



The Organizational Development Initiative for Capital Improvements

Capital improvements are typically defined as projects with a relatively high monetary value and a long life, usually at least five years. The La Plata County Organizational Development Initiative Capital Improvements Team prepared the following plan that includes buildings and facilities managed by the General Services Department and road and bridge infrastructure managed by the Public Works Department.

July 2014 - ODI Capital Team



La Plata County Capital Improvements Team

- **Mark McKibben, Gen. Services Director**
- **Jim Davis, Public Works Director**
- **Sarah Rome, Finance - Accounts Payable**
- **James Davis, Finance – Controller**
- **Doyle Villers, Road Maintenance Supervisor**
- **Lee Gurule, Assistant Gen. Services Manager**



Introduction – Purpose & Need

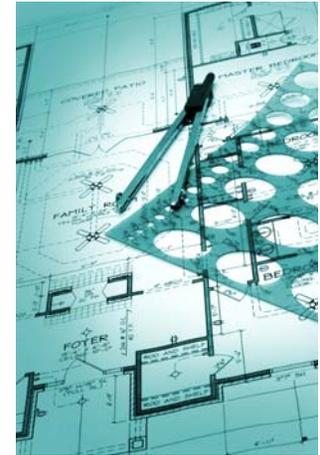
La Plata County has many capital improvement needs including new facilities for County staff to serve the growing population as well as numerous transportation projects to keep pace with the needs of the traveling public. The County has previously completed a number of capital improvement plans that identified projects, the associated cost, and proposed implementation schedules. Unfortunately revenues to date have not been adequate to completely fund the plans however many projects identified have been completed and most with the assistance of grants.

The Organizational Development Initiative (ODI) Capital Improvement Team (Team) was tasked with the development of capital improvement plans for both facilities and transportation. The Team's approach included the review of previous plans, input from County staff, and consideration of current projects and inventory of available properties.

This presentation is a summary of the Team's recommendation and is intended to provide an understanding of past planning efforts as well as current and future capital improvement needs. Hopefully with the support of the Board of County Commissioners and the Long Term Finance Committee, the Team's recommendation will be forwarded to the ODI Revenue Generation & Financial Project Team.

Facilities for the Future

A vision for La Plata County facilities

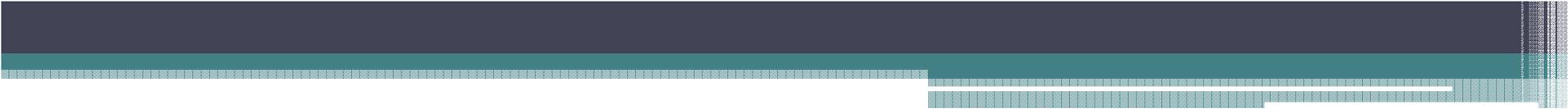


FACILITIES PLANNING HISTORY:

- La Plata County hired consultants to prepare various facilities planning documents beginning in 2000, however general capital/maintenance plans have not been developed.
- The original July 2000 document was a facility needs assessment completed by Architectural Resource Consultants, and was amended in 2002. Overcrowding was identified as the primary problem with the La Plata County Courthouse. The number of departments and growth in Human Services were of particular concern. Three facilities that were recommended by this plan have since been constructed including the Durango Road & Bridge Shop in 2004, Bayfield Road and Bridge Shop in 2005, and the La Plata County Detention facility addition in 2008.



- In 2003, a facilities master plan was developed for a Bodo Park Justice Center and Human Services facility. There was also a full design effort undertaken in 2006-2007 for a new Human Services Facility in Bodo Park on the site of the present Alternatives to Incarceration facility. This effort was abandoned after the design was completed and initial costs for the project were developed. The estimated cost in 2007 was \$8,276,000. The critical space needs for the Human Services Department identified in every facility plan developed as yet have not been addressed.
- With the development in 2012 of a Master Plan prepared by Blythe Group, several potential facility expansion scenarios were presented, ranging in cost from \$60 to \$90 million dollars. To date, none of the Blythe Group concepts have been adopted. The master plan provided a working document outlining building deficiencies and presented a comprehensive plan for remedy. This material is presently being incorporated into a living maintenance planning document to help maintain the County's facilities and address deferred maintenance.

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- While no formal plan has been adopted, there is a general concept of a Downtown Campus being put forth that could if implemented provide some solutions to the existing space needs of County government. This Downtown Campus concept over the next 10-15 years could address existing needs while providing time to further investigate the long term space needs and possible implementation of other elements of the 2012 Blythe Facilities Master Plan.

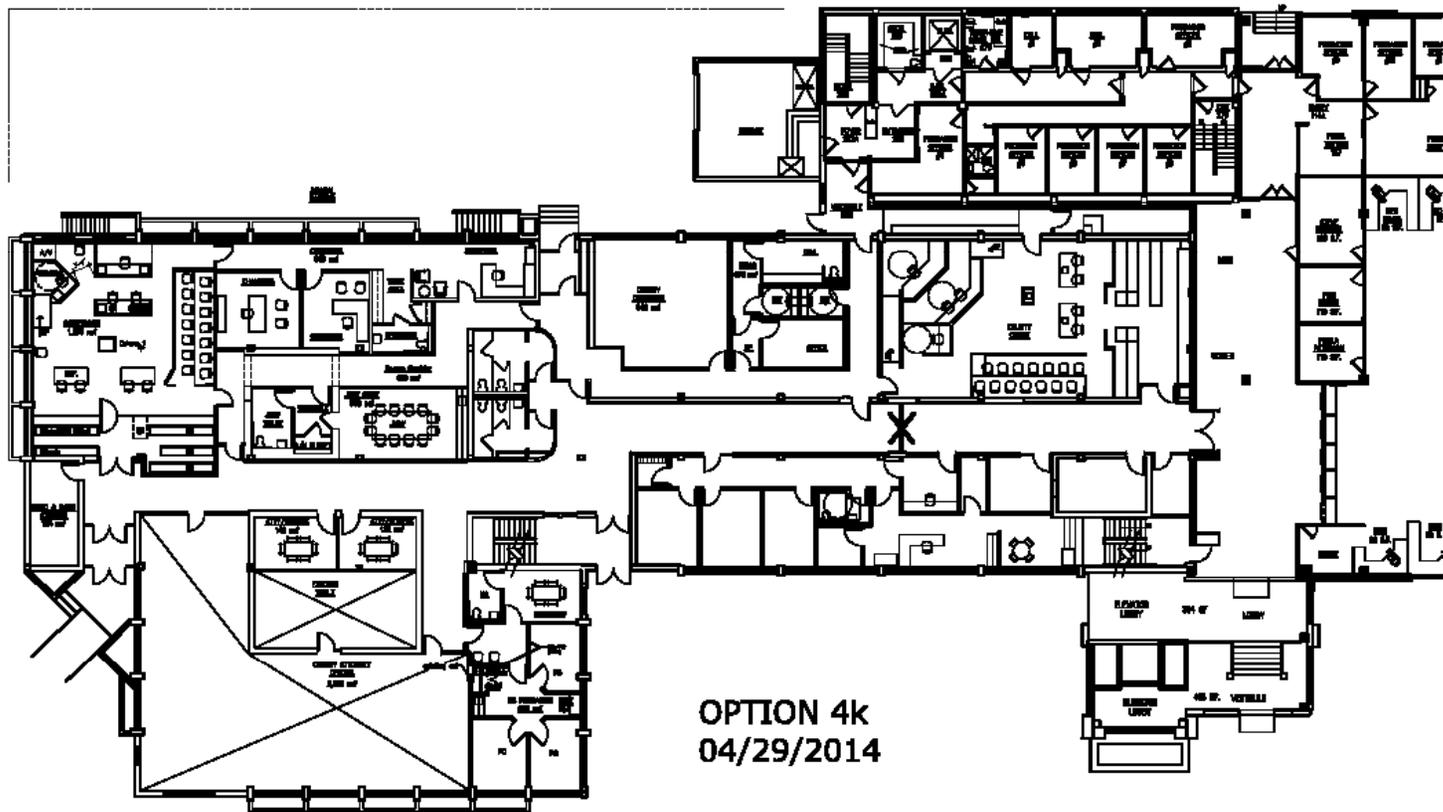
THE DOWNTOWN DURANGO CAMPUS:

