

**GUNNISON COUNCIL AGENDA
MEETING IS HELD AT CITY HALL, 201 W. VIRGINIA AVENUE
GUNNISON, CO, IN THE 2ND FLOOR COUNCIL CHAMBERS**

REMOTE ACCESS

Approximate meeting time: 1 hour

APRIL 20, 2021

SPECIAL SESSION

2:00 P.M.

Due to the international outbreak of novel coronavirus (COVID-19), the City of Gunnison is holding Gunnison City Council in person and online. The public may attend Public Hearings and Regular and Special Sessions remotely. The City is holding remote meetings to follow social distancing and event guidelines. Click [Gunnison City Council Special Session](#) to register and access the meeting.

Per Section 5.2 of the Gunnison Municipal Home Rule Charter, this Special Session was called Jim Gelwicks, City of Gunnison Mayor.

- I.** Presiding Officer Call Special Session to Order: (silent roll call by City Clerk):
- II.** Items for consideration at this Special Session Meeting are:
 - A.** **Proclamation for Victims' Rights Week, April 18-24, 2021**
 - B.** **Award of Contract for Palisades and Public Works Road and Drainage Project**

Background: Bids were received on April 15, 2021. Following review, staff would like to make a recommendation to award the contract after a discussion of the construction schedule with City Council.

Action(s) Requested of Council: (1) Award the Base Bid amount of work for \$2,476,437.50 to United Companies from City Street Improvements Fund account No. 09-4035; (2) Authorize the City Manager to execute any and all documents. These documents will include provision to allow completion of the Intersection in 2021, and the Palisades and Public Works project in 2022. Staff contact: Public Works Director David Gardner and City Engineer Cody Tusing

Estimated time: 10 minutes
 - C.** **Lazy K Utility and Roads-Bid Results and Contracting**

Background: The City of Gunnison Public Works Department received three sealed bids for the RFP for the Lazy K Utilities and Road work.

Action Requested of Council: Authorize the City Manager to execute any and all contract documents **with Rundle Construction for the Lazy K utility and roadwork for an amount not to exceed \$1,428,282.89.**

Staff contact: Public Works Director David Gardner

Estimated time: 10 minutes

D. Authorization to Submit CDOT Grant Applications

Background: Staff is requesting authorization to apply for CDOT's Revitalizing Main Street grants to offset project costs on two of Public Work's projects.

Action Requested of Council: Request authorization to submit an application(s) for a CDOT Small Multimodal and Economic Resiliency Grant via the Colorado Revitalizing Main Streets program not to exceed \$207,330.

Staff contact: Public Works Director David Gardner

Estimated time: 10 minutes

III. Meeting Adjournment

The City Council Meetings agenda is subject to change. The City Manager and City Attorney reports may include administrative items not listed. Regular Meetings and Special Meetings are recorded and action can be taken. Minutes are posted at City Hall and on the City website at www.gunnisonco.gov. Discussion Sessions are recorded; however, minutes are not produced. For further information, contact the City Clerk's office at 970.641.8140. **TO COMPLY WITH ADA REGULATIONS, PEOPLE WITH SPECIAL NEEDS ARE REQUESTED TO CONTACT THE CITY CLERK 24 HOURS BEFORE ALL MEETINGS AT 970.641.8140.**



City of Gunnison

April 16, 2021

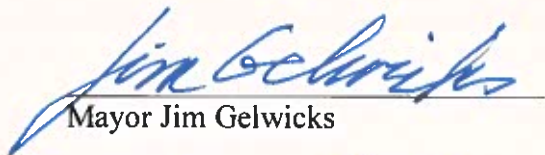
To City Clerk Erica Boucher,

Pursuant to Section 5.2 of the City of Gunnison Municipal Home Rule Charter, I, Jim Gelwicks, Mayor of the City of Gunnison, am directing you, the City Clerk, to set a Special Session meeting of City Council for 2:00 P.M., Tuesday, April 20, 2021, in the City Council Chambers of City Hall, 201 W. Virginia Avenue in Gunnison, CO, and remotely, to consider the following agenda items:

- Proclamation for National Crime Victims' Rights Week
- Contract Award for Palisades and Public Works Road and Drainage Project
- Contract Award for Lazy K Utilities and Roads Contract
- CDOT Small Multimodal and Economic Resiliency Grant Application

I understand the meeting will be properly noticed and posted per Colorado Open Meetings Law.

Thank you.



Mayor Jim Gelwicks



Date



PROCLAMATION

PROCLAIMING THE WEEK OF APRIL 18-24, 2021 TO BE VICTIMS' RIGHTS WEEK

WHEREAS, being a victim of crime and navigating the justice system can be a frightening and confusing experience; and

WHEREAS, to help support victims of crime, the City of Gunnison annually receives the Victims Assistance Law Enforcement (VALE) grant; and

WHEREAS, our community's continuing commitment to improving the treatment of victims is displayed through a full-time available victims' advocate, who provides victims and survivors with meaningful assistance, unwavering compassion and who gracefully guides them through legal and law enforcement processes; and

WHEREAS, resources are available to every victim in the Gunnison Valley, regardless of age, national origin, race, creed, religion, gender, sexual orientation, immigration, or economic status; and

WHEREAS, honoring the rights of victims, including the right to be heard and to be treated with fairness, dignity, respect; and

WHEREAS, serving victims and rebuilding their trust restores hope to victims and survivors, as well supports thriving communities; and

WHEREAS, Victims' Rights Week provides an opportunity to recommit to ensuring that accessible, appropriate, and trauma-informed services are offered to all victims; and

WHEREAS, the City of Gunnison is hereby dedicated to strengthening victims and survivors in the aftermath of crime, building resilience in our communities and our victim responders, and working for a better future for all victims and survivors.

NOW, THEREFORE, I, Jim Gelwicks, by virtue of the authority vested in me as Mayor of the City of Gunnison, Colorado, do hereby proclaim the week of


**APRIL 18-24, 2021, TO BE
"VICTIMS' RIGHTS WEEK"**

and reaffirm Gunnison's commitment to creating a victim service and justice response assisting all victims of crime during Victims' Rights Week and throughout the year; and to express our sincere gratitude and appreciation for those community members, victim service providers, and criminal justice professionals who are committed to improving our response to all victims of crime so that they may find relevant assistance, support, justice, and peace.

DATED this 20th day of April, 2021.



City Clerk



Jim Gelwicks, Mayor



To: City Council
From: Cody Tusing – City Engineer
Date: April 20, 2021
Subject: 2021 Palisades Street and Drainage Project – Bid Results and Contracting

Purpose: Bids were received on April 15th, 2021 for the Street and Drainage Improvements in the Palisades subdivision and Public Works Facility. This work also includes the construction work to realign Quartz and Spencer Ave with North 11th and County Road 15.

Background: The City received one sealed bid from **United Companies**. The bid tabulation is included as an attachment. This project was originally bid out in 2019 and 2020. In 2020 the Streets budget and bid items allowed the project to move forward; but, due to the onset of the COVID-19 Pandemic the project was postponed until financial forecasts were more favorable.

The project consists of the following:

1. Base Bid - Palisades Road and Drainage Improvements & Intersection Realignment

- a. Removal of existing curb & gutter, and concrete valley gutters.
- b. A full depth reclamation of existing 1 inch asphalt mat and base materials.
- c. New 24 inch curb & gutter and valley gutters. Includes connections to existing driveways, sidewalks, and alleys.
- d. New 2.5 inch mat of hot mix asphalt.
- e. Extension of existing storm sewer collection system and installation of new inlets and pipeline.
- f. Realignment of Quartz & Spencer Ave with North 11th and County Road 15. This part of the project is in conjunction with current construction of the new Library District building, slated for a 2022 opening.

2. Base Bid - City of Gunnison Public Works Parking and Drainage Improvements

- a. Grading, excavation, and base material placement for asphalt subbase.
- b. Concrete valley gutter installation.
- c. New 3 inch mat of hot mix asphalt.
- d. Replacement of six storm inlets, concrete aprons, and installation of a stormsewer pipeline extension.
- e. Heavy use area to receive concrete pavement.
- f. Replacement of traffic detector loops at two access control gates.

3. Add Alternative Bid - to include 4ft attached sidewalk and ADA Ramps in the Palisades

- a. This add-alternative includes approximately 4,800 SY of concrete sidewalks, 220 SY ADA ramps, and takes advantage of the cost savings of having the base roadwork contractor already onsite.

