

*Town of Estes Park, Larimer County, Colorado, June 21, 2001*

Minutes of a Regular meeting of the **PUBLIC WORKS COMMITTEE** of the Town of Estes Park, Larimer County, Colorado. Meeting held in the Municipal Building in said Town of Estes Park on the 21<sup>st</sup> day of June, 2001.

Committee: Chairman Barker, Trustees Doylen and Gillette  
Attending: Chairman Barker, Trustee Doylen  
Also Attending: Assistant Town Administrator Repola, Public Works Director Linnane, Clerk O'Connor  
Absent: Trustee Gillette

Chairman Barker called the meeting to order at 8:01 a.m.

**CONTINUATION OF DISCUSSION ON COMMERCIAL TRUCK TRAFFIC ON AVALON DRIVE – REQUEST TO PROHIBIT COMMERCIAL TRUCK TRAFFIC.**

This item was presented at the May 17<sup>th</sup> Public Works Committee meeting, and following public testimony and discussion, Staff was directed to research various options and report their findings at the June meeting. Since the May Committee meeting, additional letters were received from Mike and Laura Schmidt and Mona Whitney.

In a memo dated June 19<sup>th</sup> submitted by Community Development Dir. Joseph, Public Works Dir. Linnane, Police Chief Richardson and Assistant Town Administrator Repola, Staff reported that various aspects of the issue have been studied, as follows:

- The Police Department has conducted studies of the speed, traffic counts and types of traffic on both Avalon and Acacia streets. The average speed is approximately 30 mph and approximately one-third of the traffic is double axle trucks. In addition, the Police Department has researched traffic accident history from 1/99 to present. During this time, there were 3 accidents on Acacia and 2 on Avalon—none of which involved trucks.
- The Police Department has measured the traffic noise in decibels and results range from 46-58± dB for a sedan to 69 dB for a concrete truck. A new diesel pickup truck registered 73 dB.
- Community Development researched practices related to zoning and traffic restrictions and based on said research, restriction on truck traffic is not warranted.
- Staff observed both vehicle and pedestrian uses on Avalon 5/30 and 6/4. Between 7:25 and 7:45 a.m., staff observed three children walking along Avalon, however, there was no truck traffic.
- Public Works reviewed: (1) Engineering Standards as they apply to the appropriateness of heavy truck traffic on this residential street. Sight distance, conflict points/turning movements, vehicle and pedestrian counts, and density/zoning are considered when addressing safety of traffic on any given street. Based on these parameters, Avalon is similar to the other alternate truck routes, and present no more traffic danger than other routes. (2) Truck equipment issues related to “jake” brakes and required mufflers. It has been determined that to prohibit “jake” brake use would reduce the safety of truck operation on any street. Staff confirmed that relative to factory installed exhaust systems, truck owners have indicated that their vehicles are

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properly equipped. (3) As previously stated, none of the conditions used in other jurisdictions when truck traffic is restricted apply to this circumstance.

Summary: given all collected data and input from Town Staff, it is very difficult to justify the relocation of commercial truck traffic from one neighborhood to another. A solution to the problem could be to focus on reducing commercial truck traffic noise rather than eliminate truck traffic. Three options were presented for consideration:

1. Town personnel perform random commercial truck inspections to ensure trucks are equipped with factory installed exhaust systems (would require training).
2. Prohibit truck traffic on Avalon between 10:00 p.m. and 8:00 a.m. Friday evening to Sunday evening.
3. Take no further action.

Additional Staff comments were offered by Assistant Town Administrator Repola (reviewed traffic counts and confirmed vehicular speed appears to be within range; since 1999, there were 5 accidents on Acacia and Avalon, none of which involved trucks; due to site visibility and speed, CDOT would most likely not support a traffic signal at Hwy. 36 and Fish Creek Rd.; and noted Mayor Baudek's memo dated June 11<sup>th</sup> urging all parties involved to work together in solving the problem while minimizing the negative impact for all concerned).

Additional public testimony supporting a ban of commercial truck traffic on Avalon Dr. was heard from Jeanne Tippin, 1641 Avalon Dr., and Mike and Laura Schmidt, 1110 Brook Dr., and a summary is as follows: presented a copy of Menlo Park, CA's Noise Ordinance, decibel levels, particularly when trucks are empty; support for using Fish Creek as an alternate route, child safety particularly as there are no sidewalks, and zoning designation in the area.

Committee discussion included: the difficulty in segregating traffic due to Federal land surrounding the Valley, the Fish Creek/Hwy. 36 Intersection is regulated by CDOT, review of the 3 options provided by Staff, traffic calmer—has its affect increased truck noise, child safety, and how mitigating the truck noise in this neighborhood and re-routing trucks would create a problem elsewhere.