- La Plata County is currently remodeling the former Vectra Bank building also referred to as the 1101 East 2nd. Avenue Project. Slated for completion in 2015, this facility will house the: Board of County Commissioners, Administration, Finance, Procurement as well as the Assessor's office. The budget for the project is approximately \$4,000,000 and will result in a LEED certified building. This initial effort to expand the Downtown Campus will act as an anchor for beginning to address the space needs of County government.



- With the completion of the 1101 East 2nd. Avenue Project, approximately 12,000 square feet of first floor space in the Courthouse becomes available for expansion. The County has been in discussion with the US Federal Courts and the Colorado 6th. Judicial District concerning utilization of this space. Planning charrettes have been held to incorporate two courtroom areas and associated support and chambers space, probation offices, and approximately 2600 square feet for the La Plata County Attorney's offices. The move of the County Attorney into this space will result in significant savings over their current leased space. In the event the lease is not successfully negotiated, the space will be used to meet other County needs. At this time there are no formal estimates of construction cost for the court expansion project, however based on our experience with 1101 East 2nd. Avenue Project we estimate the approximate cost to be \$5,000,000.

North End – First Floor County Court House



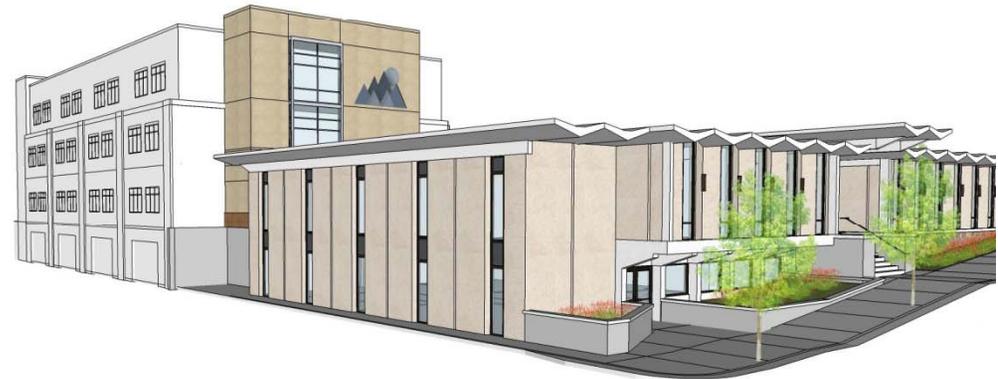
- A critical space need identified in every master plan is the accommodation of the Human Services Department. At present they are crowded in the lower level of the Courthouse and various auxiliary facilities. The next space effort should concentrate on meeting the current and future needs of this department. One facility concept put forth in the 2012 Blythe plan was for the construction of a Human Services, Community Development Services, and parking facility directly across Second Avenue from the County Courthouse. This property was purchased prior to the Vectra building.
- FCI Construction provided a construction only estimate, based on a 40,000 square foot two story office building over a two story parking structure, of \$15,400,000 with an escalation of 3% per year until groundbreaking. This effort could take place at a time determined after completion of the court expansion.
- The recommendation of the Organization Development Initiative (ODI) Capital Improvement Team is for the construction of the 40,000 square foot facility and parking and pursue a revision to the local height restriction to incorporate additional parking structure as a joint effort of the County and City of Durango. The completed space would be occupied by the Human Services Department and the one stop shop for the Community Development Services incorporating the Planning, Engineering, and Building Departments. The Community Development Services would share space with Human Services until County space needs triggered the final addition to the north addition of the 1101 East 2nd. Project.

- The proposed elevator addition for the 1101 East 2nd. Avenue Project will accommodate the addition of a sister building. This addition would include 3 floors, 8000 square feet of office space, and one level of below ground parking, addressing all parking needs for the Downtown Campus. This addition would relocate Community Development Services to this new 1101 East 2nd. Avenue addition, allowing the Human Services Department to expand as needed and freeing up additional space for other County needs. The conceptual budget estimate developed by FCI for this facility was \$10,800,000.
- This plan would re-locate the District Attorney's offices to the ground floor of the Old Main Post Office while providing for growth on the upper level of that facility. Remodeling of the lower level of the County Courthouse could accommodate additional court functions as well as housing La Plata County Archives presently located at the Center for Southwest Studies. With Human Services relocated to the new facility, the North Campus building adjacent to the City Recreation Center would become available for possible use by other County agencies.
- The conceptual construction cost estimates for the four primary projects; 1101 East 2nd., Courthouse remodel, Community Development/Human Services Building, and the 1101 East 2nd. North Addition totals \$35,200,000. These are conceptual estimates and do not include soft costs, costs of additional levels of parking, unknown costs associated with the courts project, and those related to the last components discussed.

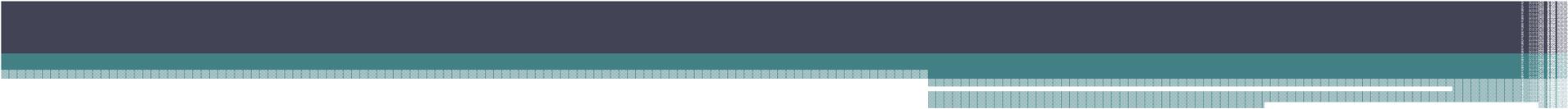
1101 NORTH SECOND AVENUE - RENDERING OF NORTH ADDITION



View from north-east

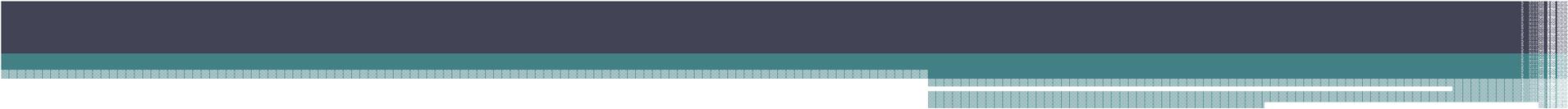


View from south-west



BEYOND DOWNTOWN:

- The La Plata County Clerk and the Bureau of Motor Vehicles occupy leased space that expires in 2016 in Bodo Park. The annual rent in 2014 is approaching \$10,000 per month. The 2012 Blythe plan identified a new County Clerk facility as a 2020 project on the present Alternatives to Incarceration site. During the course of the next six years, the County will have expended \$720,000 for this leased space. The Team's recommendation is the Clerk's new facility should be a priority with design and construction scheduled as soon as practical. The cost estimate for this 6,500 square foot facility was placed at \$2,500,000. The County will continue to have the need for central receiving and some warehouse space with the procurement staff leaving their Bodo offices, and the new Clerk's facility could also incorporate a receiving and small warehouse space. This proposal will result in a need to evaluate possible relocation of Alternative to Incarceration. It should be noted however the square footage requirements for this program are minimal compared to the Clerk's needs and could be accommodated through leased space.