Council's Strategic Criteria:

A. Public safety & Community Resiliency:

- a. This Palisades and Intersection work will:
 - i. Improve the safety of the problematic intersection prior to completion of the Library.
 - ii. Install infrastructure to allow an additional RTA bus stop at the northeast corner of the intersection that will service connection to: neighborhood, the new Library, Van Tuyl Trails and the nearby Community School.
 - iii. This project will provide future years of good roads, improve safety & visibility by widening the curved roads without encroaching on private property, improve performance by allowing better plowing operations and improved drainage by expanding the stormwater collection system.
- b. The Public Works project will:
 - i. Improve safety by removing problematic drain holes in the parking lot, allow for less wear and tear of heavy vehicles and improve the drainage to prevent icy conditions that are safety concerns.
- c. The add-alternative of including the sidewalks and ADA ramps will:
 - ii. Provide a corridor and crossings for the residents of the neighborhood as well as others that could more safely pass through to visit nearby parks and trails.

4. Public engagement which fosters racial and cultural equity, inclusivity, and diversity:

- a. The Public Works Dept. has outreached several times to residents in Palisades, and held public meetings about the project. We have also worked in concert with Library District design team to make sure the two projects align with each other on Quartz. The City also has required the selected contractor to have a Public Communication Officer to provide communication the residents and City about the project and includes: public notifications, designated contacts, weekly construction updates and impacts.
- b. The add-alternative of including the Sidewalk and ADA ramps improves inclusivity to all residents that may or may not have disabilities because, currently in Palisades no sidewalks and ADA ramps exist that all persons can safely utilize.

5. Achieving the City's environmental sustainability goals:

- a. The inclusion of the RTA bus stop will provide improved service to transit and service multiple connections and services at this stop; further improving resident's abilities to choose transportation options outside of cars & trucks.
- b. Collecting stormwater as more frequent intervals with the expanded system will help reduce concentrated runoff at single areas. Paving in the PW parking area will reduce mud and erosion runoff into the City storm sewer system and also reduce nuisance dust in dry months.

Results:

United Companies bid included a letter explaining that they could only complete a portion of this project in 2021 due to inability to staff work crews at this current time. The Contractor and the City have discussed that completing the intersection realignment this year would be possible; and completing the entirety of Palisades and Public Works project in 2022 is a feasible option by the City staff. To guarantee the work would be completed, a contract would be executed, bonds would be held by the City, and this would not require rebidding the project in 2022. This would allow the City to have a known quantity to plan for in the 2022 construction season and allow us to better plan the use of other funds for street projects.

Bid Results is as follows

Base Bid – Palisades, Intersection & Public Works	Base Bid plus Add-Alternate Sidewalks & ADA Ramps
\$2,476,437.50	\$3,712,785.5
<i>Cost increase to include the ADA Ramps & Sidewalks is \$1,236,348.50</i>	

Action(s) Requested of Council:

- Award the Base Bid amount of work for \$2,476,437.50 to United Companies from City Street Improvements Fund account No. **09-4035**
- Authorize the City Manager to execute any and all documents. These documents will include provision to allow completion of the Intersection in 2021, and the Palisades and Public Works project in 2022.

Attachment A: Bid Tabulation for base project and Add-alternative.

Attachment B: Cover Letter from United Companies

Bid Schedule

2021 ROAD & DRAINAGE PROJECT BASE BID SHEET					
Contract Item #	Estimated Quantity	Unit	Description	Unit Price	Total Price
1	1.0	LS	MOBILIZATION / DEMOBILIZATION	\$276,000.00	\$276,000.00
2	12,791.0	LF	REMOVAL CURB & GUTTER	\$5.50	\$70,350.50
3	217.0	LF	REMOVAL CROSS PANS/VALLEY GUTTERS	\$14.00	\$3,038.00
4	4.0	EA	REMOVAL STORM DRAIN INLET & BOXES	\$1,100.00	\$4,400.00
5	500.0	SY	ASPHALT REMOVAL -SAW CUT	\$7.00	\$3,500.00
6	150.0	CY	STRUCTURAL AND SUBGRADE REPAIRS	\$120.00	\$18,000.00
7	501.0	CY	BASE: REMOVAL AND PREP	\$36.00	\$18,036.00
8	25,881.0	SY	FULL DEPTH RECLAMATION	\$4.50	\$116,464.50
9	2,100.0	TON	AGGREGATE BASE COURSE (CLASS 6)	\$32.00	\$67,200.00
10	26,549.0	SY	HOT BITUMINOUS ASPHALT 2.5IN	\$17.00	\$451,333.00
11	4,100.0	SY	HOT BITUMINOUS ASPHALT 3IN	\$24.00	\$98,400.00
12	220.0	LF	STORM PIPE 10 IN PVC	\$78.00	\$17,160.00
13	440.0	LF	STORM PIPE 12 IN PVC	\$89.00	\$39,160.00
14	6.0	EA	STORM DRAIN INLETS - IFG 13CICI	\$3,200.00	\$19,200.00
15	6.0	EA	STORM PRECAST BOX. IFG-13CICI. 3.5FT DEPTH w/ SUMP	\$7,300.00	\$43,800.00
16	1.0	EA	STORM MANHOLE: 48IN ID X 66IN w/ SUMP	\$3,900.00	\$3,900.00
17	7.0	EA	CONCRETE STORM INLET APRON 8FT X 8FT X 0.5FT	\$2,250.00	\$15,750.00
18	5.0	EA	STORM DRAIN INLETS CAST IRON IFG-13 C.I.	\$2,700.00	\$13,500.00
19	5.0	EA	STORM PRECAST BOX. IFC-13CI. 3.5FT DEPTH w/ SUMP	\$5,300.00	\$26,500.00
20	9.0	EA	UTILITY POTHOLING	\$900.00	\$8,100.00
21	15.0	EA	VALVE COVER: INSTALLED	\$175.00	\$2,625.00
22	18.0	EA	MANHOLE RING: INSTALLED	\$275.00	\$4,950.00
23	20.0	EA	CURB STOP COVER: INSTALLED	\$185.00	\$3,700.00
24	11,163.0	LF	CURB & GUTTER: TYPE IIB	\$37.00	\$413,031.00
25	38.0	LF	CONCRETE VALLEY PAN 4FT	\$144.00	\$5,472.00

Contract Item #	Estimated Quantity	Unit	Description		
				Unit Price	Total Price
26	540.0	LF	CONCRETE VALLEY PAN 5FT	\$70.00	\$37,800.00
27	40.0	LF	CONCRETE VALLEY PAN 6FT	\$165.00	\$6,600.00
28	193.0	SY	CONCRETE ALLEY ENTRANCE APRON	\$185.00	\$35,705.00
29	350.0	SY	CONCRETE DRIVEWAY AND SIDEWALK EXTENSIONS *	\$140.00	\$49,000.00
30	990.0	SF	CONCRETE APRON: PW ENTRY AND FILL STATION. 8IN	\$25.00	\$24,750.00
31	505.0	LF	INT: REMOVAL_SIDEWALK	\$11.00	\$5,555.00
32	743.0	LF	INT: REMOVAL CURB AND GUTTER	\$5.50	\$4,086.50
33	32.0	LF	INT: REMOVAL CROSS PANS/VALLEY GUTTERS	\$30.00	\$960.00
34	1.0	EA	INT: STORM INLET REMOVAL & PLUG PIPE	\$1,100.00	\$1,100.00
35	825.0	SY	INT: QUARTZ REMOVAL BEGIN STA: 2+68	\$7.00	\$5,775.00
36	950.0	SY	INT: FULL DEPTH RECLAMATION	\$12.00	\$11,400.00
37	300.0	SY	INT: 5FT SIDEWALK	\$85.00	\$25,500.00
38	20.0	SY	INT: ADA CURB RAMPS w TRUNCATED DOMES	\$144.00	\$2,880.00
39	828.0	LF	INT: CURB & GUTTER: TYPE IIB	\$42.00	\$34,776.00
40	885.0	SY	INT: HOT BITUMINOUS ASPHALT QUARTZ-2.5IN	\$20.00	\$17,700.00
41	960.0	SY	INT: HOT BITUMINOUS ASPHALT INTERSECTION-3IN	\$24.00	\$23,040.00
42	1,000.0	SY	INT: SUBBASE PREP	\$8.25	\$8,250.00
43	500.0	TON	INT: CLASS 5 SUBBASE. COMPACTED	\$32.00	\$16,000.00
44	300.0	TON	INT: CLASS 6 SUBBASE. COMPACTED	\$32.00	\$9,600.00
45	3.0	EA	INT: STORM DRAIN INLETS - IFG 13CICI	\$3,200.00	\$9,600.00
46	3.0	EA	INT: STORM PRECAST BOX. IFC-13CICI. 3.5FT DEPTH w/ SUMP	\$5,300.00	\$15,900.00
47	120.0	120	INT: STORM PIPE 12IN PVC	\$87.00	\$10,440.00
48	1.0	EA	INT: RELOCATE CLUSTER MAILBOX & CONCRETE BASE	\$2,900.00	\$2,900.00
49	7.0	EA	INT: STREET SIGN POST RELOCATION (STOP & XWALK)	\$1,100.00	\$7,700.00
50	100.0	SF	INT: BUS SHELTER FOUNDATION	\$25.00	\$2,500.00
51	20.0	EA	CLEARING & GRUBBING < 6in DBH. INCLUDES STUMP	\$550.00	\$11,000.00
52	40.0	EA	TREE REMOVAL 6in<DBH<18in. INCLUDES STUMP	\$575.00	\$23,000.00
53	26.0	EA	LANDSCAPING: SPRINKLER REPAIR	\$225.00	\$5,850.00
54	0.5	AC	LANDSCAPING: SEEDING: NATIVE MIX & RESIDENTIAL MIX	\$3,000.00	\$1,500.00

