

December 16, 2013

Mr. Don Hunt
Colorado Department of Transportation
Headquarters Office
4201 E Arkansas Ave
Denver CO 80222

RE: SH 2 in Commerce City Widening and Devolution
Tracking No. 1-14

Dear Mr. Hunt:

Commission Requirement. The purpose of this document is to satisfy the requirement established by the Transportation Commission that applicants for Public-Public Partnership¹ projects confirm their commitment to the project. Transportation Commission Resolution TC-3106 adopted on October 17, 2013, provides in part:

***BE IT... RESOLVED** that the Transportation Commission requires for each Public-Public Partnership project on or before January 6, 2014, a project scope, schedule, and budget developed by the Colorado Department of Transportation in the form and to the level of detail specified by the Chief Engineer; and*

***BE IT FURTHER RESOLVED** that the Transportation Commission also required for each Public-Public Partnership project on or before January 6, 2014, evidence, in a form specified by the Chief Financial Officer, confirming a commitment by the applicant to the project scope, schedule, and budget developed by the Department, including an agreement to hold a public vote to authorize the local match by no later than April 8 if such vote is necessary; and*

***BE IT FURTHER RESOLVED** that the Chief Engineer may extend the January 6, 2014, deadlines to April 7, 2014, upon application for extension from any applicant or CDOT Region Transportation Director for projects in a flood damaged area.*

Project Scope, Schedule, and Budget Prepared by CDOT. The Colorado Department of Transportation has prepared the required scope, schedule, and budget for this Public-Public Partnership project. This scope, schedule, and budget is incorporated as Exhibit A of this document. Exhibit A specifies the financial and other commitments of Commerce City and identifies when it is reasonably anticipated that such commitments will be provided or performed.

Changes in Project Costs. CDOT and the Local Agency Partner will assess at the Final Office Review (FOR) the project budget to be contracted. An estimate over the Exhibit A amount will trigger a reevaluation of the project as well as the project match. CDOT and Commerce City will engage in negotiations to determine how and if the project moves to advertisement for construction, as well as the project match. If a project is determined by CDOT to no longer be feasible or if an agreement cannot be reached, CDOT will advise the Transportation Commission that the project is unable to be moved forward and should be removed from the list of approved Public-Public Partnership projects. On a CDOT administered project, any cost variance discovered after the

¹ CDOT interprets Public-Public Partnership projects references in TC-3106 to include Operations projects that have Local Agency Partners.

Final Office Review (FOR) will be the responsibility of CDOT. On a project administered by the Local Agency Partner, the CDOT contribution will not increase after the Final Office Review. Any addition of a “betterment” at the request of the Local Agency Partner is the responsibility of the Local Agency Partner.

If there is a cost savings regardless of who is administering the project or when the cost savings occurs, the savings will be prorated.

Intergovernmental Agreement. An Intergovernmental Agreement will be completed and fully executed prior to any CDOT expenditure other than the five percent of the total project cost for Fiscal Year 2014 authorized in the RAMP Resolution for pre-construction expenditures unless an exception is granted by the CDOT Chief Financial Officer. It is the policy of CDOT that the Intergovernmental Agreements must be executed by June 30, 2014. Any change in the standard wording of the Intergovernmental Agreement may delay the project and thus put the project in jeopardy.

Criteria for Approval of RAMP Local Commitments. The CDOT Chief Financial Officer has issued the following criteria:

- (1) Local agencies acknowledge receipt of CDOT estimated project cost and drawdown schedule and confirm their ability to provide funding on the schedule.
- (2) Resolution by city councils or county commissioners or signed commitments by local officials with authority to commit agency resources constitute adequate funding reaffirmation by the local. Where ballot initiative or future budget adoptions are required, locals are fully disclosing and committing to all necessary steps to ensure that it will be on the ballot and/or receive budget consideration.
- (3) Dollar amount of local agency commitment must align with dollar amounts of CDOT cost estimates.
- (4) Local agencies cannot commit traditional federal transportation funds.
- (5) Where multiple local agencies are involved, commitments are required from those local agencies with the authority to commit all local agency funds before approval of funding commitment will be considered.
- (6) IGAs already in place should meet the above criteria.

Evidence of the Continued Commitment by Commerce City to the Project. As an officer of Commerce City, I confirm that appropriate officials of Commerce City have reviewed and considered Exhibit A which contains the scope, schedule, and budget developed by CDOT for the project and the policy regarding changes in project cost stated in the body of this document.

I confirm that to the best of my knowledge I know of no reason why Commerce City and CDOT will not execute an Intergovernmental Agreement as specified in Exhibit B (see attached sample template) and based on the scope, schedule, and budget contained in Exhibit A and the policy regarding changes in project cost stated in the body of this document by June 30, 2014.

Sincerely,
City of Commerce City

Sean Ford
Mayor

Highway 2 Widening, 64th Avenue to I-76

Project Scope

This project entails widening Highway 2 from two lanes to four lanes, from its intersection with 64th Avenue, north to the northbound ramps of I-76. This section of highway is also referred to as SH 2B & 2C, from MP 11.24 (64th Avenue) to MP 19.88 (I-76 Interchange).