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- The Blythe plan also identified long term needs for the County's public safety functions. This would require the removal of the existing jail administration complex and construction of a new 37,000 square foot addition with an estimated cost of \$10,500,000. Consideration should be given to housing both the Alternative to Incarceration as well as all evidence functions on the Detention property and adjacent 7-acre Pepsi site.
 - Another long term facility goal is the construction of a Multi-Event Center to be located on the mesa that presently serves the County as the Crader Gravel Pit. The County is currently working with the Bureau of Land Management to acquire additional acreage for this facility. It would not be unreasonable to consider providing the initial infrastructure and facility master plan as part of a comprehensive 10 year plan. It will be critical to include the existing fairgrounds use as part of the ongoing planning for this facility.

Proposed Facility Planning Strategies

Strategy and Sequencing	Need Addressed
1. Share Bodo Warehouse between Clerk and Sheriff's Office	<ul style="list-style-type: none"> Provides space for elections until new Clerk's space is constructed. Provides location for evidence storage. Entire warehouse will be dedicated to SO and evidence storage once Clerk vacates.
2. Courthouse remodel for Federal Court offices and courtroom and Sixth Judicial District offices and courtroom	<ul style="list-style-type: none"> Provides space for Federal Court downtown Eliminates annual cost of rental space for County Attorney's Office (\$33,480 annually) Provides for expansion of Sixth Judicial District space to meet existing needs
3. Build 40,000 sq. ft. office building plus 40,000 sq. ft. of parking for Human Services and Community Development (HS/CD) on vacant lot across from Courthouse	<ul style="list-style-type: none"> Addresses immediate needs of Human Services Consolidates Public Works, Building and Planning for operational efficiency Frees up space in OMPO for District Attorney expansion Possibility to add additional 20,000 sq. ft. of parking if variance can be obtained to prepare for future expansion on the north extension at 1101 E. 2nd Ave. Possible partnership with the City on parking
4. Riverbend, (North Campus) staff moves into new HS/CD building; Special Investigations Unit moves into Riverbend	<ul style="list-style-type: none"> Consolidates HS Departments in one building Eliminates annual cost of rental space for Special Investigations (\$23,079 annually plus escalation)
5. Demolish Jebco metal building to construct building for Clerk and Recorder (will require temporary relocation of ATI staff until new SO Public Safety Addition is constructed)	<ul style="list-style-type: none"> Eliminates a building never intended for office use from our property portfolio Provides property for Clerk's building
6. Construct pre-engineered steel building for Clerk and Recorder's Office	<ul style="list-style-type: none"> Eliminates annual cost of rental space for Clerk (\$114,762 annually plus escalation) Site is able to accommodate large trucks, trailers, etc. to enter and exit for VIN inspections Opportunity to build in a loading dock for County procurement needs
7. Construct Sheriff's Public Safety Addition (and, if required, Turner Drive Development); consider creating a PUD at this time.	<ul style="list-style-type: none"> Allows for the demolition of the existing aged, retrofit administration building Enables co-location of Sheriff functions including Administration, ATI, Investigations, etc. and possibly evidence storage May require inclusion of space for female detention until future jail addition is construction
8. Only if and when needed, construct north building addition at 1101 E. 2 nd Ave. (3 floors, 24,500 sq. ft. of office space plus 8,000 sq. ft. parking)	<ul style="list-style-type: none"> Would only be undertaken if and when HS/CD building is no longer adequate to accommodate those departments Would enable consolidation of DA, GIS, HR, PW, Building, Planning and Treasurer in new building Would vacate OMPO and allow for sale of this property to generate revenue
9. Sell OMPO	<ul style="list-style-type: none"> Provides a source of revenue to partially defray costs of facility capital expenditures
10. Only if and when needed, expand senior center or relocate and build a new senior center	<ul style="list-style-type: none"> Would be based on demographics and a documented needs assessment. Would only be required if existing facility can no longer meet current and future needs
11. Only if and when needed, expand jail housing	<ul style="list-style-type: none"> Would be based on jail population trending and a documented needs assessment. Would only be required if existing facility can no longer meet current and future needs
12. Pepsi property and Procurement warehouse property would be retained for future needs	<ul style="list-style-type: none"> Allows flexibility to create a "Bodo campus" in the long-term future, particularly if a PUD is developed for our Bobo properties

ORGANIZATIONAL DEVELOPMENT INITIATIVE - FACILITIES CAPITAL PLAN:

Proposed Facility Plan Implementation Strategy										
Annual Cost Breakdown (in 2014 Dollars)										
Timeframe	Facility Strategy	2015	2016	2017	2018	2019	2020	2021	2022	2023
Summer 2015	Share BODO warehouse between Clerk for election functions and SO for evidence storage									
Summer 2015	Courthouse Remodel	\$2,500,000								
Summer 2016			\$2,500,000							
Summer 2015 to Spring 2016	Design Human Services/Community Development Bldg on vacant lot and Schluter site across from Courthouse(8% of Construction Cost)	\$1,444,000								
Summer 2016 to Spring 2017	Construct HS/CD Building (includes soft costs but not 3rd level of parking)		\$18,000,000							
2017	Riverbend staff moves to new building; Riverbend remodeled for SIU (minor remodel)			\$183,000						
Jan. 2017	Rent space for ATI (2,000 sq. ft. at \$16 to \$18/sq. ft./yr. in operating costs)			\$36,000						
2017	Demo Jebco building			\$68,000						
2017	Design and build Clerk's pre-engineered steel building on Jebco property (Design-8% of Const. cost - 2016)		\$200,000	\$2,500,000						
2019	Design Sheriff's Public Safety Addition (8% of const. cost)					\$840,000				
2020	Turner Drive redevelopment (if required by SO Public Safety Addition)						\$1,700,000			
2020	Demo existing SO Administration building/"old jail" to construct new SO Public Safety Addition (this will require accommodation for staff and may trigger some modification to "new jail" to accommodate some jail functions currently housed in the existing "old jail")						\$1,000,000			
2020	Sell existing SO modular building									
2020	Build Sheriff's Public Safety Addition (does not include temporary relocation costs for Segregation and Female Housing Unit)						\$10,500,000			
2022 (or later only if needed)	Design north building addition at 1101 E. 2nd Ave. (3 floors, 24,500 office + parking) (8% of const. costs)								\$864,000	
2023 (or later)	Build north building addition at 1101 E. 2nd Ave.									\$10,800,000
2023	Sell OMPO									
	Other Issues									
Unknown	Senior Center Expansion (only based on demonstrated needs)									
Unknown	Jail Expansion (only based on demonstrated needs)									
Annual Totals		\$3,944,000	\$20,700,000	\$2,787,000		\$840,000	\$13,200,000		\$864,000	\$10,800,000
9-YR (2015-23) TOTAL										\$53,135,000
*Offset by GSA lease revenue										

