
PPRTA QUARTERLY REPORT
El Paso County Public Services Department

1st Quarter
May 2012



Stapleton Road (West): completed paving and striping

Engineering Division
3275 Akers Drive
Colorado Springs, Colorado 80922
(719) 520-6460
www.elpasoco.com

PROJECTS AND PROGRAM UPDATE
TABLE OF CONTENTS

First Quarter Executive Summary	3
Capital Programs PPRTA Budget Summary	4

Project Status Reports

Capital Projects

Hodgen Road Corridor Improvements	5-6
Baptist Road (West)	7
Marksheffel Road	8-9
County Line Road	10
Meridian Road (North)	11-12
Stapleton Drive (West)	13
Marksheffel Road - South	14-15

Maintenance Program

Concrete Surface Drainage Program	16
Gravel Road Projects	16
Asphalt Overlay Projects	16

Executive Summary

The first quarter saw continued progress with the County's PPRTA capital projects as well as commencement of the **2012 maintenance program**.

Construction of the first phase of the **Hodgen Road** project began in March 2011. This phase of the project was substantially complete in December 2011. During this quarter, phase one final activities included project closeout and compilation of final construction punchlist items that were delayed due to weather. The process for a contract extension for design of the next phase(s) has begun.

Preliminary analysis and data gathering on the **Baptist Road (West)** project are underway. An initial public meeting is planned for this project during the second quarter of 2012.

The **Marksheffel Road** four lane project which includes the improvements between Colorado Tech Drive and North Carefree Circle was completed during the fourth quarter. Project closeout activities including final payment and release of retainage are underway.

Final design is nearing completion on the **County Line Road** project. Coordination with utility companies and property owners impacted by the improvements both in El Paso County and Douglas County continue.

The construction on the **Meridian Road (North)** project was substantially completed in October 2011. Final guardrail installation was complete in January 2012. Project closeout including public advertising of final payment and release of retainage was completed during this quarter. Erosion control activities will continue until final stabilization is achieved. A contract extension to commence design for the next phase of work between Stapleton Road and Rex Road is anticipated for the second quarter of 2012.

In October 2011, the two-lane connection of **Stapleton Drive** from Eastonville Road to US 24 was opened to through traffic. Project closeout including public advertising of final payment and release of retainage was completed during this quarter. Erosion control, stabilization and fencing activities were substantially completed in December 2012. Erosion control activities will continue until final stabilization is achieved. The completion of the project provides a new east-west connection from SH 24 to Eastonville Road.

An RFP was issued for evaluating the corridor improvements and environmental issues for the **Marksheffel-South** project. This corridor study will evaluate and recommend improvements for Marksheffel Road between State Highway 24 and the future Mesa Ridge Parkway connection on the south.

Significant work was completed in the first quarter with respect to planning and contracting with vendors for the **2012 maintenance program**. Contracts were approved for the asphalt overlay program, concrete surface drainage program, asphalt crushing and aggregates and oil for chip seal program.

Capital Programs PPRTA Budget Summary

The following table summarizes the 2012 program budget for each project and identifies the current status of the project.

PPRTA- Group A- Capital Project Ten year Summary – 2012 Budget							
Project Name	Original Project Budget	2012 Revised Project Budget	Cumulative Budget Thru 2012	Budgeted -2013	Budgeted 2014	Total Budgeted	Status
Baptist-Hodgen Connection	1,070,000	2,062,003	2,062,003			2,062,003	Completed
Akers Drive	2,300,000	1,714,614	1,714,614			1,714,614	Completed
South Metro Accessibility	20,000,000	25,029,921	25,029,921			25,029,921	
Phase I- Westmeadow Br.							Completed
Phase II- SH 115 to B St.							Completed
Phase III- PPCC to I-25							Completed
Phase IV- B St to PPCC							Completed
County Line Road Upgrade I-25 to Furrow Road	2,150,000	5,223,849	5,223,849			5,223,849	Design
Meridian Road Widening Woodmen Rd to Rex Rd	5,500,000	7,613,409	7,613,409			7,613,409	Phase 1-Completed Phase 2-Design
Hodgen Road Upgrade SH 83 to Eastonville ***	12,000,000	16,665,180	16,665,180			16,665,180	Phase 1-Completed Phase 2-Design
Baptist Road Widening I-25 to Tari Dr	6,200,000	8,568,100	8,568,100			8,568,100	Completed
Struthers Extension/Jackson Creek Falcon Nest to Baptist Road	2,200,000	3,714,500	3,714,500			3,714,500	Completed
Marksheffel Road Widening & Extension PAFB to Black Forest Road	13,500,000	19,298,835	19,298,835			19,298,835	Completed
Baptist Road Widening Mitchell Ave to I-25	750,000	1,044,729	1,044,729			1,044,729	Planning
Baptist Rd RR Xing Overpass at BNSF/ UP / Monument Creek	2,600,000	3,621,727	3,621,727			3,621,727	Planning
Meridian Road Extension Falcon Hwy to US 24	375,000	513,411	513,411			513,411	Design
Stapleton Drive (West)- Eastonville Rd to US 24	1,250,000	2,371,215	2,371,215			2,371,215	Completed
Marksheffel Road Widening Mesa Ridge Pky to Hwy 24	22,800,000	31,759,762	3,810,573	14,727,344	13,221,845	31,769,762	Planning
Stapleton Drive (East)- US 24 to Curtis Road	1,250,000	1,741,215	1,741,215			1,741,215	Planning

