2002.

2007 – ‘State Counter Proposal for Devolving S.H. 44’ (104th Avenue) - references the local jurisdictions’ proposal and provides CDOT counter proposal.

2013 – ‘AdCo, Thornton, and Commerce City Letters for S.H. 44 RAMP Projects’

2013 – ‘Pre-RAMP applications from AdCo and Commerce City noting both jurisdictions are applying for funding as devolution projects.

FISCAL IMPACT:

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

Fund:

Cost Center:

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			<hr/>

	Object Account	Subledger	Amount
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Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<hr/>

New FTEs requested: YES NO

Future Amendment Needed: YES NO

Additional Note:

APPROVAL SIGNATURES:

APPROVAL OF FISCAL IMPACT:

Todd Leopold, County Manager

Wally Dume

Budget / Finance



Raymond H. Gonzales, Deputy County Manager

Bryan Ostler, Interim Deputy County Manager



Discussion & Direction on State Devolution Projects

Study Session

October 18, 2016



Agenda

- ▶ History of the County's Position and Criteria on Devolution
- ▶ Current State Facilities – *under staff discussion*
- ▶ Direction Requested: *is the board interested in devolution projects?*

Chronology

ADCOG Projects, 2001

- S.H. 2 – from I-76 to I-76 – Brighton
- S.H. 2 – I-76 to U.S. 85 – Commerce City
- S.H. 22 (124th Avenue) – Sable to Brighton Road – Adams and Brighton
- BUS 85 – Brighton
- **S.H. 224 – Broadway to U.S. 85**
- S.H. 265 (Brighton Blvd) – Commerce City
- S.H. 53 (Broadway) – Adams County
- S.H. 95 (Sheridan) – Adams, Arvada, Westminster, Broomfield, JeffCo
- **S.H. 44 – Colorado to S.H. 2**
- 120th – (swapping) – I-25 to I-76

History of the County's Position and Criteria on Devolution

Chronology – County Efforts

2001 – Initial Devolution discussions – ADCOG Memo

2002 – S.H. 44 Devolution

2002-2003 – S.H. 44 devolution and 120th swapping

2007 – S.H. 44 and 120th swapping

2007-2008 – S.H. 44

2013 – S.H. 44

History of the County's Position and Criteria on Devolution

Original ADCOG Criteria

- No state facilities shall be abandoned by the state except by IGA
- Any facilities to be abandoned by CDOT should first be improved consistent with the 20-year Regional or local Transportation Plan.
 - Improvements must be all inclusive, completed prior to transfer of responsibility.
 - If circumstances prevent completion prior to transfer, a date certain should be set for the improvements.
- Trades are preferred. Except under unusual circumstances CDOT should add new facilities to their system in compensation for eliminating system facilities.

History of the County's Position and Criteria on Devolution

Benefits & Costs to Local Jurisdictions

- The state would improve existing facilities in areas where there is little new development anticipated to subsidize capital construction
- Local jurisdictions would assume responsibility for facilities in developing areas where development potential is available to construct the facilities and where it would be an advantage for the local government to control access to the facility
- Inclusion of 120th on the state highway system prior to construction would substantially reduce the administrative problems and costs of construction for both the local jurisdictions and the state
- Control over traffic signals would allow local jurisdictions to integrate state signals in their traffic control system
- The requirement that warranted traffic signals be constructed would respond to the need for a large number of traffic signals that are currently warranted

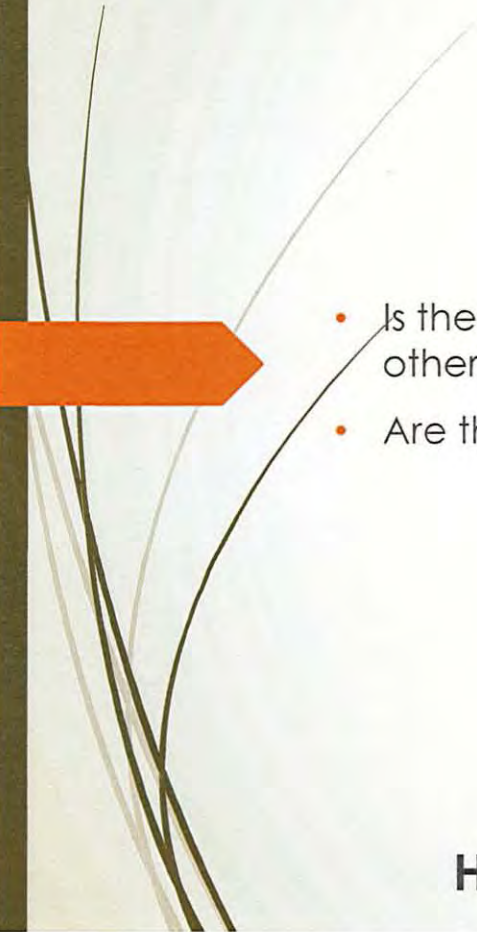
History of the County's Position and Criteria on Devolution

