

August 2020 Public Works Report

Street Maintenance

In the last month we collected 360-degree high definition (HD) of all Town Streets and right of way infrastructure, utilizing the StreetScan system. This will provide the Town with high quality data and detail on the types of defects in our various roads and allow us to refine our long-term capital plans and ensure the right treatment at the right time.



Front Range and Denver Regional Landfill

Current status of the landfill operations is that the Denver Regional Landfill (**DRL**), west of County Road 5 and south of County Road 6, is being filled through December 2020. After that capping (cover, seeding, etc) operations will continue for another 6 months. This will result in full closure of this landfill and begin a 30-year monitoring period.

Front Range Landfill (**FRL**), east of County Road 5 and south of County Road 6 will continue to fill the southern-end moving westward until fall. Right now they are moving a road on the south face to allow them to continue this operation. This will result in seeding that southern face in late fall, which is an ideal time to seed. The goal is having the southern facing edge of the FRL being completed this fall, and trash operations moving north to the permitted elevation and out of visibility from the south from that point forward.

Odor issues were raised in the last month, and FRL Manager Randy Tourville provided the following response:

Regarding the odors you are experiencing, they are not noxious fumes and are not a health risk. Generally the odors are from incoming daily waste that comes from residential communities like yours, restaurants, small businesses as well as construction and demolition wastes. We process this waste as it comes in with large heavy equipment to compact the material as tight as possible which helps in controlling odors as well as even settlement over time. We cover the waste at the end of the day with either soil or a spray on material that has an odor control additive in it. Last week Weld County did an odor inspection and determined there were no odors leaving either site. They use any odor monitoring device.

On August 13th there was a minor trash fire at DRL, I provided the following information:

"The Fire Department responded and left. Waste Connections put it out with their water trucks and smothered it with dirt using their heavy equipment. It was likely transported in, in a trash truck. Apparently this happens a couple of times a year here, and on rare occasions (not

necessarily in Erie) trucks will burn to the ground before they arrive at a landfill or arrive at a landfill on fire and have to be put out there. Randy said the most common cause, especially at this time of year, if people disposing of pool chemicals (this makes sense to me as a water treatment operator) in their trash, household chemicals or ashes from their bbq, which ignite the trash. Waste Connections will staff DRL overnight on "Fire Watch" so they can take quick action if a fire were to re-ignite. Otherwise all should be good. If we do get a message it, it would probably be good to let folks know not to put stuff in the trash that they aren't supposed to! Those are noted here:"

<https://www.frontrangelandfill.com/materials>

We are working with FRL Staff to create a voucher program in lieu of the September Drop Off Day, and are very appreciative of FRL's working with us to reschedule the Spring Drop off Day as well – Stay tuned!



Capital Improvement Projects

Lynn R Morgan Water Treatment Facility (WTF) Expansion

Construction of the WTF expansion continues ahead of schedule and well under budget. We received the roughly \$767,000 DOLA grant for the hydro turbine and are gearing up to do that additional work. Garney Construction will begin the construction of the turbine building now, we will place the order for the fabrication of the turbine which is a 6-month lead item.

North Water Reclamation Facility (WRF) Expansion

We are working through procedural issues with Colorado Department of Public Health and Environment (CDPHE), North Front Range Water Quality Planning Association (NFRWQPA) and others to move this project forward. We have received initial guaranteed maximum price (GMP) figures that look very promising for this significant project, and will likely bring a proposal for initiating construction on this project in September which will be in the mid \$20 million range.

Sustainability and Water Conservation

Energy

- Initial feasibility of town-owned plugged and abandoned wells. We have begun to explore building community solar or pollinator gardens so to reuse the land

EV's

- Xcel Energy announced their priorities for their EV Plan in partnership with NREL. A residential smart charging pilot program will launch this fall that will reward customers in Colorado for conveniently optimizing their charging times to benefit the grid and use more renewable energy. SAB and Tyler will be working on an EV educational campaign to continue encouraging residents to upgrade their combustion engine vehicles to EVs leading in to the opening of the town's new EV chargers

Green Business & HOA Certification Program

- Scorecard for the Green HOA Certification Program has been completed and a pilot with 3-4 HOAs begins in September.
- Online resources for businesses are being created to feature webinars, free energy assessments, and efficiency tips during reopening and moving in to the Fall/Winter
- The first webinar, August 27th, will focus on the nexus of the impacts from COVID on indoor air quality and energy efficiency in partnership with Boulder County's PACE and other municipalities

Waste

- Recycling Center has had over 1,900 surveyed users since reopening May 27
- Spring Landfill Drop was rescheduled for July 25th was successful with almost 500 residents participating
- Leaf Composting Event is scheduled for November 7th and 15th located at the Recycling Center and is being planned by the SAB and Tree Advisory Board with help from Parks & Rec. and Public Works. Crushed leaves will be brought and used by a local farm for soil amendment.
- Applied for \$250,000 from CDPHE's Front Range Waste Diversion Grant to relocation, upgrade, and staff the Recycling Center as well as begin a Strategic Plan for Waste Diversion. Town will be notified of award in October and funds will be allocated in January

Water Efficiency/Stormwater

- As we are in a drought year, high demand for the Slow the Flow Irrigation Assessments continues and we have begun our Smart Irrigation Control Clocks and Rain Sensors. Our first HOA signed up for an irrigation assessment to begin earning points in the Green HOA Certification Program
- Online stormwater educational campaign is being designed in partnership with the Keep it Clean Partnership
- Water Efficiency and Drought Management Master Planning has begun meeting with the Planning Department to begin integrating more water sense planning in to the Uniform Development Code and Comprehensive Plan update.