FACILITIES CAPITAL MAINTENANCE / PM PLAN

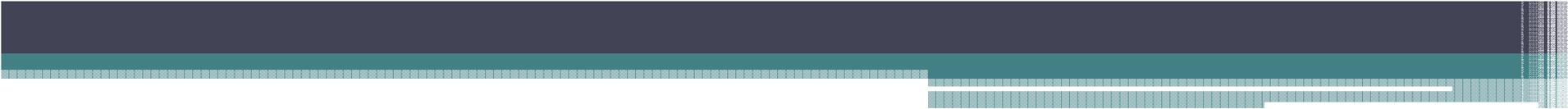
Facility	Recommendation	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Courthouse	Rehabilitate 27258 Sq. Ft. EPDM Roof System-10 year warranty *2				\$ 81,774.00						
Courthouse	Locate mirrors to provide the reflective surface within 40" of the finish floor.	\$ 1,500.00									
Courthouse	As renovation is scheduled, these restrooms should be arranged to the latest ADA Requirements .		\$ 15,000.00								
Courthouse	One shower should be made accessible when renovation occurs						\$ 11,000.00				
Courthouse	Finish patching walls and repaint area. Install corner protection as necessary.			\$ 20,000.00							
Courthouse	Provide ramp and handrails as necessary for ADA Access			\$ 25,000.00							
Courthouse	Lower sink and countertop for it and adjacent cabinet to be at 34" A.F.F. for ADA Accessibility as renovated.					\$ 2,500.00					
Courthouse	Add sprinkling as renovation in the area is scheduled. Approx. 63,000, sq. ft.							\$ 315,000.00			
Courthouse	As adjacent properties become available, look at acquisition for surface and or Deck Parking M.Plan										
Courthouse	Look into secure connections to the building from adjacent parking spaces. M. Plan										
Courthouse	Dedicate more area to storage. Add more high density storage areas								\$ 178,000.00		
Courthouse	Investigate cause of leaks, repair leak and replace ceiling tile	\$ 1,800.00		\$ 1,800.00		\$ 1,800.00		\$ 1,800.00		\$ 1,800.00	
Courthouse	Install matching handrail on each side of the stairwell				\$ 15,000.00						
Courthouse	Resecure VCT floor-replace tile as necessary	\$ 3,000.00									
Courthouse	Replace 2 Chillers due to age & R-22 Refrigerant 1 in 2014 / 1 in 2015	\$ 300,000.00									
Courthouse	Arrangement and organization of data cabling is somewhat haphazard and need of organization										\$ 32,000.00
Courthouse	Replace Fan coil units 1/2 in 2014 / 1/2 in 2015	\$ 300,000.00									
Courthouse	re-balance air and water in the building		\$ 45,000.00								
Courthouse	Either regrade the angled parking area and re-pave or install an inlet in the area to collect and disperse the accumulation			\$ 7,000.00							
Old Main Post Office	Slope insulation to roof drain and repair roof	\$ 1,500.00									
Old Main Post Office	Look into installation of a chair lift for access to the main floor of the Post office - ADA Accessibility			\$ 25,000.00							
Old Main Post Office	Repair windows and install weather-stripping. Install wood divided light storm window.				\$ 9,000.00						
Old Main Post Office	Lower cabinets at break areas sinks so sink top is at 34" above finish floor.					\$ 4,500.00					
Old Main Post Office	Lower rim of sink to 34" max off floor and mirrors to 39" off the floor to the bottom of viewing area.					\$ 1,900.00					
Old Main Post Office	Build storm windows to protect historic windows and increase R-Value						\$ 28,000.00				
Old Main Post Office	Remove carpet pad on the entire level		\$ 3,000.00								
Old Main Post Office	As renovation is scheduled, these restrooms should be arranged to the latest ADA Requirements.									\$ 40,000.00	
Old Main Post Office	Repair/replace wall covering			\$ 3,000.00							

Old Main Post Office	Space cable rung and other rail system closer together a raise top to the required height				\$ 9,000.00			
Old Main Post Office	Replace Fan coil units							\$ 150,000.00
Old Main Post Office	Install DDC Controls							
Old Main Post Office	Rehabilitate 3645 Sq. Ft. EPDM Roof System-10 year warranty *2							
Old Main Post Office	re-balance air and water in the building							\$ 15,000.00
Road and Bridge Fleet Facility	Rehabilitate 27,556 Sq. Ft. EPDM Roof System-10 year warranty *2							
Road and Bridge Fleet Facility	Seal Coat & Stripe Parking Area							
Sheriff's Office and Detention Facility	As renovation is scheduled, these restrooms should be arranged to the latest ADA Requirements.							\$ 45,000.00
Sheriff's Office and Detention Facility	Lower sink and countertop for it and adjacent cabinet to be at 34" A.F.F. for ADA Accessibility as renovated.		\$ 2,500.00					
Sheriff's Office and Detention Facility	ADA Requires the side by side dual height drinking fountains or bottled water dispensers be provided		\$ 3,000.00					
Sheriff's Office and Detention Facility	Lower cabinets at break areas sinks so sink top is at 34" above finish floor.		\$ 2,500.00					
Sheriff's Office and Detention Facility	Either regrade the paving area and re-pave or install an inlet in the area to collect and disperse the accumulation	\$ 4,500.00						
Sheriff's Office and Detention Facility	Either regrade the area and re-pave or install an inlet in the area to collect and disperse the accumulation	\$ 4,500.00						
Sheriff's Office and Detention Facility	Rehabilitate 15,000 Sq. Ft. EPDM Roof System-10 year warranty *2							
Sheriff's Office and Detention Facility	Rehabilitate 28,000 Sq. Ft. EPDM Roof System-10 year warranty *2							
Sheriff's Office and Detention Facility	Seal Coat & Stripe Parking Area							
S.O. Investigations Modular	Semi-recess wall mounted equipment that is more than 4" in depth.		\$ 2,500.00					
S.O. Investigations Modular	Lower cabinets at break areas sinks so sink top is at 34" above finish floor.		\$ 2,500.00					
S.O. Invest. and Abandon Property Storage	Zircon Containers are good for secure storage, but not good for water tightness and has no lighting or heat							
S.O. Alternates to Incarceration	Enlarge one set of restrooms to handicap requirements				\$ 14,000.00			
S.O. Alternates to Incarceration	Lower cabinets at break areas sinks so sink top is at 34" above finish floor.		\$ 2,500.00					
S.O. Alternates to Incarceration	Paint the exterior of the building with matching paint	\$ 5,000.00						

