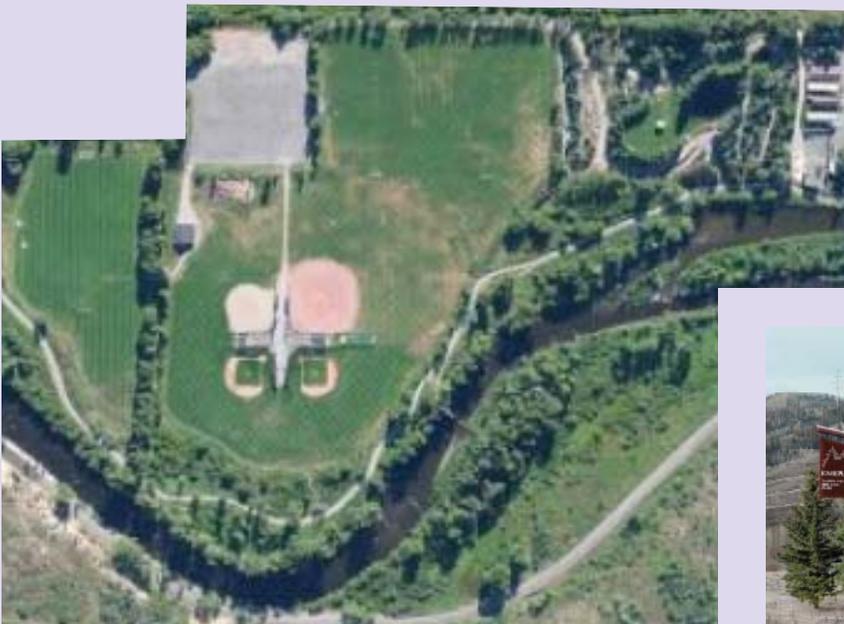


Emerald Park Access, Enhancements, and Turf Field Conversion



Project: Emerald Park Access, Enhancements, and Turf Field Conversion

Project Partner Leadership: Steamboat 40 LLC
Yampa River Botanic Park
Steamboat Soccer Club
Chris Paoli/ Tony Connell
Bob Enever/ Kathy Connell
Travis Holmquist/Rob Bohlman

Other Stakeholders
Steamboat Lacrosse Association
Steamboat Baseball Association
Pamela Lane Homeowners

Description of Project

This proposal is for funding Emerald Park access changes, enhancements to the access and delineated front-door's entrances, dedicated bike and pedestrian connectivity to the core trail, and possible multi-use turf conversion for sports fields. This new access has the added benefit to local neighborhood residents of separating park traffic and providing increase safety for their families.



Emerald Park and Yampa River Botanic Park are two of the most popular and most utilized public amenities in the City of Steamboat Springs. They are arguably the community's assets with the most diversity of users when you consider the variety of experiences, and the connectivity afforded by the Core Trail and Yampa River access

are considered. On any given day you will find morning joggers, fly fishing, children at the park, bikers taking a break at the park, baseball, lacrosse, soccer, Botanic park visitors including wedding parties, music on the green, and families utilizing the BBQ facilities into the evening. Although the park is currently very busy during peak periods, the full potential for the park has been limited by the access through the neighborhood on Trafalger and Pamela Lane. The visitor experience is also diminished by the access and lack of a “front door” welcoming entrance, low exposure of the current access, lack of parking, lack of signage and way finding, and connectivity issues. Utilization would significantly increase, and city maintenance expenses would likely decrease, through the conversion of some grass fields to an all-weather turf.

The following information is in addition to what was provided in the original proposal. Both documents can be referenced regarding the benefits and alignment with the original ballot language.

Stakeholder Interest and Roles



Steamboat 40 LLC – Is a privately held development company which owns the 4.2 Acre parcel just south of the Hampden Inn. Four local partners, Chris Paoli, Tony Connell, Jon Wade, and Randall Hannaway represent the primary ownership interest which include some local and out of town investors who originally purchased the parcel in 2007. The new access road will require acquisition of land from the Steamboat 40 LLC, wetland permitting, and various easements for construction. The group has considered utilizing the land for an indoor field house and training facility, but those discussions and plans are very preliminary and significantly dependent on the wetland permitting and crossing plans. The group is willing to assist the city and other Stakeholders to produce a successful project which meets the stated objectives.

Yampa River Botanic Park – is a unique 5 acre Botanic Park which is funded through the efforts of its 400 member volunteer association. Board Contacts include the Bob Enever, who has executed his original vision and generously contributed land, funds, and time to create this unique community amenity and the model which sustains the operations. Kathy Connell is an alternate Board of Director contact when Mr. Enever is not available. The Botanic Park has provided conceptual drawings for this proposal and would continue to be a primary stakeholder in the design and execution of the project elements.



Steamboat Soccer Club - Has over 700 children involved in open recreational and competitive soccer play for 6 to 18 years olds. The competitive play involves at least 13 traveling teams which play home and away schedules with teams throughout Colorado and Wyoming. In addition, there are 7 developmental teams that play in the fall. Steamboat hosted a mini-tournament in October for the group with teams attending from Colorado and Wyoming. The Club also has two successful week long soccer camps which are capped off by with a tournament which brings in 120 teams and 10,000 tourists into town.



Costs by Phase

1. Relocated Railroad Crossing To South Of Hampden Inn – (Steamboat 40 LLC Property) \$1.4 million dollars
2. Enhanced Parking, Signage, Way finding, Trail Connections, Trail Connection Surfacing, Front Door Entrances –\$600k
3. Pedestrian/ Core Trail Underpass or Overpass at Current Railroad Crossing - \$ 800k
4. Converting 2 South Fields to Synthetic All-Purpose Surface - \$ 1.0m
5. CDOT improvements and contingencies – add 20% to options chosen - \$800k

Total for All Phases and Options and Contingencies	\$ 4,600,000
Less Dedicated Steamboat Capital Improvement Budget 2013-2014	(\$ 1,400,000)
Less Grant Funding Eligible Participation Budget (CDOT Safety, Department of Local Affairs, Federal Railroad Crossing, ect)	(\$1,000,000)
Private Funding and Project Cost Participation Commitments	(\$ 200,000)
<u>All Phases and Contingency Request</u>	<u>\$ 2,000,000</u>

Phasing and expenses could be modified and extended to meet cash flow requirements and the decisions made by the review committee and city council.

Timeline by Phase

1. Relocated Crossing Phase – Engineering/Design 2013, Construction 2014
2. Enhancement Phase – Engineering/Design 2013, Construction 2014
3. Pedestrian/Core Trail Crossing – Engineering /Design 2013, Construction Phase 2 2014
4. Turf Field Conversion – Engineering/Design 2013, Construction Fall Phase 2 2014
5. CDOT Improvements and Other Cost Contingencies – Engineering/Design 2013-2014, Construction 2015 or when traffic volumes or grant funding dictates.

Infrastructure Needs and Coordination Partnerships

1. Relocated Crossing

- a. The relocated crossing as a standalone project will require a number of partnerships, acquisition of right of way or easements, and government permitting approvals
- b. As a standalone project without a pedestrian crossing for the core trail, the existing ROW and existing car wash and hotel will significantly impact the design of the project. The Core Trail may have to be attached to the roadway and the design may not be optimal with at grade crossing for bikes and pedestrians.
- c. The Steamboat 40 Property privately owns the road next to the Hampden Inn which would serve as the crossing location. The ownership group is willing to partner with the city on the project for acquisitions of the necessary private land with some reasonable partnering accommodations are made regarding the lost property and traffic patterns.
- d. The necessary Railroad agreements and Public Utilities Commission approval generally take a year to negotiate and execute. The Railroad has previously stated that no new crossings will be granted which necessitates the closing of the Trafalger Drive crossing.
- e. Colorado Department of Transportation access permits will be required for the project. Traffic studies will dictate highway improvements which may be required on Lincoln Avenue (US 40). A 20% cost contingency is requested for the option chosen to fund the requirements which may be required from the final design and traffic study which results from the design.
- f. Army Corp of Engineers permits will be required for any of the projects due to the wetlands which currently exist in the areas for the new crossings, trails, sidewalks, and associated drainages. The Steamboat 40 group desires to partner with the city and pay their pro-rata share of mitigation costs.
- g. The relocated crossing budget of \$1.4 million, which is currently in the City's Capital Improvement Budget, is a pared down no frills budget for the crossing. It includes closing the Trafalger Drive/Pamela Lane access, but pedestrians and bicycle traffic will cross the new crossing location to the south at grade and have to travel along with vehicular traffic along Alley Way. The Acting City Manager Deb Hinsvark has stated that she expects the project to remain in the city budget and get funded to the \$1.4m level in 2013 and 2014

2. Enhancement Phase

- a. The Yampa River Botanic Park has provided the conceptual signage drawings which are included in this proposal. The Botanic Park is one of only a few Botanic Parks in Colorado and has a wonderful track record regarding environmentally friendly design. As a partner in this effort, the Botanic Park can be relied on for input and design ideas which will make the entrance a landmark amenity which guides our guests to their respective activities.
- b. The Steamboat 40 ownership group would like to offer partnering options regarding sign easements, wetland fill permits, ROW acquisition, traffic improvements, and most importantly, overflow parking. These partnering opportunities are included in reducing the expected total budget while providing capacity increases for the projected utilization improvements. The \$600k for these enhancements would match the original 2008 city budget for the project of \$2.1m.



3. Pedestrian Core Trail underpass/overpass at current location

- a. This option would optimize the visitor experience and safety of the project. Pedestrians and cyclists would immediately enter into the park in a separated location via and underpass (preferred) or overpass crossing the railroad but tying into the existing core trail. Otherwise, in option 1 stand-alone, the core trail connections will require new connections through the middle of the sports fields and baseball diamonds. Pamela Lane would likely still see increased cycling and pedestrians as people searched for connections and outlets.
- b. This option does carry a significant price tag given the costs of similar facilities under railroad tracks in other cities. However, the benefits of safety and visitor experience may not be measurable.

4. Turf Fields

- a. The Emerald Park fields are often unusable in the spring until mid-May to Mid-June due to winter snow pack, spring moisture, and the high water table in the area. Turf fields could be available for play as early as March for practices and April would allow for competitive teams to travel into Steamboat for scheduled play.
- b. Turf fields allow for play in inclement weather and wet conditions, when grass fields are too fragile and play permanently damages their condition. For example The Soccer Association generally schedules their 13 plus traveling teams out of Steamboat in April and May. The turf would allow out of town teams to travel into Steamboat during the shoulder season when tourism numbers are down significantly. Out of town teams would benefit from off-season specials which are offered during the shoulder seasons.



5. CDOT Improvements, Other Cost Contingencies, and Opportunities For Grant Funding

- a. It is desirable that a left turn lane is maintained off of US 40 onto the new access road. It is estimated that the traffic study will require additional queuing for that left turn to remain. This is speculation until the engineering and traffic study is completed and designs with and without the cycling and pedestrian contribution from the Core Trail is calculated. Therefore, a 20% contingency is requested for this and other costs which could occur during the stakeholder planning process.
- b. Due to the nature of this project and the improved safety which would result, it is likely that additional grant funds may be available to fund highway improvements, railroad crossing automation, multi-modal aspects, and other State and Federal funding programs. During design and engineering, these programs will be identified. If total project costs can be reduced during grants or through the funding activities from the various user groups, those committed costs can be returned to the Accommodation Tax steering committee to help other viable projects. Kathy Connell is a Botanic Park Board Member and also Northwest Colorado's Transportation Committee Representative for CDOT's entire budget. She has committed to helping guide the project look for eligible grant funding contribution opportunities.
- c. The City of Steamboat Springs has also identified alternative modes of transportation, safety enhancements, and playground equipment replacement budgets for future Capital Improvement funding. Emerald Park improvements fit the parameters for those targeted areas if grant funding falls short of the needs.

Future Capital Needs and Replacement Estimates

1. Relocated Crossing

a. No additional capital needs are expected for the crossing. Regular street maintenance and railroad crossing maintenance which are currently being covered by the city and the railroad will just switch locations

2. Enhancement Phase

a. Landscaping maintenance associated with the off site signage on Steamboat 40 LLC lot would be covered by that group. Any maintenance across the railroad tracks would be normal and taken care of by the Botanic Park or City Crews as part of their routine.

3. Pedestrian Core Trail underpass/overpass at current location

a. This new concrete structure should have minimal maintenance and not burden the city with capital costs if properly designed and constructed.

