

TRANSPORTATION

Utility Undergrounding

The project pays for the City's portion to convert overhead utilities to underground; specifically to pay for the costs to convert Century Link facilities, and to acquire any easements or right of way required by Xcel Energy and the cable companies. Opportunities exist to convert multiple lines to underground, but not occur due to the City's lack of participation.

Guardrails

The project installs new guardrails at locations identified having a high incidence of accidents that are correctable by guardrail installation and or are required to be installed to meet Federal standards.

W. 64th Ave. - McIntyre Pkwy to McIntyre St.; North Side Completion

This project will complete the north half of W. 64th Ave. to arterial street standards. Work includes installation of a through lane, attached bike lane, turn lanes, and a sidewalk.

W. 72nd Ave. Improvements - Kipling St. to Simms St.

The project adds a second travel lane, detached sidewalks, on-street bike lanes, medians, landscaping, railroad grade separation structure, and other items to improve W. 72nd Ave. to an arterial street section, which will increase safety and network capacity.

W. 72nd Ave. Improvements - Simms St. to Indiana St.

This project installs detached sidewalks, on-street bike lanes, an additional travel lane, turn lanes, traffic signal upgrades, medians, landscaping, new crossing structure over Leyden Creek, and other items to improve W. 72nd Ave. to arterial street standards.

W. 72nd Ave. Improvements - Indiana St. to McIntyre St.

The project will install a second through lane, turn lanes, detached sidewalks, on-street bike lanes, medians, landscaping, a new crossing structure over the Farmers High Line Canal, widening the Croke Canal Bridge and other items to improve W. 72nd Ave. to arterial street standards. Safety and network capacity will also be enhanced.

Alkire St. - W. 86th Pkwy to W. 88th Ave.

The project improves the east side of Alkire St. to major collector street standards by installing on-street bike lanes, detached sidewalks, etc. and to improve safety and system capacity.

Eldridge Street - W. 64th Ave. to Ralston Creek

The project completes "missing links" and upgrades the existing roadway to major collector street standards. Numerous non-standard street sections have been built over the years by multiple developers and monies have been placed in escrow, but there has never been sufficient developer participation to complete the project.

Indiana Street / UP Bridge Replacement

This project replaces the UP Railroad Bridge over Indiana St. between 82nd and 86th Parkway.

Indiana Street Widening -W. 64th Ave. to W. 86th Pkwy

The project improves Indiana St. to an arterial street standard by installing additional through lanes, turn lanes, traffic signals, detached sidewalks, on-street bike lanes, medians, landscaping, rebuilds canal bridges, and other improvements. The project also enhances safety and network capacity.

Kendrick Dr. Extension - W. 64th Ave. to Indiana St.

This project would widen Kendrick Dr. to major collector standards from W. 64th Ave. north to the alignment of W. 66th Ave., and then extend a new major collector street eastward connecting at Indiana St. and W. 66th Pl.

Quaker St. Improvements - W. 72nd Ave. to Leyden Road

This project would widen Quaker St. to a major collector street standard including detached sidewalk, attached bike lanes, and a 16 ft. detached equestrian trail.

W. 80th Ave. Improvements - Kipling St. to Simms St.

The project would improve W. 80th Ave. to arterial street standards, which includes, widening to four lanes, detached sidewalks, on-street bike lanes, medians, turn lanes, and landscaping.

W. 80th Ave. Improvements - Simms St. to Alkire St.

The project would improve W. 80th Ave. to a four lane arterial street. Improvements would include four lanes of traffic, turn lanes, detached sidewalks, on-street bike lanes, medians, and landscaping.

Ward Rd Extension - Double E Ranch Frontage

Ward Rd Extension is a multi-phased project to have a four lane arterial street section from W. 64th Ave. to W. 86th Pkwy. This proposed phase completes the four lane section on the diagonal across Double E Ranch Subdivision between Alkire St. and Ward Rd. extended. Construction includes the two additional lanes, bike lanes, detached sidewalk, medians, and landscaping. The developer previously dedicated most of the right of way and constructed the two north lanes.