Contract Item #	Estimated Quantity	Unit	Description		
				Unit Price	Total Price
55	0.5	AC	LANDSCAPING: MULCH, CONDITIONER, TACKIFIER	\$3,200.00	\$1,600.00
56	1,100.0	SY	LANDSCAPING: SOD MAT	\$16.00	\$17,600.00
57	2,100.0	SF	LANDSCAPING: ROCK MULCH (weed free) w/ fabric	\$4.50	\$9,450.00 ^{ea}
58	350.0	TON	LANDSCAPING: TOPSOIL FILL TO GRADE	\$77.00	\$26,950.00
59	112.0	EA	RESET CURBSIDE MAILBOXES	\$225.00	\$25,200.00
60	1.0	LS	SURVEY CONTROL & STAKEOUT	\$40,300.00	\$40,300.00
61	1.0	LS	PUBLIC INFORMATION MANAGEMENT	\$8,900.00	\$8,900.00
62	1.0	LS	TRAFFIC CONTROL: PALISADES	\$94,000.00	\$94,000.00
63	5	DAYS	TRAFFIC CONTROL: INTERSECTION FLAGGERS	\$2,100.00	\$12,600.00
64	1.0	LS	SWMP/EROSION CONTROL	\$16,900.00	\$16,900.00
65	1.0	EA	F/A MINOR CONTRACT REVISIONS	50,000.00	\$50,000.00
66	1.0	EA	F/A LANDSCAPING	10,000.00	\$10,000.00
67	1.0	EA	F/A TRAFFIC CONTROL	5,000.00	\$5,000.00
68	1.0	EA	F/A PUBLIC INFORMATION	3,500.00	\$3,500.00
BASE BID PROPOSAL AMOUNT				\$2,476,437.50	

Initial: GF

2021 ROAD & DRAINAGE PROJECT ADD ALTERNATE 1: 4FOOT ATTACHED SIDEWALK W/ ADA RAMPS

Contract Item #	Estimated Quantity	Unit	Description of Altered, Impacted, or New Items		
				Unit Price	Total Price
1	1.0	LS	MOBILIZATION / DEMOBILIZATION	\$289,000.00	\$289,000.00
24	10,863.0	LF	CURB & GUTTER: TYPE IIB (RAMPS EXCLUDED/PAID SEPARATE)	\$36.00	\$391,068.00
29	0.0	SY	CONCRETE DRIVEWAY AND SIDEWALK EXTENSIONS	\$0.00	No Bid
54	0.25	AC	LANDSCAPING: SEEDING: NATIVE MIX & RESIDENTIAL MIX	\$5,400.00	\$1,350.00
55	0.25	AC	LANDSCAPING: MULCH, CONDITIONER, TACKIFIER	\$5,600.00	\$1,400.00
56	200.0	SY	LANDSCAPING: SOD MAT	\$20.00	\$4,000.00
57	500.0	SF	LANDSCAPING: ROCK MULCH (weed free) w/ fabric	\$5.00	\$2,500.00
AA1	250.0	SY	SAWCUT/REMOVAL CONCRETE DRIVEWAY & SIDEWALK EXT.	\$22.00	\$5,500.00
AA2	4,800.0	SY	4FT ATTACHED CONCRETE SIDEWALK, CLASS B	\$77.00	\$369,600.00
AA3	670.0	SY	6IN CONCRETE PAVEMENT AT DRIVEWAY/SIDEWALK	\$115.00	\$77,050.00
AA4	220.0	SY	TYPE 2 CURB RAMP W/ TRUNCATED DOMES (20 LOCATIONS)	\$144.00	\$31,680.00
AA5	1,700.0	TON	CLASS 6 AGGREGATE BASE & PREP, 6IN AVG, COMPACTED	\$32.00	\$54,400.00
AA6	16.0	EA	STOP SIGN POST REPLACE (CITY PROVIDED MATERIALS)	\$550.00	\$8,800.00

CONTRACTOR AGREES TO MODIFY ORIGINAL BASE BID OPTIONS AS LISTED ABOVE PER THE CHANGES FROM ADD ALTERNATE 1.

REVISED BASE BID (ITEMS 1-68) SUBTOTAL \$ 2,476,437.50

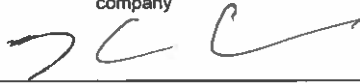
ADD ALTERNATE BID SUBTOTAL \$ 1,236,348.00

GRAND TOTAL PROJECT COST \$ 3,712,785.50

TOTAL BID (written) Three million seven hundred twelve thousand seven hundred eighty five + fifty cents
Initial: GF

Submitted by: Oldcastle SW Group, Inc. dba United Companies

company



authorized personnel

Kyle Alpha, Vice President

typed/printed title

Date of Bid: April 15, 2021

Initial: KA



www.united-gj.com

2273 River Road
P.O. Box 3609
Grand Jct., CO 81502
(970) 243-4900



3794 County Road 109
Glenwood Springs, CO 81601
(970) 704-4800

13124 6175 Road
Montrose, CO 81403
(970) 249-1815

964 CR 631
Telluride, CO 81435
(970) 726-3775



www.telluridegravel.com

April 15, 2021

Mr. Cody Tusing
City of Gunnison
1100 West Virginia Avenue
Gunnison, CO 81230


Re: Tentative Schedule & Qualification of Bid

Dear Mr. Tusing,

United Companies proposes completion of the intersection work by October 8, 2021 with the remainder of the work commencing in May of 2022 with a completion date of October 7, 2022. Due to the amount of 2021 work and the inability to hire, United Companies is unable to commit to a completion date of October 8, 2021.

In addition, United Companies proposes that an escalation/de-escalation clause for materials be added to the contract if a mutual agreement can be made.

Sincerely,



Greg Frazier
Estimator/Project Manager
Oldcastle SW Group dba United Companies



To: City Council
From: Cody Tusing – City Engineer
Date: April 20, 2021
Subject: Lazy K Utility & Roads – Bid Results and Contracting

Purpose: Bids were received on April 15th, 2021 for the Lazy K Utilities and Road work.

Background: The City received three sealed bids and the bid tabulation is included as an attachment.

The project consists of the following:

- 1. Phase 1 – Utility and Road work on the East Phase (Phase 1)**
 - a. This work includes all the underground utility work related to potable water, sanitary sewer, and storm sewer. This also includes the construction of a new asphalt road and parking areas, and concrete curb and gutter and other drainage features.
- 2. Phase 2 - Utility and Road work on the Middle Phase (Phase 2)**
 - a. This work includes all the underground utility work related to potable water, sanitary sewer, and storm sewer, and is much larger in scale than Phase 1 and is all new infrastructure. This also includes the construction of a new asphalt road and parking areas, and concrete curb and gutter and other drainage features. Additionally there is much more sidewalk and trail connections in this part of the project.
- 3. Add Alternative 1 – This includes an ADA sidewalk and ramps on the north boundary of the property, and connects Phase 1 and Phase 2**
 - a. To enable connection from different phases, sidewalks and connections an east/west sidewalk with ADA compliance will be constructed on the north side of the property, parallel to the south side of West Tomichi Ave.
- 4. Add Alternative 2 – This includes Utility work on the Final Phase (Phase 3)**
 - a. This work includes relocating a water main to remove it from the building lots. It includes installation of the water tap and service lines for future connection.
 - b. This work also includes the installation of the sanitary sewer and will be paid for by the developer as part of this future phase and free market housing units.

Council’s Strategic Criteria:

Lazy K has been at the forefront the City and Council’s strategic goals regarding Public Safety, Community Resiliency, Public Engagements, Inclusivity, and Sustainability. The project has been largely led with public involvement, and is a public private partnership that has worked through extensive planning and design coordination to move this project to fruition quickly without loss of any strategic goals. This project specifically addresses Strategic Priority C- Economic Prosperity and Housing as described in City Strategic Plan July, 2020 as the project will construct approximately 65

Units. 44 of these units will be affordable and deed restricted. 21 units will be market rate, the majority of which will be in Phase 3.

Results:

Engineering estimate for the base bid and add-alternates was \$1.603Million. The total bid with all add-alternatives is as shown below and within the original engineer’s estimate.

The summary of the bid costs are listed below.