4. Turf Fields

a. Turf Fields have a 15-20 year life according to the installer literature and the intensity of use. The replacement cost is roughly 75% of the original installation so a capital replacement cost of \$37,500 to \$50,000 per year would be a reasonable expectation. It would also be reasonable that some cost participation and contribution cost could be factored into the final proposal if this phase of the proposal has merit going on to the final round of decision making.

b. Ernie Jenkins Parks Supervisor for Steamboat Parks and Recreation once estimated that the cost to maintain a synthetic turf field is 60%-70% less than that of a natural grass field and turf can handle significantly higher levels of play. Projecting costs into the future including the expected increased cost and possible shortage of water, lower maintenance expenses might balance some of the capital replacement costs.

5. CDOT Improvements and Other Cost Contingencies

a. The CDOT work on Lincoln Avenue/ US 40 would not require additional capital and will not be a significant maintenance expansion for CDOT.

Operation Revenue and Operational Costs

If this project is chosen for a final submittal, a more detailed third party analysis of the financial cost and benefit can be produced. This would include the six year proforma regarding revenue increases which could be reasonably expected to result from the investment.

1. Relocated Crossing

- As a stand-alone, vanilla, at-grade crossing project is unlikely to produce much additional community tax revenue. Operational costs will remain unchanged.

2. Enhancement Phase

- The Botanical Park use would benefit most directly from the enhancement phase. The visitor experience will be improved and the visitor numbers would be predicted to increase over time as those visitors spread the word regarding the improvements. Improved



handicap access and dedicated parking areas will assist our aging population and the relationship with the new residents and the family's living at Casey's Pond Senior Center.

- Enhancement phase also includes overflow parking improvements on the Steamboat 40 parcel. There is possible pay for parking revenue opportunities with charges for the close-in lot, and free parking on the Steamboat 40 parcel during those peak events.

3. Pedestrian Core Trail Underpass/Overpass

- The Core Trail in this area is one of the key amenities for Steamboat visitors. Having the ability to easily and safely enter the park area without vehicle conflicts will only help anchor the communities efforts to be Bike Town USA. Revenue increases from cycling have been documented and presented to the community.

4. Turf Fields

- The Soccer Club is confident revenue increases can result from the turf installation and the increase in usage for that new turf. Other sports such as lacrosse, other field sports, including some other events which could utilize an all-weather field, will only increase tourism dollars.

5. CDOT Improvements and Contingency

- Likely no change in measured revenue. Ease of access, parking, and congestion mitigation is a tourism experience and satisfaction factor. For example, tourists don't want to spend vacations in lines of cars clogging Pamela Lane and jockeying for a parking space when their child is already 15 minutes late for their game time. They want to escape those environments. The traveling teams are more likely to book next year's tournament, hotels, restaurants, rodeo tickets, ect if their experience at the fields is first rate and hassle free.

In Closing

The Emerald Park Access, Enhancements, and Turf Field Conversion is a project which truly "polishes the gem" in our community. Polishing will occur by investing in quality, variety of experiences, and safety which we can offer our visitors. The secondary benefits to safety and the residents along Pamela Lane can't be measured in tourism dollars, but will pay off in gratitude and sense of community many, many, times over.

The improvements proposed will allow for Emerald Park to reach full potential with very little additional maintenance or further capital investment needs in the future.

Supporting Data Appendix

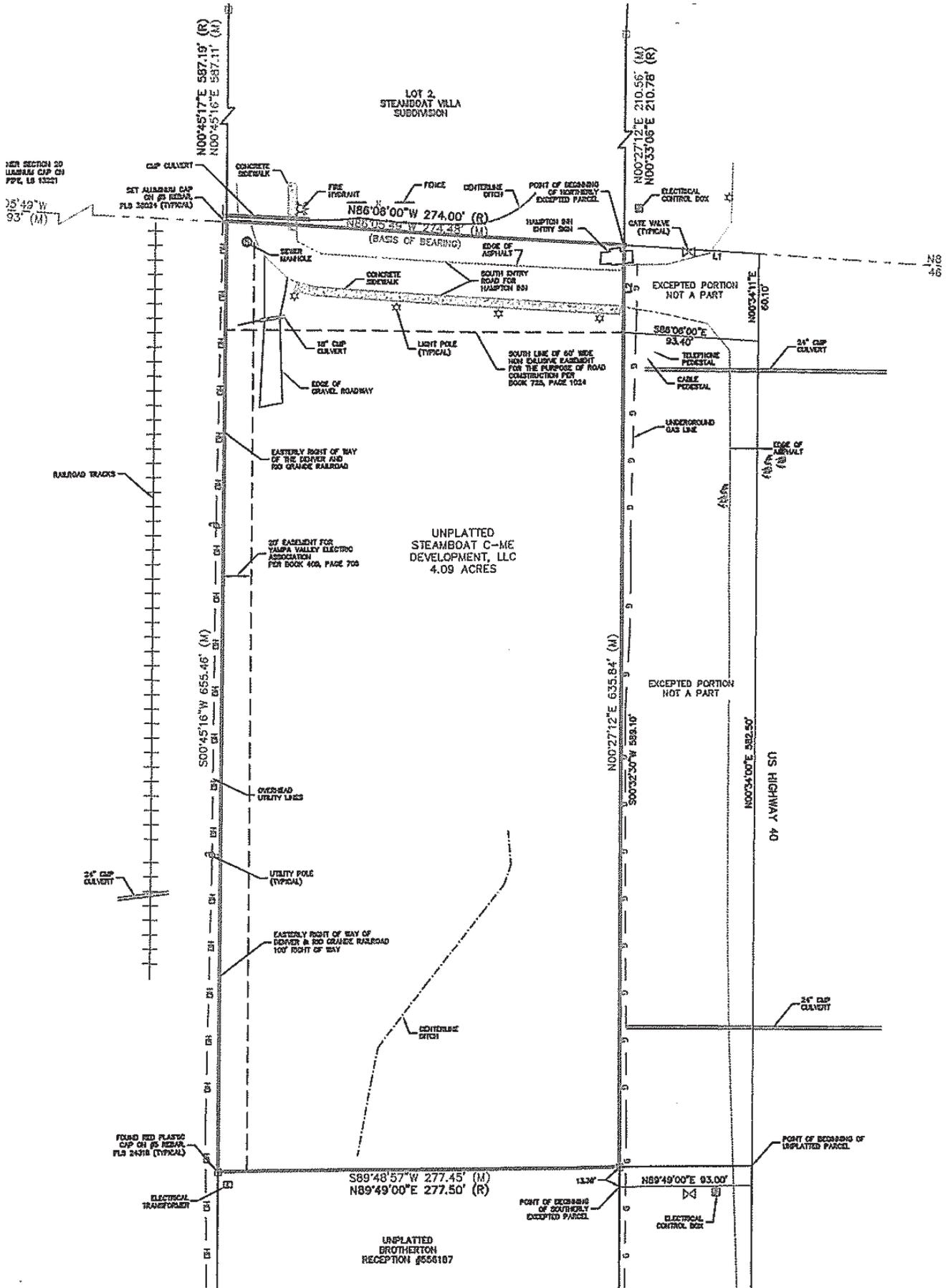
Map - City produced possible crossing alternative without dedicated pedestrian crossing

Survey - Steamboat 40 parcel survey

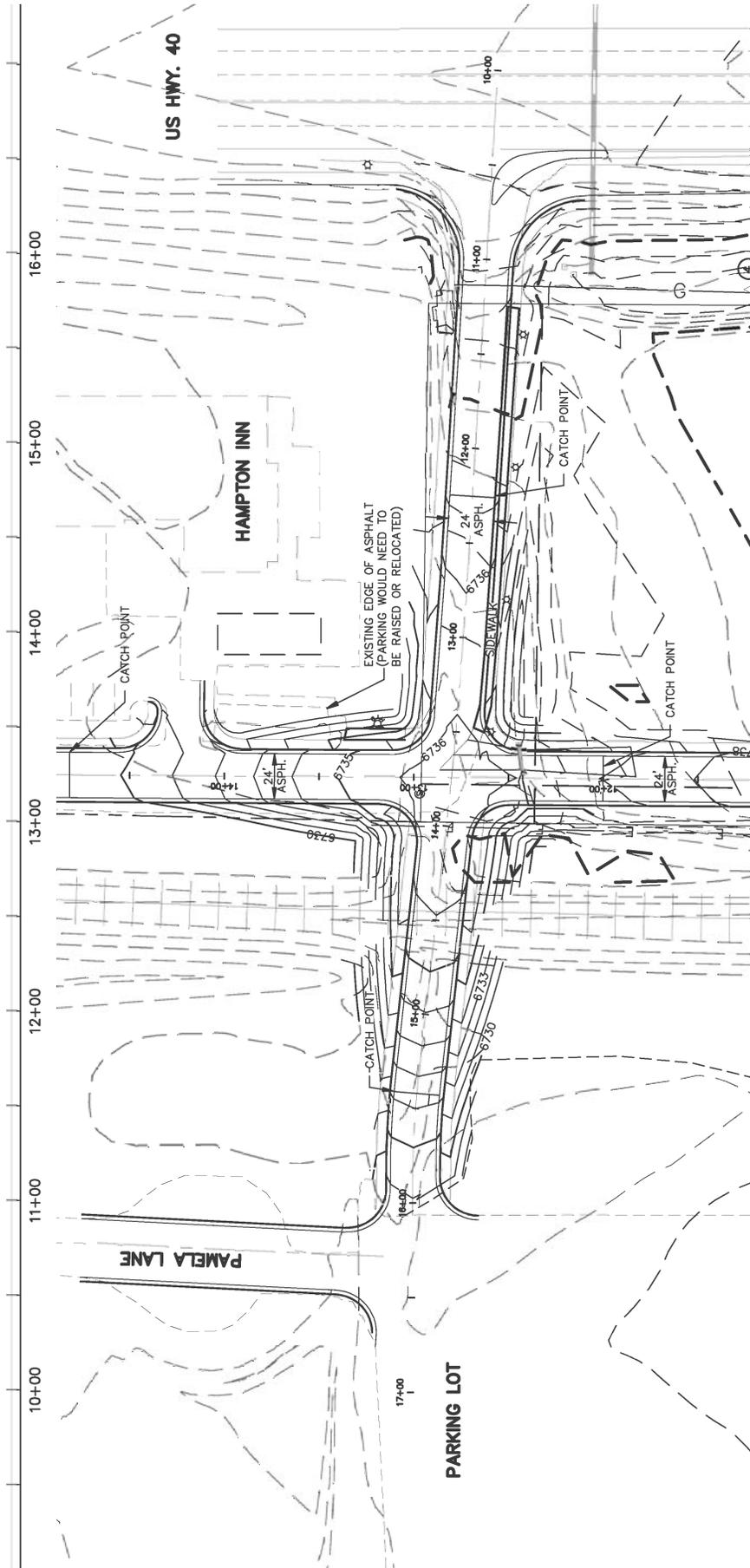
Crossing conceptual design - Preliminary engineering has been done for the potential crossing

1. Proposal Original Signatures - Steamboat 40 LLC, Botanic Park, Steamboat Soccer Club
Cost data and estimates for crossing – CDOT and other Cities/ Fish Creek Fall underpass 2010
2. Letters of support from Association Presidents or Boa
3. Turf cost information
4. CDOT funding opportunities to request grant programs
5. City of Steamboat Selected Capital Improvement Plan Projections

Steamboat 40 Property Survey



Crossing Conceptual Design



Appendix #1

Original Signature Pages 1 & 2

January 10th, 2013

Proposal to Accommodation Tax Committee and Steamboat Springs City Council

Proposal For: **Emerald Park Access, Enhancements, and Turf Field Conversions**

Proposal Representatives:

Steamboat 40 LLC

Chris Paoli – Partner

Tony A. Connell – Partner

Yampa River Botanic Park

Kathy Connell – Board of Director Representative

Steamboat Soccer Club

See Attached Letter



The Steamboat Soccer Club would like to show our support of the proposed project "Emerald Park Access, Enhancements, and Turf Field Conversion" as presented by Steamboat 40 LLC. As a organization, we truly believe this is an exceptional use of the Accommodations Tax to enhance the access, public experience, and extension of sports' seasons into the current "mud season" thereby increasing the number of potential field user days and bringing in additional teams/travelers to Steamboat. An additional benefit of the turf fields will be to reduce maintenance costs at city-owned fields.

Please contact Rob Bohlmann at the Steamboat Soccer Club with any questions or comments. 970-870-1520

Sincerely,

Rob Bohlmann – Club Director

A handwritten signature in black ink, appearing to read "Rob Bohlmann", written over a horizontal line.