Ward Road Improvements - W. 64th Ave. to W. 72nd Ave.

The project improves Ward Rd. to a four lane arterial parkway section with detached sidewalks, on-street bike lanes, medians, and landscaping.

Ward Rd. Extension - W. 72nd Ave. to W. 86th Pkwy. 4-lane section

The project constructs a four lane arterial parkway with detached sidewalks, on-street bike lanes, a grade separation structure, a bridge over Leyden Creek, replacement bridges over irrigation canals, medians, and landscaping. An equestrian trail is also included for a section along Leyden Creek.

Ward Road Extension - W. 72nd Ave to W. 80th Ave. (Two Lane Section)

The project will install a two lane road from W. 72nd Ave. to Double E Ranch Subdivision with on-street bike lanes, detached sidewalk on one side, and a four lane bridge over Leyden Creek. On Alkire St. sidewalks, minor widening, and bike lanes would be added. Construction would occur such that when additional funds become available sections or the entire reach could be improved to the ultimate arterial street standard.

W. 80th Avenue UP Railroad Grade Separation

The project would install a grade separation railroad structure replacing the current at grade crossing.

W. 72nd Ave. UP Railroad Grade Separation

The project would construct a grade separation structure to carry W. 72nd Ave. under the UP Railroad. An earlier feasibility study showed that having W. 72nd Ave. go under the railroad was the better alternative.

Simms St. Improvements - W. 64th Ave. to W. 72nd Ave.

The project installs detached sidewalks, on-street bike lanes, minor widening, etc. to improve Simms St. to a major collector street standard.

Simms St. Improvements - W. 72nd Ave. to W. 86th Pkwy

The project installs detached sidewalks, on-street bike lanes, minor widening, drainage structures, etc. to improve Simms St. to a major collector street standard.

Alkire St. Improvements - W. 80th Ave. to W. 86th Pkwy.

The main feature of his project is the connection of Alkire St. under the UP Railroad at W. 82nd Ave. The road will be built to arterial street standards, which includes four through lanes, detached sidewalks, on-street bike lanes, medians, and landscaping. It will also increase safety and system capacity

Bicycle / Pedestrian Overpass at Alkire St. and Union Pacific Railroad

This pedestrian bridge will provide a safe crossing of the UPRR tracks near Alkire. Each end of the bridge would have stairs as well as an ADA ramp. The length of the bridge is approximately 400 feet in length.

Bike Master Plan - Build Out (w/o) bridges)

In 2011, the Traffic Division prepared a Bike Master Plan. This project would build bicycle facilities, trails, paths, etc. in accordance with that plan. With increased emphasis on and interest in cycling, along with the coming of the Gold Line, this plan should be completed by 2020. Please note that this CIP line item does not include bike/ped bridges.

Bike Master Plan - Ped Bridges/Underpasses

There are three underpasses that are needed: Little Dry Creek Trail @ SH 121, Ralston Creek Trail @ Olde Wadsworth, and Lamar Street at the BNSF railroad. The Alike bridge is a separate project given that it may be part of the Alkire Extension project. In addition, the existing bike/ped bridge at the east end of Lake Arbor Park is narrow and should be replaced with an 8 or 10 foot bridge.

Retrofit Projects per TOD Bike/Ped Access Plan

There were 27 projects identified in the 2009 TOD Bike/Ped Access Plan. Three of these are either under construction or have been funded. These projects reconstruct existing streets to provide wider attached or detached sidewalks, bike lanes, and parking where possible. We have assumed that half of the projects could be City funded and half would be Federally funded through grants. Ideally these would all be in place on opening day of the Gold Line but given the cost estimate, the projects would be prioritized and constructed over time.

Traffic Calming

This will be a new program once approved by City Council. There are 10 different traffic calming measures that vary in cost from about \$0 to \$100,000 depending on the method employed which will be based on the street classification and the severity of the speeding problem. Traffic calming measures include: Speed humps (not bumps), speed tables, radar signs, medians, traffic circles, raised intersections and others.