Project Status Reports
Capital Projects

Hodgen Road Corridor Improvements

Project Description: The first phase of this project consists of safety improvements to upgrade Hodgen Road to two lane arterial standards from State Highway 83 through the Black Forest intersections. The next phase(s) will include additional safety improvements east of Black Forest Road as generally portrayed in the Funding and Phasing Analysis.

Project Team:

Designer: URS Corporation

Construction Management: Wilson and Company (phase 1)

Construction: R.E. Monks Construction Company (phase 1)

Cost Summary:

- PPRTA budget - \$16,665,180

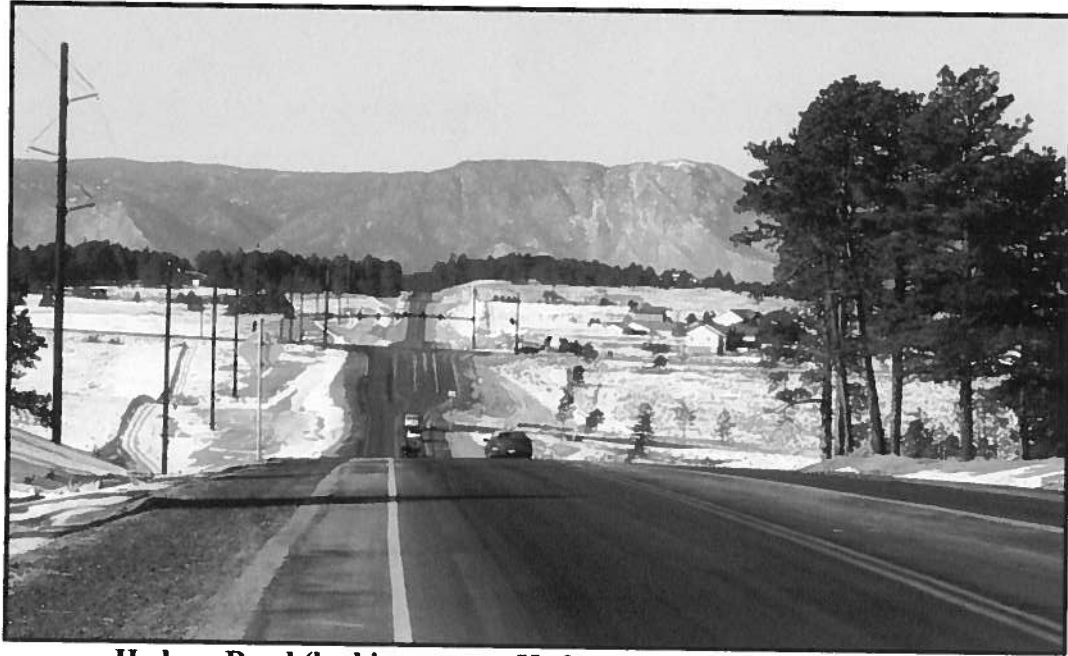
Phase 1

- Total estimated project cost - \$13.14 M
- Design/Property Acquisition Contracts authorized - \$1,835,194
- Property acquisition cost - \$711,792
- Utility relocation design agreements authorized - \$251,436
- Utility relocation construction authorized - \$4,209,354
- Construction management authorized - \$775,737
- Construction cost - \$5,248,825

Progress/Status:

- Construction was substantially complete in December 2011
- Contracts for this phase were finalized.
- A Contract Extension with URS Corporation for final design of additional phases of Hodgen improvements is in progress.