Gardner Flanigan – SSC Board President

A handwritten signature in black ink, appearing to read "Gardner Flanigan", written over a horizontal line.

Travis Holmquist – SSC Board Past-President

A handwritten signature in black ink, appearing to read "Travis Holmquist", written over a horizontal line.

Item #	Description	Unit	Quantity	Unit Price	Amount	%	Amount	%	Amount	%	Amount	%
23	Offsite											
49	Export Extra or Unsuitable Material	CY	43.50	12,267.00	12,267.00	100%	0.00	0.00	282.00	282.00	100%	12,267.00
50	Wrought Iron Guardrail	LF	88.50	7,168.50	7,168.50	100%	0.00	0.00	81.00	81.00	100%	7,168.50
51	Concrete Sidewalk Prep	SY	8.00	2,840.00	2,840.00	100%	0.00	0.00	355.00	355.00	100%	2,840.00
52	Concrete Sidewalk	SY	9.75	3,461.25	3,461.25	100%	0.00	0.00	355.00	355.00	100%	3,461.25
53	Cust Iron Detectable Warning Strip	EA	215.00	215.00	1.00	100%	0.00	0.00	1.00	1.00	100%	215.00
54	Class 1-8" Imported Sub-base Material	SY	12.80	1,088.00	1,088.00	100%	0.00	0.00	222.00	222.00	100%	1,088.00
55	12" Flow-Fill Trench Patching	SY	45.30	3,850.50	3,850.50	100%	0.00	0.00	222.00	222.00	100%	3,850.50
56	2" Asphalt Surface Base Course	SY	25.00	2,125.00	2,125.00	100%	0.00	0.00	222.00	222.00	100%	2,125.00
57	2" Asphalt Surface Course	SY	25.00	2,125.00	2,125.00	100%	0.00	0.00	222.00	222.00	100%	2,125.00
58	Pavement Striping	LS	350.00	350.00	1.00	100%	0.00	0.00	1.00	1.00	100%	350.00
59	Shouldering 4" CL 6 ABC	SY	25.00	250.00	250.00	100%	0.00	0.00	10.00	10.00	100%	250.00
60	6" Underdrain and Fittings	LF	34.00	9,690.00	9,690.00	100%	0.00	0.00	285.00	285.00	100%	9,690.00
61	Install Precast Concrete 10'x7' Box	LF	311.00	18,660.00	18,660.00	100%	0.00	0.00	60.00	60.00	100%	18,660.00
62	Owner Provided											
63	Box Structure Wing Walls	LF	345.00	19,320.00	19,320.00	100%	0.00	0.00	56.00	56.00	100%	19,320.00
64	Rock Wall	CY	478.00	1,912.00	1,912.00	100%	0.00	0.00	0.00	0.00	0%	1,912.00
65	Type 3 Guardrail	LF	32.00	10,880.00	10,880.00	100%	0.00	0.00	300.00	300.00	100%	10,880.00
66	Type 3 Guardrail-Fired End Terminal	EA	1,845.00	9,225.00	9,225.00	100%	0.00	0.00	6.00	6.00	100%	9,225.00
67	6" PVC	LF	17.00	1,020.00	1,020.00	100%	0.00	0.00	60.00	60.00	100%	1,020.00
68	12" CMP	LF	48.00	4,800.00	4,800.00	100%	0.00	0.00	100.00	100.00	100%	4,800.00
69	12" CMP FES	EA	70.00	560.00	560.00	100%	0.00	0.00	8.00	8.00	100%	560.00
70	Rip-rap 12" (including C.L.A. Filter Material and Murrif 140N	SY	83.00	4,150.00	4,150.00	100%	0.00	0.00	50.00	50.00	100%	4,150.00
71	Utility Potholing	LS	1,500.00	1,500.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,500.00
72	Adjust Existing Manhole w/4' Barrel Section	EA	1,300.00	1,300.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,300.00
73	Electrical Service Meter and Breaker Panel	LS	1,750.00	1,750.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,750.00
74	100 Amp											
75	2" SCH 80	LF	8.25	1,938.75	1,938.75	100%	0.00	0.00	295.00	295.00	100%	1,938.75
76	Light Fixtures in Box Culvert	EA	860.00	2,580.00	2,580.00	100%	0.00	0.00	3.00	3.00	100%	2,580.00
77	Electric Duplex Receptacles	EA	400.00	800.00	800.00	100%	0.00	0.00	2.00	2.00	100%	800.00
78	4" SCH 80 Telephone Conduit	LF	4.70	1,057.50	1,057.50	100%	0.00	0.00	225.00	225.00	100%	1,057.50
79	10"x10" Wet Tap, Sleeve and Valve	EA	6,000.00	6,000.00	1.00	100%	0.00	0.00	1.00	1.00	100%	6,000.00
80	10" Dia CL-52 DIP Watermain	LF	91.00	4,277.00	4,277.00	100%	0.00	0.00	40.00	40.00	100%	4,277.00
81	10" Water Main Bends and Thrust Blocks	EA	290.00	1,160.00	1,160.00	100%	0.00	0.00	4.00	4.00	100%	1,160.00
82	10" Dia Urecon Pre-insulated DIP Watermain	LF	195.00	7,020.00	7,020.00	100%	0.00	0.00	31.00	31.00	100%	7,020.00
83	Test Water Main including All Appurtenances	LS	1,500.00	1,500.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,500.00
84	Connect to Existing Main with Solid Sleeve	EA	1,900.00	1,900.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,900.00
85	Abandon Existing Main and Plug Tee	EA	1,800.00	1,800.00	1.00	100%	0.00	0.00	0.00	0.00	0%	1,800.00
86	Soil Retention Blanket	SY	6.00	5,058.00	5,058.00	100%	0.00	0.00	843.00	843.00	100%	5,058.00
87	Pole Plantings	EA	12.00	720.00	720.00	100%	0.00	0.00	60.00	60.00	100%	720.00
88	Revegetation	SY	2.30	1,909.00	1,909.00	100%	0.00	0.00	830.00	830.00	100%	1,909.00
89	Contract Amount			368,857.35	368,857.35	100%	0.00	0.00	0.00	0.00	100%	368,857.35
90	Remove Landscaping on pool side	LS	1,450.00	1,450.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,450.00
91	Portable Message panel board	LS	1,250.00	1,250.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,250.00
92	Deduction for 10" Waterline Tap W/add for rest	LS	(1,000.00)	(1,000.00)	(1.00)	100%	0.00	0.00	1.00	1.00	100%	(1,000.00)
93	Install Bridge Abutments	LS	28,500.00	28,500.00	1.00	100%	0.00	0.00	1.00	1.00	100%	28,500.00
94	Set Bridge On Abutments	LS	3,600.00	3,600.00	1.00	100%	0.00	0.00	1.00	1.00	100%	3,600.00
95	Set Rip-Rap 24" Boulders	LS	5,700.00	5,700.00	1.00	100%	0.00	0.00	1.00	1.00	100%	5,700.00
96	New Sidewalk from South End of Bridge	LS	650.00	650.00	1.00	100%	0.00	0.00	1.00	1.00	100%	650.00
97	Remove & Replace Sidewalk for ex for South	LS	1,300.00	1,300.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,300.00
98	Place Snow Off Old Tennis Court	LS	1,700.00	1,700.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,700.00
99	Traffic Control	LS	5,200.00	5,200.00	1.00	100%	0.00	0.00	1.00	1.00	100%	5,200.00
100	Construction Survey	LS	1,700.00	1,700.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,700.00
101	Quality Control	LS	1,500.00	1,500.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,500.00
102	Mobilization	LS	1,000.00	1,000.00	1.00	100%	0.00	0.00	1.00	1.00	100%	1,000.00
103	Trench Drain	LS	2,700.00	2,700.00	1.00	100%	0.00	0.00	1.00	1.00	100%	2,700.00
JTD TOTAL				424,107.35	424,107.35		0.00	0.00	423,986.25	423,986.25		423,986.25
	JTD Change Orders			55,250.00	55,250.00		0.00	0.00	0.00	0.00		55,250.00
	Pending Change Orders			0.00	0.00		0.00	0.00	0.00	0.00		0.00
	AMOUNT EARNED TO DATE:			424,107.35	424,107.35		0.00	0.00	423,986.25	423,986.25		423,986.25
	LESS RETAINAGE OF:			0.00	0.00		0.00	0.00	0.00	0.00		0.00
	AMOUNT DUE TO DATE:			424,107.35	424,107.35		0.00	0.00	423,986.25	423,986.25		423,986.25
	LESS PREVIOUS INVOICES:			0.00	0.00		0.00	0.00	0.00	0.00		0.00
	AMOUNT DUE THIS ESTIMATE:			424,107.35	424,107.35		0.00	0.00	423,986.25	423,986.25		423,986.25

SUBMITTED BY: Eric Marsh
APPROVED BY:



Need Help?
 Contact Vendor Support
 (800) 835-4603
 Monday - Friday, 8am-8pm
 (Eastern)

Award Information

ITB-2779

The information below is the award information for solicitation number ITB-2779 posted by City of Lakewood.

Deadline:	01/17/2008 prior to 2:00 PM M.S.T.
Title:	Bid 2779 Wadsworth Weir Gulch Underpass STE 760-015
Information Posted:	1/29/2008
Supporting Document:	Open Abstract for Bid 2779

The following companies either responded with pricing or submitted a no bid.

Company Names	Bid Results	Estimated Award	Comments
Concrete Construction Specialties	\$854,313.00		
Duran Excavating, Inc.	\$921,087.00		
J2 Contracting Co.	\$970,834.50		
Jalisco International, Inc.	\$970,834.50		
KECI Colorado, Inc.	\$1,196,629.00		
New Design Construction	\$889,473.65		
Noraa Concrete Construction Corporation	\$914,124.62		
Structures, Inc.	\$1,073,360.50		
TARCO, Inc.	\$849,879.42	\$849,879.42	
Twin Peaks Utilities and Infrastructure Inc	\$914,124.62		