Ralston Road Corridor Long Term Plan

This is the long term vision for Ralston Road. This reconstruction would provide wider travel lanes, detached 8' sidewalks and a wider two way left turn lane.

Automated Traffic Count Program

This is the latest technology to obtain traffic volume data.

Signal Replacement

Roughly half of the City's traffic signals have been in use for nearly 30 years - and some longer. Some of these signals are span wire; mast arms are preferred today. Further, the underground wiring on many of these signals is going bad, along with dated control cabinets, also in poor condition. Some signal poles and mast arms are also in poor condition and must be replaced for safety reasons. Each year the City spends over \$100,000 to keep the signals operational. The costs above assume replacing 4 signals per year.

ATMS, Conduit, and Fiber Interconnect

Conduit and Fiber Interconnect allows communication between a centralized ATMS (Advanced Traffic Management System) and 98 Traffic Signals in Arvada Public Works. The ATMS and Fiber/Conduit accounts are to be consolidated to allow projects to install the communication lines as well as the end devices (within traffic signals or at city facilities) and allow immediate use. Projects at major signalized intersections (such as set-back detection and conduit placement) will occur with street reconstruction or resurfacing efforts. Other opportunities (e.g. Gold Line, CDOT, etc.) will also be identified for buildout and maintenance of the fiber-optic interconnect. The total project cost upon completion is estimated at \$3.5M.

Street Lights Pole Replacement - Wood Poles

This CIP account is shown in the event the City purchases the street lights from Public Service Company - a multi-year negotiation for this is yet ongoing. Municipalities are also negotiating a lower rate - the same rate that PSC charges CDOT. There are 4,000 street light poles that are wood at a replacement cost of \$500 each. This replacement rate would extend the complete replacement of wood poles well beyond 2022.

Street Light Pole Replacement - Ornamental Poles

Similar to the wood poles, the replacement of ornamental poles depends on the ability of the City to take over ownership of the street lights. There are 4,000 ornamental poles with a replacement cost of \$3,900 each. This estimate would replace 15 poles per year and extend the replacement of poles well beyond 2022.

OT Parking Kiosk Installment

There will come a point in time over the next 10 years when paid parking may likely be required in Olde Town. This project would construct kiosks to pay for parking in Olde Town rather than parking meters.

RRCC/Arvada Ridge Station Access from Kipling

Access to the Red Rocks College, Arvada Ridge Gold Line Station, State Ridge Home Site, or Ridge Road lacks convenient access from Kipling Parkway. Multiple alternatives have been explored and are continuing to be vetted out. The estimate shown is for a southbound "slip" exit from Kipling Pky south of W. 56th Pl. and improvements to Miller Street. No return to Kipling Pky or access from southbound is in this estimate.

Roadway Corridor Re-Channelization (Signing & Striping)

Roadway re-channelization refers to signing and striping of established roadway corridors to accommodate increasing roadway demand (capacity needs), multimodal transportation (bike/ped access to transit), and improved operation (travel time consistency). The projects require grinding and removal of existing channelization and signing, striping, and pavement marking work between 1/4 mile and 2 miles in length. For CDOT roadways, the City would utilize the funds as a 'local match' to request enhancements.

Bridge Guardrails

Every two years the City's 62 bridges worth over \$65,000,000 are inspected. The 2013 report noted guardrail deficiencies totaling \$1,508,425 occurring at many of the bridges. It is proposed that each year funds be allocated to begin eliminating this safety hazard.

Bridge Maintenance

The project provides a designated source of funding to maintain the City's 62 bridges worth over \$65,000,000. The bridges are inspected every two years and the deficiencies are noted. The 2013 report identified \$393,000 worth of maintenance needs. Two of the identified needs are spalling concrete and repairing wood decking.

Missing Sidewalks

The Transportation Committee identified over 25 miles of "missing" or gaps in sidewalks. This program would begin to eliminate these gaps over many years. Priorities would be along school routes, major retail areas, and streets having high pedestrian traffic. The total cost to construct 25 miles of sidewalk is \$4.6M and can be achieved over the next 20 years.