2016 – current facilities under (staff) discussion

- S.H. 44 -- Adams County, Commerce City and Thornton
- S.H. 224 – Adams County
- Federal Blvd – Adams (no formal engagement)

History of the County's Position and Criteria on Devolution

Discussion and Direction

- 
- Is the board interested in discussing devolution projects with CDOT and other local jurisdictions, as applicable?
 - Are there any additional criteria we should include for consideration?

History of the County's Position and Criteria on Devolution

**Adams County
Colorado**



**Planning & Development Department
4955 East 74th Avenue
Commerce City, Colorado 80022-1535
(303) 853-7000
FAX (303) 853-7015
E-mail nstoner@co.adams.co.us**

Memorandum

TO: Adams County Mayors, Managers and County Commissioners

FROM: Adams Movers
(Nickole Stoner, Planning Manager)

SUBJECT: Summary of Staff Meeting with CDOT and CDOT Proposal to Abandon Selected State Highways

DATE: April 26, 2001

On May 31st staff from the Adams County jurisdictions met with Colorado Department of Transportation staff in preparation for the County Hearings meeting to be held sometime in July. The County hearings process is a series of meetings held by the Colorado Transportation Commission with local elected officials to coordinate local and state transportation priorities. We provided CDOT staff with the list of priority projects prepared by the Mayors, Managers and Commissioners Committee and Adams Movers. CDOT staff members were impressed with the high level of coordination and solidarity the Adams County jurisdictions have displayed. So, in terms of priorities for TIP funding on state highways, we are very well prepared for the upcoming County hearings meeting.

However, the CDOT staff raised a new topic for consideration—the possibility of abandoning a number of state highways in the Denver metropolitan area. The list prepared by CDOT is attached. It identifies 6 highways in Adams County (one was incorrectly identified as being in Denver). During the discussion two additional highways were identified. The Adams Movers have since met to discuss the issue and have identified potential criteria for considering state highways for abandonment. We also prepared a list of potential abandonment's and listed trades or improvements we think would be required. While we are somewhat suspicious of CDOT's motives in proposing to abandon state highways in Adams County, we think there may be potential for some win/win arrangements.

Background

Apparently, CDOT has two reasons for proposing abandonment's. Exchanging existing state facilities that serve primarily local functions for more regional facilities would improve the efficiency of the state transportation system. In addition, it seems that the state may want to reduce its long-term maintenance responsibilities, especially since they have recently had to increase the percentage of their budget allocated for maintenance. Over the years several Adams County jurisdictions have discussed the possible abandonment of certain state highways in return for improvements or in trade for other facilities. Adams County has discussed trading SH 22 (124th Avenue) for a portion of 120th. Thornton has discussed taking over their portion of 104th in return for the state expanding the bridge over the South Platte. Brighton is currently working with CDOT to take over Business Highway 85 in return for improvements to the road. CDOT's policy for making trades has been that the local jurisdiction has to bring the new facility up to CDOT standards and that an equal amount of existing state highway has to be abandoned. Based on this policy the state has taken on some new state facilities, notably Powers Road in Colorado Springs.

Criteria Proposed by Local Governments

The following criteria should guide our negotiations with CDOT. In some cases, however, you will see that we are proposing exceptions to the criteria.

1. No state facilities shall be abandoned by the state except by intergovernmental agreement with the responsible local government. (There would be no exception to this criterion.)
2. Any facilities to be abandoned by CDOT should first be improved consistent with the 20 Year Regional or Local Transportation Plan (i.e., the 2020 Transportation Plan until the 2025, 2030, etc. plans are adopted). Improvements must be all inclusive, including curb, gutter, sidewalk, drainage, bridges, etc. Preferably improvements should be completed prior to the transfer of responsibility. If there are circumstances in which improvements cannot be completed prior to the transfer, a date certain should be set for the improvements.
3. Trades are preferred. Except under unusual circumstances CDOT should add new facilities to their system in compensation for eliminating existing system facilities.