Lynn R. Morgan Water Treatment Facility (WTF)

Annual Daily Average Flow:

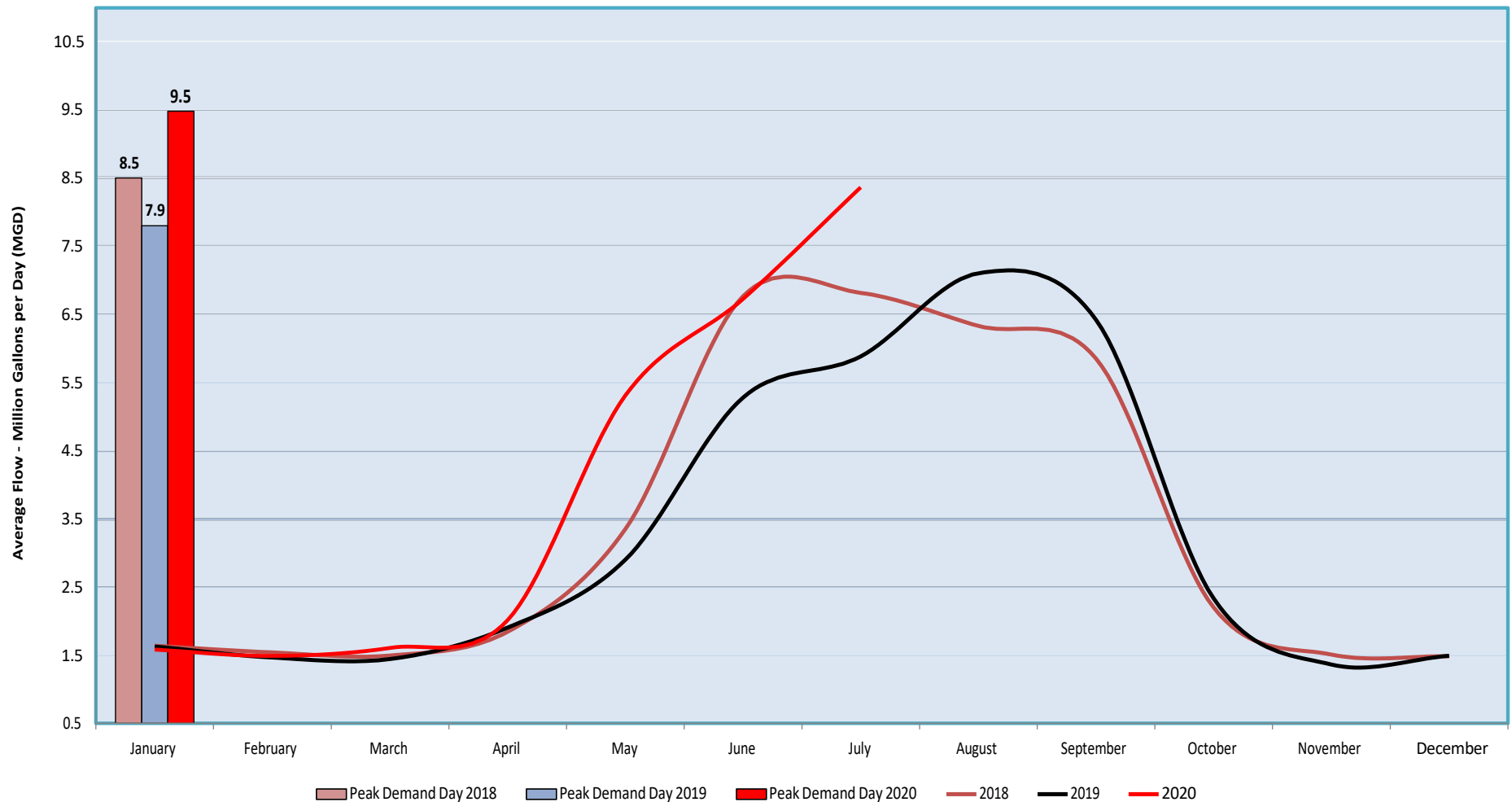
2017 - 3.3 (Million Gallons) MG

2018 – 3.4 MG

2019 – 3.3 MG

July 2020 set a new record for the highest daily consumption at 9.5 MG 1 MG over the prior record. February 2017 had the lowest flows at 1.35 MG. Summer demands greatly affect the annual average due to outdoor irrigation. All local municipalities are reporting high demands due to dry conditions, drought and COVID (people being home and focused on landscape/landscaping projects).

Average Monthly Production



Annual Daily Gallons Per Capita per Day (GPCD):