FACILITIES

Arvada Center 69th Ave. Entry Drive

This project would relocate the main entry from its current location to align with 69th Ave further to the south. It will tie the new entry into the existing parking areas. The existing entry will remain for employees and loading. The preliminary cost would be used to obtain the access permit from CDOT and conduct preliminary design.

Central Stores Relocation / Records Archival Storage

The existing Central Stores building is located within the new urban renewal area and will need to move. Though a location has not been determined the new location would house Central Stores as well as the City Clerks archives as the archival space we have today does not meet many of the standards required. Building should be approximately 10,000 s.f.

Park Maintenance & Streets Facilities

To provide a new maintenance facility to replace the old metal building and the Wadsworth Shops housing Parks, Streets, and Fleet

Justice Center

To provide a stand-alone building that would house the entire courts operations and part of the police and legal operations. The \$35 million dollar estimate is for the stand alone facility, does not include cost of land and other related expenditures. The presentation the committee received was for expansion of the City Hall and is now estimated at \$49 million.

PARKS

Broad Lake Park and Trails

Broad Lake Park (completed in 2011) is located along the Heritage Canal Trail and lacks property ownership to finish a trail loop around the lake. Current conditions require weed management and Russian Olive Tree removal, consistent with State Regulations, using available CIP funding in the park project. Adding trail loop, interpretive signage and a dock/blind for wildlife observation to trail completion, staff expects the improvements in the area to be complete.

Saddlebrook Park Completion

With a Phase One budget, most of the park masterplan improvements were completed based on priorities expressed by the community. Several elements did not fit in the budget, including: a xeric garden, playground / picnic areas, terraced seating, small picnic shelter, court game area and boulder crossings. Separately, Heritage Canal Trail construction through the site is a community function requiring trail funding next to the park.

Quaker Acres Park Expansion

Quaker Acres Park expanded with approval of the Spring Mesa Subdivision and an additional 280 homes. The developer provided acreage and basic trail connections to and from the park, though no park improvements were included. This proposal includes the completion of neighborhood park improvements for the Quaker Acres Park to serve the active park functions for the growing community. A neighborhood design process will need to pin down construction costs.

Spring Mesa Trail Extensions

Existing Spring Mesa trails network through Spring Mesa to Pattridge Open Space on the north and Blunn/Tucker on the south. With the Oct. 2013 expiration of the Pioneer Sand lease to the west of Spring Mesa, trail connections need to extend across the Pioneer Sand area for Moon Gulch Trail

connections to the Ralston Creek Trail and the Leyden Creek Trail (in Pattridge.) This project includes the cost of extending 2 trails west to the RCT and the LCT from Spring Mesa.

Arvada Tennis Center Completion

A 1974 Bond Issue project, the existing 8 courts were built in 1975 as asphalt courts, currently an element in the city's IGA with APEX. With a maximum of 15 years left on the original courts, the completion of the complex is needed, including: 4 new courts with a separate stadium court, all under a bubble for winter play (not currently available.) With that phase completed, the existing 8 courts can be removed and replaced, 4 at a time, keeping a minimum of 9 courts available

Leyden Lake Open Space and Trails

Leyden Lake is a city-owned storm water control structure along Leyden Creek providing an excellent open space and wildlife habitat near a residentially-expanding quarter of Arvada, though currently inaccessible. Open space improvements will consist of trail head and access to Leyden Lake along the Leyden Creek Trail in support of interpretive areas, wildlife habitat, fishing and picnic activities and access trails, all part of the city's 2000 Park, Trail and Open Space Masterplan

Indiana Equestrian Center Completion

Based on the city's Equestrian Center Master Plan, this project installs parking at the new picnic shelter, where it will more efficiently park (paved and lined) the additional cars anticipated around the shelter. Doubling as a trail head, the shelter is located at the intersection of the Heritage Canal, Leyden Creek and Moon Gulch Trail. The later phase connects trail, east from the shelter to the Croke Canal Bridge already a CIP budget, and north to the future Indiana St. trail underpass.