Several of the intersections of Highway 2 with major cross streets have already been reconstructed and widened by the city including:

- Rosemary Street/Quebec Parkway
- 88th Avenue
- 96th Avenue
- 104th Avenue

The city will undertake a widening project to widen out the remainder of Highway 2 between 64th Avenue and I-76 to provide 2 through lanes in each direction and dedicated turn lanes or two-way center turn lanes as needed. A painted or raised median may be provided in certain locations. The possibility of providing on-street bike lanes will be evaluated in the early design phase. A sidewalk will be provided on the east side of the roadway.

Curb and gutter will be provided on the west side of the roadway from 64th Avenue to 72nd Avenue. Paved shoulders will be provided on both sides of the roadway where there is no curb & gutter.

The existing asphalt surface will be utilized to the extent possible. Improved drainage will be provided throughout the corridor including provisions to convey storm water from the Rocky Mountain Arsenal Wildlife Refuge under Highway 2.

No additional traffic signals are anticipated to be needed as a result of this project.

Please see attached memo from Atkins, dated August 15, 2013 that describes the project in more detail.

**ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST
HIGHWAY 2 WIDENING PROJECT
DRAFT**

PRINTED DATE:
BY:
CHECKED BY:

12/9/13
SDH
DAL

ITEM	UNIT	UNIT COST	QUANTITY	COST	REMARKS
REMOVALS					
Removal of Asphalt Mat (Planing)	SY	\$1.50	172,000	\$258,000	Assume 2" mill
Reset Light Standard Steel High Mast	EA	\$2,000.00	39	\$78,000	Assume only 1/3 of the lights are to be reset
				\$258,000	
EARTHWORK					
Unclassified Excavation (Complete in Place)	CY	\$4.00	94,000	\$376,000	
Muck Excavation and Stabilization	CY	\$25.00	9,400	\$235,000	Assume 10% of excavation
				\$611,000	
PAVEMENT					
Concrete Pavement	SY	\$45.00	7,000	\$315,000	Assume 9"
ABC Class 6	CY	\$27.00	23,000	\$621,000	Assume 6"
Asphalt Pavement	TON	\$68.00	107,000	\$7,276,000	Assume 10" full depth and 2" overlay
Sawing Asphalt Mat	LF	\$1.00	54,000	\$54,000	Assume 1' sawcut
				\$8,266,000	
STRUCTURES					
Widen Bridge over Burlington Ditch	SF	\$150.00	5,940	\$891,000	
				\$891,000	
MISCELLANEOUS					
Curb and Gutter	LF	\$12.00	5,100	\$61,200	
Median Cover Material	SF	\$6.00	1,900	\$11,400	
				\$72,600	
TOTAL OF BID CONSTRUCTION ITEMS:				\$10,098,600	
Utilities					
Utilities	LS	4%		\$403,944	
Drainage	LS	5%		\$504,930	
Environmental Mitigation	LS	1%		\$100,986	
Erosion Control	LS	4%		\$403,944	
MS4 Requirements	LS	3%		\$302,958	
Mobilization	LS	4%		\$403,944	
Removals, Resets and Adjustments	LS	1%		\$100,986	
Lighting	LS	2%		\$201,972	
Signging & Striping	LS	1.5%		\$151,479	No work areas
Traffic/ITS	LS	0%		\$0	
Urban Design/Landscaping	LS	2%		\$201,972	
Phasing & Traffic Control	LS	4%		\$403,944	
Survey	LS	2%		\$201,972	
Bid Force Account	LS	1%		\$100,986	
SUBTOTAL LUMP SUM ITEMS:				\$3,484,017	
TOTAL OF BID CONSTRUCTION ITEMS:				\$13,582,617	
Right-of-Way					
Right-of-Way	LS	1%		\$135,826	
Design Engineering	LS	8%		\$1,086,609	
Construction Oversight	LS	8%		\$1,086,609	
Contingencies	LS	20%		\$2,716,523	
TOTAL PROJECT CONSTRUCTION AND ENGINEERING				\$18,610,000	

6.7 Project Length (miles)
\$2,777,612 Average cost per mile
\$526 Average cost per linear foot

Highway 2 Widening & Devolution
Master Project Schedule
 Updated: 12/1/13 / 2:00pm

ITEM	Q1 - 2014	Q2 - 2014	Q3 - 2014	Q4 - 2014	Q1 - 2015	Q2 - 2015	Q3 - 2015	Q4 - 2015	Q1 - 2016	Q2 - 2016	Q3 - 2016	Q4 - 2016	Q1 - 2017	Q2 - 2017	Q3 - 2017	Q4 - 2017
Design Procurement																
Issue RFP for design & ROW services		■														
Receive RFPs			■													
Sign contract with design consultant; issue NTP			■													
NEPA Clearance																
Determine appropriate level of NEPA clearance			■													
Draft document; submit to CDOT for approval			■	■	■											
Receive NEPA clearance						■										
Design																
Kick-off meeting		■														
Conceptual review (15% complete) plans submitted			■	■												
Conceptual review meeting			■													
FIR (40% complete) plans submitted				■	■											
FIR meeting					■											
FOR (90% complete) plans and draft specifications submitted					■	■										
FOR meeting						■										
Final plans (100% complete) and specifications submitted							■									
Right of Way																
Identify number of affected parcels (permanent and temporary)			■													
Submit draft ROW plans for review				■	■											
Finalize ROW plans					■											
ROW acquisition					■	■	■	■								
Receive ROW clearance from CDOT								■								
Bidding & Construction Award of Contract																
Advertise for bids									■							
Bid opening									■							
Award of contract										■						
Notice to Proceed											■					
Construction																
Construction										■	■	■	■	■	■	■