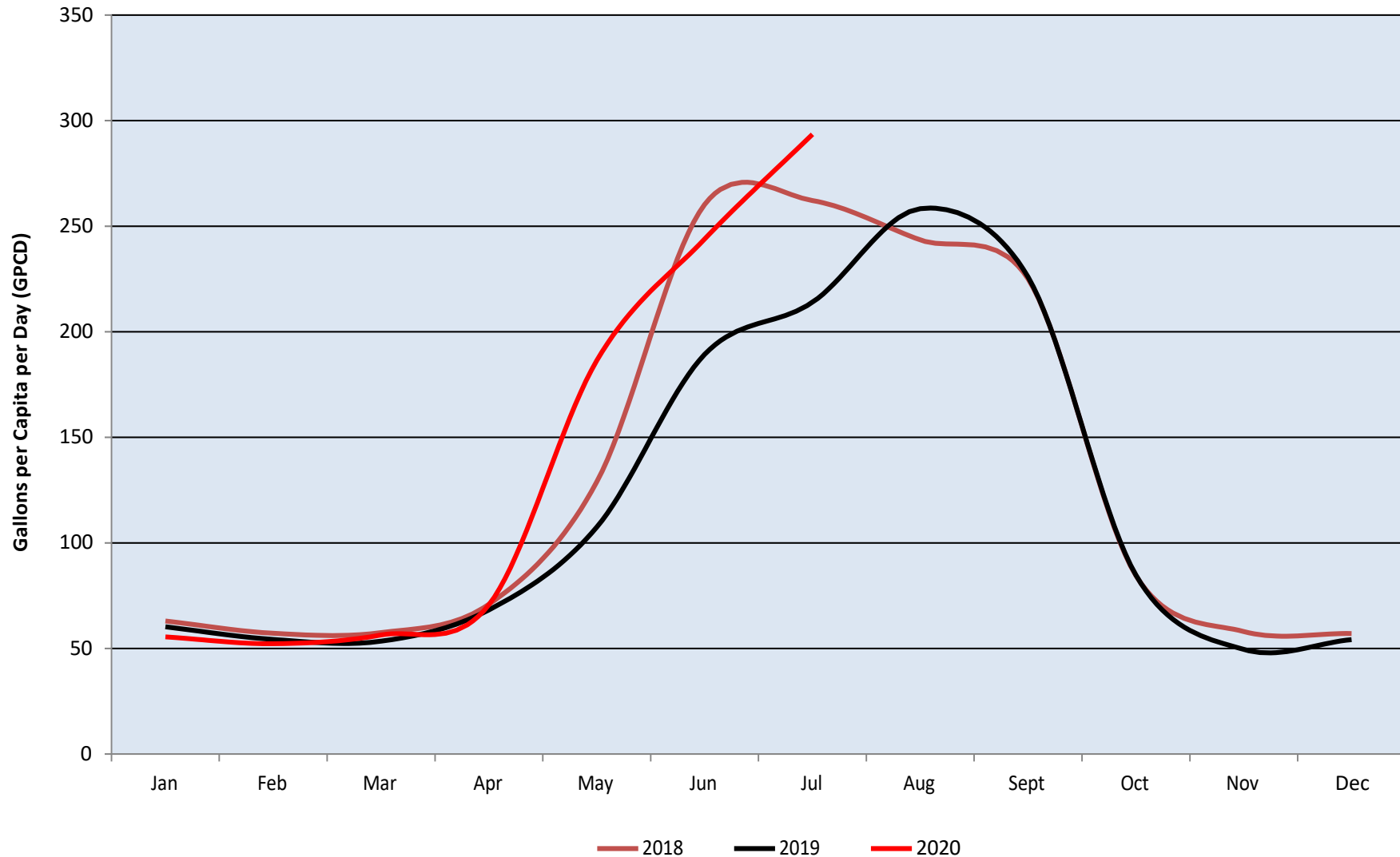
2017 - 130 GPCD

2018 – 131 GPCD

2019 – 118 GPCD

July 2020 had the highest average daily usage at 294 gallons GPCD. February 2020 had the lowest usage at 52 GPCD. Reducing summer irrigation and increasing Re Use water availability will reduce reliance on treated water supplies in the future.

Average Daily Usage Per Capita



North Water Reclamation Facility

Annual Daily Average Flow:

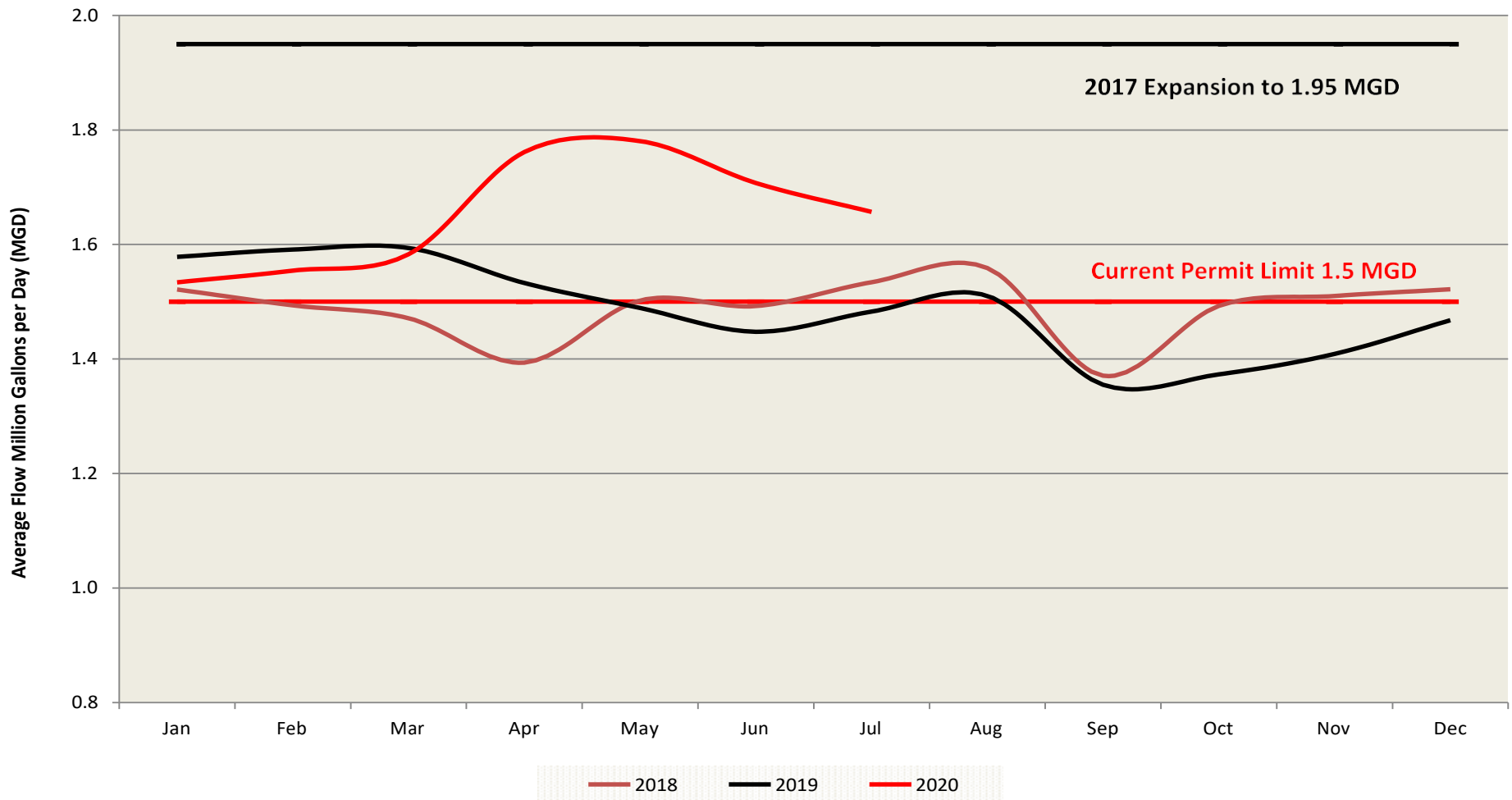
2017 - 1.42 MG

2018 – 1.49 MG

2019 - 1.49 MG

March 2017 had the lowest average flow of 1.29 million gallons per day (MGD). May 2020 set a high average monthly flow of 1.78 MGD. This stark increase is likely due to the Stay at Home and Safer at Home orders which have driven residents who work out of town to stay at home with some precipitation finding its way into our collection system. Colorado Department of Public Health and Environment (CDPHE) is indicating that they will not be renewing our permit until as late as 2023 or 2024. We plan to challenge CDPHE on this pattern of negligence with the support of multiple local and regional wastewater providers in the near future.