Jack B. Tomlinson Park Renovation

Maintenance staff identified the playground and irrigation replacements as priorities for this park. Added to that is the need to salvage the north bank, previously full of wildlife habitat irrigated by the Wadsworth Ditch. Now piped, the water seepage from the ditch is gone, trees are dying, native shrubs and other wildlife habitat is in decline. The increasingly popular park can add usable park space on the north bank by piping the Bluff Ditch.

Leyden Creek Trail

Leyden Creek Trail is a Primary Trail on the COA Trail Masterplan. Though small portions of the Leyden Creek Trail are completed, major portions remain undeveloped gaps. This section will require trail acquisition unless it is combined into the Ward-Alkire Road extension north of 72nd Avenue. With more than a mile of paved and soft trail with one bridged crossing, this proposal represents trail construction costs, assuming the road is not built.

Pioneer Park

The first phase includes the installation of concrete sidewalks and seating slabs in place of the existing, remaining crusher fine walks and seat areas. Other work will include the addition of turf, irrigation and landscaping in the frontage areas adjacent to 82nd ave. that are currently native grasses.

Long Lake Regional Park

The 1st phase in 2016 will provide 2 new turf multi-purpose fields and a restroom facility next to the existing soccer fields. The structure will be sized to also accommodate a future concession stand with

initial space for storage by parks. The 2nd phase will provide the last 2 ballfields to complete the existing East wheel and a maintenance structure. This project will also provide the proposed restroom/concession stand, call boxes and dugouts that couldn't be built within phase 1 program.

Lake Arbor Park

Phase one in 2017 will include the development of a new park masterplan for the area East of Lamar and construction of new irrigation systems, landscaping, park lighting, a larger play area, trail replacement and shoreline protection. The second phase in 2022 will provide the development of a new master plan for the west half of the park to include an off-street parking area, new trail systems, a drainage water feature and natural wildlife habitat to encourage new species.

Kipling Street Entrance Signage

Provide for the design and construction of a new City entry sign to the standard of the one developed at Wadsworth and I-70. The sign would be located on the Northeast corner of the intersection and be developed in the form of a wall or monument sign with appropriate landscaping and lighting for night visibility.

The Hills at Standley Lake Park

This project will provide the final elements for phase 2 (garden areas only) of the master plan which will include the shelter elements for both the Ag. Lease area and the community garden including the final development and expansion of the garden screening, irrigation for the orchards and establishment of an interpretive area. The third phase will complete the east half of the park and include the completion of seating areas, trellis structures and added landscaping.

Lutz Sports Complex

The masterplan calls for the final addition of a second 4 field wheel, adjacent to and west of the existing 4 field wheel. Construction would include the new 4 field wheel, new paved parking and the construction of a new restroom/concession building on the first existing 4 field wheel and the new 4 field wheel.

Double E Park/ Ph2

The first phase of the project was completed in 2009. This initial phase completed many of the priority projects that were originally requested by the neighborhood. This included the construction of internal park walkways, seating areas , a new playground and irrigation system and landscaping in the completed park area. This completed approximately half of the park.

Gibbs West Community Park

The project involves the development of the 96 acres Gibbs West Community Park. The master plan for the park was completed in 2004. The Arvada Skate Park development which is considered the first phase of the park development was completed in 2012. The additional phases for the park development follow the park master plan. The future phases are: overlot grading of a majority of the site with the pond development, Ralston creek re-alignment and initial irrigation installation. The second phase includes extension of the entrance road and walkways , parking lot and landscape improvements along the entrance road. The third phase of the project is the final grading and landscaping an irrigation of the great lawn area, other lawn areas and gathering spaces. The fourth phase includes playground construction, site furniture additional lighting and two picnic shelters. The later phases of the park include the construction of an outdoor aquatics park and then the addition of a new ice rink to the

Apex center. The phasing and funding of these projects is the responsibility of the Apex Recreation District.