Base Bid	\$1,302,852.23
Contract Admin – DOLA/Davis-Bacon (2%)	\$26,057.04
Add – Alternate 1	\$26,105.00
Add – Alternate 2	\$73,268.62
Grand Total	\$1,428,282.89

The low bidder was Rundle Construction from Hotchkiss, Colorado. Rundle submitted a schedule that shows completion of all work in 2021. Rundle Construction submitted several example projects and references in Past Performance Information Sheets. Project information included utility work with the following municipalities:

- **City of Montrose** - \$1,094,734
 - Ongoing
- **City of Montrose** - \$3,300,000
 - Completed in 2015
- **Town of Lake City** - \$1,300,000
 - Completed 2020
- **Town of Lake City** - \$1,000,000
 - Completed in 2018
- **Moffat County and City of Craig** - \$2,370,209
 - Completed in 2015

Public Works staff completed reference checks with City of Montrose and the Town Lake City, and Rundle Construction was highly recommended by both municipalities.

Action(s) Requested of Council:

- Authorize the City Manager to execute any and all contract documents with Rundle Construction for the Lazy K utility and roadwork for the amount of **\$1,428,282.89**

Attachments

Attachment A: Bid Tabulation for base project and Add-alternatives.

Attachment B: Past Performance Information Sheets (Five pages).

PAST PERFORMANCE INFORMATION SHEET

A. Offeror: Name (Company/Division): Rundle Construction, Inc.

CAGE Code: _____ DUNS Number: _____

B. Program Title: West Side Arterial Phase II Construction

C. Contract Specifics:

1. Contracting Agency or Customer: City Of Montrose
2. Contract Number:
3. Contract Role and Comments: Prime or Subcontractor
4. Contract Type:
5. Original Contract \$ Value: 1,094,738.46

6. Current Contract \$ Value:
7. Reasons for Contract Value changes:
8. Period of Performance
9. Original Completion Date: 10. Current Schedule:
11. How Many Times Changed:
12. Primary Causes of Change:

D. Primary Customer Points of Contact:

	Program Manager/Technical POC	Administrative POC	Contracting Officer
Name	Scott Murphy		
Office	City of Montrose		
Address			
Telephone	970-901-1792		
e-mail			

The project consists of furnishing all labor, equipment, and materials necessary to complete new sewer main along with water mainline and storm sewer but not limited to construction of Grand Avenue between South First and South Third streets in accordance with the project plans and specifications provided. The project is being managed by the City of Montrose with funding administration through the Colorado Department of Transportation (CDOT).

PAST PERFORMANCE INFORMATION SHEET

A. Offeror: Name (Company/Division): Rundle Construction, Inc.

CAGE Code: _____ DUNS Number: _____

B. Program Title: East Oak Grove Improvements

C. Contract Specifics:

1. Contracting Agency or Customer: City of Montrose Colorado
2. Contract Number:
3. Contract Role and Comments: Prime or Subcontractor
4. Contract Type:
5. Original Contract \$ Value: 3,300,000.00
6. Current Contract \$ Value: 2,800,000.00
7. Reasons for Contract Value changes:
8. Period of Performance 1/15/15 to 10/28/15
9. Original Completion Date: 10/1/15 10. Current Schedule: completed
11. How Many Times Changed: 5
12. Primary Causes of Change:

D. Primary Customer Points of Contact:

	Program Manager/Technical POC	Administrative POC	Contracting Officer
Name	Scott Murphy		
Office			
Address			
Telephone	970-901-1792		
e-mail	smurphy@ci.montrose.co.us		

A. Perform removals to clear the site for construction including, but not limited to, asphalt pavement, trees, stumps, fences, misc. structures, waterline infrastructure, irrigation infrastructure, and perform associated excavation required to construct the project.

B. Install temporary fencing along temporary easement boundaries and "work corridor" fencing on select properties.

C. Coordinate the relocation of existing power lines, telephone communication lines, and cable communication lines in conflict with the project. Coordinate the extension of existing natural gas mains within the project. Utility owners to perform the actual relocation work (see utility relocation scoping document).

D. Relocate/replace all irrigation infrastructure in conflict with the roadway widening project as shown on the irrigation relocation plan set.

E. Perform a waterline replacement through the project area to include a new PRV/PSV and flow meter vault with power.

F. Install a sewerline stub, tying into existing sewer infrastructure.

G. Install new storm drain infrastructure to include inlets, piping, water treatment manholes, and water quality swales.

H. Construct new concrete curb and gutter, detached sidewalk, driveways, curb ramps, and approaches.

I. Reconstruct the roadway base and pave with 6 inches of hot mix asphalt. Mill and overlay the westernmost 350 feet of the project area with 2 inches of hot mix asphalt.

J. Install new landscaping to include decorative rock and irrigated plantings (including sprinkler system).

PAST PERFORMANCE INFORMATION SHEET

A. Offeror: Name (Company/Division): Rundle Construction, Inc.

CAGE Code: _____ DUNS Number: _____

B. Program Title: SEWER REHABILITATION PROJECT

C. Contract Specifics:

1. Contracting Agency or Customer: Town of lake city
2. Contract Number: 3
3. Contract Role and Comments: Prime or Subcontractor
4. Contract Type:
5. Original Contract \$ Value: 1.3 million
6. Current Contract \$ Value:
7. Reasons for Contract Value changes:
8. Period of Performance
9. Original Completion Date: 5/30/2020 10. Current Schedule: winter shut down
11. How Many Times Changed:
12. Primary Causes of Change:

D. Primary Customer Points of Contact:

	Program Manager/Technical POC	Administrative POC	Contracting Officer
Name	Town of lake City		Joan Fagan
Office			
Address			
Telephone			970-729-1282
e-mail			

E. Unique considerations: Deep trench excavations, de-watering, bypass pumping for existing sewer flows

F. Key Personnel: Denny Chilcote Murray lampton Lance Rundle

G. Brief Program Description: Complete mainline and services replacement project

PAST PERFORMANCE INFORMATION SHEET

A. Offeror: Name (Company/Division): Rundle Construction, Inc.

CAGE Code: _____ DUNS Number: _____

B. Program Title: Lake City Water Rehabilitation Project Phase 2

C. Contract Specifics:

1. Contracting Agency or Customer: Town Of Lake City

2. Contract Number:

3. Contract Role and Comments: Prime or Subcontractor

4. Contract Type:

5. Original Contract \$ Value: 1,000,000.00

6. Current Contract \$ Value:

7. Reasons for Contract Value changes:

8. Period of Performance

9. Original Completion Date: 5/22/18 10. Current Schedule: in a shut down Period

11. How Many Times Changed:

12. Primary Causes of Change:

D. Primary Customer Points of Contact:

	Program Manager/Technical POC	Administrative POC	Contracting Officer
Name	Town Of Lake City		Joan Fagan
Office			
Address			
Telephone	970-729-1282		
e-mail			

E. Unique considerations:

F. Key Personnel: Denny Chilcote, Mark Houser

G. Brief Program Description: 3500 Ft of AC pipe removal and 3500 ft of 8" C-900, Installation of valve clusters, fire hydrants and 90 services

PAST PERFORMANCE INFORMATION SHEET

A. Offeror: Name (Company/Division): Rundle Construction, Inc.

CAGE Code: _____ DUNS Number: _____

B. Program Title: Shadow Mountain Village Improvement Project

C. Contract Specifics:

1. Contracting Agency or Customer: Moffat County and City of craig

2. Contract Number

3. Contract Role and Comments: Prime or Subcontract

4. Contract Type: Time and Material

5. Original Contract \$ Value: 2,336,146

6. Current Contract \$ Value: 2,370,209

7. Reasons for Contract Value changes:

8. Period of Performance 6/2/14 to 6/9/15 -

9. Original Completion Date: _____ 10. Current Schedule: _____

11. How Many Times Changed:

12. Primary Causes of Change:

D. Primary Customer Points of Contact:

	Program Manager/Technical POC	Administrative POC	Contracting Officer
Name	Bruce Gray		
Office	SGM		
Address	118 West 6th Street, Suite 200, Glenwood Springs, CO		
Telephone			
	970-618-8055		

The project consists of removing 21,000 square yards of asphalt, removing 7,000 square yards of concrete sidewalk, curb and gutter, installing 6,000 linear feet of water and sewer lines along with 96 service lines into existing residences, constructing 7,000 square yards of concrete sidewalk, curb, gutter and handicap ramps, removing onsite subgrade material and rebuilding roadway with pit run, road base and asphalt

Sewer mainline excavation will be in unsuitable materials at depths 10 to 12 ft deep, Ground water will be encountered at 3 to 4 ft below existing ground level, trench dewatering will be required, Bypass pumping will also be required for mainline tie-ins. This is a complete replacement project of all existing sewer mainlines and water mainlines

Key Personal Denny Chilcote, Mark Houser , Murray Lampton



Memorandum

To: City Council
From: David Gardner, PE – Director Public Works
Date: 4/16/2021
Re: Authorization to Submit two (2) Small Multimodal and Economic Resiliency Grant Applications

Purpose:

Staff is requesting authorization to apply for CDOT's Revitalizing Main Street grants to offset project costs on two of Public Works' projects.