Motor Vehicle Bayfield (Leased)												
Procurement Warehouse	Install better control on the gas tube radiant heaters or relocate further from the mezzanine				\$ 2,000.00							
Procurement Warehouse	As renovation is scheduled, these restrooms should be arranged to the latest ADA Requirements.				\$ 14,000.00							
Procurement Warehouse	Either power operate door for ADA Access or renovate to get 18" clear on the jamb side of the door				\$ 2,000.00							
Procurement Warehouse	Lower cabinets at break areas sinks so sink top is at 34" above finish floor.				\$ 2,500.00							
Procurement Warehouse	Seal Coat & Stripe Parking Area											
Procurement Warehouse (S.O. Evidence)	A dedicated lab room should be installed if this is to be a crime investigations facility.				\$ 20,000.00							
Procurement/Finance: Storage	Zircon Containers are good for secure storage, but not good for water tightness and has no lighting or heat											
Senior Center	Lower sink and countertop for it and adjacent cabinet to be at 34" A.F.F. for ADA Accessibility as renovated.							\$ 2,500.00				
Senior Center	Lower rim of sink to 34" max off floor and mirrors to 39" off the floor to the bottom of viewing area.							\$ 2,500.00				
Senior Center	Replace Outdoor Unit Heater							\$ 3,500.00				
Senior Center	Seal Coat & Stripe Parking Area											
Senior Center	Replace rooftop units		\$ 42,500.00									
Human Services Riverbend (Child Services)	Install 3'x3' clear shower with grab bars and 3/4" or less beveled threshold.							\$ 7,500.00				
Human Services Riverbend (Child Services)	Lower sink and countertop for it and adjacent cabinet to be at 34" A.F.F. for ADA Accessibility as renovated.							\$ 2,500.00				
Crader Pit: Storage	Replace missing glazing							\$ 1,500.00				
Crader Pit: Storage	Remove rust and touch-up paint							\$ 4,200.00				
Veteran's Services (Leased)	Verify function of service in leased area											
Fairgrounds Extension Building	Lower cabinets at break areas sinks so sink top is at 34" above finish floor.				\$ 2,500.00							
Fairgrounds Extension Building	Removed tile and replace-Existing tiles are Vinyl Asbestos	\$ 2,400.00										
Fairgrounds Extension Building	Install a few handrails to facilitate the access between levels				\$ 3,000.00							
Fairgrounds Extension Building	Sink counter at break areas should be at 34" A.F.F not 36" A.F.F..				\$ 2,500.00							
Fairgrounds Extension Building	Remove the drainage tile and the ramped asphalt in favor of a grated trough at the level of the lowest stair tread								\$ 4,500.00			
Fairgrounds Extension Building	Replace rooftop units				\$ 25,000.00							
Fairgrounds Extension Building	Seal Coat & Stripe Parking Areas											
Fairgrounds Extension Building	Remove vinyl asbestos flooring	\$ 20,000.00										
Fairground Exhibit Hall	Remove the existing stair mounted handrail and install code complying wall mounted handrail											
Fairground Exhibit Hall	Install radiant heaters in the high space							\$ 16,500.00				

FACILITIES CAPITAL MAINTENANCE / PM PLAN - SUMMARY

Fairground Exhibit Hall	Replace existing rooftop units					\$ 15,000.00						
Fairground Exhibit Hall	Replace HID Lighting with Metal Halide					\$ 16,000.00						
Fairground Exhibit Hall	Replace T-12 fixtures with T-8 Fixtures					\$ 47,000.00						
Fairgrounds Maintenance Facility												
Fairgrounds Residence	Rework metal roof so it does not leak					\$ 10,000.00						
General Facility Maintenance-Interior & Exterior Painting	3-5 Year Life Cycle - \$1.00 per sq. ft. - 25,000 sq. ft. per year	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
General Facility Maintenance-Flooring Replacement	10-15 Year Life Cycle - \$7.00 sq. yd. - 5000 sq. yds. per year	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00
General Facility Maintenance-Ceiling Tile Replacement	10 Year Life Cycle - \$3.00 per sq. ft. - 5000 sq. ft. per year	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
General Facility Maintenance-Plumbing Fixtures	10-15 Year Life Cycle - \$1500 ea. - 5 per year	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00	\$ 7,500.00
All County Facilities - Keying	Consistent hardware throughout the county would make it easier to standardize repair and keying...		\$ 15,000.00		\$ 15,000.00		\$ 15,000.00					
	Total Annual Cost	\$ 726,700	\$ 218,500	\$ 242,000	\$ 236,274	\$ 206,200	\$ 187,200	\$ 568,800	\$ 360,500	\$ 180,235	\$ 281,168	
	10 Year Total	\$ 3,207,577										
	*1-Seal Coating .30 cost per sq. ft.											
	*2-Roof Rehab. \$3 per sq. ft.											
	*3-Roof Replacement \$10 per sq. ft.											



PUBLIC WORKS ORGANIZATIONAL DEVELOPMENT INITIATIVE CAPITAL IMPROVEMENTS PLAN

PUBLIC WORKS PLANNING / PROJECT HISTORY :

- La Plata County maintains 653 miles of road. Approximately 222 miles are paved and the remaining 431 miles are gravel. The County has experienced significant residential growth over the past forty years. That growth has been built in large part on rural “farm to market” gravel roads that historically accommodated on average less than two-hundred average daily trips (ADT). Increased traffic on gravel roads has at least two significant impacts including increased maintenance cost and a potential for an increased incident of accidents.

- **Gravel roads** are the lowest service provided to the traveling public and in many cases the volume of traffic is so low paving is not economically feasible. The average daily traffic used to justify paving is typically four (400) to five hundred (500) vehicles per day depending on a number of factors including, climate, type and size of vehicles, and speeds traveled. To mitigate road dust and minimize maintenance costs, the County implemented a program in the 1980's to surface many of our primitive roads with gravel and also treated the higher ADT gravel roads with magnesium chloride, a road stabilizer and dust suppressant.

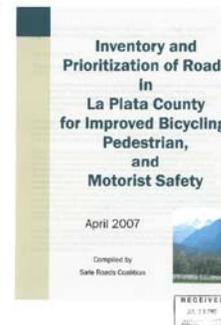
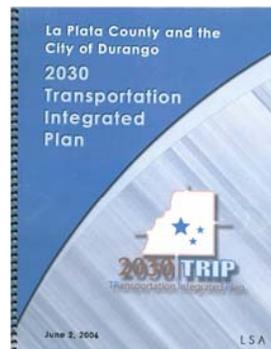
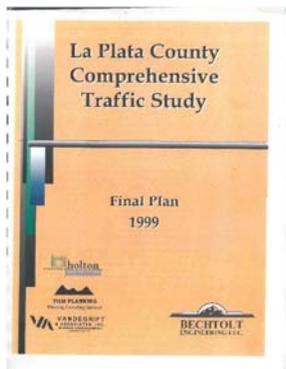


CR 228 – West End – Approx. 1,000 ADT



Typical Early Farm to Market County Road

- The gravel road maintenance program continues to meet the County's need on most lower ADT roads, however a number of farm to market roads have seen significant growth in traffic and now serve as collector roads with close to 1,000 ADT.
- Improved design standards for paved roads, increased traffic, and multi-modal uses, also drive the need for wider paved roads with improved geometry at significant cost.
- The County has completed a number of studies, including transportation studies that identified existing and future needs and system deficiencies, and surface evaluation reports for both paved and gravel roads that rate the condition of the surface and identifies and prioritize future road maintenance. These studies have in part helped guide the County's Public Works capital improvement program, however most capital projects for at least the past fifteen to twenty years have relied in great part on funding from State and Federal grants.



