STUDY SESSION AGENDA  
TUESDAY  
March 30, 2021

ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE

<table>
<thead>
<tr>
<th>Time</th>
<th>Attendee(s)</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00 A.M.</td>
<td>Adam Burg</td>
<td>Legislative Update</td>
</tr>
<tr>
<td>11:40 A.M.</td>
<td>Brian Staley / Chris Chovan</td>
<td>Public Works Review of State Highway Devolution Considerations</td>
</tr>
<tr>
<td>12:40 P.M.</td>
<td>Dr. John Douglas, Executive Director, Tri-County Health Department</td>
<td>Tri-County Health Department Update</td>
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<tr>
<td>1:10 P.M.</td>
<td>Raymond Gonzales</td>
<td>Administrative Item Review / Commissioners Communication</td>
</tr>
<tr>
<td>1:40 P.M.</td>
<td>Heidi Miller</td>
<td>Executive Session Pursuant to C.R.S. 24-6-402(4)(b) and (e) for the Purpose of Receiving Legal Advice and Instructing Negotiators Regarding Perez, HRDC, and Daves Matters</td>
</tr>
<tr>
<td>2:10 P.M.</td>
<td>Heidi Miller</td>
<td>Executive Session Pursuant to C.R.S. 24-6-402(4)(b) and (e) for the Purpose of Receiving Legal Advice and Instructing Negotiators Regarding the Aerotropolis Regional Transportation Authority Negotiations</td>
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TO WATCH THE MEETING:
- Watch the virtual Zoom Study Session through our [YouTube Channel](https://www.youtube.com)
STUDY SESSION ITEM SUMMARY

<table>
<thead>
<tr>
<th>DATE OF STUDY SESSION:</th>
<th>March 30, 2021</th>
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</thead>
<tbody>
<tr>
<td>SUBJECT:</td>
<td>Public Works Review of State Highway Devolution Considerations</td>
</tr>
<tr>
<td>OFFICE/DEPARTMENT:</td>
<td>Public Works Department</td>
</tr>
<tr>
<td>CONTACT:</td>
<td>Brian Staley, Public Works Director</td>
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<tr>
<td>FINANCIAL IMPACT:</td>
<td>N/A</td>
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<tr>
<td>SUPPORT/RESOURCES REQUEST:</td>
<td></td>
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<tr>
<td>DIRECTION NEEDED:</td>
<td>Whether to formally pursue devolution or continue to monitor opportunities</td>
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<tr>
<td>RECOMMENDED ACTION:</td>
<td>Staff recommends a monitor position while pursuing state and federal funding for improvements on these corridors</td>
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**DISCUSSION POINTS:**

At the Board’s request, staff has completed an exercise to analyze the possibility of devolution of control of three segments of CDOT controlled state highways in Unincorporated Adams County:

- SH-287/Federal Blvd.
- SH-44/E. 104th Ave.
- SH-224/E. 74th Ave.

This session will present a comprehensive analysis of considerations associated with the devolution of these corridors. The session will include a cost/benefits analysis, a review of the budget impact of actions, and opportunities for future actions on these corridors.
Benefits of Devolution

**Local Control of Maintenance**

Local control will allow the Adams County team to respond to public concerns in a timely fashion.

**Surface Treatment Scheduling**

The Adams County team would be able to prioritize these essential routes for resurfacing and repair of concrete facilities.

**Multimodal & ADA-Compliant Infrastructure**

These corridors generally lack adequate sidewalks, bike lanes, medians, crosswalks, etc. Local control will allow the Adams County team to prioritize investment and reconstruction of these essential roadway features.
Drawbacks of Devolution

**Upfront Infrastructure Investments**

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Investment</th>
</tr>
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<tbody>
<tr>
<td>SH-287</td>
<td>$26.8M</td>
</tr>
<tr>
<td>SH-44</td>
<td>$8.0M</td>
</tr>
<tr>
<td>SH-224</td>
<td>$37.5M</td>
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**Maintenance & Staffing Consideration**

The Adams County team would need to assess current team capacity and request an increase in FTE staffing to perform regular maintenance on these corridors.

**Limited Funding Opportunities**

If devolved, these corridors would become ineligible for federal funds that are now directly allocated to the subregional entity (ADCOG Subregional Forum).
SH-287 / Federal Blvd. Corridor Summary
Federal Blvd. Corridor Study
Adams County, City of Westminster, and City of Federal Heights
This project will produce a comprehensive analysis of traffic conditions and potential multimodal transportation improvements for the Federal Blvd. Corridor.
Completion: December 2021

Advancing Adams
Adams County
This project will produce an update to the Transportation Master Plan and has identified Federal Blvd. as one of five key corridors for review as part of the final plan
Completion: 2022

CDOT
US-36 Interchange Improvements
This project will replace traffic signal poles at entrance ramps to US36, equipment upgrades at 74th Ave., pedestrian safety improvements, ADA curb ramp upgrades
Completion: Fall 2021
Flood Plain Concerns

Clear Creek overtops Federal Blvd. in the 100 yr. flood event model

Major & Minor Structures

Major bridge structure over Clear Creek is functionally obsolete (requires replacement)