Potential Abandonment's

Requirements for CDOT to abandon the following segments of the state highway system are presented for discussion by the Adams County Mayors, Managers and Commissioners. This list is a direct response to the draft proposal presented by CDOT staff.

1. SH 2, SH 7 to I-76 (Brighton and Adams County) 5.1 miles

CDOT will upgrade SH 2 according to the adopted Brighton Transportation Plan, i.e., to 4-lane arterial status from Bromley Lane to I-76. Improvements should include acquisition of right-of way, curb, gutter, sidewalks, drainage and any other necessary improvements. In return Brighton would accept maintenance responsibility without a trade.

2. SH 2, I-76 to SH 85 Commerce City and Adams County 8.7 miles

CDOT will upgrade SH 2 to 4 lane arterial status with all improvements (as in #1 above) consistent with the Denver Regional Transportation Plan.

This proposal would be particularly beneficial to Commerce City because there is no development potential along most of this portion of SH 2 to pay for planned improvements. This facility is adjacent to the Rocky Mountain Arsenal Wildlife Refuge on the east from Quebec to 96th Avenue and is bordered along the entire length of the west side by the Union Pacific Railroad.

3. SH 22 (124th Ave.) Sable to Brighton Road Adams County and Brighton 2.5 miles

Trade for inclusion of an equal number of miles of 120th Avenue in the state highway system.

4. Business SH 85, Brighton 2 miles

Brighton is currently negotiation with CDOT to improve this facility in return for the city agreeing to allow the state to abandon the facility.

5. SH 224 (70th and 74th Ave.'s) Broadway to SH 85 Adams County and Commerce City 3.6 miles

Trade for inclusion of an equal number of miles of 120th Avenue in the state highway system.

6. SH 265 (Brighton Blvd.) Commerce City 1.2 miles

Commerce City would assume responsibility in return for improvements to the bridge at SH 265 and York and for improvements (to be specified) on SH 85.

7. SH 53 (Broadway) Adams County 1.7 miles

Trade for inclusion of an equal number of miles of 120th Avenue in the state highway system.

8. SH 95 (Sheridan) Adams County, Arvada, Westminster, Broomfield, Jefferson County 14.5 miles

Local jurisdictions would assume responsibility for the facility in return for CDOT improving the facility to 6-lane arterial status consistent with the Regional Transportation Plan.

9. SH 44 (104th) Colo. Blvd. To SH 2 Thornton, Adams County and Commerce City 3.4 miles

Local jurisdictions will assume responsibility for the facility in return for CDOT improving the facility to 4 lane arterial status, constructing a new bridge over the Platte River, providing a grade separation at SH 85 and the Union Pacific Railroad, and widening the bridge at I-76 consistent with the Regional Transportation Plan.

10. 120th Avenue I-25 to I-76 (Adams County and Thornton 9.25 miles

In return for local jurisdictions taking maintenance responsibility for a total of up to 34.9 miles of state transportation system facilities of which 7.8 miles (SH 22, 24, and 53) would require no improvements, CDOT will extend SH 128 (120th Ave.) from I-25 to I-76 prior to construction of the currently TIP funded improvements.

- CDOT would agree to complete the currently funded improvements by 2004 and complete construction of the road to 4-lane arterial status to I-76 consistent with the Regional Transportation Plan by 2010.
- Local jurisdiction agree to participate financially to the same extent they are currently planning to do, that is, Adams County and the participating cities agree to provide the 20 % matching funds and purchase the right-of-way for the portion of the facility from Quebec to SH 85.

11. Traffic Signals

Local jurisdictions agree to take responsibility for maintenance of all traffic signals in return for agreement by CDOT to install all traffic signals that are currently warranted. As additional signals become warranted on the new reduced state system the state would install them.