Grant Application 1 for \$150,000: The City has received bids for the Palisades Street Improvement project. Staff is prepared to present bids and recommend award during the special meeting. As part of this construction work, the proposed intersection alignment of 11th/Spencer/Quartz will mitigate traffic impacts from the library's relocation. Any grants received should offset the City's share of the construction costs. The County has collaborated financially as well. A grant request of \$150,000 will offset city costs for this work. A \$15,000 match from the City is required (10%).

Award Application 2 for \$57,330: The City recently received MMOF funds and SRTS funds for the Ohio Street sidewalk/cycle-track project. Negotiations are underway with engineering companies to begin design. Much improvement to the intersection is needed to safely navigate cyclist and pedestrians across CO 135/Main Street. To do so, a hybrid pedestrian beacon (HPD) would greatly aid in this process. A grant to purchase the equipment would offset this cost. Installation would occur once design is completed and a construction project awarded. This grant request for this project would be \$57,330 to assist with the purchase. A \$5,733 match from the City is required (10%).

Background:

Both projects show need from a safety standpoint.

The Library's plan to relocate to this site will create more foot traffic from the nearby school and adjacent city trail system. According to a traffic study, there will be an increase in motorized vehicles and pedestrian traffic through the intersection. The decision to realign the intersection complies with the traffic study. The realignment will improve safety and visibility by widening the curved roads without encroaching on private property, and will improve snowplow operations. Improvements also include an expanded stormwater drainage system.

The Safe Routes project will naturally increase foot traffic from the University through the CBD, across a state highway and eventually to the completed SRTS project at Spencer. This will be a new east west corridor for children to walk back and forth to school. Getting children, pedestrians and cyclist across

CO 135 is challenging from a safety standpoint. The hybrid pedestrian beacon will add a needed safety feature.

According to the grant eligibility rules, there is no minimum project amount, and individual applications shall not request more than \$150,000 per project, excluding match. An entity may submit multiple applications, but the total funding awarded to a single applicant cannot exceed \$250,000. The City has received a prior grant under this program for the Gunnison Main Street IOOF Park Upgrade for \$42,670.00. CDOT has been clear in its information sessions that Revitalizing Main Streets applications awarded prior to March 19, 2021 will be included in the \$250K maximum amount.

Grant applications are accepted on a rolling basis and are reviewed by CDOT on a weekly basis until all available grant funds are exhausted. Criteria of selection is contained in the attached documents.

Estimated Costs:

The grant requires a local match of 10%. For both proposed project applications, the City's required match would total \$20,733.

Council's Strategic Criteria

Public Safety & Community Resiliency:

Safety is a key component and motive for both projects as described above. Both projects promote outdoor recreation. Generally, outdoor recreation is safer from a COVID-19 standpoint than closed indoor activities.

Public Engagement:

Much public engagement has occurred with both the Public Library and the Ohio Street project. Both projects have been well documented and attended.

Achieving the City's Environmental Sustainability Goals:

N/A

Action(s) Requested of Council:

Request authorization to submit an application(s) for a CDOT Small Multimodal and Economic Resiliency Grant via the Colorado Revitalizing Main Streets program not to exceed \$207,330. Authorization includes all CDOT requirements of submission. Refer to the following attachments:

- Attachment A:** CO Revitalizing Main Streets Eligibility Rules and Selection Process
- Attachment B:** Brochure on Hybrid Pedestrian Beacons
- Attachment C:** Successful Applications
- Attachment D:** CDOT Revitalizing Main Streets PowerPoint

Revitalizing Main Streets

FY 2021 Projects

Opportunity 2: Small Multimodal and Economic Resiliency Grant

Eligibility Rules and Selection Process

Program Purpose

The Revitalizing Main Streets: Multimodal and Economic Resiliency Program was developed by the Colorado Department of Transportation (CDOT) and other state agency partners to support infrastructure projects that provide open spaces for mobility, community activities and economic development in the wake of the COVID-19 emergency. These quick-win activities will improve safety and create new community spaces to encourage healthy activity and mobility in Colorado's towns and cities.

Program Goals

Coloradans must work together to protect health and improve the economy, air quality, equity, and quality of life as we come out of the Stay at Home and Safer at Home Orders and seek to prevent recurrences for the next year or more while vaccines or other solutions are being developed. This program builds on other state efforts to help communities provide safe spaces for all to walk, bike and dine.

- Protect public health by encouraging social distancing and active transportation.
- Support economic development by allowing private enterprise to operate safely.
- Imagine innovative uses of public spaces to accommodate our new reality.
- Support community access to the right of way that safely accommodates all modes of travel.
- Provide safe access to opportunity and mobility for residents of all ages, incomes and abilities, including vulnerable users.

Funding Background

These projects will be funded from the state portion of the S.B. 1 Multimodal Options Fund and S.B. 110 Build Back Better stimulus funding.

Applicant Eligibility Requirements

Eligible applicants include local governments and other transit or governmental entities.

Private, for-profit companies (e.g. contractors, suppliers, consultants, or other businesses), nonprofits and transportation management associations/organizations (TMA/Os) are not eligible applicants for projects but may partner or be a sub-recipient of a governmental agency.

Project Eligibility Requirements

Eligible Project Locations

All projects within the State of Colorado will be considered, with approval from local and State authorities.

Eligible Project Types

Applicants must consider the program goals and evaluation criteria in developing project concepts. This program is intentionally broad in scope to capture the innovative ideas to encourage healthy communities during and after the COVID-19 crisis. Funding can be used for capital, equipment and operating purposes. Studies are not eligible for this grant, but design expenses are eligible if construction can be completed within 8 months of receiving a fully-executed Purchase Order.

A non-exhaustive list of example project types is included below (see additional resources on page 4):

- Repurpose select streets or parts of streets for biking or walking;
- Expand sidewalks to allow for activities such as dining or walking;
- Converting streets to one-way to create space for community use;
- Weekend-only use of streets for bike/ped only access;
- Reduced speed limits to allow for safer walking and biking; and
- Limited public art features where such features are not the primary purpose of the application but included to enhance safety and encourage multimodal choices, not to exceed 5% of the grant request.

Funding Requirements

Project Timing:

Because of the urgent nature of the COVID response, applications will be accepted and reviewed on a rolling basis, and **all eligible and funded projects must be able to fully implement the project within 8 months of receiving a fully-executed Purchase Order.** Applicants must provide a Project Schedule with estimated project milestones.

Maximum Project Request:

There is no minimum project amount, and individual applications shall not request more than \$150,000 per project, excluding match. Applicants should itemize budgets related to the amount that they are requesting, including identifying how they would utilize partial awards to execute some or all of the proposed project.

Maximum Vendor Request:

An entity may submit multiple applications, but the total total funding awarded to a single applicant cannot exceed \$250,000.

Match Requirement:

A 10% match of the grant funds, cash or in-kind, will be required. Additional matched or leveraged commitments, whether cash or in-kind, are encouraged and given additional consideration within the scoring criteria. The 10% match must be incurred after a contract is executed; documentation of matching expenses will be required with invoicing.

Application Process

Applications should be submitted along with letters of support from impacted or participating entities. Projects requiring CDOT concurrence (projects on a state highway or within the state rights-of-way) must also apply for a Special Use Permit (more details on page 3), simultaneous with the application submittal. Projects requiring local agency concurrence (projects involving transit service, facilities, maintenance, within rights-of-way, or otherwise in need of involvement) must provide an official agency response with the application submittal.

Project Funding Evaluation and Selection Process

CDOT will review applications on a rolling basis in order to move quickly on contracting and implementation.

CDOT will establish an internal scoring and selection panel to assist with scoring and evaluating projects. Participants may include staff from various CDOT and state agency divisions:

- CDOT Division of Transportation Development
- CDOT Region representatives (Traffic and Engineering)
- CDPHE Representative
- CEO Representative
- DOLA Representative

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. Projects meeting the minimum criteria score, procurement requirements, and engineering approvals will be approved for funding.

Evaluation criteria (detailed breakdown below):

- Public Health
- Active Transportation Safety
- Readiness of Implementation
- Equity and access for low-income and disadvantaged users
- Public Support
- Local Match
- Other Considerations: Innovation, Scalability, Cost-Benefit, Regional Equity

When reviewing these evaluation criteria, please email CDOTRevitalizingMainStreets@state.co.us with technical questions.