Churches Ranch National Historic District

Churches Ranch national Historic District is a 49 acre site located on the southeast corner of the Long Lake Regional Park site. The ranch is an important historic resource that evokes Arvada's rich agriculture heritage. John and Mary Churches built the family residence in 1862 followed by the construction of a Barn, and several outbuildings. The most important structures on the site are the home, barn, silo and the caretakers residence. Churches Ranch was designated as a National Register of Historic Places District in 1998. This district includes 49 acres of the original 480 acre homestead. The Horse Protection League which provides for the rescue and adoption of neglected and abused equines has been the tenant of the ranch operating the site as a working ranch since 1997. The HPL as many citizen volunteers provided valuable input into the Churches Ranch master plan that was completed in 2008. The proposed projects directly follow the master plan priorities. The House and the Barn have been renovated. It is important that the caretakers residence be renovated as soon as possible since it is rapidly deteriorating.

Gold Strike Park

The Arvada Community has long envisioned creating a park commemorating the site of the first Gold find in Colorado. The master plan for Gold Strike park was completed in 2000. This 14 acre park site located at the confluence of Clear Creek and Ralston Creek celebrates the discovery of gold by Lewis Ralston on this site on June 22, 1850. The goal of this project is to re-create the natural stream environment and eventually build a small interpretive center on the site. The purpose of the interpretive center is to showcase the site's history and offer an interactive learning environment of all age groups. The first phase of the project was completed in 1999 and involved the construction of the new bridge over west 56th avenue with the extension of the Ralston Creek trail under the bridge to the Gold Strike park site. In 2001 the 402 foot long pedestrian bridge was constructed over Clear Creek, connecting the Ralston Cree State Recreational trail with the Clear Creek Trail. This signature bridge serves as a significant entry feature into the city and is visible for travelers on I-76. A temporary parking lot was constructed for the trail users.

Historic Gardens at McIlvoy Park

The McIlvoy House and Grandview avenue at the south border of McIlvoy park in Olde Town Arvada is located in the Arvada Downtown National Historic District. The original plan for McIlvoy Park master plan was developed by the famed Denver Landscape Architect Saco deBoer in 1919 and capture the "City Beautiful" design philosophy of the time. The house is significant for its association with Clemency McIlvoy, a early Colorado pioneer or Colorado, who built the dwelling with her husband D.D. McIlvoy in 1897. Clemency McIlvoy was active in the civic and social affairs of Arvada and donated land for the City's first park. While the park was renovate in 1996, the grounds of the home have not been renovated. The Arvada Historical Society and other Olde Town interests have expressed interest in their interest to construct the garden that would surround the McIlvoy house in accordance with the deBoer master plan.

Moore Brothers Farm and Agricultural Center

The Moore Farm and Agricultural Center was purchased in 2002. The purchase was completed to preserve this important agricultural/historic asset. This project addresses the goal of preserving and enhancing the City's historic assets and will be an important project in the near future in the expansion

of the City community supported agriculture program. Ward Road will some day be completed through the center of the site. The alignment for the road has been defined but there is no projected date as to when the project will be completed. The first phase of the project includes the development of a Master Plan for the site. This process would consist of a series of Community meetings to develop a consensus and an eventual plan for the development of the farm. It was the desire of the Moore brothers who owned the property for the site to be dedicated to agricultural use , interpretation and education.

Hyatt Lake Park Preserve

One of the goals of the 2000 Park Trail and Open space master plan was to acquire and preserve valuable wildlife habitat along the Heritage Canal Corridor. This approximately 96 acre site is currently owned by the Farmers Highline Canal and Reservoir company and consists of a 71 acre lake and the remaining undeveloped land. The site is on the Heritage Canal corridor and is on the currently approved list of Arvada acquisition priorities with Jefferson County Open Space. This acquisition is an important project for addition to the City Open Space system. The first phase of the project would involve an appraisal of the land and phase one environmental analysis and survey of the site. Negotiations would also begin with the Farmers Highline Canal and Reservoir company. The later phases would include the actual land purchase

Majestic View Community Park and Nature Center

The Majestic View park master plan was completed in 1998 after the acquisition projects were completed to expand this park to approximately 80 acres. The nature center development was completed in 2002 renovating the existing Harder residence. Additional improvements have continued including trail development and a demonstration garden. This project supports the Important city goal of expanding and improving the city center for Environmental Education.