Average Monthly Flows



Annual Daily Gallons Per Capita per Day (GPCD):

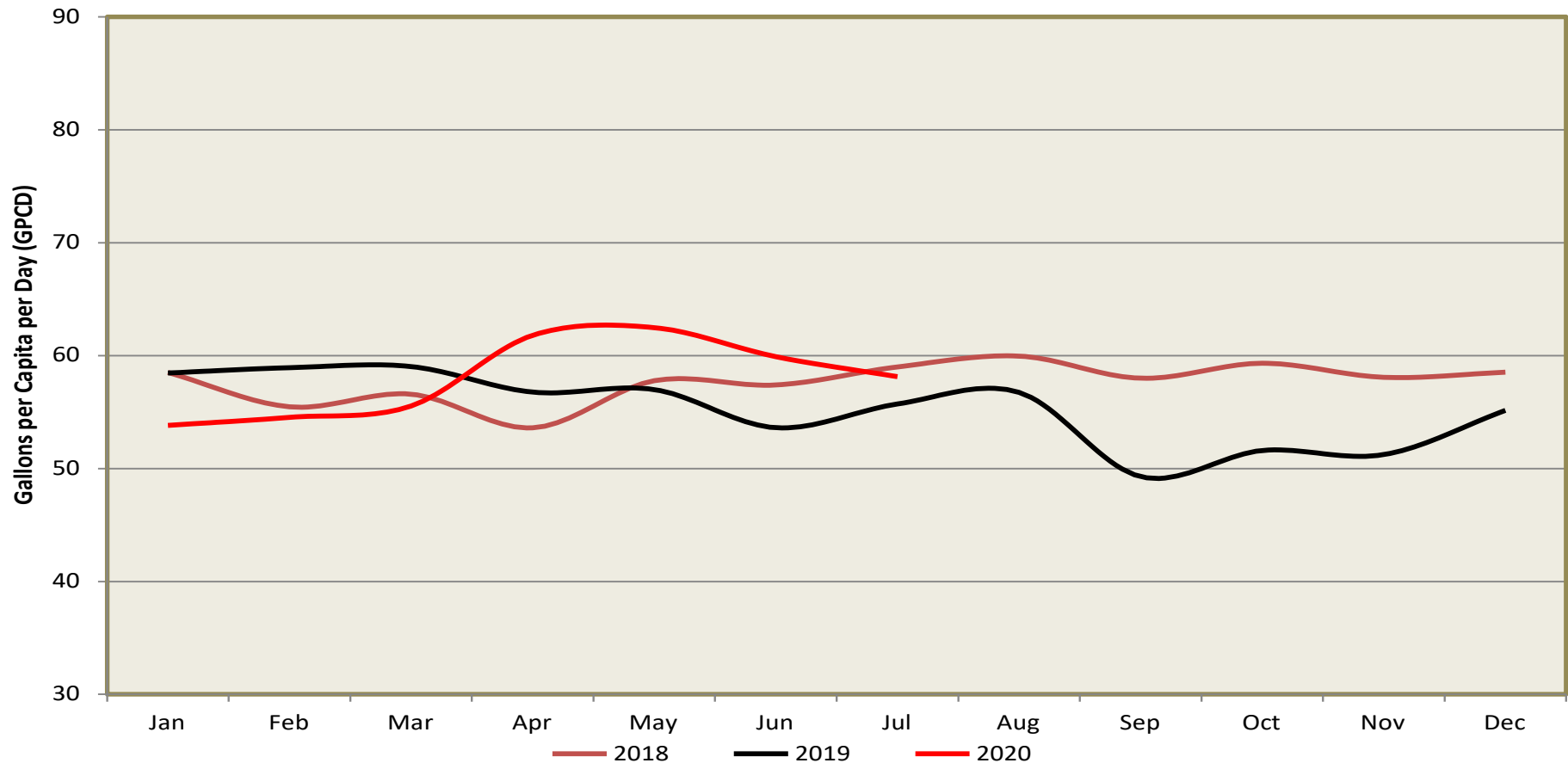
2017 - 57 GPCD

2018 - 58 GPCD

2019 - 55 GPCD

This graph depicts customer indoor water usage. May 2017 had the highest usage at 64 GPCD, primarily due to snow melt seeping into manholes after a particularly wet snow and subsequent warm weather which we believe are now primarily resolved. September 2019 had the lowest usage at 49 GPCD. Fall, with relatively little precipitation and dropping groundwater levels, is a good indicator of true daily flow, however with little precipitation in July current inflows are probably accurate.