10,000 ft. of storm sewer infrastructure in unknown condition

Limit Proliferation of Driveways & Access Points

Mill & Overlay Maintenance Costs

Estimated $6M every 10 years
SH-287 / Federal Blvd. Corridor

Major & Minor Structures

- Major bridge structure over Clear Creek functionally obsolete (requires replacement for approximately $6.8M)
- 10,000 ft. of storm sewer infrastructure in unknown condition
- Limit proliferation of driveways & access points

Aesthetics

If controlled by Adams County, we can better set streetscaping requirements for this corridor in coordination with our adjacent municipalities of Denver and Westminster to provide a better aesthetic for this corridor.
SH-287 / Federal Blvd. Corridor

Corridor Visioning

The Federal Blvd. Corridor Study will present a unified set of recommendations for improvements to the corridor. These will include potential cross sections and multimodal transportation initiatives as were developed in the SH-7 Corridor Study.

Sample cross section alternatives presented in the SH-7 Planning & Environmental Linkages (PEL) Report (Felsburg, Holt, Ullevig, 2018)
SH-287 / Federal Blvd. Corridor

**ADA-Compliant Sidewalk Infrastructure**
Corridor lacks adequate sidewalks, medians, crosswalks, etc. Major investment and reconstruction will be required to make it a safe multi-modal corridor

**Snow Removal Maintenance**
22 Lane-Miles of additional priority 1 roadway
Assessment of staffing resources will be required

**Operations & Maintenance Costs**
Approximately $50K/yr. in additional maintenance budget
22 Lane-Miles of Roadway
5-7 New Traffic Signals
### SH-287 / Federal Blvd. Financial Summary

#### Expenses

**Construction Investment**
- Clear Creek Bridge: $(6,800,000.00)
- Sidewalk Gaps & ADA Compliant Curb Ramps: $(20,000,000.00)

**Total Construction Investment**: $(26,800,000.00)

#### Maintenance

- Resurfacing: $(600,000.00)/year
- Storm Sewers: $(175,000.00)/year
- Highway Operations: $(50,000.00)/year

**Total Maintenance**: $(825,000.00)/year

#### Income

- Highway Users Tax Fund (HUTF): $124,544.00/year
SH-44 / E. 104th Ave. Corridor Summary

Currently in unincorporated Adams County
SH-44 / E. 104th Ave. Projects

E. 104th Ave. CIP – 30% Plans for 104th Widening (Between Colorado Blvd. & US-85)

City of Thornton, City of Commerce City, Adams County

The City of Thornton is leading a grant-funded project through DRCOG to support this effort in the amount of $1.6M, with a local match from Adams County ($100K), Commerce City ($100K), and Thornton ($200K)

Project Scope (Design Only):

- Widen to two lanes in each direction plus a center turn lane/median
- Detached recreation trails
- On-street bicycle lanes
- Reconstruct bridge over the Fulton Ditch
- Installation of fiber optic infrastructure for intelligent transportation system and connected vehicle applications

Advancing Adams
Adams County

This project will produce an update to the Transportation Master Plan and has identified SH-44/E. 104th Ave. as one of five key corridors for review as part of the final plan.

Completion: 2022
SH-44 / E. 104th Ave. Corridor

Jurisdiction Coordination
This corridor currently runs through three jurisdictions in vicinity to Adams County
- Unincorporated Adams County
- City of Thornton
- City of Commerce City

Contiguity of Operations
The segment of this corridor in Unincorporated Adams County is not contiguous to any other roads maintained by the County. Coordination of devolution will require negotiation with the cities to consider annexation of the unincorporated segment.
SH-44 / E. 104th Ave. Corridor

Major & Minor Structures

- Major bridge structure over Platte River replaced in 2013
- Major bridge structure over Fulton Ditch in unknown condition
- 600 ft. of storm sewer infrastructure in unknown condition
SH-44 / E. 104th Ave. Corridor

**Snow Removal Maintenance (Cities)**
- 1.2 lane-miles of additional priority 1 roadway

**Operations & Maintenance Costs (Cities)**
- Approximately $11K/yr. in additional maintenance budget
- 4.8 lane-miles of roadway

**Mill & Overlay Maintenance Costs (Cities)**
- Estimated $2M every 10 years
### Expenses

**Construction Investment**
- Fulton Ditch Bridge: $(3,740,000.00)
- Capital Improvement Project: $(4,260,000.00)

**Total Construction Investment**: $(8,000,000.00)

**Maintenance**
- Resurfacing: $(200,000.00)/year
- Storm Sewers: $(10,500.00)/year
- Highway Operations: $(11,000.00)/year

**Total Maintenance**: $(1,174,250)/year

### Income

- **Highway Users Tax Fund (HUTF)**: $27,804.00/year
SH-224 / E. 74th Ave.
Corridor Summary
SH-224 Improvements (Shelf Project)  
CDOT  
This project included design work for roadway improvements, center median rehabilitation, street lighting, and traffic signals for the SH-224 Corridor and Broadway from 70th Ave. to the US-36 interchange.  
Completion: N/A

