



Memo

To: Breckenridge Town Council Members
From: Melanie Leas, Housing Project Manager and Laurie Best Housing Manager
Date: 8/31/2023 (For September 1, 2023 Special Meeting)
Subject: Stables Infrastructure – Wellington Road Closure/Sewer Line Route

On Wednesday August 30th staff from Com Dev, Housing, Public Works, and Engineering met onsite with the Stables development team including Suzanne Allen Sabo, Ethan Guera, and the Stan Miller team. The purpose of this on-site meeting was to review the options for the sewer line connection for Stables Village. Originally, there were multiple options for the connection, including a lift station to Lincoln Park/Wellington and a route running south of the solar field to Wellington Road. But, after discussions the options were narrowed down to two viable options. This includes 1) the approved plan which is down Stables Road, across Bridge Street towards the pond, and then under Wellington Road and under the river, across the Popsicle Park to a connection to a primary sewer line on Locals Lane in Gibson Heights and 2) down Stables Road to Wellington Road, then west along Wellington to a connection at Corkscrew Dr.

The first Option was approved by the Town for construction, it is shown on the approved plan set and in the budget. This option would require a closure of Stables Road for a short period of time and a closure of Wellington Road east of Stables Drive for an approximately two-week period, but these closures would be phased so there would always be access to Town from Wellington Road either via Bridge Street (Lincoln Park side) to Wellington Road or via Bridge Street (Wellington Neighborhood side) to French Gulch Road to Wellington Road.

The second Option was never approved because it is more expensive than Option 1 primarily because of the length of asphalt replacement that would be required on Wellington Road. Under the 2nd Option, there would also always be access to Town from Wellington Road, but there would be single lane closures on Wellington Road to accommodate the work. Under either option, there would still be the ability for residents to use CR 450/Reiling Road to access Town, as no closures are planned on that road.

After talking thru the options on site, some issues were raised in regard to the approved plan (Option 1) and staff requested the developer and Stan Miller provide more information regarding Option 2. There is concern that Option 1 is inherently risky because the timing is very critical with a short construction window. The new sewer pipe would need to be installed this fall when water levels are at their lowest but before the seasonal closure of the asphalt plant. Option 1 also requires dewatering and a deep trench (15') in native dredge rock material under the existing metal culvert that passes French Creek under Wellington Road. The risks with Option 1 could be significant and could add unexpected costs and schedule impacts to the project. It may make sense to pivot to Option 2 which has fewer unknowns because excavation would be occurring within the roadway section and likely out of the dredge rock. A decision needs to be made as soon as possible, and because there is a budget impact staff felt it was important to review with Council before authorizing a change to the plan.

Option 2, could add approximately \$336,000 to the Towns cost of infrastructure. This increase could drop to \$256,000 depending on how much of the new pipe can be accommodated in the ditch/berm (that is just south of the pavement) as opposed to digging up Wellington pavement. This option is a more conventional route utilizing road Right of Way. Depending on the width and location of the Right Of Way, and the location of other utilities there may be sufficient room to accommodate some or all of the pipe

within the ditch/berm. Worse case is \$336,000 and best case, where all of the pipe is in the berm, is \$256,000. A new design can be completed by the civil engineer in the next couple weeks, and work could start late September, early October and be completed in the spring. We have asked the developer's team to provide more information on the winter condition of Wellington Road.

Summary

The developer will have their team available to review both options with Council at your worksession on September 1st. If the Council is comfortable with the increased cost, staff believes Option 2 is a better route.



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INVERT OF THIS MANHOLE?

-1600 LF

-1500 LF

-900 LF

-1000 LF

INVERTS OF THESE MANHOLES?

INVERT OF THIS MANHOLE?

BRECKENRIDGE HEIGHTS SUB

REVETT'S LANDING SUB

COCKSCREW FLATS SUB

GIBSON HEIGHTS SUB

VISITA SUB

COCOA SUB

ALBANY SUB

ROYAL TERRACE SUB

ERBEN SUB

ERBEN SUB

God Run Gulch to Ice Rd