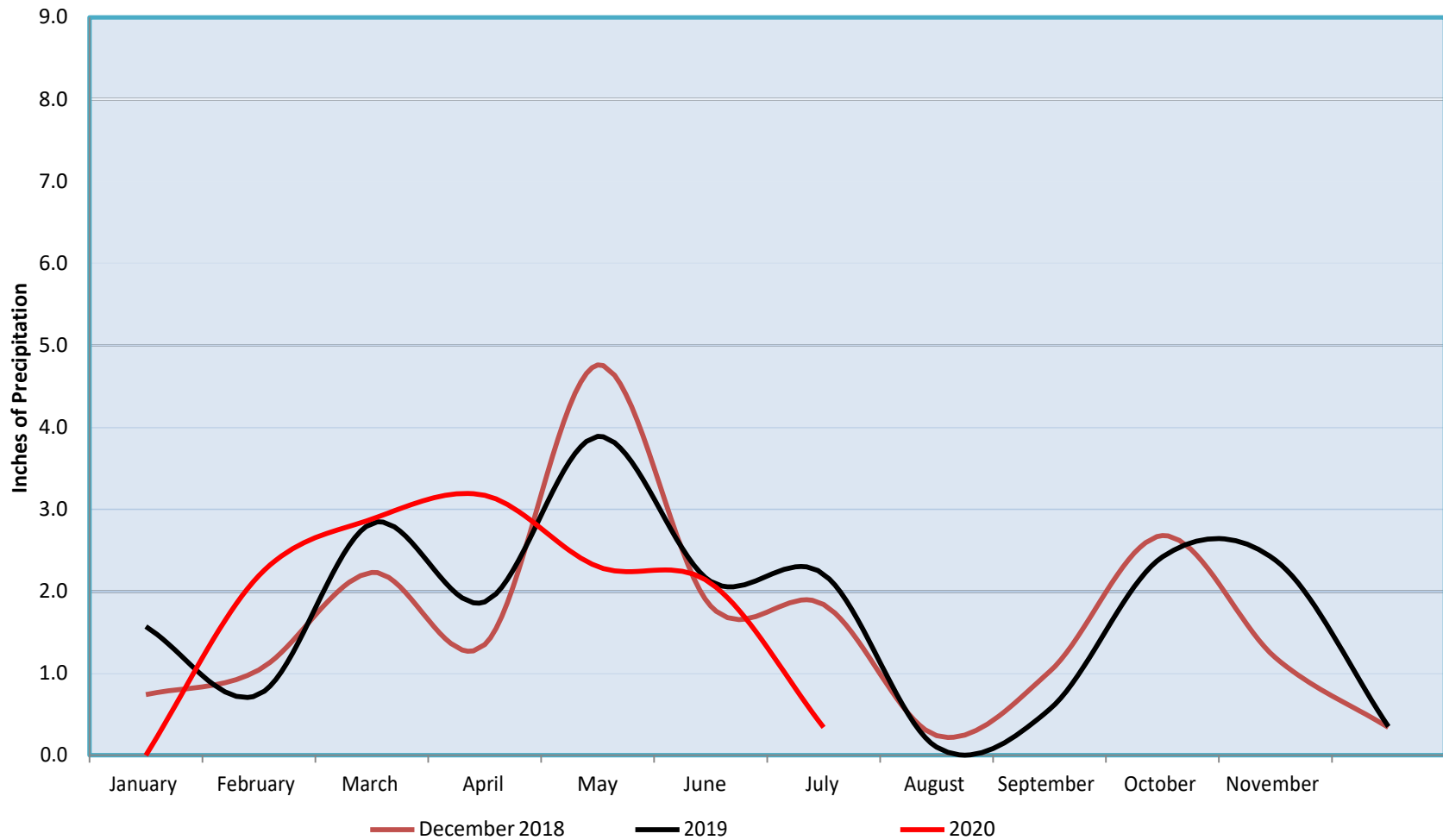
Average Daily Usage Per Capita



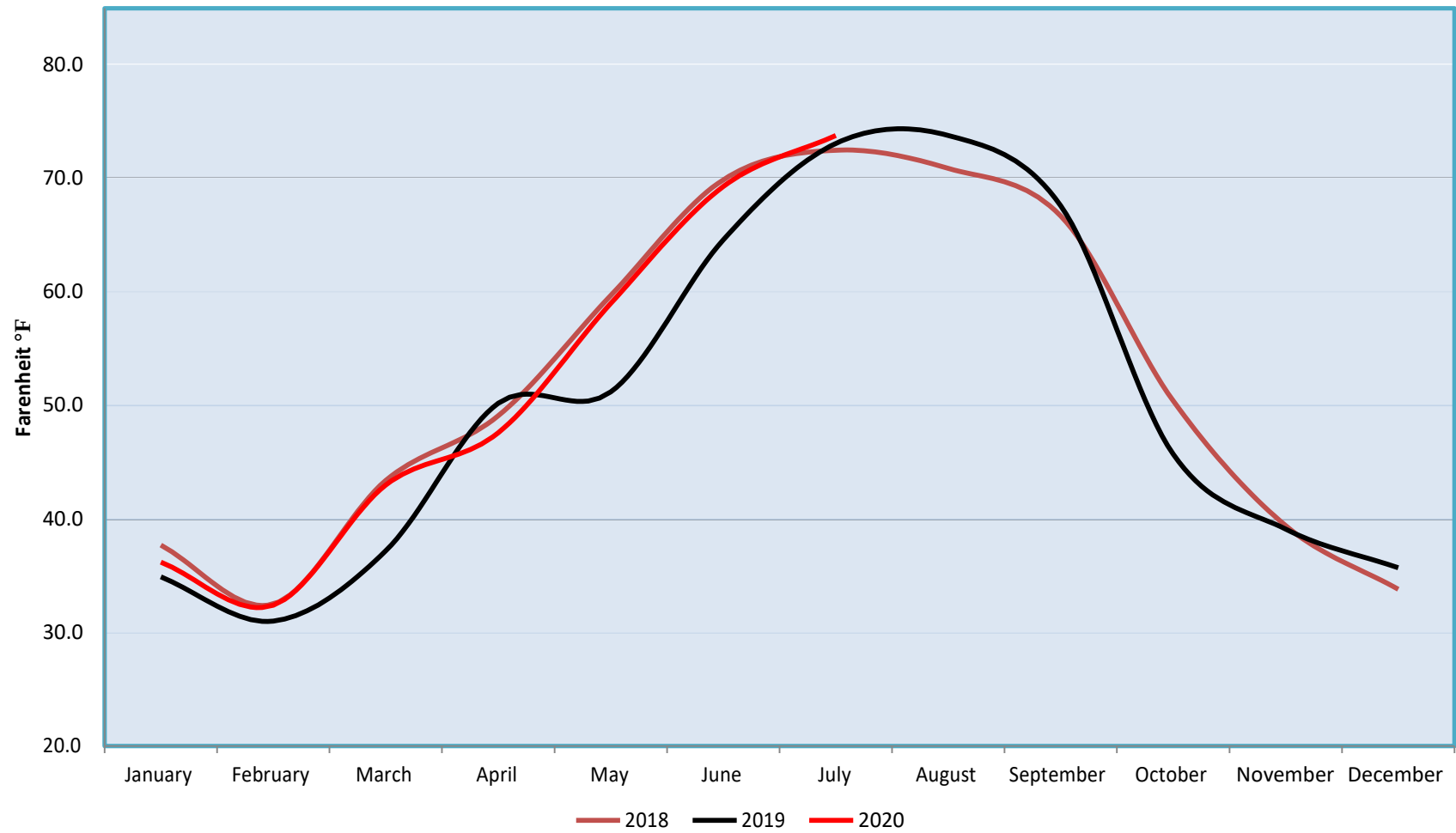
Monthly Data for Boulder – National Oceanic and Atmospheric Administration (NOAA) & Natural Resource Conservation Service (NRCS)