The completion of the project provides improved safety by providing adequate horizontal and vertical sight distance, shoulders, drainage improvements and the design reduced snow drifting. The project overcame hurdles involving extensive property acquisition and utility relocations, provided for detours and traffic shifts during construction and maintained access to residential properties along the corridor.



Hodgen Road (looking west at Hodgen Road/SH 83 intersection)

Baptist Road – West

Project Description: This project consists of two of the A-list projects: Baptist Rd widening from Interstate 25 to Forest Lakes Drive and the Baptist Road railroad crossing at the BNSF railroad. This project will identify and evaluate options for a grade separated crossing of this single road access into the Twin Valley Sub-Area west of the railroad. In addition, this project will evaluate the roadway improvements needed between Old Denver Highway and the I-25 ramps. (Budget \$4.7 million)

Project Team:

Designer: Felsburg, Holt & Ullevig (FHU)

Cost and Schedule Summary:

PPRTA budget - \$4,666,456

Contracts authorized - \$180,681

Amounts Invoiced - \$49,867

Progress/Status:

- A consultant contract to study this corridor was awarded in the fourth quarter 2011 and preliminary investigations are underway.
- Data collection and planning efforts underway.
- An initial public meeting is planned for this project in the second quarter of 2012.



Baptist Road – Existing at-grade RR crossing

Marksheffel Road

Project Description: This PPRTA project will expand Marksheffel Road to a four lane principal arterial between Dublin and Colorado Tech Drive. Ultimately this road is planned to be a six lane principal arterial roadway. Although preliminary design has been completed for the entire stretch, current program funding is not sufficient to accomplish the widening for the entire length. The first phase of construction will build the improvements between Colorado Tech Drive and North Carefree. Future phases will depend on additional funding being identified.

The first phase of construction has been awarded to R.E. Monks Construction and construction began in Summer 2010. The road will be reconstructed to provide a four lane curb and gutter section with a raised center median. Auxiliary and bike lanes will be provided as required, and the intersection at Marksheffel and Constitution will be reconstructed with new signals to accommodate the widened roadway. The construction will include a storm drain system as well as two water quality ponds. The vertical profile of the expanded roadway will be revised as required and will entail the rebuilding of the intersection of Marksheffel and North Carefree. The new four lane section will transition back to the existing two lane section just north of this intersection.

There are significant utility relocations and new installations required in this section to accomplish the improvements. The improvements have required that additional ROW and easements be obtained along both sides of the corridor to facilitate the improvements.

Project Team:

Designer: -Wilson & Company - (Constitution to Dublin)
Designer: - Matrix Design Inc. - (Colorado Tech to Constitution)
Construction Management: Jacobs Engineering
Construction Contractor: R.E. Monks Construction

Cost and Schedule Summary:

- PPRTA budget - \$19,298,835
- Contracts authorized - \$11,958,932
- Utility Reimbursement Agreements Authorized – \$3,778,844
- Property Acquisition – (paid or checks requested) - \$3,362,164
- Property acquisition – 2009/2010/2011
- Utility Relocation –2010/2011
- Construction – 2010/2011

Progress/Status:

- Project construction has been completed and contract close out is underway.
- This will be the final project report on this item

The completion of the project provides improved capacity and traffic flow, bike lanes, sidewalk, and improved drainage. The project overcame hurdles involving extensive property acquisition and utility relocations, provided for detours and traffic shifts during construction and maintained access to existing businesses along the corridor.



**Marksheffel Road (North): new north bound lanes
between Constitution and North Carefree**

County Line Road (I-25 to Furrow Road)

Project Description: This project will institute safety improvements along the corridor between I-25 and Furrow Road to include adding shoulders, revisions to the vertical profile and horizontal alignments, drainage improvements, providing turn lanes at key intersections and major reconstruction and widening of the intersection at Furrow Road

Project Team:

Designer: Stantec Consulting

Cost Summary:

- PPRTA budget - \$5,223,849
- Contracts authorized - \$806,636.37
- Amounts invoiced - \$556,066.55
- Property Acquisition- 2011/2012
- Utility Relocation- 2012
- Construction- 2012/2013

Progress/Status:

- Planned project improvements will include adding shoulders, reconfiguring the horizontal and vertical profiles in the area just west of Furrow Road and realigning the intersection at Furrow Road including providing turn lanes to accommodate the future traffic needs. Improvements in the vicinity of Furrow road related to shifting the intersection and revising the horizontal and vertical alignments and providing the needed turn lanes will require obtaining additional right of way and easements from several adjacent property owners both within El Paso County and Douglas County. Some of the property impacts to accomplish these improvements are significant.
- Acquisition of right of way and easements from the conservation easements in Douglas County on the north side of County Line Road will also be required for the shoulder widening improvements.
- Final design is proceeding. We continue to address and refine the impacts of the revised horizontal and vertical alignment configurations between Vista Clara Drive and Furrow Road. We have reinstated discussions with the utility companies to identify conflicts and required relocations.
- Discussions with impacted property owners including representatives of the conservation easement are continuing.
- Coordination with Douglas County representatives continues.

Meridian Road (North)

Project Description: This project included overall corridor analysis and preliminary design between Rex Road and Woodmen. The interim project has replaced the southbound lanes between Stapleton and Woodmen and also added an additional southbound left turn lane at Woodmen. The intersection at Londonderry and Meridian has been signalized.

Project Team:

Designer: URS Corporation

Construction Contractor: Rocky Mountain Materials and Asphalt, Inc.

Construction Management: El Paso County Engineering Division

Cost and Schedule Summary:

- PPRTA budget - \$7,613,409
- Total estimated project cost - \$4,591,432
 - Design Contract authorized - \$1,497,378
 - Property acquisition authorized – \$39,375
 - Utility relocation design agreements authorized – \$67,500
 - Utility relocation construction authorized – \$540,613
 - Construction authorized - \$2,446,566

Progress/Status:

- Final guardrail located northwest of the Woodmen and Meridian intersection to protect Mountain View Electric poles adjacent to the roadway was installed in late January 2012.
- The project construction is complete.
- Contracts were finalized in the first quarter of 2012 and project closeout is in progress.
- Erosion control measures will continue to be monitored and maintained until revegetation and final stabilization is achieved in the spring.
- A Contract Extension with URS Corporation for design of Meridian from Stapleton to Rex is anticipated in the second quarter of 2012.

The completion of the project provides improved drainage, safety, capacity, and traffic operations along the corridor.



Meridian Road (North): Completed southbound lanes

Stapleton Drive (West)

Project Description: Stapleton Drive had terminated East of Eastonville Road. The project extends Stapleton to the East making the initial two-lane connection with US Highway 24. Turn lanes and widening are included on US Highway 24 to accommodate the new intersection.

Project Team:

Designer: JR Engineering

Construction Contractor: Rocky Mountain Materials and Asphalt, Inc.

Construction Management: El Paso County Engineering Division

Cost and Schedule Summary:

- PPRTA budget - \$2,371,215
- Total estimated project cost - \$2,359,973
 - Design Reimbursements authorized - \$224,012
 - Property acquisition authorized – \$2,505
 - Utility relocation construction authorized – \$73,245
 - Construction authorized - \$2,060,211

Progress/Status:

- The project was substantially complete in December 2011.
- Contracts were finalized in the first quarter of 2012 and project closeout is in progress.
- Erosion control measures will continue to be monitored and maintained until revegetation and final stabilization is achieved in the spring.

The completion of the project provides a new east-west connection from SH 24 to Eastonville Road and intersection improvements at SH24 and Stapleton Drive. The project overcame high ground water issues during construction and El Paso County successfully coordinated with the 4-Way Ranch Metropolitan District to complete the project.

Marksheffel Road – South

Project Description: The initial phase of this project will involve a comprehensive and collaborative planning study to assess and document the transportation and safety needs of the corridor – SH 24 to future connection with Mesa Ridge Parkway on the south end of the road. The study will also identify the environmental linkages/concerns that will impact the selection of a preferred alternative and the implementation of the recommended improvements. The study is also expected to identify near term safety improvements consistent with the long term needs that can be developed and implemented in the next few years as separate safety improvement projects.

Project Team:

Team will be selected via RFP process.