Concluding all discussion, the **Committee recommends approval of (1) Option 1, training Police Officers to conduct truck inspections to ensure that the truck has met Original Equipment Manufacturer (OEM) Specifications for both the exhaust system and the jake brake, if a jake has been installed, (2) commercial truck drivers follow good neighbor practices, and (3) the Police Dept. continue monitoring the neighborhood for noise and speed concerns, and cautioning children to observe safety rules.**

**Chairman Barker declared a recess at 9:10 a.m.**

**Chairman Barker reconvened the meeting at 9:12 a.m.**

### **CAUSEWAY UNDERPASS – FINAL DESIGN AND CONSTRUCTION MANAGEMENT – REQUEST APPROVAL OF SCOPE OF SERVICES.**

The underpass project is scheduled for constructed in the Spring/Summer of 2002. CDOT is funding part of the project with Federal Enhancement money. They have scheduled a tentative advertisement date of January 2002, therefore, Final Design must be completed by December 2001.

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Cornerstone Engineering has submitted a Final Design and Construction Management Scope of Services at a cost of \$68,136 (this is less than 10% of the estimated construction cost), and Staff is recommending approval:

Budget (engineering and construction):	CDOT	\$324,000
	Town	\$300,000
Cost of Final Design/Construction Management:		\$ 68,136

The **Committee recommends approval of the Scope of Services in the amount of \$68,136 submitted by Cornerstone Engineering.**

#### **FISH CREEK/HIGHWAY 36 INTERSECTION PRELIMINARY ENGINEERING REPORT – REQUEST APPROVAL OF SCOPE OF SERVICES.**

Larry Haas, CDOT Safety Engineer, informed Staff that CDOT money is available to reconstruct the Fish Creek intersection in order to bring it into compliance with CDOT engineering standards. The new intersection would be a standard “T” perpendicular intersection similar to the Highway 34/36 intersection.

CDOT would like to incorporate this project into the Causeway Underpass Project scheduled to begin Spring 2002. Cornerstone Engineering is the engineering company for this project, thus CDOT has authorized Cornerstone to submit a Scope of Services cost for a preliminary report on the intersection. This report will include a cost estimate which will help CDOT determine if there will be enough money available to completely reconstruct the intersection and proceed with the project.

If the cost estimate is favorable, Cornerstone will be asked for a Final Design and Construction Management Scope of Services. The Town is not being asked for any funding; however, the Town is being asked to contract with the engineering firm, pay the invoices and be 100% reimbursed for all expenses. The Cornerstone Preliminary Report Scope is for \$12,980.

The **Committee recommends approval of Cornerstone’s Scope of Services in the amount of \$12,980, being reimbursed 100% by CDOT, and supplementing the Public Works Department budget to accommodate the \$12,980.** The Committee emphasized that Cornerstone Engineering is the engineering firm putting the bid package together, and utilizing one engineer facilitates the project.

#### **WATER DEPARTMENT 2001 LOOP PROJECT CHANGE ORDER – APPROVAL.**

The 2001 Loop Project includes a section of water main that begins at the intersection of Columbine Drive and High Drive in the Beaver Point area, and it extends west to the west portion of Rams Horn Village. From there, it jogs south along the west portion of Rams Horn Village where it reconnects to the water main within the Blue Arrow RV Park.

Cornerstone Engineering itemized the change order in the amount of \$9,019.38. Work has been completed and Chairman Barker was informed of the extra work approximately three weeks ago. Work included:

1. Extra service line connections to Rams Horn.
2. Extra service line length to 1161 High Drive.
3. One extra fire hydrant on High Drive.
4. Extra asphalt quantities for Rams Horn Village and extra flow-fill for the crossing of Highway 36 service road to the Park.

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Although a prescriptive right was available for Item #4, the RMNP requested an alternate, thereby raising costs. Chairman Barker stated that when a prescriptive right is not used, perhaps the agency requesting the change should help fund the dollar increase.

Director Linnane confirmed that the change order could be funded from the \$50,000 under-budget bid amount for this project.

**The Committee recommends approval of the change order in the amount of \$9,019.38, the funding source being the under-budget amount for this project.**

### **STANLEY AVENUE INTERSECTION PROJECT CHANGE ORDER – APPROVAL.**

Kitchen & Co. completed this widening project on time. The original contract amount was \$53,752, the final cost, including additions and changes, is \$58,287.05, a \$4,535.05 overrun.

During the course of construction, certain field decisions were made to construct and replace underground utilities to avoid the need to excavate within the new roadway and future new asphalt, and various items were specifically provided for property owners:

- The Light & Power Dept. has agreed to reimburse the project \$3,251 for six conduits placed under Stanley Ave. near the Stop sign.
- Lot 34A had a steel water service and 4" clay sewer service lines that were excavated, exposed and abandoned. A new 6" PVC sewer and ¾" copper water service lines installed for future use. The associated cost is \$3,214, and staff recommends adding this expense to the lot, which is currently for sale, to be paid by the new owner upon request for a building permit or redevelopment plan.
- A new 18" culvert was added and it will provide a drainage outlet for future improvements on Lot 33. Staff recommends that \$2,987 improvements costs be tied to this lot, to be paid upon the proposal of any future redevelopment.

Thus, the potential reimbursement on this project is \$9,452, for a final project cost of \$48,835.05. **The Committee commended the good work, and recommends approval of Items 1-3 listed above.**

### **REPORTS.**

None.

There being no further business, Chairman Barker adjourned the meeting at 9:25 a.m.

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Vickie O'Connor, CMC, Town Clerk