ABSTRACT OF PROPOSALS FOR BID NO. 2779

TITLE: WADSWORTH AT WEIR GULCH
 DEPT: PUBLIC WORKS
 BUYER: MARY BARNARD

DATE: 1/17/08
 BID BOND: YES

ITEM NO.	DESCRIPTION	UNIT	QTY	PRICE	AMOUNT	JALISCO INTERNATIONAL 6683 COLORADO BLVD COMMERCE CITY, CO 80001	J-2 CONTRACTING CO PO BOX 128 GREELEY CO 80632	STRUCTURES INC 4 INVERNESS CT EAST #254 ENGLEWOOD CO 80112	KECI COLORADO INC 4 INVERNESS CT EAST #254 W AIRPORT RD SEDALIA CO 80135
				UNIT	AMOUNT	PRICE	AMOUNT	PRICE	AMOUNT
201	Cleaning and Guttering	LS	1	\$15,000.00	\$15,000.00	\$15,000.00	\$14,000.00	\$12,075.00	\$12,075.00
202	Removal of Structures and Obstructions	LS	1	\$15,000.00	\$15,000.00	\$10,600.00	\$8,250.00	\$39,136.00	\$39,136.00
202	Removal of Curb and Gutter	LF	22	\$29.00	\$640.00	\$23.00	\$508.00	\$46.00	\$1,012.00
202	Removal of Concrete Pmt.	SY	150	\$1,350.00	\$1,950.00	\$1,950.00	\$49.00	\$39.00	\$4,500.00
202	Removal of Asphalt Mat	SY	10	\$35.00	\$350.00	\$38.00	\$380.00	\$71.00	\$710.00
202	Removal of Pipe	LF	10	\$20.00	\$200.00	\$41.00	\$410.00	\$58.00	\$580.00
202	Removal of Fence	LF	40	\$5.00	\$200.00	\$2.50	\$100.00	\$3.00	\$120.00
203	Embankment Material(Complete in Pl	CY	4,700	\$11.00	\$51,700.00	\$12.00	\$56,400.00	\$12.27	\$57,688.00
207	Topsoil	CY	720	\$6.00	\$4,320.00	\$11.50	\$8,280.00	\$3.75	\$4,140.00
208	Silt Fence	LF	1,200	\$1.30	\$1,560.00	\$3.25	\$3,900.00	\$1.20	\$1,440.00
208	Storm Drain Inlet protection	EA	2	\$320.00	\$640.00	\$607.00	\$1,214.00	\$178.50	\$357.00
208	Check Dams	EA	3	\$300.00	\$900.00	\$1,035.00	\$3,105.00	\$371.00	\$1,113.00
208	Erosion Control Supervisor	HR	100	\$125.00	\$12,500.00	\$73.00	\$7,300.00	\$110.00	\$11,000.00
208	Sediment Trap/Dewatering Structure	EA	2	\$350.00	\$700.00	\$2,000.00	\$4,000.00	\$2,500.00	\$5,000.00
208	Concrete Washout Structure	EA	2	\$500.00	\$1,000.00	\$785.00	\$1,570.00	\$1,764.00	\$3,528.00
208	Stabilized Construction Entrance	EA	2	\$500.00	\$1,000.00	\$3,700.00	\$7,400.00	\$1,265.00	\$2,530.00
208	Erosion Control Log	LF	400	\$6.00	\$2,400.00	\$7.00	\$2,800.00	\$3.11	\$1,244.00
210	Modify Manhole	EA	1	\$650.00	\$650.00	\$1,900.00	\$5,400.00	\$3,450.00	\$1,700.00
210	Adjust Valve Box	EA	3	\$300.00	\$900.00	\$275.00	\$825.00	\$840.00	\$2,520.00
212	Seeding(Native)	Acre	3.5	\$160.00	\$560.00	\$350.00	\$1,225.00	\$1,370.00	\$4,805.00
213	Mulching(weed free)	Acre	3.5	\$600.00	\$2,100.00	\$475.00	\$1,662.50	\$3,570.00	\$12,397.50
213	Mulch Tackifier	Lb	820	\$6.00	\$4,920.00	\$2.10	\$1,702.00	\$2.30	\$1,881.00
214	Willow Stakes	EA	1,000	\$9.50	\$9,500.00	\$1.60	\$1,600.00	\$1.75	\$1,750.00
214	Centonwood Stakes (8 Foot)	EA	36	\$45.00	\$1,620.00	\$37.00	\$1,332.00	\$40.00	\$1,440.00
214	Deciduous Tree(1 Inch Cal.)	EA	18	\$35.00	\$630.00	\$162.00	\$2,916.00	\$172.50	\$3,105.00
216	Soil Retention Blanket	SY	2,650	\$3.00	\$7,950.00	\$2.10	\$5,565.00	\$2.70	\$7,155.00
403	H B P (Fatching/Asphalt)	Ton	32	\$200.00	\$6,400.00	\$175.00	\$5,600.00	\$198.00	\$6,336.00
412	Concrete Pavement (6 inch)	SY	1,680	\$36.00	\$60,480.00	\$30.00	\$50,400.00	\$49.00	\$82,720.00
506	Soil Rip Rasp Type IV	CY	35	\$90.00	\$3,150.00	\$70.00	\$2,450.00	\$61.00	\$2,135.00
506	Soil Rip Rasp Type L	CY	405	\$45.00	\$18,225.00	\$65.00	\$26,325.00	\$56.00	\$22,680.00
506	Boulders(36 INCH)	EA	65	\$300.00	\$19,500.00	\$250.00	\$16,250.00	\$203.00	\$13,195.00
601	Concrete Class DW/ Wall Box Culvert	CY	327	\$80.00	\$26,160.00	\$780.00	\$255,060.00	\$869.00	\$284,163.00
603	12 inch RCP (CIP)	LF	38	\$46.00	\$1,748.00	\$92.00	\$3,496.00	\$74.00	\$2,812.00
603	18 inch RCP (CIP)	LF	52	\$67.00	\$3,484.00	\$75.00	\$3,900.00	\$84.00	\$4,368.00
603	24 inch RCP (CIP)	LF	70	\$69.00	\$4,830.00	\$95.00	\$6,650.00	\$92.00	\$6,440.00
603	72 inch RCP (CIP/Jacked)	LF	52	\$230.00	\$11,960.00	\$315.00	\$16,380.00	\$29,640.00	\$15,120.00
604	Inlet Type R10 (5 Foot)	EA	2	\$5,400.00	\$10,800.00	\$3,660.00	\$7,320.00	\$6,325.00	\$12,650.00
604	Manhole Box Base (26 Foot)	EA	2	\$22,000.00	\$44,000.00	\$24,000.00	\$48,000.00	\$30,614.00	\$61,228.00
606	Precast Type 7 Concrete Barrier(Torn	LF	100	\$60.00	\$6,000.00	\$26.00	\$2,600.00	\$72.00	\$7,200.00
607	Temporary Fence	LF	200	\$5.00	\$1,000.00	\$1.85	\$370.00	\$2.00	\$400.00
607	Fence Chainlink (42 in) (Vinyl coated)	LF	227	\$15.00	\$3,405.00	\$33.00	\$7,491.00	\$36.00	\$8,172.00
609	Curb and Gutter Type 2 (Section II-B)	LF	20	\$1,000.00	\$20,000.00	\$16.50	\$330.00	\$46.00	\$920.00
610	Median Cover Material(Patterned Con	SF	300	\$8.00	\$2,400.00	\$11.50	\$3,450.00	\$16.00	\$4,800.00
613	Box Culvert Lighting	LS	1	\$24,000.00	\$24,000.00	\$25,000.00	\$25,000.00	\$28,500.00	\$28,500.00
625	Construction Surveying	LS	1	\$25,000.00	\$25,000.00	\$4,200.00	\$4,200.00	\$12,708.00	\$12,708.00
625	Mobilization	LS	1	\$55,000.00	\$55,000.00	\$70,000.00	\$140,000.00	\$99,000.00	\$198,000.00
627	Pavement Marking Paint	Gal	20	\$200.00	\$4,000.00	\$150.00	\$3,000.00	\$305.00	\$6,100.00
627	Pavement Marking Paint (Epoxy)	Gal	20	\$200.00	\$4,000.00	\$140.00	\$2,800.00	\$305.00	\$6,100.00
630	Traffic Control Inspection	Day	20	\$300.00	\$6,000.00	\$145.00	\$2,900.00	\$63.00	\$1,260.00
630	Traffic Control Management	Day	20	\$300.00	\$6,000.00	\$475.00	\$9,500.00	\$460.00	\$9,200.00
630	Baricade (Type 3 M-A) Temporary	EA	4	\$110.00	\$440.00	\$112.00	\$448.00	\$688.00	\$2,752.00
630	Construction Traffic Sign(Panel Size 6	EA	11	\$65.00	\$715.00	\$60.00	\$660.00	\$58.00	\$638.00
630	Construction Traffic Sign(Panel Size 8	EA	14	\$85.00	\$1,190.00	\$100.00	\$1,400.00	\$115.00	\$1,610.00
630	Drum Channelizing Device	EA	50	\$27.00	\$1,350.00	\$30.00	\$1,500.00	\$39.00	\$1,950.00
630	Traffic Cone	EA	200	\$10.00	\$2,000.00	\$12.00	\$2,400.00	\$14.00	\$2,800.00
630	Water Control & Dewatering	LS	1	\$20,000.00	\$20,000.00	\$60,000.00	\$120,000.00	\$32,688.00	\$65,376.00

TOTAL BASE BID \$921,087.00 \$970,834.50 \$976,536.00 \$1,073,360.50 \$1,196,629.00

Items shaded in red are verified calculated connections

Decision No. C11-1354

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF COLORADO

DOCKET NO. 11A-901R

IN THE MATTER OF THE APPLICATION OF THE CITY OF FORT COLLINS FOR AUTHORITY TO CONSTRUCT A PEDESTRIAN AND BICYCLE UNDERPASS STRUCTURE UNDER THE BNSF RAILWAY RIGHT-OF-WAY TO INCLUDE AN ACCESS RAMP AND STAIRCASE OUTSIDE OF THE BNSF RAILWAY RIGHT-OF-WAY, APPROXIMATELY HALFWAY BETWEEN THE MAJOR CROSS STREETS OF HORSETOOTH ROAD AND HARMONY ROAD, CONNECTING WEST TROUTMAN PARKWAY TO THE MASON TRAIL, IN THE CITY OF FORT COLLINS, LARIMER COUNTY, COLORADO.

**COMMISSION ORDER DEEMING APPLICATION
COMPLETE AND GRANTING APPLICATION**

Mailed Date: December 19, 2011
Adopted Date: December 14, 2011

I. BY THE COMMISSION

A. Statement

1. This matter comes before the Commission for consideration of an application (Application) filed by the City of Fort Collins (Fort Collins) on November 7, 2011, requesting authority to construct a new pedestrian and bicycle underpass under the tracks and right-of-way of BNSF Railway Company (BNSF) at approximate railroad milepost 70.13 located approximately halfway between the existing crossings of BNSF with Harmony Road and Horsetooth Road, with no current National Inventory Number, in the City of Fort Collins, County of Larimer, State of Colorado.

2. Notice of the Application was provided by the Commission to all interested parties, including adjacent property owners pursuant to § 40-6-108(2), C.R.S., on November 8, 2011.

3. On December 7, 2011, BNSF filed an Entry of Appearance and Notice of Intervention. BNSF does not oppose or contest the granting of the Application.

4. The Commission has reviewed the record in this matter and deems that the Application is complete within the meaning of § 40-6-109.5, C.R.S.

5. Now being fully advised in the matter, we grant the Application.

B. Findings of Fact

6. The Commission gave notice to all interested parties, including the adjacent property owners. No intervention was received opposing the Application.

7. Fort Collins proposes to construct a pedestrian and bicycle underpass under the BNSF and proposed Bus Rapid Transit (BRT) corridor in Fort Collins approximately halfway between Harmony Road and Horsetooth Road. Fort Collins proposes to construct this pedestrian grade separation to mitigate trespassing issues at this location and provide a safe crossing between West Troutman Parkway and the Mason Trail. Fort Collins has continually tried to discourage trespassing at this location through fencing and signage. By providing a safe and direct grade separated crossing and upgraded fencing, Fort Collins is hoping this will eliminate the pedestrian trespassing in this area.

8. The Fort Collins proposed pedestrian and bicycle underpass will cross the entire BNSF right-of-way plus an additional right-of-way for the future BRT. The underpass is proposed to be 122'-4 1/4" in length and contains stairs and ramps on both sides of the underpass. Fort Collins proposes to construct the underpass using a single cell precast box structure that will provide an approximately 24' wide by 10' tall area for use by pedestrians and bicyclists. The Commission Rules currently do not require any minimum heights or widths for underpass pedestrian structures.

9. Fort Collins states that there are an estimated 15 trains per day that currently use the tracks at the location of the proposed crossing at a maximum timetable speed of 40 miles per hour with no estimated changes in the near future. Fort Collins estimates 100 persons per day using the proposed pedestrian and bicycle grade separation.

10. Fort Collins proposes to start work in July 2012 with an estimated completion and in service date of May 2013. As part of this work, BNSF will remove portions of their track during a seven-day shutdown of track to allow Fort Collins to install the underpass structure via open trench construction. Fort Collins will be required to inform the Commission in writing that the crossing work is complete and operational within ten days of completion. The Commission will expect this letter sometime around May 31, 2013. However, the Commission does understand this letter may be provided earlier or later than this date depending on changes or delays to the construction schedule.

11. Fort Collins will be required to file a copy of the signed Construction and Maintenance Agreement with BNSF for this pedestrian underpass by July 1, 2012 prior to beginning construction on the crossing.

12. We will require BNSF to obtain a National Inventory Number for this new crossing and file a copy of the crossing inventory form for the new crossing in this docket. The Commission will expect this information to be filed with completion of the crossing work by May 31, 2013.

13. The estimated cost of construction for this project is \$1,598,586 with Fort Collins paying for the total cost of the construction.

14. BNSF will be required to maintain their track, ties, and appurtenances, at their expense, and Fort Collins will be required to maintain the pedestrian grade separation structure at its expense.

C. Conclusions

15. The Commission has jurisdiction in this matter under §§ 40-4-106(2)(a) and (3)(a), C.R.S.

16. No intervenor that filed a petition to intervene or other pleading contests or opposes the Application.

17. Because the Application is unopposed, the Commission finds that it will determine this matter upon the record, without a formal hearing under § 40-6-109(5), C.R.S., and Rule 1403, Commission Rules of Practice and Procedure, 4 *Code of Colorado Regulations* 723-1.

18. We find that good cause exists to grant the Application consistent with the above discussion in paragraphs 7 through 14.