PUBLIC MEETING NOTIFICATION

Department: Planning and Development

Telephone: 303.853.7004

Staff Person: Jeanne M. Shreve

Date of meeting: June 19, 2003

Conducting or attending:

Time of meeting: 8:30 AM – 1:00 PM (includes CDOT TC workshops)

Meeting initiated by: Monthly CDOT Transportation Commissioner (TC) Hearing

Location: - CDOT Headquarters, Arkansas Avenue

Purpose of meeting: Adams County and the City of Thornton spoke during the public comment period regarding CDOT's payback arrangement for our joint 104th Avenue widening project. Thornton followed up with an appeal to the TC for the interchange at 120th/I-25. Direction was given to John Muscatell to look into both projects and report back to the TC next month. A copy of the letter Commissioner Valente signed, accompanied by a map of projects, was distributed to the TC.

Additionally, a writer for the Rocky Mountain Newspaper also took a copy of our joint letter and projects map, which is primarily why I wanted to write up this summary as soon as possible.

If CDOT approves funding for our payback, the project will have to be on the 05-10 TIP and more importantly, other jurisdictions may have issues with the project if the dollars for the payback are taken from another project in the region. If it appears this is how the payback will be funded, Adams County and its cities will need to collectively promote and discuss the regional benefits of this joint project throughout the DRCOG committee process. We will know by next month's TC hearing, and hopefully sooner as several meetings are scheduled between now and then to discuss this project.

Other jurisdictions involved: City of Thornton, CDOT

Follow up meeting: 6/23: Adams Movers Meeting to discuss issues
6/25: AdCo Coordination Meeting with CDOT to discuss issues.
6/27: Chamber breakfast with Tom Norton at Brittany Hill

TBD: DRCOG meeting with AdCo to 2030 Plan development (Emphasize our priority projects)

For County Administrator's Use

Commissioners notified: ETV LWP TLS

Notes:



ADAMS COUNTY, COLORADO
BOARD OF COUNTY COMMISSIONERS
450 SOUTH 4TH AVENUE
BRIGHTON, COLORADO 80601

Request for Study Session
with Adams County Board of Commissioners

Topic:	104 TH AVENUE WIDENING PROJECT WITH THORNTON AND CDOT		
Requested by:	ROB CONEY	Date:	12/1/03
Agency/Department:	PLANNING & DEVELOPMENT	Phone:	303 853-7004
	JEANNE M. SHREVE, PLANNING; BESHARAH NAJJAR, PUBLIC WORKS CRYSTAL GRAY, DIRECTOR, PARKS, RICK ANDERSON, PARKS		
To be attended by:			

Summary of Issue:

In May, 2002, Adams County and the City of Thornton met with CDOT to begin working on an IGA to widen 104th Avenue (SH 44) from Colorado Boulevard to just west of the South Platte River. The three entities agreed to: 1. CDOT turning this segment of the roadway over to the City of Thornton; 2. Adams County and Thornton would widen the roadway with Thornton taking over maintenance responsibilities for the facility; 3. CDOT would pay the County and Thornton 50% of the cost of the project. The estimated total cost of the project is \$6.6 million. Thornton would contribute \$5.6 million with the County's contribution approved by the Commissioners for \$2,040,000.00, payable in 2006.

A study session was held on September 18, 2002, at which time the Commissioners requested staff to verify a date/year for CDOT payback, prior to the end of 2008, the year the sales tax extension sunsets. The Commissioners also requested staff to pursue swapping 104th Avenue for another facility, notably 120th Avenue. Please refer to Attachment #1, 'Potential Abandonments', which depicts the proposed state road abandonments in Adams County.

CDOT does not anticipate any available funding until 2014, which creates a dismal picture for payback within the timeframe of the sales tax extension. With the payback option looking less-and-less feasible, the possibility of swapping 104th for 120th Avenue is the only identified option available where CDOT is participating in some capacity. Given the Commissioner's direction at the previous study session in 2002, County staff has had various discussions with CDOT and the City of Thornton on swapping 104th Avenue for 120th Avenue. Both Thornton and CDOT are open to discussing this option in order to complete the County's second priority project.