Arvada Blunn Reservoir

The 785 acre (160 acre water surface) site is a priority project in the city water base recreation program. This reservoir services as valuable warm/cool water fishery. The city annually sells annual passes for reservoir access and boating and fishing. Water contact is limited since the reservoir primary city water storage/treatment facility. There are two city water plants located on the site. The first phase involves clean-up of broken concrete walk on the north side of the reservoir and completing some trail improvements ,grading and seeding to clean up the site and maintain the natural surface trails. Second phase of improves includes the construction of permanent restrooms on the site. The later phases of the project include Wildlife planting and environmental enhancements and parking lot improvements. The final phase includes additional site work and environmental improvements.

Welton Reservoir

Welton Reservoir is a 225 acre (160 acre water surface) that is owned and operated by the Consolidated Mutual Water Company. The reservoir was approved by city council with the mandate that the reservoir would ultimately be open for public use. The proposed operation would be similar to that in place at the Arvada/Blunn reservoir. This is a long term vision for this valuable fishery that would become another addition to the city water base recreation program. The first phase of improvement would include the construction and improvement of the entrance road and parking lot with way finding signs and temporary restrooms. The second phase would consist of trail improvements, a lower parking lot and accessibility improvements. The third phase includes parking lot improvements (boat trailer parking) , permanent restrooms, fish cleaning station, shelter, landscape/habitat improvements, and irrigation.

Median Renovation/Completion project

The city has had a rigorous median renovation program to beautify entrances and major arterials throughout the city. Beginning in late 1998 through 2000 the city completed a comprehensive program to finish landscaped medians. During this time the city finished 15 median projects. Other smaller median projects such as the McIntyre median and one median on 64th were completed in 2011. In 2012 a major median project to renovate the 80th avenue was completed. One of the major median projects that needs to be completed on existing roadway is the 86 avenue median project from Alkire to Iris street. The majority of the median projects remaining will be completed with new roadway construction such as the medians that were included in the 72nd avenue roadway project.

Trail Gaps

Placeholder for the identified trail gaps related to the Parks Master Plan throughout the City. This is the estimate to identify, plan and complete the gaps.

HOSPITALITY

Outdoor Concessions

Provide ability to maintain service level with increased number of concerts and guests with food and beverage carts. POS system to assist in providing credit card services to guests and provide a better control system for revenue accounting. The POS will eliminate the current use of stand-alone registers. This will also provide a more professional appearance and will replace the current set up of tables and plastic tents. There will be different vending carts that will accommodate the menu selections and guest offerings. Carts would be repeated in two stations. The design cost would be included to facilitate menu designs, best locations and traffic flow.

Building Additions

Design and build outdoor gazebo and ceremony site, cooking classrooms, provide ice carving studio for teaching and production. The Wedding site \$150,000. Ice Carving Studio for teaching and production \$250,000. Design and Build cooking class room \$500,000

Delivery Trucks

Purchase of delivery trucks for food product deliveries to the golf courses, parks, catering events, City Hall, etc.

Sound System Replacement [2022]

Replace existing sound system in 2022.

Smart Lighting

Installation of stage and smart lighting in the ballroom.

Guest Services Center

Design and construction for a Guest Services Center to be used by conference attendees.

Replacement of Ballroom Doors

The Arvada Center Ball room doors are 20 years old and in very bad condition. The building continues to age and customers are no longer satisfied with the looks of our meeting facility resulting in guest not

retuning. Doors in bad condition make the facility look tired. This makes the facility difficult for our sales personnel to secure business.

Electronic Marquees

This would be for the addition of electronic marquees for information and industry demands.