SH-224 Resurfacing Improvements  
CDOT  
This project will include resurfacing SH-224 as well as street lighting improvements pulled from the Shelf Project and Traffic Signal Improvements at York St. and Vasquez Blvd.  
Completion: Est. 2022
SH-224 / E. 74th Ave. Street Lighting

CDOT Standard: Road Edge (Recommended for installation in residential areas)
(Typical Sample Image from Federal Highway Administration)

Commerce City Request: Median Lighting
(Typical Sample Image from Federal Highway Administration)
SH-224 / E. 74th Ave. Street Lighting

Median vs. Road Edge Considerations

• No Difference in Light Quality on Roadway
• Median Placement Reduces number of Pole Foundations, Increases Foundation Size
• Median Placement Increases Issues with Spill Light Reaching Residential Properties (Known as Light Trespass)

Sample Image of Potential Spill Light Effect on Residential Properties (TDOT)
SH-224 / E. 74th Ave. Adams County Project

Dahlia St. Capital Improvement Project
Adams County & CDOT
Completion: December 2021

Project Scope:
• Widening/reconstructing to three lanes
• Add bicycle lanes on-street
• Install curb and gutter, sidewalks, and ADA ramps
• Collaborate with CDOT to improve the intersection at SH 224 and Dahlia Street with an upgraded traffic signal for enhanced pedestrian, bicycle, & motorist safety
• Improve drainage systems with a storm sewer trunk line from SH 224 to the Dahlia Outfall
• Safety improvements
• Install street lighting
SH-224 / E. 74th Ave. Corridor

**Condition of Corridor**

The shoulders, median structures, and traffic signals on this corridor are in a state of extreme disrepair. Significant investment beyond that which CDOT is currently planning would be necessary to address these issues.

**Jurisdiction Coordination**

This Corridor Runs Through Two Jurisdictions in vicinity to Adams County
- Unincorporated Adams County
- City of Commerce City
SH-224 / E. 74th Ave. Corridor

Major & Minor Structures

Culverts:
- Colorado Agricultural Canal
- Lower Clear Creek Canal

Bridges:
- South Platte River
- O’BRIAN Canal
- RTD & BNSF Rail

1,500 ft. of Storm Sewer Infrastructure in Unknown Condition
SH-224 / E. 74th Ave. Corridor

Snow Removal Maintenance
- 21.25 Lane-Miles of Additional Priority 1 Roadway

Operations & Maintenance Costs
- Approximately $48K/yr. in additional maintenance budget
- 21.25 Lane-Miles of Roadway

Mill & Overlay Maintenance Costs
- Estimated $11M every 10 years
Expenses

**Construction Investment**
- Colorado Agricultural Ditch: $(500,000.00)
- South Platte River: $(8,330,000.00)
- RTD/BNSF Rail Bridge: $(5,950,000.00)
- O’Brian Canal: $(2,720,000.00)
- Capital Improvement Project: $(20,000,000.00)

$(37,500,000.00) investment

**Maintenance**
- Resurfacing: $(1,100,000.00)/year
- Storm Sewers: $(26,250.00)/year
- Highway Operations: $(48,000.00)/year

$(1,174,250)/year

**Income**
- Highway Users Tax Fund (HUTF): $77,898.00/year
Funding Sources Available for State Highways

- DRCOG TIP Call for Projects
  - Could also include “off-cycle” allocations/reprogramming
- Stimulus Funding
  - Most recently, Federal CARES Act
- INFRA
- BUILD
- Safer Main Streets
  - Potential reallocation or new funding (CDOT/DRCOG)
- FASTER Transit Funds (CDOT)
- RTD Funding Contribution
- Other Local Governments
Road & Bridge Fund Balance Projections

<table>
<thead>
<tr>
<th>Year</th>
<th>Projected</th>
<th>Committed</th>
<th>Available</th>
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<tbody>
<tr>
<td>2021</td>
<td>$68,049,597</td>
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<tr>
<td>2022</td>
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<td>2023</td>
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<td>2024</td>
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<tr>
<td>2025</td>
<td>$32,794,711</td>
<td>$15,000,000</td>
<td>$17,794,711</td>
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CDOT Findings

Transportation Commission Findings (2011)
   Colorado Revised Statute § 43-2-101.5
   Based on the results concluded from the study regarding “Commuter Highways” within MPO boundaries, the Transportation Commission does not recommend any of the eligible segments to be devolved.

Statewide Transportation Plan (2020)
   Colorado Main Street Program Introduced
   This program demonstrates a CDOT priority for supporting community-led downtown revitalization by integrating multimodal transportation options with the main streets of towns in Colorado where people live, work, shop, and visit.
Recommendations

1. Adams County Staff advises continuing to monitor the condition of these corridors and,

2. The team will present regional and sub-regional funding opportunities to the board to address safety and structural deficiencies on the subject corridors.

3. The Public Works Department will continue to look for opportunities to partner with CDOT and other Jurisdictions on developing jointly beneficial projects on these corridors as in the example of the Dahlia St. Phase I project.