Time Needed:	1 hour
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Action Requested:	Decision on 104 th Avenue widening project		
Date Requested:	Choice <u>Dec 17, 2003</u>	2 nd Choice <u>Dec 15, 2003</u>	3 rd Choice <u>Jan 7, 2004</u>
Time Priority:	<input type="checkbox"/> Urgent <input type="checkbox"/> Within one week <input checked="" type="checkbox"/> Within two weeks <input type="checkbox"/> Other: _____		

If session is scheduled, all requesters must provide seven (7) copies of supporting documentation using the executive summary which addresses the following:

- Subject
- Background
- Cost
- Source of funding
- Timing
- Other parties involved
- Statutory requirements
- Other agencies / departments / offices with which coordination is necessary
- Board of County Commissioners options
- And required / recommended action

Documentation is due by the previous Wednesday at noon for Monday study sessions, and by the previous Thursday at noon for Wednesday study sessions.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 6
2000 South Holly Street
Denver, CO 80222
(303) 757-9459
(303) 757-9073 FAX



December 17, 2007

Jeanne Shreve, Adams County
450 S. 4th Street
Brighton, CO 80601

Dear Jeanne, Gene and Daren:

I want to thank you for meeting with me and my staff on November 7th to discuss SH 44 and our agencies' respective roles in making future transportation improvements in that corridor. At that meeting we discussed a proposal by Adams County, Thornton and Commerce City for CDOT participation in making those improvements.

My understanding of your proposal is as follows:

- CDOT would abandon the full length of SH 44 to the local jurisdictions, and would provide the funding to the local agencies to make the agreed upon improvements.
- CDOT to provide 50% of funding necessary to reconstruct and widen SH 44, adding one lane in each direction, from McKay Road to Brighton Road; balance of funding needed would be local. (50% of Thornton estimated cost: \$3.4 + \$2.8 = \$6.2 M)
- CDOT to provide 100% of funding to rebuild South Platte River Bridge, including widening necessary to accommodate SH 44 below at its new profile. (100% of Thornton estimated cost: \$5.7 M)
- CDOT to provide 100% of funding needed to rebuild the bridge at I-76 /SH 44 (100% of Commerce City estimated cost: \$4.7 M)
- TOTAL requested CDOT contribution: \$16.6 Million

CDOT is very interested in pursuing an agreement with the local entities along SH 44 that would lead to transferring jurisdiction for the highway to local control. We believe that the proper arrangement could have benefits to CDOT, the local jurisdictions and the traveling public.

We do, however, think that some of the elements included in the cost estimates above are not costs that should be borne by CDOT. Most significantly, the proposal above suggests that CDOT bear 100% of the costs to rebuild and widen the S. Platte River Bridge. CDOT would be willing to contribute all funding needed to rebuild the S. Platte River bridge, but not to widen it. In fact, Federal Bridge Replacement funds can only be used for that portion of the cost that is for rebuilding the bridge in-kind. On the I-76/SH 44 bridge replacement, CDOT has estimated the cost at \$4.4 M -- \$300,000 less than the City's estimate. Embedded in the Thornton estimates for widening SH 44 is \$320,000 for a trail to parallel the facility -- an improvement that

CDOT thinks should be locally funded. The estimate also includes \$360,000 for rebuilding the Fulton Ditch bridge, a bridge that is not eligible under Federal rules for CDOT bridge replacement. Finally, we believe that a 20% contingency is too high, and would recommend lowering that to 10%.

Our counter proposal to you, reflecting the items noted above, is as follows:

- CDOT would abandon the full length of SH 44 to the local jurisdictions in the timeframe, and would provide the funding to the local agencies to make the agreed upon improvements. (2012/ 2013 timeframe is when funds could be available)
- CDOT to provide 50% of funding necessary to reconstruct and widen SH 44, adding one lane in each direction, from McKay Road to Brighton Road; balance of funding needed would be local. (50% of Thornton estimated cost minus trail, Fulton Ditch Bridge and ½ of contingency: $\$2.9 + \$2.5 = \$5.4$ M)
- CDOT to provide 100% of the funding to reconstruct the South Platte River Bridge in-kind, without widening. (100% of CDOT estimate = \$4.2 M)
- CDOT to provide 100% of funding needed to rebuild the bridge at I-76 / SH 44 (100% of CDOT estimated cost: \$4.4 M)
- TOTAL proposed CDOT contribution: \$14.0 Million

I hope that you think, as I do, this proposal is a good compromise, reflecting the needs of all of our agencies. I have discussed this proposal with my management, and they agree that the arrangement could be beneficial for all parties involved. Please let me know if you agree to this counter-proposal.