II. ORDER

A. The Commission Orders That:

1. The application (Application) filed by the City of Fort Collins (Fort Collins) on November 7, 2011, requesting authority to construct a new pedestrian and bicycle underpass under the tracks and right-of-way of BNSF Railway Company (BNSF) at approximate railroad milepost 70.13 located approximately halfway between the existing crossings of BNSF with Harmony Road and Horsetooth Road, with no current National Inventory Number, in the City of Fort Collins, County of Larimer, State of Colorado is deemed complete within the meaning of § 40-6-109.5, C.R.S.

2. The Intervention of BNSF is noted.
3. The Application is granted.
4. Fort Collins is authorized and ordered to proceed with the construction of the pedestrian and bicycle underpass located between Harmony Road and Horsetooth Road as described in the Application.

5. Fort Collins shall maintain the pedestrian underpass structure at its expense pursuant to Rules Regulating Railroads, Rail Fixed Guideways, Transportation by Rail, and Rail Crossings, 4 *Code of Colorado Regulations* (CCR) 723-7-7211(c).

6. BNSF shall continue to maintain its track, ties, and appurtenances pursuant to Rule 4 CCR 723-7-7211(a).

7. Fort Collins shall file a copy of the signed Construction and Maintenance Agreement with the Commission by July 1, 2012 prior to beginning construction at the crossing.

8. Fort Collins shall inform the Commission in writing that the crossing work is complete and operational within ten days of completion. The Commission will expect this letter by May 31, 2013. However, the Commission understands this letter may be provided earlier or later than this date depending on changes or delays to the construction schedule.

9. BNSF will be required to obtain a National Inventory Number for the pedestrian crossing and file a copy of the crossing inventory in this docket form showing the information for this crossing by May 31, 2013.

10. The 20-day period provided for in § 40-6-114, C.R.S., within which to file applications for rehearing, reargument, or reconsideration, begins on the first day following the effective date of this Order.

- 11. The Commission retains jurisdiction to enter further orders as necessary.
 - 12. This Order is effective on its Mailed Date.
- B. ADOPTED IN COMMISSIONERS' WEEKLY MEETING
December 14, 2011.**

(S E A L)



ATTEST: A TRUE COPY

Doug Dean,
Director

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

JOSHUA B. EPEL

JAMES K. TARPEY

MATT BAKER

Commissioners



Need Help?

Contact Vendor Support

(800) 835-4603

Monday - Friday, 8am-8pm
(Eastern)

Award Information

ITB-US 287 RECREATION TRAIL UNDERPASS

The information below is the award information for solicitation number ITB-US 287 RECREATION TRAIL UNDERPASS posted by City of Loveland.

Deadline:	06/10/2010 prior to 2:00 PM M.D.T.
Title:	U287 Recreation Trail Underpass Fed Aid STE M830-042 ,
Information Posted:	6/16/2010
Supporting Document:	Open Bids Read At Opening-No Award Has Been Made

The following companies either responded with pricing or submitted a no bid.

Company Names	Bid Results	Estimated Award	Comments
Edge Contracting		\$1,637,473.35	



Need Help?
 Contact Vendor Support
 (800) 835-4603
 Monday - Friday, 8am-8pm
 (Eastern)

Award Information

ITB-11-08

The information below is the award information for solicitation number ITB-11-08 posted by Arapahoe County.

Deadline:	06/30/2011 prior to 2:00 PM M.D.T.
Title:	HIGHLINE CANAL @ ILIFF PEDESTRIAN UNDERPASS PRO JECT, C8-020
Information Posted:	7/12/2011
Supporting Document:	Open G:\Fins\50_PURCHASING\PURCHASING\2011 Solicitations\2011 Sol

The following companies either responded with pricing or submitted a no bid.

Company Names	Bid Results	Estimated Award	Comments
Concrete Express, Inc		2,547,303.50	
Duran Excavating, Inc.		2,518,893.60	
Lawrence Construction Company		2,197,714.92	Apparent low bidder
New Design Construction		2,477,780.55	

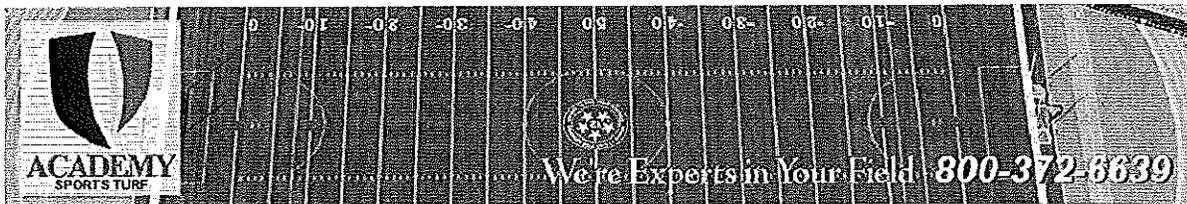
Appendix 3 - Turf Cost Estimates



Google earth



Appendix # 3 - Turf Costs
\$ 1.0 m @ \$5.00 per s.f.



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FAQ'S REGARDING SYNTHETIC TURF

Q. What makes this synthetic "In-Filled" turf different than "Traditional" artificial turf?

Q. How safe is it?

Q. What type of shoes do I buy for my players?

Q. How does the ball react to the surface?

Q. How do you maintain the synthetic turf?

Q. How much will a field cost to install?

Q. What is the replacement cost for a synthetic field?

Q. How many years will the turf last?

Q. What is G-Max?

Q. What can our school do to reduce the initial cost of installing a field?

Q. What is "Matting" or "Crush"?

Q. What makes this synthetic "In-Filled" turf different than "Traditional" artificial turf?

A. The older "carpet style" turf was hard, abrasive, looked bad, and worst of all there was no "give" to it when a player made a hard cut or turn. This resulted in increased stress on joints, which sometimes led to serious injury. The new "in-filled" synthetic turf looks like natural grass and plays like natural grass. The in-fill, with rubber or a combination of sand and rubber, acts like a natural shock absorber to help prevent serious injuries.

[return to top](#)

Q. How safe is it?

A. In addition to being non-abrasive, In-filled synthetic turf also prevents injuries such as turf toe and foot lock, decreasing lower extremity, non-contact injuries. Being non-abrasive, it will also prevent rug burns. It is excellent for all sports including football, soccer, lacrosse, and rugby. Academy Sports Turf has direct quotes from NFL players regarding these issues.

[return to top](#)

Q. What type of shoes do I buy for my players?

A. Use a natural grass cleat. Athletes and coaches praise the consistency of the playing surface. It plays almost exactly the same, whether it's raining, snowing, sleeting, or dry, therefore, only one kind of shoe is required.

[return to top](#)

Q. How does the ball react to the surface?

A. Balls will play and respond similarly to a natural grass field.

[Goto G-Max definition](#)

[return to top](#)

Q. How do you maintain the synthetic turf?

A. Upon purchasing a synthetic field, Academy Sports Turf will provide a brush attachment for collecting debris. We also provide a sweeper attachment to maintain the integrity of the fibers as to make the field look like new at all times. Academy Sports Turf will train the maintenance personnel on how to use this equipment to maintain a synthetic sports field.

[return to top](#)

Q. How much will a field cost to install?

A. There are many factors that go into the final cost of a particular project. Generally, the final cost of a project is around \$.00 per square foot for a full size football or soccer field.

Cost Factors

- Surface area
- New field vs Renovation
- Availability of materials
- Drainage requirements
- Field border material

[return to top](#)

Q. What is the replacement cost for a synthetic field?

A. Without all the preparation that goes into constructing a sports field, approximate costs would be around \$4.00 per square foot.

[return to top](#)

Q. How many years will the turf last?

A. Life expectancy will vary with the type of use, sports played, foot traffic, climatic conditions, and maintenance practices; however, you can expect the playability to remain constant for 10-15 years.



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Telephone / Email _____

Comments / Questions _____

Request Free Consultation »

Artificial Turf for Football, Soccer, Baseball, and More

For Fields Under 30,000 square feet

If your field will be over 30,000 square feet, please visit our sister company, SPRINTURF.

Scheduling activities on a natural grass field can be a nightmare! Field recovery time and maintenance demands can be very unpredictable and costly. With a ProGreen™ Synthetic Grass System, scheduling and accommodating multiple activities is made easy and your field is always ready for action!

ProGreen™ Grass Systems eliminate the need, expense and upkeep of additional fields. ONE FIELD DOES IT ALL, ALL OF THE TIME! Football, soccer, lacrosse, field hockey, baseball/softball, gym activities, band practice, and more!

The typical natural turf field will begin to show stress at 100 hours of event use. Once 140 event-hours are reached your natural turf field will become a natural dirt field. Additionally, keeping a natural grass field in playable condition can cost more than \$30,000 per year, per field due to: chemicals, fertilizer, re-sodding, seed, water, cutting and other labor. But no amount of maintenance can prevent overuse from turning your expensive natural turf into very expensive dirt or mud.

On the other hand, a ProGreen™ Turf System can be used in excess of 500 event-hours, each year, as well as all the practice use you can schedule. In fact, usage is only limited by your scheduling and lighting. There is literally no limit to the activities it will accommodate. A ProGreen™ field provides the same usage and field inventory as four or five natural fields!

Since a ProGreen™ multipurpose field can be constructed for much less than the cost of the four or five natural fields it replaces, and can be maintained for only a minimal amount per year, its long-term cost and cost per event are really much lower than natural grass.

2.25" Tall Turf

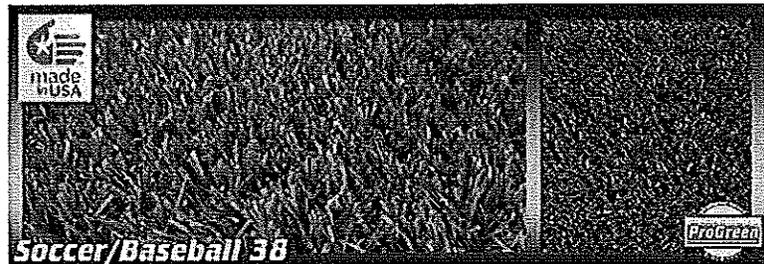
ProGreen Field DF (Photo Coming Soon)

Our most durable fiber, UltraBladeDF. Requires crumb rubber infill and can be used both indoors and outdoors.

ProGreen Field MM (Photo Coming Soon)

A very durable fiber, UltraBladeMM. Requires crumb rubber infill and can be used both indoors and outdoors.

1.5" Tall Turf



Requires a combination of crumb rubber and sand infill. It can be used both indoors and outdoors.



HOME SURFACES SPECIFICATIONS NEWS PROJECTS DESIGN/BUILD ABOUT BID REQUEST

ARTIFICIAL TURF PRODUCTS

SuperTurf and RamTurf: ATG's Commitment to Value

Let's face facts: Everybody wants a good deal, a value for their money. ATG Sports artificial turf surfaces will always be better, safer and, in most cases, far less expensive than natural grass. You may think this is impossible, but consider that almost every school has to limit the amount of use to their field or suffer playing on hard dirt or mud for most of the season. In fact, the center of most fields, and much of the sidelines, end up as mud anyway.



Some costs of a natural grass field...

Water Costs	Striping for Football
Spring Fertilizing	Green Fertilizing
Striping for Soccer	Equipment
Plugging	Weed Control
Sodding	Sprinklers



You obviously already know about those, but did you consider the other costs?

Cleaning and Replacing Uniforms	Injuries
Employee Time	Sprinkler Maintenance
Blowing Sprinkler Lines	Employee Retirement Costs
Field Setup	Equipment Repair & Replacement
Limited Use	Need for a 2nd and 3rd Field
An Alternate Venue	



ATG Sports polled several schools for the costs of their natural grass field. Schools reported costs to maintain their grass playing field between \$39,000 to \$60,000 per year and about 50% more for each practice field.

Schools surveyed had 900 or more high school students.

So what is the cost of ATG Sports Turf?

Converting an existing field from grass to turf will require a minimum of earth removal, rock, and new drainage and, of course, the turf system. The average project cost for the area between the two end zones is \$5.80 per square foot or about \$430,000. Most owners also cover part or all of the D-shaped areas at each end at an additional cost.

What Savings come with ATG Sports Turf?

Clearly there is not the expensive maintenance of natural grass with artificial turf. The length of time in which turf pays for itself depends on how much use it gets. For the first time ever, your field becomes a true multiuse facility for all school students instead of reserved for a few games and practices. Usage of the field can be 24 hours a day with an unlimited number of uses from Physical Education to Graduation ceremonies.

Safety...

