

## RECORD OF PROCEEDINGS

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*Town of Estes Park, Larimer County, Colorado, April 17, 2003*

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 17<sup>th</sup> day of April, 2003.

Committee: Chairman Barker, Trustees Doyley and Habecker

Attending: Chairman Barker and Trustee Habecker

Also Attending: Town Administrator Widmer, Public Works Director Linnane, Construction/Facilities Mgr. Sievers, and Deputy Clerk van Deutekom

Absent: Trustee Doyley

Chairman Barker called the meeting to order at 8:00 a.m.

### **HYDROPLANT TRAIL ACCESS EASEMENTS – REQUEST APPROVAL.**

The Hydro Plant Trail has been designed and \$30,000 co-payment funds were budgeted for a possible Great Outdoors Colorado (GOCO) Matching Grant. Access easements are major issues with trails and grant applications. Therefore, staff has begun easement negotiations with H.W. Stewart (a.k.a. Rocky Mountain Gateway Center) to meet the GOCO application filing deadline in June. The Stewarts have agreed to grant an access easement for the western portion of the trail in return for the Town granting an easement for the livery property and the eastern portion of the trail.

There is a possibility that a portion of the 1,200-ft. trail could be rough cut and road-based with budgeted trail funds. This is dependent on the GOCO grant and/or road-base unit prices to be solicited from the current trail contractor for the Fall River Trail and the Fish Creek Trail. Concluding all discussion, the **Committee recommends granting an access easement to H.W. Stewart (Rocky Mountain Gateway Center) as outlined above.** Staff will return to the Committee for approval of the trail construction at the conclusion of the potential road-base trail construction.

### **2003 STREET IMPROVEMENT PROGRAM – REQUEST APPROVAL TO PROCEED WITH BIDDING PROCESS.**

Construction/Facilities Mgr. Sievers explained the work that will occur through the year to provide surface improvements to the asphalt infrastructure, such as slurry seal, chip seal, and overlay. These 3 material applications are described as:

1. Slurry Seal: (Type 2, latex based w/ 1/4" rock) Surface treatment of streets with high oxidation caused by ultraviolet radiation. Rejuvenates and water proofs the surface, adds some skid resistance, and extends the life of newer asphalt.
2. Chip Seal: (polymer modified 3/8" rock & surface sealed) Course surface treatment for streets that require high skid resistance, are steep, UV protection, waterproofing and crack filling. Extends the life of all asphalt.
3. Overlay: A structural asphalt repaving that reestablishes the integrity of the road that was lost due to water damage, excessive axle loads, poor sub-grade or construction. This repaving is usually 1.5" (minimum) depending on the level-of-wear criteria.

Other areas discussed include speed tables, Paver Condition Index (PCI), parking lot maintenance/improvements, cold patching concerns, and school safety improvements.

The 2003 Budget contains \$300,000 for the annual Street Improvement Program.

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The **Committee recommends staff be authorized to proceed with the projects as outlined below returning to the Committee for further action regarding the overlay portion.**

1. Slurry Seal: solicit prices and proceed with the work in June, \$30,000
2. Chip Seal: solicit prices and proceed with the work in July, \$100,000
3. Overlay: bid in May, return for approval in June. Work in September-October, \$150,000
4. Striping: purchase and install in May & September, \$20,000

**HWY. 34 GATEWAY SIGN – REQUEST TO PROCEED.**

At the March 20<sup>th</sup> meeting, the Committee directed staff to proceed with design and cost estimates for the proposed project west of Dry Gulch Rd. on North Lake Ave. Cornerstone Engineering submitted a sub-contractor generated cost estimate of \$36,000 for the sign, plus an additional \$8,000 for water service and an irrigation tap. Staff will meet with CDOT on April 21<sup>st</sup> to finalize the sign placement within the right-of-way.

The 2003 Budget includes \$30,000 for the Hwy. 34 Gateway Sign. Following CDOT approval, the **Committee recommends proceeding with the project with Cornerstone Engineering acting as the General Contractor at a cost of \$36,000, plus an additional \$8,000 for water service and an irrigation tap, with the \$14,000 deficit funded from the Community Reinvestment Fund.**

**REPORTS**

**2003 Blizzard – Public Works Dept. Expenses.** Director Linnane reported that an estimated cost for the 2003 Blizzard was approximately \$100,000. These costs include vehicle depreciation, fuel, salaries, and contractor fees. The majority of expenses was in-house, and Director Linnane noted that a small portion of the costs are reimbursable through FEMA.

**Riverside Dr. Project.** Construction/Facilities Mgr. Sievers explained that the completion date has been delayed until June 2<sup>nd</sup> due to project complexities and weather. Discussion followed regarding project status, curb/gutter/sidewalk and conduit installation. Director Linnane noted that an aesthetic finish will be placed on the retaining wall to match the existing wall at Confluence Park.

**Trails.**

- **Fish Creek Trail** – construction will begin next week. The trail will be repositioned in the right-of-way near the Community Church to accommodate a restricted area along the eastern edge of their property.
- **Fall River Trail Phase II** – construction will begin April 21<sup>st</sup>.
- **Knoll Trail** – the preliminary location of the trail has been staked by the trail designer and Community Dev. Dir. Joseph. Staff and the trail committee will inspect the proposed trail this week. Completion of the trail design is anticipated by June 1<sup>st</sup> and will be presented to the Committee for approval prior to construction.

**Traffic Signal Timing** – Staff and CDOT continue discussions regarding traffic signals located at Highways 34/36 and 7. The primary goal is to adjust the pedestrian sequences, signals, and loop detectors to improve the traffic flow.

There being no further business, Chairman Barker adjourned the meeting at 8:58 a.m.