- Most road reconstruction projects have been funded in part with Energy Impact grants (EIG), however some have also been funded with the Gaming grants, although Gaming grants were used mostly for asphalt overlay projects. Numerous County bridges have been replaced using both Energy Impact grants, and Federal “Off-System Bridges” grants.
- During the thirteen year period from 2002 to 2014 the County invested approximately \$40,700,000 in capital road and bridge projects, or an average of \$3,100,000 per year. During that period, approximately \$16,300,000 or 40% was funded by grants.



County Road 213 – 2009 EIG



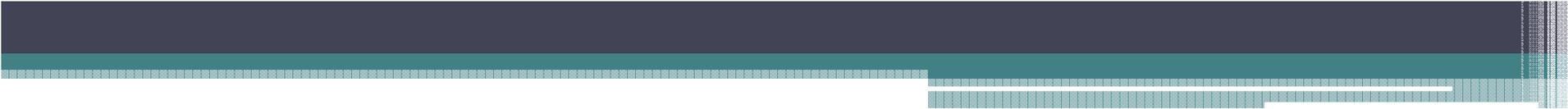
County Road 234 – 2008 EIG



IDENTIFYING PUBLIC WORKS CAPITAL PROJECTS AND FUTURE FUNDING NEEDS:

- The County currently has a backlog of capital Public Works projects, in part the result of rapid growth in the past that exceeded our ability to fund needed improvements.
- The County has in the past twenty years reconstructed many County Roads, most notably County Roads 240, 234, and 213, and most major reconstruction projects incorporate the latest design standards including improvements to both the horizontal and vertical alignment and paved shoulders. The cost of major reconstruction projects can vary from \$750,000 to over \$1,500,000 per mile depending on the type of construction and other design constraints which may include, retaining walls, major drainage improvements, and in some cases significant utility relocations.

Another significant challenge is the lack of a consistent right-of-way or road easement. Many of our rights-of-way are considered “prescriptive easements” or rights established by use over time and in many cases are just wide enough to accommodate the historic road width.

- 
- A chip seal surface treatment, is typically considered road maintenance and recommended on average every seven years to ten years to extend the service life of asphalt pavement. This intermediate surface treatment maintains surface friction and helps to seal micro cracks that if left unsealed can expand through freeze thaw cycles leading to potholes and degradation of the pavement and road base.
 - Resurfacing or overlaying a paved road with two to three inches or more of asphalt pavement is considered a capital project usually required every twenty to thirty years to add strength and prolong the pavement life, this can also restore the ride quality, surface drainage, and restore the skid-resistance to a pavement polished by traffic. The cost of typical asphalt overlays is in the range of \$350,000 to \$400,000 per mile.
 - When improved, gravel roads may be surfaced with a chip seal or asphalt pavement. Chip sealing a gravel road can provide a durable all weather surface depending on the volume and type of traffic for significantly less cost than conventional asphalt paving and may be sufficient for a long term or as an intermediate improvement.

BRIDGES

- The County has forty-eight “off-system” bridges, defined as having a span of twenty feet or greater. The inspection of off-system bridges are conducted every two years funded by a Federal Highway Administration program administered by the Colorado Department of Transportation.
- It is usually apparent when a bridge starts to decline and load posting (weight restrictions) is one obvious sign of an aging or non-maintained bridge. Narrow bridge decks with minimal or no shoulders are another indicator of an older “functionally obsolete” bridge.



Lightner Creek Bridge – 2013
FHWA Bridge Grant

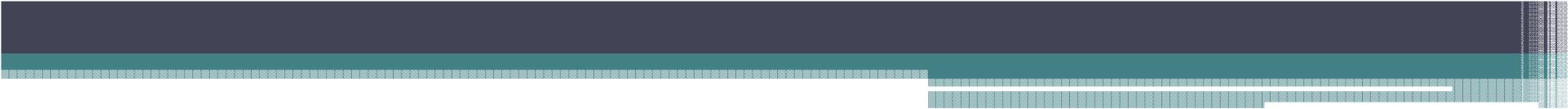


CR 527 Saul's Creek Bridge – 2008



New Saul's Creek Bridge – 2009
FHWA & Energy Impact Grant

- **Roads** are usually less noticeable as they start to fail and in many cases may not be apparent until pot holes appear and by then the road most likely needs to be reconstructed. As the volume of traffic increases on a road, the level of service may decline as the result of narrow lanes, poor geometry limiting sight distance, and narrow or no shoulders providing minimal opportunity to recover if a vehicle momentarily leaves the travel lane. Transportation studies are typically conducted every five to seven years in growing communities and are used in part to identify existing and future levels of service and to identify and prioritize projects that will help to safely accommodate existing and future traffic.
- La Plata County has completed a number of studies over the past fifteen years providing us with a fairly good understanding of our infrastructure deficiencies and needed safety improvements to accommodate current traffic and future growth. Our challenge is to determine how to fund future improvements as well as continue to fund maintenance of existing infrastructure. The current draft of the 2015 to 2024 (Ten-Year) Capital Improvement Plan for the Organizational Development Initiative (ODI) identified just over \$60,000,000 of capital Public Works projects or an average of \$6,000,000 per year. Realizing funding at that level with existing revenues is not possible, our next challenge will be to further prioritize these projects based on the level of funding that can be supported.

- 
- The June 2, 2006 - 2030 Transportation Integrated Plan (2030 TRIP) identified: \$82,064,000 of road improvements, including \$6,475,000 of Intersection improvements for a twenty-five year project total of \$88,539,000, or \$3,541,560 per year average.
 - The 1999 Comprehensive Traffic Study identified twenty years of improvements including; \$31,460,000 in efficiency improvements, \$195,900,000 capacity road improvements, \$12,800,000 major safety improvements, for a total estimate of \$240,160,000. Realizing funding limitations, this amount was "pared down" to \$62,600,000 to meet "anticipated funding limits". Again providing an annual average of \$3,130,000.