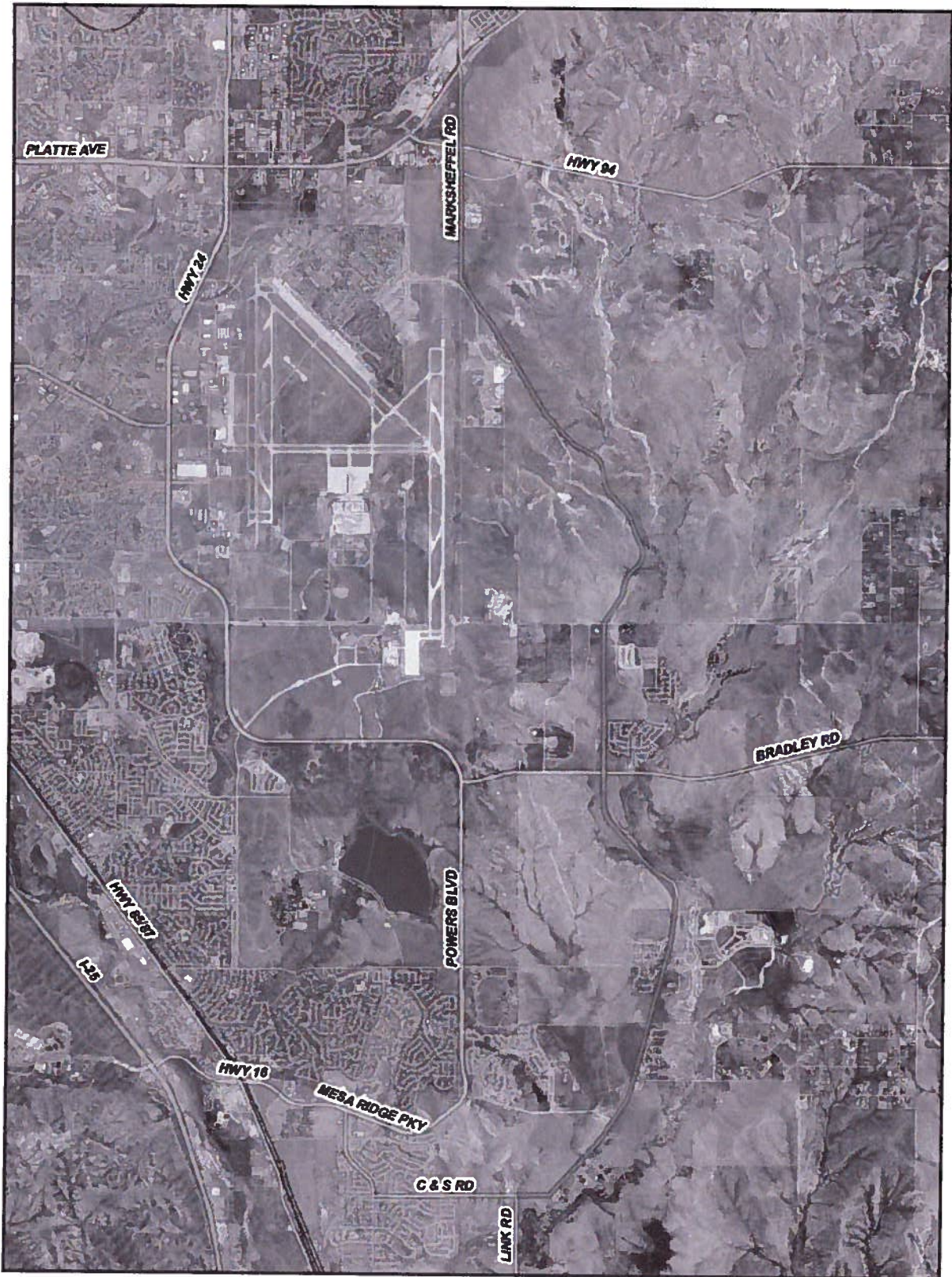
Cost and Schedule Summary:

PPRTA budget - \$31,759,762

Schedule – not yet developed

Progress/Status

- RFP issued
- Evaluation and selection targeted for second quarter.



Marksheffel Road Corridor

04/17/2012



1 inch equals 4,333.33 feet

Legend

-  Marksheffel Corridor
-  Major Roads
-  Runways
-  Lake
-  Park Property
-  Pike National Forest

Maintenance Projects

- The 2012 **Asphalt Crushing** Contract was approved in March which will allow work to commence immediately.
- The 2012 **Laying Asphalt (Hot Mix Asphalt) Paving** Contract was renewed in March which will allow work to begin in the second quarter.
- The 2012 **Concrete (Curb, Gutter and Sidewalk)** Contract was renewed in March which will allow work to begin in the second quarter.
- The 2012 **Chip Seal Aggregate and Emulsified Asphalt** Contracts were awarded in March will allow work to begin in the second quarter.