[Click here to watch our turf in action to see how safe it really is...](#)

Not too long ago schools could argue that playing on sparse grass and compacted earth was the only option, therefore, the safest option. This is no longer the case. The percent of schools changing to quality artificial turf such as ATG Sports Turf is increasing as it is viewed to be a much safer alternative. It is likely that 50% of schools with 1000 or more students will have artificial turf within five years.

Warranty...

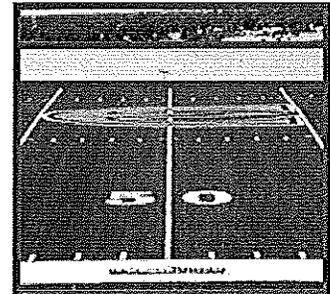
ATG Sports uses only the best materials which makes it easy to also provide the best warranty. For more than 20 years ATG has stood 100% behind every product sold. ATG Sports has seen many competitors come and go, most within two to ten years after startup (just about the longevity of most of our current competitors). We feel history is the best proof of warranty and ATG's history is the best in the business.



Why ATG Sports?

Download Brochure PDF

Example Gallery...



Request Information



Appendix 4 - CDOT Possible Funding Programs

Appendix #4

CDOT Possible Funding Programs

- Region 3 Enhancement Pool
- Rural PM 10 Nonattainment Area - For paving over gravel parking lot
- Region 3 FASTER Safety Projects
- Region 3 Hazard Elimination Program
- Region 3 Congestion Relief Program
- Federal Hazard Elimination Program
- Railroad – Freight Rail Program



Colorado Department of Transportation
 FY2012 - FY2017 STIP (Amount in Thousands)

REGION 03

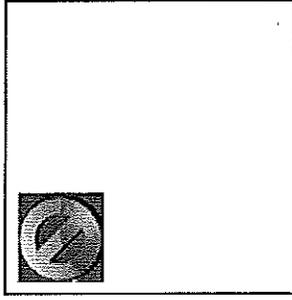
Region 3 Enhancement Pool

Transportation Enhancements STIP pool includes projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. These projects or programs are generally smaller, without a major impact on capacity, the environment and are non-controversial. Work elements include Environmental, Design, Utilities, Right-of-Way, and Construction.



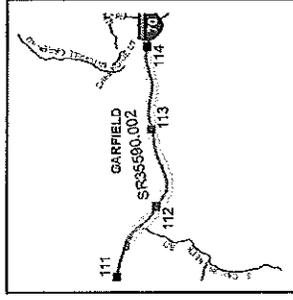
STIP #: SR35590

SR35590
 County(s):



ZOOM OUT

Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	Total Project Cost	
					FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2012 - FY2017	FY2012 - FY2017	
Enhancement	F	STE	C	\$0	\$10	\$10	\$0	\$1,328	\$1,328	\$1,328	\$0	\$4,004	\$4,004
Enhancement	L	L	C	\$0	\$2	\$2	\$0	\$329	\$329	\$329	\$0	\$991	\$991
				\$0	\$12	\$12	\$0	\$1,657	\$1,657	\$1,657	\$0	\$4,995	\$4,995



ZOOM OUT

SR35590.002 South Canyon Trail
 County(s): Garfield

Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	Total Project Cost	
					FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2012 - FY2017	FY2012 - FY2017	
Enhancement	F	STE	C	\$0	\$0	\$161	\$281	\$0	\$0	\$0	\$0	\$442	\$442
Enhancement	L	L	C	\$0	\$0	\$40	\$70	\$0	\$0	\$0	\$0	\$110	\$110
				\$804	\$0	\$201	\$351	\$0	\$0	\$0	\$0	\$552	\$1,356



Colorado Department of Transportation
 FY2012 - FY2017 STIP (Amount in Thousands)

REGION 03

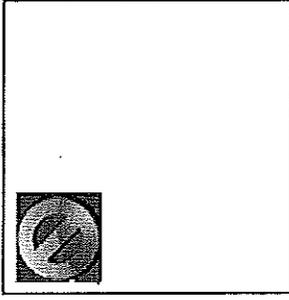
STEAMBOAT SPRINGS RURAL PM10
 Nonattainment Area

The CMAQ STIP Pool includes transportation projects or programs designed to improve air quality and reduce traffic congestion in areas classified as air quality non-attainment and maintenance areas under the Clean Air Act criteria. These projects or programs are generally smaller, without a major impact on capacity, the environment and are non-controversial. Work elements include Environmental, Design, Utilities, Right-of-Way, Construction or Miscellaneous for programs.



STIP #: SNW3660

SNW3660
 County(s): Routt



Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	FY2012 - FY2017	Total Project Cost
Congestion Mitigation/Air Quality	F	AQC	C	\$0	\$83	\$83	\$83	\$83	\$83	\$83	\$0	\$-498	\$498
Congestion Mitigation/Air Quality	L	L	C	\$0	\$17	\$17	\$17	\$17	\$17	\$17	\$0	\$102	\$102
				\$930	\$100	\$100	\$100	\$100	\$100	\$100	\$0	\$600	\$1,530

ZOOM OUT



Colorado Department of Transportation
FY2012 - FY2017 STIP (Amount in Thousands)

REGION 03

Region 3 FASTER Safety Projects

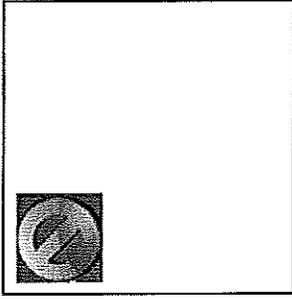
Senate Bill 09-108 created the road safety surcharge, an annual vehicle registration surcharge that varies by vehicle weight. Funds generated by the surcharge are credited to the State Highway Fund and to local governments through statutory formulas for expenditure on road safety projects. Per Section 43-4-803 (21), C.R.S. (2010), a road safety project means a construction, reconstruction, or maintenance project that the commission determines is needed to enhance the safety of a state highway, a county determines is needed to enhance the safety of a county road, or a municipality determines is needed to enhance the safety of a city street.



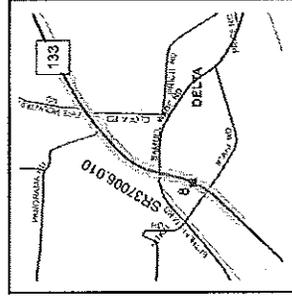
STIP #: SR37006

SR37006
 County(s):

Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	Total Project Cost	
					FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2012 - FY2017	FY2012 - FY2017	
FASTER Safety Allocation	S	FAS	C	\$0	\$0	\$0	\$15,409	\$15,973	\$16,285	\$16,459	\$0	\$64,126	\$64,126
				\$0	\$0	\$0	\$15,409	\$15,973	\$16,285	\$16,459	\$0	\$64,126	\$64,126



ZOOM OUT



ZOOM OUT

SR37006.010 Regional Intersection Improvement
 County(s): Delta

Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	Total Project Cost	
					FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2012 - FY2017	FY2012 - FY2017	
FASTER Safety Allocation	S	FAS	C	\$0	\$606	\$606	\$0	\$0	\$0	\$0	\$0	\$1,212	\$1,212
				\$691	\$606	\$606	\$0	\$0	\$0	\$0	\$0	\$1,212	\$1,903



Colorado Department of Transportation
 FY2012 - FY2017 STIP (Amount in Thousands)



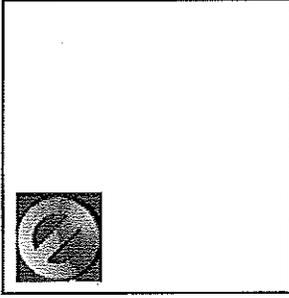
Region 3 Hazard Elimination Program

Hazard Elimination Pool includes projects that improve traffic flow and safety. Projects may include new or improved traffic signals, signage and/or turn lanes. These projects are generally smaller, without a major impact on capacity, the environment and are non-controversial. Work elements include Environmental, Design, Utilities, Right-of-Way, and Construction.



STIP #: SR36693

SR36693
 County(s):



Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	FY2012 - FY2017	Total Project Cost
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Hazard Elimination	F	STA	C	\$0	\$1,134	\$1,191	\$0	\$0	\$0	\$0	\$0	\$2,325	\$2,325
Hazard Elimination	S	SHF	C	\$0	\$284	\$258	\$0	\$0	\$0	\$0	\$0	\$582	\$582
				\$0	\$1,418	\$1,489	\$0	\$0	\$0	\$0	\$0	\$2,907	\$2,907

ZOOM OUT



Colorado Department of Transportation
 FY2012 - FY2017 STIP (Amount in Thousands)

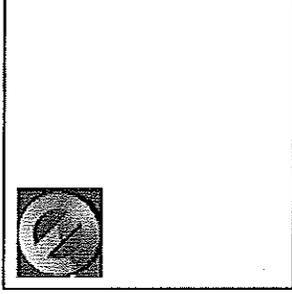
REGION 03

Region 3 Congestion Relief Program

The objective of the Congestion Relief Program is to show measurable improvements to congestion on the State Highway System. The funding may only be used on segments of highway that have a volume to capacity ratio of 0.85 or greater during the 30th highest hourly volume. Eligible activities include: access management, signal timing, ramp metering, turnlanes, median separators, incident management, alternative modes, and TDM/ITS strategies. Other major construction projects such as interchange reconstruction, new travel lanes and transit facilities are eligible if the benefit of the congestion relief dollars can be tracked. Congestion Relief funds are not eligible for indirect mobility projects such as Preliminary Engineering (PE), Environmental Assessments (EA) and Environmental Impact Statement (EIS) studies as these activity expenditures would not contribute towards any measurable result in performance, and the studies may take a long time to be completed.



STIP #: SR36616



SR36616
 County(s):

Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	FY2012 - FY2017	Total Project Cost
Congestion Relief	F	NH	C	\$0	\$0	\$0	\$150	\$150	\$160	\$160	\$0	\$620	\$620
Congestion Relief	S	SHF	C	\$0	\$0	\$0	\$30	\$41	\$54	\$58	\$0	\$183	\$183
				\$0	\$0	\$0	\$180	\$191	\$214	\$218	\$0	\$803	\$803

ZOOM OUT

SR36616.001 I-70, SH82, US 6 Exit 116 GWS
 County(s): Garfield



ZOOM OUT

Funding Program	Fund Source	Fund Type	Phase	Previous Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Future	FY2012 - FY2017	Total Project Cost
Congestion Relief	F	NH	C	\$0	\$144	\$146	\$0	\$0	\$0	\$0	\$0	\$290	\$290
Congestion Relief	S	SHF	C	\$0	\$30	\$31	\$0	\$0	\$0	\$0	\$0	\$61	\$61
				\$2,991	\$174	\$177	\$0	\$0	\$0	\$0	\$0	\$351	\$3,342

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

HQ Safety and Traffic Engineering Branch
4201 E. Arkansas Avenue, 3rd Floor
Denver, Colorado 80222
303.757.9654 (Voice)
303.757.9219 (Fax)



October 31, 2011

TO: City/County Transportation Officials

FROM: Bryan K. Allery
Acting Branch Manager

RE: Federal Hazard Elimination Program

Applications for Federal Hazard Elimination Project Funds for FY 2013-2015 are being requested at this time. Applications are due in by January 31st, 2012. Completed applications are to be sent to your local CDOT Region Traffic Engineer who will review the applications and then forward to this office for analysis:

Colorado Department of Transportation Region Traffic Engineers

Bernie Guevara - Region 1 Traffic Engineer 18500 E. Colfax Ave. Aurora, CO 80011	Sasan Delshad - Region 2 Traffic Engineer 905 Erie Ave. Pueblo, CO 81002
Zane Znamenacek - Region 3 Traffic Engineer 222 South 6th St., #317 Grand Jct., CO 81501-2769	Ina Zisman - Region 4 Traffic Engineer 1420 2nd Street Greeley, CO 80632
Mike McVaugh - Region 5 Traffic Engineer 3803 N. Main Ave., #306 Durango, CO 81301	Steve Hersey - Region 6 Traffic Engineer 2000 South Holly St. Denver, CO 80222
Ref: FY2013-2015 Federal Hazard Elimination Program (A Map of the CDOT Regions is also Included with the Application Form for Reference)	

Any project selected for this federal funding must be included in, or added to, the Statewide Transportation Improvement Program (STIP) and, if in an urban area, in the appropriate Transportation Improvement Program (TIP) of the respective Metropolitan Planning Organization (MPO). Local governments within an MPO are advised to send a copy of their applications to their respective Organization; for example: City of Denver to DRCOG, City of Colorado Springs to PPACG, City of Ft Collins to North Front Range Transportation and Air Quality Planning Council.