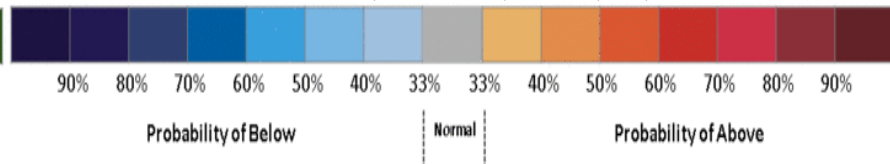
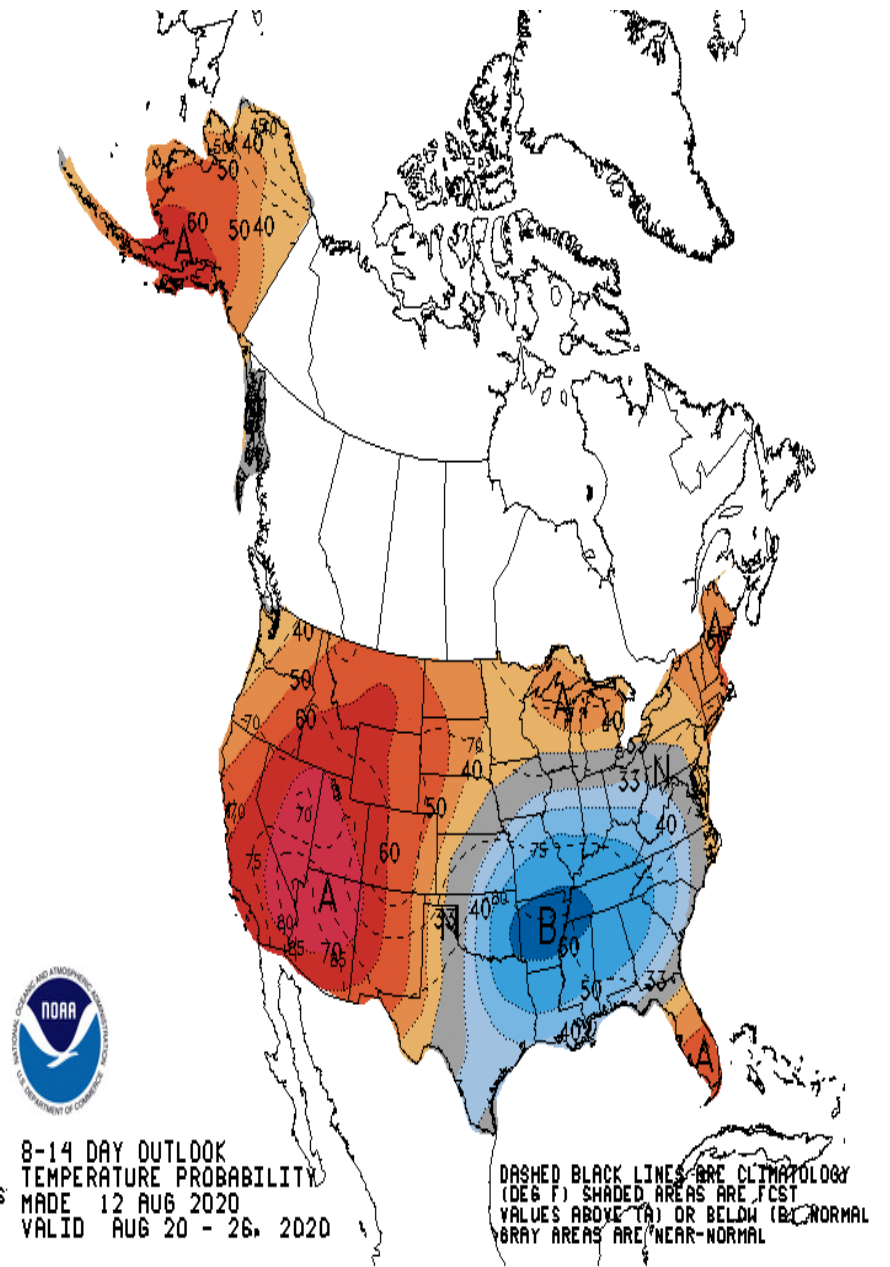
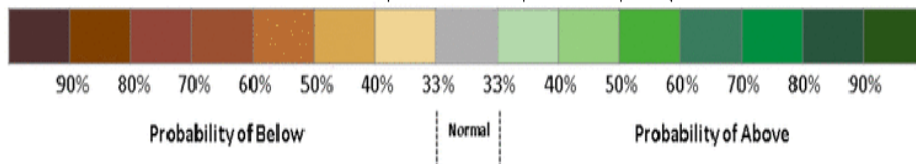
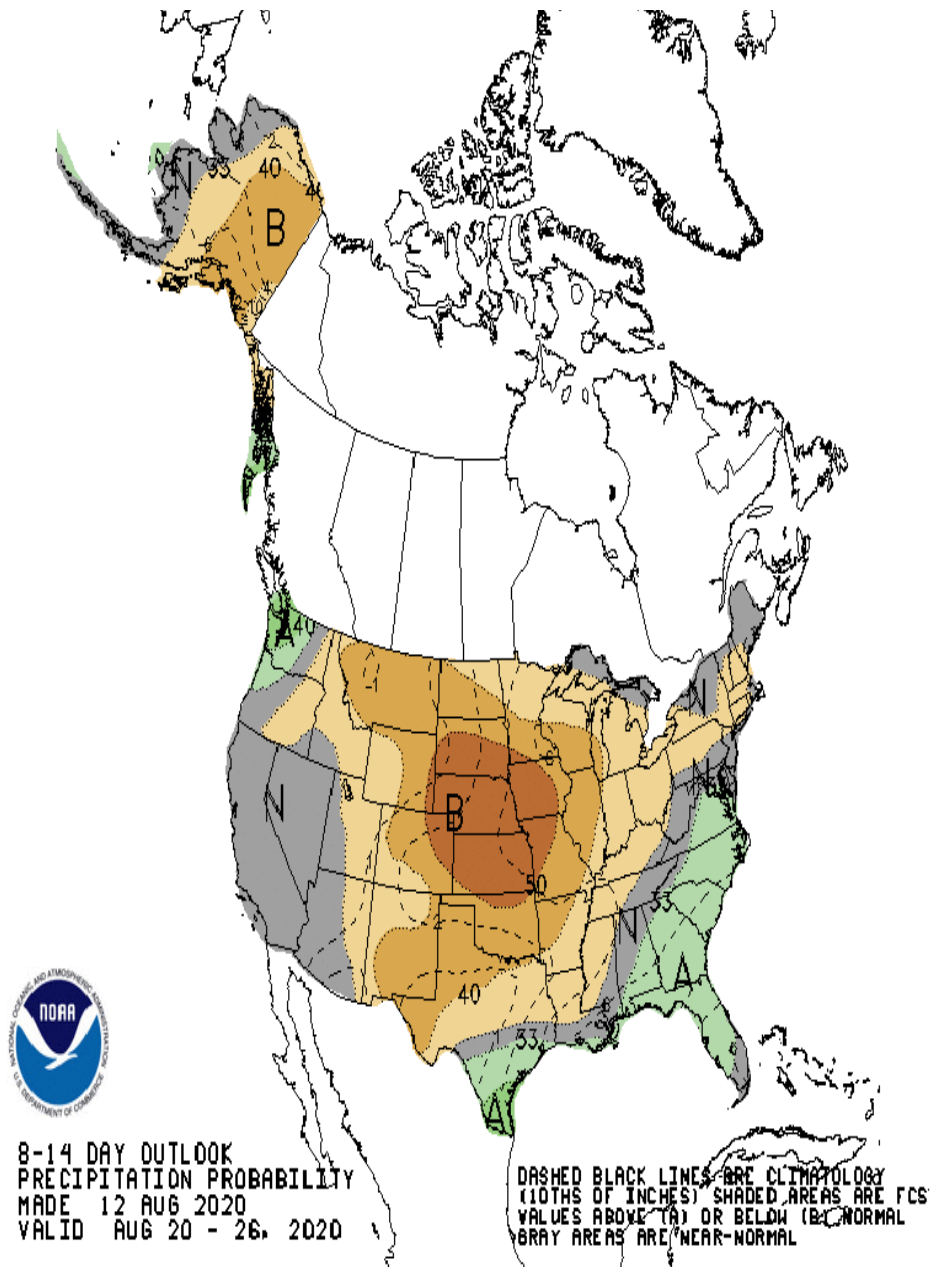
NOAA is predicting a 40% chance of below normal precipitation and 60% chance of above normal temperatures through late August. This year's graph looks unusual due to a complete lack of precipitation early in the year followed by less than normal spring precipitation. The entire state is in some form of drought for the first time since 2012.