Category	Summary	Point Criteria (0-5)	Weight (%)
Public Health	Describes how public health will be promoted with consideration of CDC, CDPHE, and local guidelines to address the COVID-19 pandemic and keep communities safe as we transition back to normalcy.	<p>5: Public Health guidelines were referenced and the project has clearly outlined activities that will improve public health through social distancing, access to COVID-19 related PPE, encouraging outdoor activities etc.</p> <p>4: Public Health guidelines were referenced, but the project leaves some gaps in how it will improve public health.</p> <p>3: Public Health guidelines were referenced, but the project doesn't outline activities to improve public health.</p> <p>2: Public Health guidelines were not referenced in the application COVID-19 guidance, but public health is addressed in other ways.</p> <p>1: The project exhibits no positive benefit on public health.</p> <p>0: The project will have negative impacts on public health as it relates to COVID-19.</p>	30%
Active Transportation Safety	Supports community access to the right of way (ROW) that safely accommodates all modes of travel.	<p>5: The project installs long-term multimodal infrastructure improvements, increasing access and safety for all modes of transportation.</p> <p>4: The project installs temporary multimodal infrastructure improvements, increasing access and safety for multiple modes of transportation.</p> <p>3: Improvement to one mode of multimodal transportation</p> <p>2: Improvement to multimodal transportation is not specifically referenced or implied, but is addressed in other ways.</p> <p>1: Improvement to multimodal transportation is unclear.</p> <p>0: Project has no tangible components that will improve access to ROW for all modes of travel (i.e. Long-term studies) or the project hinders access to ROW for multimodal transportation.</p>	30%
Readiness of Implementation	<p>The degree to which a project is "shovel ready," offering quick, tangible benefits to communities.</p> <p>Include a Project Schedule with Milestone dates.</p>	<p>Based on the Project Schedule provided:</p> <p>5: Project can be completed in less than 6 months after PO execution.</p> <p>3: Project can be completed within 7-8 months after PO execution.</p> <p>1: Project will take longer than 8 months after PO execution to be completed</p> <p>0: The project is already implemented (ineligible).</p>	20%
Equity and access for low-income and disadvantaged users	Describes how the project addresses safe access to opportunity and mobility for residents of all ages, races, languages, incomes and abilities, including vulnerable users.	<p>5: Project identifies the communities that will be impacted and clearly outlines how it will address equity and accessibility.</p> <p>3: Project presents reasonable strategies to address equity and accessibility.</p> <p>1: Project does not address equity or accessibility</p> <p>0: Project hinders equity and accessibility.</p>	10%
Public Support	The extent to which the applicant demonstrates public support	Application includes letters of support. Points will vary depending on level of support and the studies conducted to garner public support.	5%
Local Match	A local match of 10% is required.	<p>Eligible - Match details provided in application</p> <p>Ineligible - No Match details provided in application.</p>	N/A
Other Considerations: Innovation, Scalability, Cost-Benefit, and Regional Equity			5%
Innovation	Imagines innovative uses of public spaces to accommodate our new reality.	Innovative ideas that do not adhere to traffic control requirements will not be approved for funding. Be sure to check safety and traffic codes before submitting applications.	
Scalability	Program activities are scalable and can begin quickly and easily.		

Cost-Benefit	Makes efficient use of funds and maximizes community benefit.		
Regional Equity	Regional Equity will be considered at a program	For equity purposes, no vendor will receive more than \$250k total funding from this Small Dollar Revitalizing Main Streets Grant Program.	

- All project scopes of work are subject to review and approval by CDOT. The submitted and approved project scope becomes the work that the applicant at a minimum must complete.
- Each applicant awarded funds will enter into an agreement with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these state funds. Among other requirements in the agreement, CDOT will specify requirements for status reporting and reimbursement requests.
- Among other requirements in the agreement, approved applicants will be required to report data on utilization, safety, delivery and traffic implications of the awarded project.
- Select applicants may be required to attend a post-project debrief with CDOT and other state agency staff.
- This is a reimbursement program, meaning grantees must submit invoices to CDOT to then be reimbursed for project activity costs included in this application. **Expenses incurred before contract execution are not eligible for reimbursement.** However, ongoing, future expenses for project continuation are eligible for this program's funding.
- Projects must be able to complete construction and fully implement the project within 6 months of receiving a fully-executed Purchase Order.
- If the applicant intends to use State Right-Of-Way as part of their Revitalizing Main Streets application, a special use permit will be required. This special use permit may require you to submit the following if applicable: concept plan, anticipated traffic impacts, planned detour routes, positive protection for pedestrian, freight and ADA accommodations. The special use permit will also provide duration of permit and information for extension if requested by the applicant. The online permit can be found at the following link: <https://www.codot.gov/business/permits/utilitiesspecialuse/online-permit-application>

Once the online permit is submitted please email your region contact below. Include the application reference number in the communication.

- R1- Kirk Allen (303) 757-9531
- R2- Valerie Sword (719) 546-5407
- R3- Joseph Carter (970) 683-6209
- R4- Tim Bilobran (970) 302-4022
- R5- Randee Reider at (970) 385-3630

- Applicants will work with CDOT, CDPHE and FHWA/FTA (as appropriate) to ensure that the project is being implemented in accordance with state and federal requirements (including state and local public health orders).

Additional Suggested Resources:

CDOT Permitting:

<https://www.codot.gov/business/permits/utilityspecialuse/online-permit-application>

Colorado Downtown Streets:

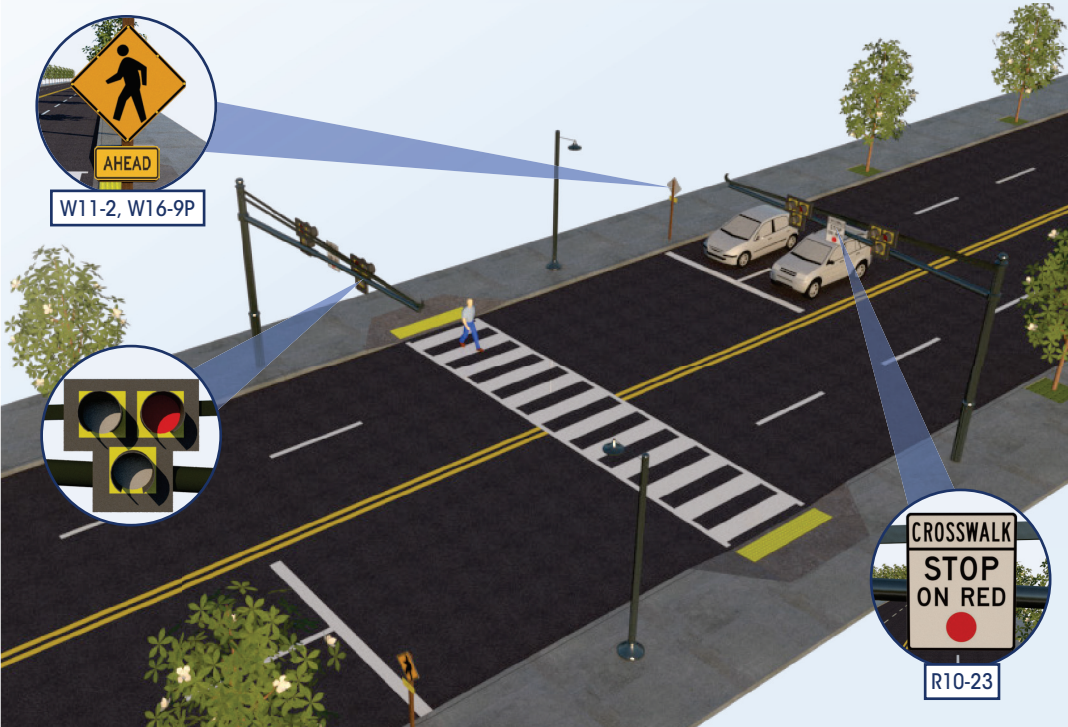
<https://cdola.colorado.gov/colorado-downtown-streets>

National Association of City Transportation Officials (NACTO) Streets for Pandemic Response and Recovery: <https://nacto.org/streets-for-pandemic-response-recovery/>

Pedestrian Hybrid Beacon (PHB)


**SAFE TRANSPORTATION
FOR EVERY PEDESTRIAN**


COUNTERMEASURE TECH SHEET



A Pedestrian Hybrid Beacon head consists of two red lenses above a single yellow lens. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate the pedestrian walk interval and when it is safe for drivers to proceed (see figure on back page).

The PHB is often considered for installation at locations where pedestrians need to cross and vehicle speeds or volumes are high, but traffic signal warrants are not met. These devices have been successfully used at school crossings, parks, senior centers, and other pedestrian crossings on multilane streets. PHBs are typically installed at the side of the road or on mast arms over midblock pedestrian crossings.

 High speeds and multiple lanes of traffic create challenges for pedestrians crossing at unsignalized locations.

 PHBs can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk.