This program is administered by CDOT for which there may be an indirect cost or overhead charge of approximately 1%. This indirect cost is not eligible for federal funding.

Please complete the enclosed application form for each project of interest and submit with any supporting documents desired. The attached procedure descriptions are for your reference only and need not be considered or included with your application. All requests will be for the construction fiscal years of 2013 - 2015. Funding is contingent on the continuation of this Federal Safety program. The application process, final analysis, and notification of approval or denial are expected to be completed by the end of March 2012. Your participation in this program is greatly appreciated.

FEDERAL HAZARD ELIMINATION PROGRAM

This program provides federal funds (90% Federal, 10% State/Local) for projects that improve the safety of high accident locations. The 10% Local Funds are required for projects located off the State Highway System. The major factors in evaluating applications are the accident history and the cost-benefit.

Eligible projects are safety projects on your jurisdiction's street or highway system, as well as any other public road. Projects with costs for right-of-way, because of the possible long lead time required for its acquisition, are not encouraged, but allowed.

As in the past, projects should cost no less than \$50,000. Only projects of \$50,000 and over will be funded because the overhead is about the same for any size project and the cost effectiveness of the federal dollar diminishes below this amount. Smaller projects can be combined to meet this \$50,000 threshold.

The prioritization will only consider candidate projects that have a potential for accident reduction. The approved method of evaluation is based on determining the level of safety through the appropriate Safety Performance Function, or the observed cumulative Binomial Probability (BP) of an accident type or related accident characteristics. An observed accident frequency above the expected, statewide average or a cumulative Binomial Probability of 90% or greater suggests the presence of an accident pattern and a susceptibility to correction. CDOT will calculate the level of safety and/or cumulative BP, and Benefit Cost Ratio (B/C) in accordance with the attached procedures. Candidate projects that have a potential for accident reduction will then be prioritized using the B/C as we have done in the past.

If there is a safety improvement desired on a state highway, please coordinate with your local CDOT Traffic Engineer about CDOT applying for the funds or making a joint application.

Questions regarding the application process and evaluation criteria can be directed to:

Bryan K. Allery - CDOT Staff Traffic, 303.757.9967

Ron Nelson – CDOT Staff Traffic, 303.512.5101

Shane Chevalier – CDOT Staff Traffic, 303.512.5109

David Swenka – CDOT Staff Traffic, 303.512.5103

Distribution: City/County Transportation Officials
CDOT Region Traffic Engineers

Attachment: Application Form and sample Procedures for Calculating the Level of Safety, BP,
and B/C Ratio

Electronic Versions of the forms are available at:

<http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/fed-hazard-elim-railroad-cross-prog>

DRAFT #3
Colorado State Rail Plan
Preliminary Project List
Freight Rail Related Projects

	Project Description	Project Source	Property Owner	Notes
A	Railroad/Public Safety Projects			
1	Granada - Road CR 22.50 Add Gates/Flashers	BNSF	BNSF	
2	Wellington - CO RD 64 Add Gates/ Flashers+B1	BNSF	BNSF	
3	Fort Collins - Prospect St. Interconnect for Signals	BNSF	BNSF	
4	Las Animas - Ash St - Add Gates/ Flashers+CWT	BNSF	BNSF	
5	Rocky Ford - 15th Rd SE - Add Gates/ Flashers	BNSF	BNSF	
6	Westminster - W 88th Ave - Surface Crossing	BNSF	BNSF	
7	Westminster - Lowell Blvd- Surface Crossing	BNSF	BNSF	
8	Wellington - CO RD 64 - Surface	BNSF	BNSF	
9	Granada - CR 22.50 - Widen Crossing	BNSF	BNSF	
10	Boulder - Independence Ave. - Replace Crossing Surface	BNSF	BNSF	
11	Boulder - Jay Rd - Replace Crossing Surface	BNSF	BNSF	
12	Springfield - Main St. - Traffic Control	BNSF	BNSF	
B	Railroad Overpass/Underpass Projects			
★	1 Boulder - SH 7 - Widen Underpass or New Bridge on new Alignment, Bypass	Boulder Co	BNSF	
	2 Arvada - Sheridan - Replace Overpass	CDOT	BNSF	
	3 Ft. Collins - New Ped Overpass	Ft. Collins	BNSF	
★	4 Broomfield - 120th Ave - New Underpass - NRPC	Broomfield	BNSF	
★	5 Ft. Collins - Troutman - New Ped Underpass Bridge and Trail Underpass	Ft. Collins	BNSF	

Appendix 5 - Select Capital Improvement Budget Projections



CAPITAL IMPROVEMENT REQUESTS									
DESCRIPTION	2012			2013			2014		
	City Cost	Outside Revenue	Total Expense	City Cost	Outside Revenue	Total Expense	City Cost	Outside Revenue	Total Expense
CITY CLERK									
Documents Management System	\$ 147,830	\$ -	\$ 147,830			\$ -			\$ -
FACILITIES									
Centennial Hall Server & AV Room Climate Control				87,100		87,100			
Community House at Little Toots Park Renovation									
Legacy Ranch Renovation									
Facilities Upgrade	21,361		21,361						
Old Chamber (Butterfly) Building Renovations							40,000	110,000	150,000
FINANCIAL SERVICES									
Accounting/Finance Software	157,877		157,877						
COMPUTER SERVICES									
Computer Equipment Replacement & Upgrade				150,000		150,000	150,000		150,000
Citizens' Hall AV Equipment Upgrades				50,000		50,000	50,000		50,000
Computers/Copiers/Printers	124,816	20,000	144,816						
City Facility Fiber Connectivity				155,000		155,000	50,000		60,000
Subtotal	451,684	20,000	471,684	442,100		442,100	300,000	110,000	410,000
PUBLIC WORKS:									
Retaining Wall - 5th & Yampa				50,000		50,000			
Barn Village	56,663		56,663						
Drainage Culvert - 6th & Pine				170,000		170,000			
Street Crackfilling	70,000		70,000						
West Lincoln Park Bridge	70,464	147,159	217,623						
Soda Creek Bank Stabilization	17,208		17,208						
Downtown Improvements	2,804		2,804						
Pedestrian/Bicycle Base Area Connections		110,000	110,000						
Casey's Pond Trail				55,600	222,000	277,500			
Casey's Pond/Fish Creek Trail	5,501	36,990	42,491	18,999	65,010	85,009			
Gossard Parkway	320,000		320,000						
Utility Undergrounding	21,723		21,723						
Alternate Modes & Safety Enhancements	50,000	7,500	57,500		10,000	10,000	50,000		50,000
Central Park Drive Reconstruction	80,954		80,954						
11th Street Bridge							100,000		100,000
City Parking Lot Pavement Maintenance Program				75,000		75,000	75,000		75,000
Fish Creek Trail	100,000		100,000	42,500	170,000	212,500			
Pine Grove/US 40 Intersection Improvements								820,000	820,000
US 40 South Corridor Access Control Plan							70,000	100,000	170,000
Lagoon Court Road	200,000		200,000	100,000		100,000			
General Paving Program	725,810		725,810	700,000		700,000	700,000		700,000
Stormwater System Improvements	179,177		179,177						
3rd & Lincoln - Intersection				75,000	75,000	150,000			
Emerald Park Access				200,000		200,000	1,200,000		1,200,000
Subtotal	1,900,302	301,649	2,201,951	1,487,999	642,010	2,030,009	2,185,000	920,000	3,115,000
TRANSIT									
Transit Coach Replacement	395,534	2,401,654	2,797,388				265,482	1,061,928	1,327,410
Walton Creek Restrooms	48,244	184,978	231,220						
Walton Creek Park & Ride	60,501	307,537	367,838						
Concrete Replacement - SST	43,000	32,000	75,000						
Alternative Fuels - Transit	7,500	30,000	37,500						
Radio GPS System									
Subtotal	552,779	2,956,167	3,508,946				265,482	1,061,928	1,327,410
PLANNING & HISTORIC PRESERVATION:									
Subtotal									
FIRE DEPARTMENT									
Fire Department Apparatus (Fire & Ambulance Fleet)	351,878	175,937	527,815	253,520	959,077	1,212,597	100,000	30,000	130,000
Police/Fire Facility	10,000		10,000						
CAD/RMS	20,083	394,363	414,448						
New Highway 40 Access/Parking Lot Maintenance	56,065	26,425	122,490						
Subtotal	478,026	596,725	1,074,751	253,520	959,077	1,212,597	100,000	30,000	130,000
PARKS, OPEN SPACE & RECREATION:									
Batfield Improvements	215,000		215,000						
Community Entryways (Medians)				268,077		268,077	279,601		279,601
Yampa River Restoration	15,000	450,000	465,000						
Rain Water Irrigation Systems for Parks							50,000	10,000	60,000
Subtotal	230,000	450,000	680,000	268,077		268,077	329,601	10,000	339,601
TENNIS CENTER FUND									
Clay Court Resurfacing				16,000		16,000	93,000		93,000
Subtotal				16,000		16,000	93,000		93,000
HOWELSEN HILL SKI									
Howelsen Hill Improvements									
Howelsen Hill Rehomologation				50,000		50,000	50,000		50,000
Subtotal				50,000		50,000	50,000		50,000
GRAND TOTAL	\$ 3,612,991	\$ 4,324,541	\$ 7,937,532	\$ 2,517,696	\$ 1,501,087	\$ 4,018,783	\$ 3,333,083	\$ 2,131,028	\$ 5,465,011

CAPITAL IMPROVEMENT REQUESTS

2015			2016			2017			2018			TOTAL		
City Cost	Outside Revenue	Total Expense	City Cost	Outside Revenue	Total Expense	City Cost	Outside Revenue	Total Expense	City Cost	Outside Revenue	Total Expense	City Cost	Outside Revenue	Total Expense
		\$ -			\$ -			\$ -			\$ -	\$ 147,830	\$ -	\$ 147,830
40,000	80,000	120,000	60,000	120,000	180,000	-	-	-	-	-	-	87,100	-	87,100
		-			-							40,000	80,000	120,000
		-			-							60,000	120,000	180,000
		-			-							21,361	-	21,361
		-			-							40,000	110,000	150,000
		-			-							-	-	-
		-			-							157,877	-	157,877
150,000	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000	900,000	-	900,000
		-			-							100,000	-	100,000
		-			-							124,816	20,000	144,816
		-			-							215,000	-	215,000
190,000	80,000	270,000	210,000	120,000	330,000	150,000	-	150,000	150,000	-	150,000	1,893,984	330,000	2,223,984
		-			-							50,000	-	50,000
		-			-							56,663	-	56,663
		-			-							170,000	-	170,000
		-			-							70,000	-	70,000
		-			-							70,464	147,159	217,623
		-			-							17,206	-	17,206
		-			-							2,804	-	2,804
		-			-							-	110,000	110,000
		-			-							55,500	222,000	277,500
		-			-							25,500	102,000	127,500
		-			-							320,000	-	320,000
		-			-							21,723	-	21,723
50,000	-	50,000	75,000	-	75,000	75,000	-	75,000	75,000	-	75,000	375,000	17,500	392,500
		-			-							80,954	-	80,954
600,000	-	600,000	100,000	-	100,000	75,000	-	75,000	75,000	-	75,000	700,000	-	700,000
75,000	-	75,000	-	-	-	-	-	-	-	-	-	575,000	-	575,000
		-			-							42,500	170,000	212,500
		-			-							-	820,000	820,000
		-			-							70,000	100,000	170,000
		-			-							300,000	-	300,000
700,000	-	700,000	700,000	-	700,000	700,000	-	700,000	700,000	-	700,000	4,925,810	-	4,925,810
		-			-							179,177	-	179,177
		-			-							75,000	75,000	150,000
		-			-							1,400,000	-	1,400,000
1,425,000	-	1,425,000	875,000	-	875,000	850,000	-	850,000	850,000	-	850,000	9,563,301	1,763,659	11,326,960
278,759	1,115,024	1,393,783	292,694	1,170,776	1,463,470	307,329	1,229,314	1,536,643	322,695	1,235,461	1,558,156	1,692,493	8,214,357	10,076,850
		-			-							46,244	184,976	231,220
		-			-							60,501	307,337	367,838
		-			-							43,000	32,000	75,000
		-			-							7,500	30,000	37,500
278,759	1,115,024	1,393,783	292,694	1,170,776	1,463,470	307,329	1,229,314	1,536,643	322,695	1,235,461	1,558,156	2,019,738	8,768,670	10,788,408
32,500	97,500	130,000	32,500	97,500	130,000	-	-	-	-	-	-	65,000	195,000	260,000
32,500	97,500	130,000	32,500	97,500	130,000	-	-	-	-	-	-	65,000	195,000	260,000
60,300	119,700	180,000	-	-	-	-	-	-	-	-	-	765,669	1,284,714	2,050,412
		-			-							10,000	-	10,000
		-			-							20,033	394,363	414,446
60,300	119,700	180,000	-	-	-	-	-	-	-	-	-	96,065	26,425	122,490
		-			-							891,846	1,706,502	2,597,348
270,000	-	270,000	-	-	-	-	-	-	-	-	-	465,000	-	465,000
		-			-							547,678	-	547,678
		-			-							15,000	450,000	465,000
40,000	10,000	50,000	40,000	10,000	50,000	-	-	-	-	-	-	130,000	30,000	160,000
310,000	10,000	320,000	40,000	10,000	50,000	-	-	-	-	-	-	1,177,678	480,000	1,657,678
53,332	-	53,332	80,000	-	80,000	50,000	-	50,000	-	-	-	292,332	-	292,332
53,332	-	53,332	80,000	-	80,000	50,000	-	50,000	-	-	-	292,332	-	292,332
-	-	-	85,000	-	85,000	-	-	-	-	-	-	85,000	-	85,000
50,000	-	50,000	125,000	-	125,000	-	-	-	-	-	-	275,000	-	275,000
50,000	-	50,000	210,000	-	210,000	-	-	-	-	-	-	360,000	-	360,000
\$ 2,399,891	\$ 1,422,224	\$ 3,822,115	\$ 1,740,104	\$ 1,398,276	\$ 3,138,470	\$ 1,357,329	\$ 1,229,314	\$ 2,586,643	\$ 1,322,695	\$ 1,235,461	\$ 2,558,156	\$ 18,283,879	\$ 13,242,831	\$ 29,526,710