Sincerely,

Randy L. Jensen
Region 6 Transportation Director

CC: Gene Putman, Thornton
Daren Sterling, Commerce City
Pamela Hutton, CDOT Chief Engineer
Moe Awaznezhad, CDOT Region 6 Program Engineer
Bill McDonnell, CDOT Region 6 Resident Engineer
Lizzie Kemp, CDOT Region 6 Planning Manager



Commissioners' Office
4430 South Adams County Parkway
5th Floor, Suite C5000A
Brighton, CO 80601-8204
PHONE 720.523.6100
FAX 720.523.6045
www.adcogov.org

April 29, 2013

Mr. Don Hunt
Executive Director
Colorado State Department of Transportation
4201 E. Arkansas Ave
Denver, CO 80222

Subject: Adams County's Sponsorship Letter for Widening S.H. 44 RAMP Project

Dear Mr. Hunt,

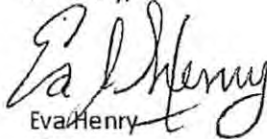
The purpose of this letter is to request your assistance in securing \$15 million from the Responsible Acceleration of Maintenance and Partnerships (RAMP) Project to widen State Highway (S.H.) 44 to four (4) lanes between Grandview Ponds and Brighton Road. Upon securing these funds, Adams County and Thornton will consider taking over the long term maintenance responsibility of the roadway between Colorado Boulevard and Brighton Road, but excluding the South Platte River Bridge. We understand that because the reconstruction of the SPR Bridge is financed with Bridge Enterprise funds that it must remain their asset.

The importance of this corridor is reflected in our past investments to improve S.H. 44. The City of Thornton previously secured SAFETEA-LU funding to widen the roadway between Colorado Boulevard and Grandview Ponds, and Commerce City locally funded improvements between U.S. 85 and State Highway 2. Our three jurisdictions are also contributing \$2 million to the current Bridge Enterprise Project over the South Platte. Additionally, Commerce City is submitting a separate pre-RAMP application to improve the segment between Brighton Road and U.S. 85. Along with Commerce City's submittal, our two projects represent the last two unfunded segments to complete the build out of the corridor.

The project is identified in the Denver Regional Council of Government's 2035 Fiscally Constrained Regional Transportation Plan and is on the National Highway System.

We thank you in advance for your consideration and should you have questions, please do not hesitate to contact our office or staff at 720.523.6100.

Sincerely,



Eva J. Henry
Chairman



Charles "Chaz" Tedesco



Erik Hansen

Cc: Commerce City Council
Thornton City Council
NATA Board

BOARD OF COUNTY COMMISSIONERS

Eva J. Henry
DISTRICT 1

Charles "Chaz" Tedesco
DISTRICT 2

Erik Hansen
DISTRICT 3



City of Thornton

City Hall
9500 Civic Center Drive
Thornton, Colorado 80229-4326
www.cityofthornton.net

City Manager's Office
303-538-7200
FAX 303-538-7562

April 30, 2013

Mr. Don Hunt
Executive Director
Colorado State Department of Transportation
4201 E. Arkansas Ave
Denver, CO 80222

Subject: Support of Adams County's Application for Widening S.H. 44 (104th) RAMP Project

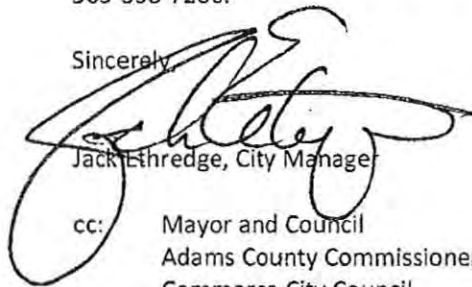
Dear Mr. Hunt,

The purpose of this letter is to indicate our support of Adams County's application to secure \$15 million from the Responsible Acceleration of Maintenance and Partnerships (RAMP) Project to widen State Highway (S.H.) 44 to four (4) lanes between Grandview Ponds and Brighton Road. Upon securing these funds, Adams County and Thornton will consider taking over the long term maintenance responsibility of the roadway between Colorado Boulevard and Brighton Road, but excluding the South Platte River Bridge (SPR). We understand that because the reconstruction of the SPR Bridge is financed with Bridge Enterprise funds that it remain their asset.