PHBs can reduce pedestrian crashes by **55%**



FEATURES:

- Beacons stop all lanes of traffic, which can reduce pedestrian crashes.

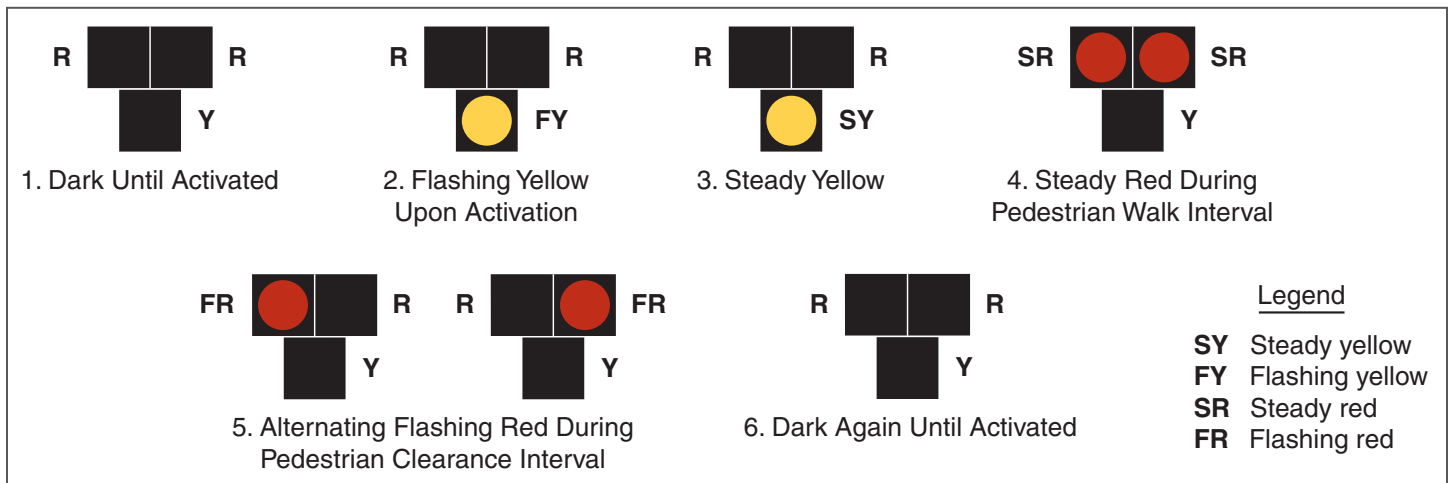
OFTEN USED WITH:

- High-visibility crosswalk markings
- Raised islands
- Advance STOP or YIELD signs and markings

Pedestrian Hybrid Beacon (PHB)

EDC-4 STEP: https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/step.cfm

Figure 4F-3. Sequence for a Pedestrian Hybrid Beacon from FHWA's *Manual on Uniform Traffic Control Devices*, 2009 Edition, p. 511



When a pedestrian activates a PHB, a flashing yellow light is followed by a solid yellow light, alerting drivers to slow. A solid red light requires drivers to stop while pedestrians have the right-of-way to cross the street. When the pedestrian signals display a flashing DON'T WALK indication, the overhead beacon flashes red, and drivers may proceed if the crosswalk is clear.

CONSIDERATIONS

PHBs are a candidate treatment for roads with three or more lanes that generally have annual average daily traffic (AADT) above 9,000. PHBs should be strongly considered for all midblock and intersection crossings where the roadway speed limits are equal to or greater than 40 miles per hour (mph). The PHB should meet the application guidelines provided in the *Manual on Uniform Traffic Control Devices* for existing or projected pedestrian volumes.

PHBs are intended for installation at midblock locations, but can be installed at intersections. They should only be installed

in conjunction with marked crosswalks and pedestrian countdown signals.

When PHBs are not in common use in a community, consider conducting an outreach effort to educate the public and law enforcement officers on the PHBs' purpose and use.

COST

The PHB is often less expensive than a full traffic signal installation. The costs range from \$21,000 to \$128,000, with an average per unit cost of \$57,680.

References

- Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.
- Federal Highway Administration. (2013). "Pedestrian Hybrid Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. Available: http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=53
- Bushell, M., Poole, B., Zegeer, C., & Rodriguez, D. (2013). Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public. *Pedestrian and Bicycle Information Center*.



Applicant	Project	Description	Award Amount
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	Close left turn lane from eastbound Arapahoe Road to northbound Olathe Street with a raised median barrier and widening of the left turn lane from eastbound Arapahoe Road to northbound Buckley Road. This will reduce crashes in a residential area close to a church, high school and nearby businesses.	\$450,000
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	Installing new sidewalks and curb ramps with access for people with disabilities where sidewalks are missing or damaged on Federal Boulevard from US 285 to West Floyd Ave. This will improve safety for pedestrians.	\$464,000
Boulder, City of	Safer Signals, Safer Streets	Improve ten intersections with high safety concerns because of high bicycle and foot traffic. Improvements include better signage and signals for left turns. Locations include Arapahoe and 15th, Broadway and Alpine, Broadway and Balsam, Baseline and Manhattan/Crescent, Pearl and 26th, Baseline and 55th, 28th and Kalmia, Arapahoe and 48th, Broadway and 20th/Regent and 30th and Aurora.	\$435,802
Boulder, City of	28th St. (US 36) and Colorado Ave. Protected Intersection	Add protected east and west bike lanes on Colorado Avenue between Regent Drive to east of 28th Street (US 36) intersection. Improvements also include rebuilding pedestrian refuge islands, new crosswalk and bike lane markings, new southbound left turn lane on Colorado Avenue and an	\$2,104,000

		additional traffic signal. The project will reduce crashes.	
Boulder, City of	30th Street - Separated Bike Lanes (SH 7/Arapahoe Avenue - Colorado Avenue)	Build bike lanes separated from traffic on 30th Street from south of Arapahoe. This will address safety issues for all travel modes near two of the city's highest crash locations.	\$2,300,000
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	Stripe and improve intersections at seven locations along US 36. The project will improve visibility of bicyclists and provide them with more room.	\$240,000
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	Provide safe pedestrian and bicycle access along the US 287/120th Avenue corridor by improving and building sidewalks, pedestrian crossings and access to transit stops.	\$2,000,000
Broomfield	CO 128 / US 36 Bikeway Connection	The project will construct a 12-foot multi-use path connection from CO 128 westbound to the US 36 Bikeway in Broomfield. The project will provide a critical connection in Broomfield to the US 36 Bikeway.	\$296,000
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	Design and construct a four-lane configuration with a median/turn lane, bike lanes on roadway and sidewalks in Broomfield right-of-way along 112th/Uptown Ave. from Parkland Street to Reed Way, including intersection improvements for pedestrian and cyclists and railroad safety improvements at the BNSF crossing.	\$2,000,000
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	Install a new traffic signal, including pedestrian signals, lighting, and striped crosswalks at E Arapahoe Rd and S Clarkson St. Bike lanes will be painted North of Arapahoe to extend the network currently present along Clarkson south of Arapahoe.	\$400,000
Centennial	S Holly St HAWK Signal and pedestrian improvements	Install a HAWK signal to increase pedestrian visibility and safety while crossing S Holly St. The	\$250,000

		HAWK will be paired with a raised median and accessible curb ramps on both sides of S Holly St to ensure all users feel safe crossing this street. There are two “goat trails” through the grass where pedestrians are accessing Willow Creek Trail. With approval from property owners, we can formalize and pave this connection so users of the E Easter Ave bicycle lanes can easily access the trail.	
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	Improve Colorado Boulevard by adding curb and gutter to the outside edges of the travel lanes. Multi-modal facilities will be provided through a six-foot wide concrete sidewalk on one side of the roadway and a 10-foot wide bike path on the other side of the roadway. Drainage improvements will be included as part of this project, as well as street lighting. This project will provide alternate modes of travel for the existing neighborhood and commuters to the new N Line rail station.	\$2,720,000
Denver	Mississippi Avenue Vision Zero Safety Project	Improve pedestrian safety by removing a through lane on West Mississippi Avenue between Eliot Street and Quivas Street, adding a raised-curb median and building out curb extensions.	\$2,132,000
Denver	CO88 / Federal Boulevard Median Gaps	Install raised curb medians on Federal Boulevard in the four remaining segments that do not have medians. A divider will be placed between the north- and south-bound sides with high pedestrian and bicycle activity. This will improve safety for the traveling public, particularly for pedestrians and bicyclists.	\$3,600,000
Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	Build pedestrian crossing enhancements while also improving the speed and reliability of transit on the corridor.	\$10,000,000

Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	Build a two-way protected bike lane, traffic signal and curb ramp reconstruction, transitway and bust stop enhancements, on-street parking and loading zones and ways to incorporate taxi and rideshare operators.	\$4,800,000
Denver	Federal Blvd Pedestrian Improvement Project	Build pedestrian improvements within one block of Federal Boulevard between West 23rd Avenue and West 27th Avenue. The project will improve crossing safety, lighting, and bus stop amenities and locations in an area that has a high mix of cars and pedestrians. Specific improvements include a raised crosswalk, pedestrian controlled devices, widened median and traffic calming elements.	\$3,812,628
Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	Widen narrow shoulders with rumble strips. This will warn drivers when they are leaving the lane, provide refuge for cars that need to pull off and a safer space on the shoulder for bicyclists and pedestrians traveling to and from Daniels Park Road and Happy Canyon Road.	\$880,000
Englewood	West Dartmouth Ave Multimodal Safety	Replacing traffic signals along Dartmouth Avenue and upgrading signing, pavement markings, lighting and some minor sidewalk improvements. This will reduce crashes at the intersections and improve safety for all transportation users.	\$1,260,000
Erie	County Line Road Telleen to Evans	Widen road, including construction of a shared use path, sidewalk, safety enhancement for pedestrians and bicyclists and left turn lanes.	\$2,360,000
Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	Improve safety and further revitalization of West Colfax Avenue in Lakewood, including pedestrian and bicycle facilities, sidewalks, crosswalk treatments, signal upgrades, lighting and transit stop improvements and	\$10,000,000

		amenities.	
Littleton	Mineral Station East Mobility-shed Improvements	Increase safety and access to transit at the Mineral Station for those who live east of the station. Improvements include intersection reconstruction to improve safety for bicyclists and pedestrians, buffer bike lanes from traffic, sidewalk widening and various trail improvements.	\$1,100,000
Littleton	Prince Street Link Project	Install flashing beacons at trail crossings and busy crosswalks to warn drivers of bicycle and pedestrian activity.	\$615,000
Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	Construct a multi-use path between the C470 regional trail and RTD's County Line and Park Meadows Light Rail Stations. Includes new ramps, crosswalks and signalized intersection.	\$248,000
Lone Tree and Douglas County	C470 Trail Connector to RTD / Park Meadows LRT	Constructs a multi-use path between the C470 regional trail and RTD's County Line and Park Meadows Light Rail Stations. Includes new ramps, crosswalks and signalized intersection.	\$1,600,000
Longmont	CO 119 & Sunset St Intersection Multimodal Safety Improvements	Improves the CO 119/Sunset St. Intersection. Includes dedicated right and left-turn lanes for north and southbound traffic and new tie-in to Sunset St.	\$1,200,000
Morrison	Morrison Main Street Revitalization	Installs crosswalks, streetscape and geometric traffic calming improvements on CO 8 in downtown Morrison.	\$426,000
Nederland	Nederland Crosswalk Improvements	Builds a solid surface sidewalk connecting Nederland's downtown with RTD's Park-n-Ride.	\$280,000
Northglenn	Connect Northglenn Multimodal Improvements	Installs crosswalk safety improvements and striping upgrades for bicyclists. Includes new signing, high visibility crosswalks and technology improvements.	\$560,000
Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	Constructs a 10-foot wide multi-use concrete trail along Rock Creek Pkwy between 88th St. and Autrey Park.	\$320,000

		Includes signed trail crossings at Enterprise St. and Honey Creek Ln.	
			\$58,853,430



COLORADO

Department of Transportation

Revitalizing Main Streets Re-Launch Overview | April 2021



Background

On March 19 Gov Polis signed SB110, providing \$30M in state stimulus funding to the Revitalizing Main Streets and Safer Main Streets grant programs.

- Revitalizing Main Streets was originally funded with multi-modal options fund (MMOF) dollars and, to date, has awarded 76 grants to communities across the state to help adjust transportation infrastructure in response to COVID.
- Safer Main Streets was originally funded with SB267 and state/DRCOG STBG dollars. The program was limited to the DRCOG region and focused on reducing bike and pedestrian injuries/fatalities along busy urban arterials.
 - At the March 17th Board meeting, DRCOG approved a final set of SMS projects bringing the total to 37 funded projects and just under \$76M allocated.





The Re-Launch

CDOT is using SB110 funds to relaunch these grant programs under the single banner of **Revitalizing Main Streets**.

~\$22M distributed via large grants (up to \$2M) for projects that improve safety and increase active transportation options.

- Takes basic concept of original Safer Main Streets and expands it statewide while incorporating lessons learned from metro-area program.
- \$1.3M remaining from Safer Main Streets would be rolled into this program (but only available in the DRCOG region).

~\$8M allocated via small grants (\$150k or under) to projects that help communities implement COVID mitigation measures and make temporary and permanent infrastructure improvements.

- The current program has approximately \$900,000 remaining meaning the total available is closer to \$9M.
- Overall emphasis and rolling application process to remain the same.





Grant Overview

Large Grants

Capital Projects up to \$2M

\$22 million total

Applications due by May 14, 2021

(no incentive for earlier submissions)

Evaluation Criteria:

- Safety Improvement (30%)
- Active Transportation (10%)
- Readiness (10%)
- Funding Need (10%)
- Diversity of Funding (10%)
- Economic Impacts (10%)
- Public Support (10%)
- Local Match (10%)

Small Grants

Community Projects up to \$150k

\$8 million total

Applications reviewed weekly

Evaluation Criteria:

- Public Health Mitigation (COVID-related) (30%)
- Active Transportation (30%)
- Readiness (20%)
- Equity/Economic Impact (10%)
- Public Support (5%)
- Innovation/Scalability (5%)



Opportunity 1: Timeline

Award Timeline - Applications are due by **May 14, 2021**

- **April 7, 2021 - May 14, 2021: Submit Applications**
 - **There is no benefit of submission prior to May 14, 2021.**
- **May 17, 2021 - June 30, 2021: Review and Score Applications**
- **July 2021: Announce Awards**
- **Contracting Process Begins**



Opportunity 2: Timeline

Award Timeline - Applications reviewed weekly until funding is exhausted.

Funding is First-Come First-Serve; Funding remains for about 50-80 projects depending on the funding requests.

- Applications are reviewed every Wednesday
- It typically take about two months for projects to receive fully executed contracts.
 - Committee Review
 - Applications must score a minimum of 80 points and address all procurement and safety questions raised by the committee.
 - Final Approval
 - Scope of Work Finalization
 - Incorporating committee feedback and any agreed changes to scope and/or budget.
 - Execution of contract - typically a Purchase Order.
 - Able to Begin of Work



Example Projects:

- CDOT website has example projects from across the state

General Questions: cdotmainstreets@state.co.us

Website: <https://www.codot.gov/programs/revitalizingmainstreets>

Program Information Sheet:

https://www.codot.gov/programs/revitalizingmainstreets/assets/revitalizingmainstreets_programinformation.pdf



Technical Assistance

CDOT is happy to provide tailored assistance to cities and counties particularly around the safety projects.

HQ: Nathan Lindquist: nathan.lindquist@state.co.us (Project Support)
David Swenka david.swenka@state.co.us (Safety Data Questions)

Region 1 (Denver metro area): Tony Brindisi: tony.brindisi@state.co.us

Region 2 (Pikes Peak, Pueblo, SE CO): Valerie Vigil: valerie.vigil@state.co.us
Lachelle Davis lachelle.davis@state.co.us

Region 3 (NW CO): Joe Carter: joseph.carter@state.co.us
Mark Rogers: mark.rogers@state.co.us

Region 4 (Boulder, NE CO): Katrina Kloberdanz: katrina.kloberdanz@state.co.us

Region 5 (SW CO): Paul Frank: paul.frank@state.co.us



Schedule of Up-Coming Events: April, May, June 2021

April

- **Monday-Friday, April 19:** Tree Dump opens for the season, Noon – 6:00 pm.
- **Tuesday, April 20, 2:00 pm:** Council Special Session meeting on Lazy K and Palisades Improvement Project Bids
- **Saturday, April 24:** Community Clean-Up, Jorgenson Ice Rink, 9:00 am – Noon
- **Tuesday, April 27, 5:30 pm:** Council Meeting
- **Friday, April 30,** Last day to use Gunnison Dining Dollars

May

- **Monday, May 3:** Electronic Recycling Returns: Monday, May 3, Public Works building, 1100 W. Virginia Avenue, 9:00 am – 4:00 pm
- **Tuesday, May 11, 5:30 pm:** Council Meeting
- **Monday, May 17:** Irrigation Ditches Return
- **Tuesday, May 25, 5:30 pm:** Council Meeting

June

- **Mondays, Wednesdays, Friday, Starting June 2: WWTP, 10:00 am – Noon and 1:00 pm-3:00 pm**

Reminders: If you are using a City-owned tablet or laptop, please remember to leave it on, but connected to the internet a few days a month so security updates made be completed to the device.

City Council events and meetings are in green.

Tuesday, August 31: District 10 Meeting