PUBLIC WORKS 2015 – 2024 CAPITAL IMPROVEMENT PLAN – ROAD PROJECTS

Organizational Development Initiative (ODI) 2015 - 2024 Capital Improvement Plan - Transportation Projects													
Proj ID	Ten Year Road Reconstruction	length miles	Est. 10-yr Total	5 YEAR CIP					10 YEAR CIP				
				2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
CR 251 / CR 250 (Urban-Improv)*	0.7	\$2,500,000	\$1,000,000	\$1,500,000									
CR 233 - East end to CR 234	0.8	\$3,500,000		\$3,500,000									
CR 141, CR 142 west to CR 210	0.6	\$450,000			\$450,000								
CR 141, CR 210 west to CR 125 (see intersections)	0.6	\$450,000				\$450,000							
Hermosa Meadows Rd (9R & HOA partner)	0.4	\$810,000			\$810,000								
CR 301 - CR 302 south to CR 300, Gravel Pit	1.0	\$700,000				\$700,000							
CR 517 Urban Improvements	0.8	\$1,600,000				\$1,600,000							
CR 228 West End - CR 234 to pavement**	1.5	\$1,600,000					\$1,600,000						
CR 234, CR 237 to CR 225 (see Bridge proj.)	1.3	\$3,050,000						\$3,050,000					
CR 214 gravel to pavement**	0.8	\$574,000							\$574,000				
CR 234, CR 228 to US 160 (CR 234A-Inter)	0.9	\$1,750,000							\$1,750,000				
CR 214 Reconstruct Slip Area - Ret. Walls/Drains	0.1	\$400,000								\$400,000			
CR 509, from CR 510 north to Dry Creek**	0.3	\$240,000								\$240,000			
CR 218 - Sunny side Elementary School - Urban	0.2	\$350,000								\$350,000			
CR 120 (GCC - Traffic) Paved section*	2.5	\$1,743,000								\$1,743,000			
CR 510 - East end, CR 513 to 509**	6.1	\$5,000,000									\$5,000,000		
CR 120 (GCC - Traffic) Gravel Section**	4.0	\$2,800,000										\$2,800,000	
Ten Year Total	22.4	\$27,517,000	\$1,000,000	\$5,000,000	\$1,260,000	\$2,750,000	\$1,600,000	\$3,050,000	\$2,324,000	\$2,733,000	\$5,000,000	\$2,800,000	
Potential Road Projects beyond 10 years													
CR 204-Junction Creek Rd. (2 year project)	2.6	\$4,400,000											
CR 125 - CR 141 to Srfch, Pave of double pin	3.8	\$2,660,000											
CR 141 US 160 to CR 142 - ret. Walls	3.1	\$4,650,000											
CR 234 - CR 240 south to "Brown's Drop-off"	0.8	\$560,000											
CR 309A Srfch to CR 318**	4.4	\$3,101,000											
CR 225 Srfch to CR 234** major	1.8	\$2,625,000											
CR 220 US 550 to CR 301**	1.3	\$896,000											
CR 220 CR 301 to SH 172**	1.4	\$980,000											
CR 228 to CR 502**	3.3	\$2,338,000											
CR 311 CR 314 to SH 172**	2.5	\$1,778,000											
CR 502 CR 505 to CR 504**	2.8	\$1,925,000											
CR 301 - CR 220 south to CR 302	3.1	\$2,191,000											
CR 509 - south to SH 172	3.2	\$2,240,000											
CR 513 - SH 172 to CR 510	2.5	\$1,736,000											
CR 330 - SH 151 to State Line	4.5	\$3,150,000											
Road Reconstruction Total - beyond 10 Years	63.5	\$35,230,000											

Notes: Srfch = surface change, usually asphalt to gravel.

The estimated project costs does not include identification of, funding partners, grants, or use of other available funds.

Project dates, year scheduled is based on previous 5 year CIP's, 2012 Asphalt Road PASER, the 2013 Gravel Road PASER, and in some cases a best guess where other funding partners may be involved.

County Road 251 (aka 32nd Street) Will not be scheduled until a formal agreement is reached between City and County on cost share and annexation. Date shown is best estimate.

Hermosa Meadows Road project dependent on County agreements with stakeholders prior to design and construction. Total cost shown, county cost estm. at 1/3 total. Date shown is best estimate.

Project costs in 2014 dollars, not adjusted for inflation. "Bikeable shoulders" will be included in reconstruction of arterial and collector roads.

Some reconstruction projects identified as possible Full Depth Reclamation (FDR) est. at \$700,000 / mile. Major reconstruction est., at \$1,500,000 / mile. Actual est. used where available.

*Projects identified in the 2012 Asphalt PASER (5-year plan) - reconstructed asphalt road projects - projects dates as suggested in Asphalt PASER

** Projects identified in the 2013 Gravel PASER - gravel road to paved road projects - project dates not identified in the Gravel PASER



PUBLIC WORKS 2015 - 2024 CAPITAL IMPROVEMENT PLAN - ASPHALT OVERLAYS

Organizational Development Initiative (ODI) 2015 - 2024 Capital Improvement Plan - Transportation Projects													
Proj. ID	Ten Year Paving - Overlay Projects	length miles	Estimated Total	5 YEAR CIP					10 YEAR CIP				
				2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	CR 502 - US 160 to CR 505, PR 4	2.3	\$784,000	\$784,000									
	CR 203 - US 550 2.36 miles north, PR 4	2.4	\$850,000		\$850,000								
	CR 252 - US 550 to CR 250, PR 4	0.9	\$280,000		\$280,000								
	CR 305 srfch to CR 302, PR 4	0.7	\$310,000		\$310,000								
	CR 203 - 2.36 miles north of 550 to CR 252, PR 4	2.4	\$890,000			\$890,000							
	CR 250 - CR 254 to CR 252, PR 4 (spot paving 4 mi.)	6.1	\$1,360,000			\$1,360,000							
	CR 222 - Ranchos Florida to CR 510, PR 4	0.6	\$180,000				\$180,000						
	CR 210 - CR 141 to CR 212. Lake Impact-cost share	4.0	\$1,600,000				\$1,600,000						
	CR 203 - CR 252 to US 550, PR 5	2.1	\$820,000					\$820,000					
	CR 142 - CR 141 to Sprg Road, PR 5	0.7	\$260,000					\$260,000					
	CR 318 - CR 311 to J Road, PR 5	2.5	\$1,040,000						\$1,040,000				
	CR 240 - CR 234 to 240a, PR 5 - 6	2.1	\$662,000						\$662,000				
	CR 240 - CR 245 to 243, PR 6	2.3	\$860,000							\$860,000			
	CR 141 - CR 126 to CR 136, PR 6	2.0	\$740,000								\$740,000		
	CR 240 - 246 to 245, PR 6	2.0	\$730,000									\$730,000	
	CR 141 - SH 140 to CR 126, PR 6	1.4	\$530,000										\$530,000
	Ten Year Total	34.3	\$11,896,000	\$784,000	\$1,440,000	\$2,250,000	\$1,780,000	\$1,080,000	\$1,702,000	\$860,000	\$740,000	\$730,000	\$530,000
	Potential Overlay Projects beyond 10 years												
	CR 120 West - CR 122 to CR 116	1.0	\$350,000										
	CR 501 - Chamber to CR 510A	4.0	\$1,400,000										
	CR 243 End of asphalt to USFS	3.5	\$1,225,000										
	CR 309 - SH 172 to CR 309A	1.4	\$472,500										
	Overlay Total - beyond 10 Years		\$3,447,500										
Notes: Srfch = surface change, usually asphalt to gravel. PR = PASER Rating, scale 1 to 10, with 10 = new road.													
Some asphalt overlay projects may be suitable for chip seal application at lower cost depending on road grades and volume and type of traffic.													
Typical overlay estimate varies from \$350,000 to \$400,000 per mile depending on road width and condition. Cost estimates where provided in Asphalt PASER used.													
Project dates, year scheduled is based on previous 5 year CIP's, 2012 Asphalt Road PASER, the 2013 Gravel Road PASER, and in some cases a best guess where other funding partners may be involved.													
The 2012 asphalt PASER identified the above paving projects over a 5-year period, 2013-2017. These project were re-prioritized over the above defined 10-year period.													
Project costs in 2014 dollars, not adjusted for inflation.													