The importance of this corridor is reflected in our past investments to improve S.H. 44. The City of Thornton previously secured SAFETEA-LU funding to widen the roadway between Colorado Boulevard and Grandview Ponds, and Commerce City locally funded improvements between U.S. 85 and State Highway 2. Our three jurisdictions are also contributing \$2 million to the current Bridge Enterprise Project over the South Platte. Additionally, Commerce City is submitting a separate pre-RAMP application to improve the segment between Brighton Road and U.S. 85. Along with Commerce City's submittal, our two projects represent the last two unfunded segments to complete the build out of the corridor.

The project is identified in the Denver Regional Council of Government's 2035 Fiscally Constrained Regional Transportation Plan and is on the National Highway System. Thank you in advance for your consideration and should you have questions, please do not hesitate to contact our office or staff at 303-538-7200.

Sincerely,



Jack Linredge, City Manager

cc: Mayor and Council
Adams County Commissioners
Commerce City Council



July 1, 2013

Tony DeVito
Regional Transportation Director, Region 6
Colorado Department of Transportation
2000 S. Holly Street
Denver, CO 80222

Re: CDOT RAMP Funds; Highway 44 Widening Project Application

Dear Mr. DeVito:

The purpose of this letter is to acknowledge Commerce City's financial commitment to the above referenced project. The city's estimated construction cost of this project is \$17,200,000. Please accept this letter as the city's commitment to furnish the 20% match, in the amount of \$3,440,000. As part of the funding application, it was the intent of the city to financially support this project, with the understanding that CDOT would design and construct this project.

If you have questions, please feel free to call me at 303-289-8172.

Sincerely,

Brian K. McBroom
City Manager

ec: Jim Hayes, Deputy City Manager
Daren A. Sterling, P.E., Interim Director of Public Works
Glenn Ellis, Interim City Engineer



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Responsible Acceleration of Maintenance and Partnerships (RAMP)

DETAILED APPLICATION FORM

(DUE: JULY 1, 2013)

CDOT has launched the RAMP program to expedite the implementation of projects and solicit partnerships in transportation solutions. ***This application form is only for the projects that have succeeded through the Pre-Application phase.*** The information provided in this application will be used to evaluate projects for priority consideration statewide. Please fill out the form carefully and provide as much information about the project as possible. **You only need to answer the questions that are applicable to your project.** Applications are submitted to Regional Transportation Director (RTD).

If you need any clarification on the application form, please contact CDOT RTD, Operations office, or HPTTE office. For instructions and other helpful information on RAMP, see the website: <http://www.coloradodot.info/programs/RAMP>. Please limit attachments to the ones specified in the application form. Do not submit any supporting studies, documents or analysis with the application form.

APPLICANT INFORMATION	
m	
Application Number (assigned by CDOT for the Pre-Application):1-22	
Applying Entity Name(s):Adams County	
Contact Name: Jeanne Shreve	
Contact Title: Transportation Coordinator	Application Date: July 1, 2013
Email: jshreve@adcogov.org	Phone: 720.523.6847
PROJECT INFORMATION	
(Please provide the same information as in the Pre-Application.)	
Project Name: Highway 44 Widening from Grandview Ponds to Brighton Road	
State Highway/Interstate: Highway 44	Mileposts (Begin/End): Click here to enter text.
Project Limits (i.e. from county or cross street, if applicable): ~ Grandview Ponds (~900-feet west of Riverdale Road) to Brighton Road.	
Project Description: Widen East 104th Avenue (Highway 44) to a 4-lane principal arterial from Brighton Road to Grandview Ponds (~900 feet west of Riverdale Road).	

Project cost (incl. study and implementation): \$15,000,000	
Program Category:	(Check all that apply) <input type="checkbox"/> Program 1 – Operational Improvements <input type="checkbox"/> Program 2a – Public-Private Partnership <input type="checkbox"/> Program 2b – Public-Public Partnership <input checked="" type="checkbox"/> Program 2c – Public-Public Partnership (Devolution)

EVALUATION CRITERIA
(Fill out for programs 1, 2a, and 2b only.)

1. Mobility Benefits

Is the project part of a congested corridor (v/c >0.85): YES NO
 (Check list of congested corridors at the RAMP website: <http://www.coloradodot.info/programs/RAMP>)

Describe current mobility/operations condition. For corridor projects: Provide ADT for the corridor and major cross streets. Provide the number and spacing of signals if applicable.

N/A -- devolution project.