Precipitation



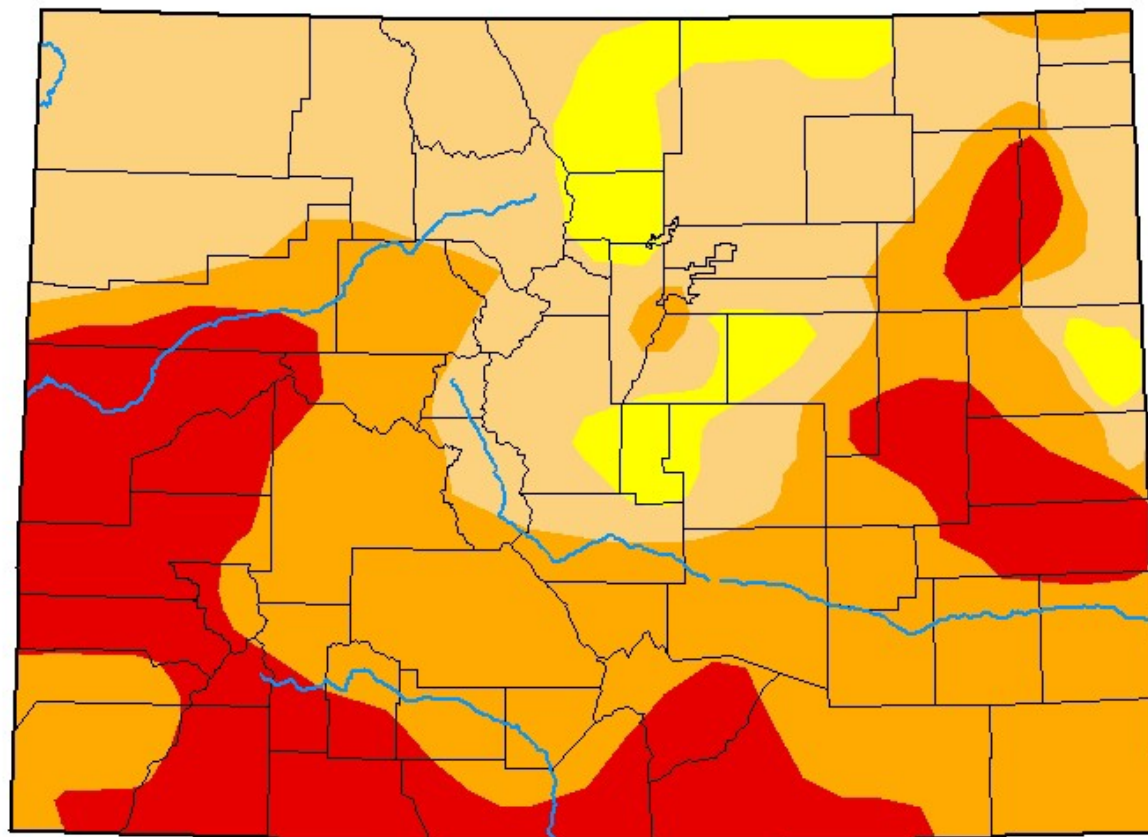
Mean Temperature



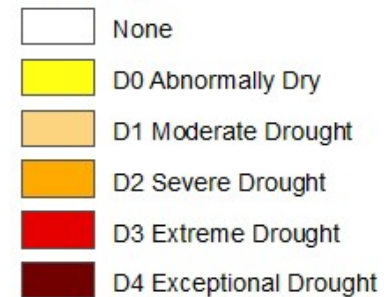


U.S. Drought Monitor Colorado

August 11, 2020
(Released Thursday, Aug. 13, 2020)
Valid 8 a.m. EDT



Intensity:



The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. For more information on the Drought Monitor, go to <https://droughtmonitor.unl.edu/About.aspx>

Author:

Brian Fuchs
National Drought Mitigation Center



droughtmonitor.unl.edu

Transportation Updates

We submitted an application for over \$890K in funding for our upcoming traffic signal communication project, and are on the list of recommended project. We also recently applied for a \$2.5 million grant towards a roughly \$3 million project to add a center lane for turning, safe crossings and sidewalks to County Line Road between Telleen and Cheesman as part of the Safer Main Streets Grants. We met with CDOT and their consultants as part of the SH7 engineering planning efforts and identified the entrance to Erie Municipal Airport and the bridge over Coal Creek as regional opportunities to enhance SH7. Full steam ahead!