Ballroom Enhancements

Refurbish movable walls, Install wall sconces and lighting enhancements, Replacement of fencing and installation of patio lights

TLC Chair Replacement

Replacement of all of the chairs used in the ballrooms.

ARVADA CENTER

Arvada Center Amphitheater Roof and Seating

Replace existing open-air lawn seating (grass) with permanent fixed seating and a roof structure. By installing permanent seating with a protective roof structure, increase revenue potential for concerts by Extend and enhance the sound wall extension on the Wadsworth side.

Arvada Center Amphitheater Renovation

Renovate the aging Amphitheater space and install new equipment. This would include, but not be limited to, stage platform risers, intercom system, soft goods, ETC dimmer racks, wiring to the electrics raceways, preset/house control override boxes, lighting in the dock area, redo concrete ramp in dock area, new work lights, shore power, dressing rooms, orchestra pit cover, and storage space.

Arvada Center Amphitheater Plaza Renovation

Renovate the aging Amphitheater Plaza which includes wireless system and signage, Concession liquor fence with new and approved vendor stations to include a first aid station. This area is also used by Arvada Center Banquets and Conference Facility.

Arvada Center Main Stage and Blackbox Theater Renovations

Replace or resurface stage and rehearsal hall floors and replace soft goods (such as draperies, etc.), including Main Stage floor resurface, motion control system, and soft goods; Black Box soft goods; and Rehearsal Room floor replacement.

Arvada Center Education Classroom Renovation and Upgrades

Renovate and upgrade 12 Education classrooms with both technological equipment and furniture, including table and chair replacement, cabinets for storage, dance floors, telephone/intercoms for classrooms and central PA system for public spaces, wired and wireless connections, technology tools for teaching, and dedicated computer lab.

Arvada Center Interior Lighting Renovation and Improvements

Upgrade and replace Arvada Center interior lighting for sustainability, efficiency, security, and industry standards, including Main Gallery and the Theater lobby.

Arvada Center Basement Finish

Finish the basement area in the Gallery shops area.

Arvada Center Gathering Area and Cafe

Design and construct a gathering area that would include a full-service café and gift shop At the Arvada center. Update existing Theater Concession Bar area. Consider types and locations of vending machines for employee and student use.

Arvada Center VIP Space

Provide a gathering location for VIP donors and other contributors to enhance their experience, including a private lounge and bar. The upgrade would require furniture, bar/serving facilities, coat check, and private meeting space.

Arvada Center On-site Storage

Construct an on-site storage area. Performing Arts and others have requested additional storage on site since the 2006 expansion.

Arvada Center Main Stage Theater Expansion

Expand the Main Stage Theater by raising the roof for balcony seating and creating a full fly loft for stage productions.

Arvada Center Black Box Theater Acoustics

In accordance with a 2008 study, the walls and ceiling in the Black Box Theater need to be upgraded to enhance the sound and acoustics.

Arvada Center Wayfinding Exterior Signage

Design and construction of wayfinding exterior signage throughout the Arvada Center Campus in conjunction with construction of a new entry drive.

Arvada Center Display of Outdoor Art Pathway

Arvada Center has outdoor art on property and we have not walking paths or signage to display of the Art Work, this would enhance our Art in Public Places program. If we are working on the Arvada Center property with relocation of the drive this would be a part of landscape, lighting and paths

Arvada Center Ceramics Expansion and Remodel

Ceramics Classroom and Kiln Yard expansion renovation

Arvada Center Galley Areas Remodel

Remodel the Upper Gallery, Theater Lobby Gallery, and Black Box Lobby Gallery, starting with the Upper Gallery.

Arvada Center Patron additional Bay Parking

Add an additional parking bay to the property.

Arvada Center Front Entry Renovation and Interior Wayfinding

Remodel Front Lobby to create a more exciting and accessible entrance. Move the Box Office staff to a more secure location, install a greeter/will call station, install ticketing kiosks, install several informational LED screens throughout the Center, install new automatic front door system and new doors to the Main Gallery, install new shades as required, and replace existing Donor Wall panels with digital elements.