For Intersection projects with signal: provide summary of signal warrant analysis and traffic counts. For Intersection project without signal: provide peak hour turning movement counts. If available, provide Average Daily Traffic (ADT) for both main and side streets. (Use: turning movement count example, available at <http://www.coloradodot.info/programs/RAMP>).

N/A - devolution project.

Describe the mobility/operations improvements of the project. N/A -- devolution project.



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Responsible Acceleration of Maintenance and Partnerships (RAMP)

DETAILED APPLICATION FORM

(DUE: JULY 1, 2013)

CDOT has launched the RAMP program to expedite the implementation of projects and solicit partnerships in transportation solutions. ***This application form is only for the projects that have succeeded through the Pre-Application phase.*** The information provided in this application will be used to evaluate projects for priority consideration statewide. Please fill out the form carefully and provide as much information about the project as possible. **You only need to answer the questions that are applicable to your project.** Applications are submitted to Regional Transportation Director (RTD).

If you need any clarification on the application form, please contact CDOT RTD, Operations office, or HPTE office. For instructions and other helpful information on RAMP, see the website: <http://www.coloradodot.info/programs/RAMP>. Please limit attachments to the ones specified in the application form. Do not submit any supporting studies, documents or analysis with the application form.

APPLICANT INFORMATION	
m	
Application Number (assigned by CDOT for the Pre-Application):1-13	
Applying Entity Name(s):City of Commerce City	
Contact Name: Glenn Ellis	
Contact Title: Interim City Engineer	Application Date: July 1, 2013
Email: gellis@c3gov.com	Phone: 303-289-8172
PROJECT INFORMATION	
(Please provide the same information as in the Pre-Application.)	
Project Name: Highway 44 Widening	
State Highway/Interstate: Highway 44	Mileposts (Begin/End): 1.8/2.3
Project Limits (i.e. from county or cross street, if applicable): Highway 85 to Brighton Road	
Project Description: Widen East 104th Avenue (Highway 44) to a 4 lane principal arterial from Highway 85 to Brighton Road. Roadway shall be constructed with concrete travel lanes, median, curb, gutter, and sidewalk/trail, drainage, and street lighting.	

Project cost (incl. study and implementation): \$17,200,000	
Program Category:	(Check all that apply) <input type="checkbox"/> Program 1 – Operational Improvements <input type="checkbox"/> Program 2a – Public-Private Partnership <input checked="" type="checkbox"/> Program 2b – Public-Public Partnership <input checked="" type="checkbox"/> Program 2c – Public-Public Partnership (Devolution)

EVALUATION CRITERIA
(Fill out for programs 1, 2a, and 2b only.)

1. Mobility Benefits

Is the project part of a congested corridor ($v/c > 0.85$): YES NO
 (Check list of congested corridors at the RAMP website: <http://www.coloradodot.info/programs/RAMP>)

Describe current mobility/operations condition. For corridor projects: Provide ADT for the corridor and major cross streets. Provide the number and spacing of signals if applicable.

Highway 44 is currently a 2 lane roadway, with a center turn lane, between Brighton Road and Belle Creek Boulevard. The roadway widens to include turn lanes between Belle Creek Boulevard and Highway 85. The posted speed limit is 35 mph. The ADT of Highway 44 within the project limits is 12,000. The ADT of Highway 85 is 36,000. There is a traffic signal at Highway 85, and a traffic signal at Belle Creek Boulevard (approximately 450 feet west of Highway 85). The next major intersection is at the western limits, at Brighton Road. The intersection at Highway 85 governs, and controls progression of Highway 44. The current v/c ratio of Highway 44 within the project limits is 0.64, and according to forecasting shown on CDOT's website, it will be 1.09 within 20 years. Currently, storage queues for eastbound traffic extend from Highway 85, past Belle Creek Boulevard.

For Intersection projects with signal: provide summary of signal warrant analysis and traffic counts. For Intersection project without signal: provide peak hour turning movement counts. If available, provide Average Daily Traffic (ADT) for both main and side streets. (Use: turning movement count example, available at <http://www.coloradodot.info/programs/RAMP>).

This project will make minimal improvements to the existing intersection at Belle Creek Boulevard. This intersection has already been widened with the City's recent 104th Avenue widening project. The project will widen the intersection at Brighton Road, and a signal warrant analysis will be conducted during the design phase to determine if a traffic signal is warranted now, or in the future.