Attachments:

- Monthly NATA Synopsis
- SH7 Technical Advisory Committee (TAC) Summary

Synopsis of July 23, 2020 NATA Meeting

1. June 25, 2020, NATA Meeting minutes were approved.
2. Smart Commute staff gave a review of their move out of the ACREP office space, and possibly into offices at Northglenn at the end of the year. Smart Commute also shared information about plans for N Line events, including possible virtual parties (Smart Commute has commemorative water bottles to share with jurisdictions for distribution to public). Smart Commute provided information about virtual Association of Commuter Transportation conference happening August 3-5 (in lieu of planned Denver event this year). Smart Commute presented a report about the Wagon Road PnR & 144th FlexRide usage. Finally, Smart Commute provided information about upcoming events, including the 8th Annual TransForum, planned to be held as a virtual event in October.
3. RTD directors Vince Buzek, Troy Whitmore, Judy Lubow, and Shelley Cook gave updates. N Line has very few “punch list” items left and testing is going well. Opening celebrations will not be like other rail line openings, unfortunately. Congratulations to Chair Mullica for her appointment to the RTD Accountability Committee. Update on applications to RTD GM position: received 58 applications, narrowed to 18, hoping to interview seven and announce finalists in August. Aim is to bring new GM on in the fall.
4. Phil Greenwald of the City of Longmont shared information about their Can Do Colorado Community Grant, which is temporarily closing one travel lane and one parking lane along CO-287/Main Street in Longmont. Initially, public had concerns, but since project implementation, public has been very supportive. Longmont is tracking data on traffic impacts, speeds, impacts to parallel streets, business revenue, and more to determine next steps, and will be able to share with other jurisdictions.
5. Debra Baskett of the City of Westminster shared information about a Safer Streets Grant application requesting funds for street safety work at Sheridan and 105th, to improve pedestrian safety.
6. NATA group, particularly representatives to the RTD Reimagine TAC and Elected Officials Advisory Committee, discussed concerns of reoccurring situations and problems, including lack of any mention of north metro during meetings, virtual meetings without any ability to ask questions or provide feedback outside of meeting moderators, meeting facilitators being completely unfamiliar with north metro city locations, lack of interest in determining social equity needs in the north, and more. Viewing recording of discussion is helpful in providing context to these concerns.

Full meeting record is available: <https://youtu.be/qnD1Y4pH2Eo?t=1206>

- Smart Commute Update: <https://youtu.be/qnD1Y4pH2Eo?t=1384>
- RTD Directors Comments: <https://youtu.be/qnD1Y4pH2Eo?t=3364>
- Can Do Colorado Community Challenge Grant Presentation: <https://youtu.be/qnD1Y4pH2Eo?t=4022>
- Safer Streets Grant Presentation: <https://youtu.be/qnD1Y4pH2Eo?t=4802>
- Reimagine RTD – TAC and Elected Officials Advisory Committee perspective- discussion: <https://youtu.be/qnD1Y4pH2Eo?t=4989>

All presentations will be available on NATA website at www.northareatransportation.net



CO 7 Corridor (Boulder to Brighton) Corridor Development Plan

Summary of Technical Advisory Committee (TAC) Member Discussions

Introduction

In July and August 2020, discussions with individual members of the CO 7 Coalition Technical Advisory Committee (TAC) were conducted. In support of the preparations for the Corridor Development Plan (CDP) for the CO 7 Preliminary and Environmental Engineering Project, the purpose of the discussions was to understand the current status of planning, issues, needs, and goals for the Project. Participants included representatives from the TAC member agency, CDOT and the consultant team.

The following is a summary of the common themes and observations collected during the discussions. It is not intended to be a complete and comprehensive record of the discussions. These general findings will help inform the development of the CDP and the delivery plan for the Project.

Discussions were held with:

- City of Boulder
- Boulder County
- City of Lafayette
- Town of Erie
- City/County of Broomfield
- City of Thornton
- City of Brighton (In Progress)
- Adams County
- Commuting Solutions
- Smart Commute Metro North
- RTD

Current Status of CO 7 Corridor Planning

The following general themes or takeaways were identified from the collective discussions. They represent general observations which represent the specific needs and opportunities communicated by the TAC members. Specific elements of the Project are not listed.

- **Vision for the Corridor** – There is strong unity and commitment for the multimodal vision for the Corridor as defined by the previous studies.
- **Transit Delivery Strategy** – An overall strategy needs to be further defined to improve existing transit service and prepare the Corridor for future transit service entailing, in part, phasing of bus operations and readiness for funding. The I-25 Mobility Hub is an integral and essential element of the long-term vision.
- **Current Implementation Guidance** – Previous studies have provided effective and beneficial guidance for the implementation of multimodal improvements. Past and active land development within the Corridor has enabled construction of elements of the Project (such as localized roadway widening, intersection improvements, supportive land development, transit station provisions, shared-use path, and bike accommodations). However, more design detail and land development guidance would be helpful to maximize developer coordination and better prepare the Corridor for the future.
- **Incremental Implementation** – To date, reliance on developers and limited public funding has created multimodal system gaps and discontinuity. A logical phasing approach, both along the Corridor and for the cross section template, would benefit consistency and responsiveness to needs, now and in the future.



- **Intersection Nodes** – Major intersection capacities and operations are an existing constraining factor along the Corridor. Project implementation phasing should reflect the role intersections play on overall Corridor operations and safety.
- **Unresolved Planning Issues** – A few outstanding planning issues exist in the Corridor, including BRT station locations in some areas and the alignment of CO 7 through and east of Brighton.
- **Future Funding** – Funding the design, construction and operations of the full Corridor improvements will entail multiple funding sources and partnerships. All available sources of funding should be identified and pursued.

Goals of the Project

The following Project goals were developed from input received from the TAC discussions. These goals will guide the definition, evaluation and prioritization of elements of the Project.

Purpose of Project

Prepare and advance the Corridor for developing a connected multimodal region and promoting efficient and predictable development patterns. (DRCOG Funding Application)

- **Advance Transit** – Promote transit supportive land development and the incorporation of multimodal infrastructure for phased transit implementation, including the integration of the I-25 Mobility Hub (not included in the Project).
- **Address Current Needs** – Prioritize elements of the Project which address existing and near-term foreseeable operational and safety needs.
- **Plan and Prepare for the Future** – Phase the long-term implementation of the multimodal improvements responsive to the Corridor's anticipated growth, including provisions for future transit operations and technology considerations.
- **Complement Existing and Planned Infrastructure** – Build upon past and committed infrastructure improvements to cumulatively benefit the multimodal system and address system deficiencies (i.e., gaps).
- **Leverage Joint Development Opportunities** – Maximize the effectiveness of developer or other third party infrastructure improvements with integrated and combined elements of the Project.
- **Provide Equity Across the Corridor** – Distribute the advancement of the Project equitably across the Corridor while addressing needs and opportunities.