CITY OF STEAMBOAT SPRINGS
2013 BUDGET

Parked Projects - First Priority

Central Drive Reconfiguration	\$ 920,000
Emerald Mountain Trails and Linkages	325,000
Yampa Street Reconfiguration	8,115,000
Police Station	8,500,000
Bike Lanes/Alternate Mode	810,000 - *
Downtown Fire Station	4,300,000
Park Playground Equipment	275,000 - *
Rodeo Grounds per the Master Plan	4,400,000
Spring Creek Restoration	350,000
Hwy 129 Intersection	5,570,000
Downhill Drive Alternate Mode Connections	4,620,000
Hwy 129 Alternate Mode	<u>1,270,000</u>
 Total	 <u>\$ 39,455,000</u>

Parked Projects - Second Priority

5th Street Railroad Crossing	\$ 135,000
Hayden Park and Ride	217,000
Spring Creek	300,000
River Restoration	2,400,000
Open Space Land Acquisition	6,055,000
Touring Bridge	150,000
Bear River Park	2,081,000
Ice Arena	5,995,000
13th Street Intersection	3,395,000
Stockbridge	5,860,000
Downhill Drive Alternate Mode Connections	<u>1,300,000</u>
 Total	 <u>\$ 27,888,000</u>

Alternate Modes & Safety Enhancements

General Fund
Public Works Department

Contact:
Chuck Anderson
Public Works Director

City of
Steamboat Springs

SOURCE OF FUNDS		2013	2014	2015	2016	2017	2018	TOTAL
Revenue Sources	Projected 2012							
Current Revenues	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000
Grants	7,500	10,000						17,500
Debt								-
Private								-
Other								-
TOTAL	\$ 57,500	\$ 10,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 392,500
COST BREAKDOWN								
Cost Description	Projected 2012	2013	2014	2015	2016	2017	2018	TOTAL
Construction	\$ 57,500	\$ 6,000	\$ 45,000	\$ 45,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 342,500
Design			5,000	5,000	10,000	10,000	10,000	46,000
Equipment								-
Land Acquisition		4,000						4,000
TOTAL	\$ 57,500	\$ 10,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 392,500

Project Description: Annual implementation of the Multi-Mode Master Plan. Project includes installation of sidewalks, bike lanes, and improvements to transit stops. Specific projects to be identified each year from the queue depending on priority, budget, and easements obtained.

Project Need: The master plan identified missing links and repairs needed, totaling \$12 million in sidewalks, and additional un-talied needs for trails, transit, and bike facilities. Additionally, citizens have requested construction of a number of missing links identified in the plan so they can walk safely on a sidewalk instead of on a busy road. Livewell has funding available to assist in evaluating a western trail connection (\$10,000).

Undesirable consequences if not approved: As more people walk and bike in the roads where there are missing links there is increased risk of safety issues.

Options/Alternatives Considered: Where roads have lower volumes and lower speeds or alternate trails are available it may be feasible to delay sidewalk installation. However, there are many missing link areas in town where traffic volumes and speeds are higher and a sidewalk is the best alternative.

Emerald Park Access

General Fund
Public Works Department

SOURCE OF FUNDS	Projected 2012	2013	2014	2015	2016	2017	2018	TOTAL
Revenue Sources		\$ 200,000	\$ 1,200,000					\$ 1,400,000
Current Revenues								
Grants								
Debt								
Private								
Other								
TOTAL	\$ -	\$ 200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000
COST BREAKDOWN								
Cost Description	Projected 2012	2013	2014	2015	2016	2017	2018	TOTAL
Construction			\$ 1,200,000					\$ 1,200,000
Design		200,000						200,000
Equipment								
Land Acquisition								
TOTAL	\$ -	\$ 200,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,400,000

Project Description: Relocate the access to Pamela Lane and Emerald park.

Project Need/Benefits: Existing residents have requested the access to Emerald Park be relocated to minimize traffic on the residential street.

Undesirable consequences if not approved: Residents continue to experience high traffic on the residential street that has no sidewalks.

Options/Alternatives Considered: A number of alternate alignment configurations were considered and the proposed CIP includes the preferred realignment option. The option to reduce park use was considered but is not feasible as the park is a developed resource and should be utilized. Construction of sidewalks is another alternative. ✕

Contact:
Chuck Anderson
Public Works Director



CITY OF STEAMBOAT SPRINGS
CAPITAL PROJECTS FUND
2013 BUDGET

	2011 ACTUAL	2012 ORIG. BUD.	2012 PROJECTED	2013 BUDGET	% INC/(DEC)
FUND BALANCE, JANUARY 1	\$ 6,887,314	\$ 5,061,454	\$ 5,061,454	\$ 2,626,857	-48.10%
REVENUES					
Building Use Tax	518,731	500,000	600,000	630,000	5.00%
Excise Tax	343,637	270,000	600,000	335,400	-44.10%
Franchise Fees - Undergrounding	198,949	200,000	200,000	202,000	1.00%
Government Grants	1,482,253	2,264,285	4,020,030	1,219,328	-69.67%
State Lottery Apportionment	108,199	110,000	110,000	110,000	0.00%
Other Intergovernmental Revenue	-	156,780	202,362	206,759	2.17%
Contributions	79,063	160,000	110,000	75,000	-31.82%
Other	3,247	-	543	-	-100.00%
Transfers	-	-	10,000	213,536	2035.36%
TOTAL REVENUES	2,734,079	3,661,065	5,852,935	2,992,023	-48.88%
TOTAL AVAILABLE	9,621,393	8,722,519	10,914,389	5,618,880	-48.52%
EXPENDITURES					
Accounting/Finance Software	155,503	50,000	157,877	-	-100.00%
Alternative Fuels Planning-Transit	-	37,500	37,500	-	-100.00%
Alternate Mode & Safety Enhancements	50,526	50,000	57,500	10,000	-82.61%
Amethyst Maple Pedestrian Crossing Imp.	1,120	-	-	-	N/A
Ball Field Improvements	43,932	215,000	215,000	-	-100.00%
Bam Village	-	-	56,663	-	-100.00%
Bus Shelter Improvements	25,436	-	-	-	N/A
Butcherknife Creek Floodplain Mitigation	44,073	-	-	-	N/A
Casey's Pond & Fish Creek Trail	10,824	277,500	42,491	85,009	100.06%
Casey's Pond Trail Construction	-	-	-	277,500	N/A
Centennial Hall Server & AV Room Climate	-	-	-	87,100	N/A
City Facility Fiber Connectivity	-	-	-	155,000	N/A
Citizens Hall AV Equipment Upgrades	-	-	-	50,000	N/A
Central Park Drive Reconstruction	-	90,000	80,954	-	-100.00%
City Parking Lot Pavement Maintenance	150,151	100,000	100,000	75,000	-25.00%
Community Entryways (medians)	-	-	-	268,077	N/A
Computer Equipment Upgrades	-	-	-	150,000	N/A
Computer, Copiers & Printer Replacement	96,805	-	144,816	-	-100.00%
Documents Management System	26,945	130,000	147,830	-	-100.00%
Depot Rehab and Restoration	-	110,000	-	-	N/A
Downtown Improvements	41,780	-	2,804	-	-100.00%
Drainage Culvert - 6th & Pine	-	-	-	170,000	N/A
Emerald Mountain Trail Linkage	-	50,000	-	-	N/A
Facilities Upgrade	13,878	-	21,361	-	-100.00%
Fire Fuels Mitigation	16,489	-	-	-	N/A
Fire/EMS Equipment	147,932	-	-	-	N/A
Fire Trucks	1,908	-	-	-	N/A
Fire Fleet Replacement	-	384,370	527,815	1,212,597	129.74%
Fire-Records Management Software	18,526	-	414,446	-	-100.00%
Fire-Sprinkler System-Mt. Fire Station	-	-	-	-	N/A
Fire - Hwy 40 Access for Mt. Fire Station	105,016	79,275	122,490	-	-100.00%
Fire/Police Facility	-	-	10,000	-	-100.00%
Fish Creek Falls Road underpass	89,549	-	-	-	N/A
Fish Creek Trail	-	-	-	212,500	N/A
General Paving Program	720,448	700,000	725,810	700,000	-3.56%
Howelsen Hill Capital Repairs	355,307	-	-	-	N/A
Howelsen Hill Rehomologation	-	-	-	50,000	N/A
Mesa Schoolhouse	34,780	-	-	-	N/A
New Victory Highway-Gossard Parkway	200,984	-	320,000	-	-100.00%
Orton Property Acquisition	1,336,671	-	-	-	N/A
Pamela Lane Engineering	-	-	-	200,000	N/A
Pedestrian/Bicycle Base Area Connections	113,989	110,000	110,000	-	-100.00%
Production Mowers for Parks	52,553	-	-	-	N/A
Raw Water Irrigation Systems for Parks	-	50,000	-	-	N/A
Retaining Wall - 5th & Yampa	-	-	-	50,000	N/A
River Restoration	26,912	-	-	-	N/A
Skate Park Access (Lagoon Court)	-	1,800,000	200,000	100,000	-50.00%
Soda Creek Bank Stabilization	60,591	-	17,206	-	-100.00%

CITY OF STEAMBOAT SPRINGS
CAPITAL PROJECTS FUND
2013 BUDGET

	2011 ACTUAL	2012 ORIG. BUD.	2012 PROJECTED	2013 BUDGET	% INC/(DEC)
Storm Water System Improvements	-	200,000	179,177	-	-100.00%
Street Crack filling	-	70,000	70,000	-	-100.00%
Tennis Clay Court Resurfacing	-	-	-	16,000	N/A
Third & Lincoln Intersection	-	-	-	150,000	N/A
Transit Radio GPS System in Busses	-	82,104	-	-	N/A
Transit Coach Replacement	-	604,000	2,797,388	-	-100.00%
Transit Concrete Replacement-SST Lot	-	75,000	75,000	-	-100.00%
Utility Undergrounding	8,902	-	21,723	-	-100.00%
Walton Creek Park & Ride Pavement	7,171	66,000	231,220	-	-100.00%
Walton Creek Park & Ride Restroom	28,780	-	367,838	-	-100.00%
West Lincoln Park Bridge	572,458	-	217,623	-	-100.00%
Yampa Valley Land & Cattle Road	-	-	-	-	N/A
Yampa River Restoration	-	-	465,000	-	-100.00%
Transfers	-	-	350,000	-	-100.00%
TOTAL EXPENDITURES	4,559,939	5,330,749	8,287,532	4,018,783	-51.51%
FUND BALANCE, DECEMBER 31	\$ 5,061,454	\$ 3,391,770	\$ 2,626,857	\$ 1,600,097	-39.09%