PUBLIC WORKS 2015 - 2024 CAPITAL IMPROVEMENT PLAN - INTERSECTIONS

Organizational Development Initiative (ODI) 2015 - 2024 Capital Improvement Plan - Transportation Projects												
Proj. ID	Ten Year Intersection Projects	Estimated Total Project	5 YEAR CIP					10 YEAR CIP				
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	SH 172 - SH 151, Ignacio, RAMP project, cost share	\$180,000	\$180,000									
2	CR 141 - CR 142 Rafter J (see also reconstruction-FDR)	\$500,000	\$500,000									
3	CR 223 - CR 225, realignment of dominate CR 225	\$350,000		\$350,000								
4	CR 509 - Bayfield Pkwy, limited sight distance	\$100,000			\$100,000							
5	CR 229 - US 160 - Right-in, right-out*	\$750,000				\$750,000						
6	SH 172 - CR 309A, Airport Road Intersection reloc.	\$5,000,000					\$5,000,000					
7	CR 240 - CR 243, Helen's Store/Inter-Slide Mitigation	\$1,500,000						\$1,500,000				
8	CR 501 - CR 502 - Possible Round-about	\$1,200,000							\$1,200,000			
9	CR 501 - CR 240 (2030 TRIP)	\$750,000								\$750,000		
10	CR 240 - CR 245 (2030 TRIP)	\$750,000									\$750,000	
11	CR 234 - CR 225 (2030 TRIP)	\$750,000										\$750,000
12	CR 225 - CR 228 (2030 TRIP)	\$750,000										\$750,000
Ten Year Total		\$12,580,000	\$680,000	\$350,000	\$100,000	\$750,000	\$5,000,000	\$1,500,000	\$1,200,000	\$750,000	\$750,000	\$1,500,000
Potential Intersection Projects beyond 10 years												
	CR 521 - SH 151 IACAP identified project (BIA) HES?	\$1,500,000										
	CR 301 - CR 302 gravel pit impact	\$750,000										
	CR 318 - CR 309A Airport traffic - when CR 309A impr.	\$1,500,000										
	CR 318 - CR 310 energy impacts	\$1,200,000										
	US 160 - CR 526 energy impacts	\$2,500,000										
Intersection Total - beyond 10 Years		\$7,450,000										
Notes:												
*State Highway 160 and CR 229 intersection included as project has been discussed by State and County as possible Hazard Elimination System grant. Other SH / CR intersections not listed.												
Numerous State Highway - County Road intersection projects identified in the US 160 EIS and US 550 EA not included in this CIP as CDOT will most likely set the schedule and take the lead.												
CR 250 - 243, Helen's Store intersection improvements will have to include some slide mitigation work to accommodate intersection improvements.												
Current levels of service and signal warrants at high ADT County Road intersections not sufficient at this time to justify signalization. Future traffic signals potentially 10 years or more out.												
Intersection priorities as set by Public Works staff, February 2014. Project costs in 2014 dollars, not adjusted for inflation.												

PUBLIC WORKS 2015 - 2024 CAPITAL IMPROVEMENT PLAN - BRIDGES

Organizational Development Initiative (ODI) 2015 - 2024 Capital Improvement Plan - Transportation Projects												
Proj. ID	Ten Year Bridge & Major Drainage Projects	Est. 10-yr Total	5 YEAR CIP					10 YEAR CIP				
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	CR 141 Jack and Bore, 18" & 36" Replacement*	\$150,000	\$150,000									
2	CR 501 Vallecito Creek Bdg, Maint. Work SR 50.8**	\$500,000		\$500,000								
3	CR 234 Florida Farmer's Canal Bdg, SR 74.2*	\$750,000			\$750,000							
4	CR 321 Tiffany Draw NR , abutments failed	\$850,000				\$850,000						
5	CR 228 Florida Farmer's Canal Bdg, SR 72.2**	\$750,000					\$750,000					
6	CR 314 Rock Creek Bdg, NR , under 20'*	\$1,000,000						\$1,000,000				
7	CR 245 Florida River Bdg., new bridge deck, SR 76.4**	\$250,000							\$250,000			
8	CR 334 Morrison Ditch, NR	\$850,000							\$850,000			
9	CR 334 Allison Ditch Bdg, load restricted, SR 55.1*	\$750,000								\$750,000		
10	CR 122 La Plata River Bdg, load restricted, SR 47.1*	\$1,500,000									\$1,500,000	
11	CR 522 Ute Creek, NR	\$850,000										\$850,000
	Ten Year Total	\$8,200,000	\$150,000	\$500,000	\$750,000	\$850,000	\$750,000	\$1,000,000	\$1,100,000	\$750,000	\$1,500,000	\$850,000
	Potential Bridge Projects beyond 10 years											
	CR 516 King Ditch, NR	\$750,000										
	CR 509 King Ditch, NR	\$750,000										
	CR 521 Beaver Creek, NR	\$750,000										
	CR 502 - Ditch crossing, NR	\$500,000										
	Bridge Total - beyond 10 Years	\$2,750,000										

Notes: Bridge = Bdg.
 * Single asterisk indicates structure replacement, ** double asterisk indicates major bridge maintenance.
 SR = sufficiency rating, National bridge rating scale. 1 to 100, with 100 for new bridge.
 NR = not rated, bridges under 20 feet in span typically not rated by State.
 Placeholder for small bridge inventory to be completed upon completion of small bridge inventory in March 2014. Project costs in 2014 dollars, not adjusted for inflation.

PUBLIC WORKS 2015 - 2024 CAPITAL IMPROVEMENT PLAN - SUMMARY

Organizational Development Initiative (ODI) 2015 - 2024 Capital Improvement Plan - Transportation Projects												
			5 YEAR CIP					10 YEAR CIP				
Sheet	Public Works Ten Year Capital Summary	Est. 10-YR TOTAL	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1	Road Reconstruction	\$27,517,000	\$1,000,000	\$5,000,000	\$1,260,000	\$2,750,000	\$1,600,000	\$3,050,000	\$2,324,000	\$2,733,000	\$5,000,000	\$2,800,000
2	Paving - Overlay Projects	\$11,896,000	\$784,000	\$1,440,000	\$2,250,000	\$1,780,000	\$1,080,000	\$1,702,000	\$860,000	\$740,000	\$730,000	\$530,000
3	Intersection Projects	\$12,580,000	\$680,000	\$350,000	\$100,000	\$750,000	\$5,000,000	\$1,500,000	\$1,200,000	\$750,000	\$750,000	\$1,500,000
4	Bridge & Major Drainage Projects	\$8,200,000	\$150,000	\$500,000	\$750,000	\$850,000	\$750,000	\$1,000,000	\$1,100,000	\$750,000	\$1,500,000	\$850,000
	Ten Year Total	\$60,193,000	\$2,614,000	\$7,290,000	\$4,360,000	\$6,130,000	\$8,430,000	\$7,252,000	\$5,484,000	\$4,973,000	\$7,980,000	\$5,680,000
	Potential Capital Projects beyond 10 years	BEYOND 10 YEARS										
1	Road Reconstruction	\$35,230,000										
2	Paving - Overlay Projects	\$3,447,500										
3	Intersection Projects	\$7,450,000										
4	Bridge & Major Drainage Projects	\$2,750,000										
	Total Beyond 10 Years	\$48,877,500										
Notes:												
<p>2030 TRIP projected costs: As a comparison, the June 2, 2006 - 2030 Transportation Integrated Plan (2030 TRIP) identified; \$82,064,000 of road improvements, \$6,475,000 of Intersection improvements for a 25 year project total of \$88,539,000. The study also provided a cost estimate for Ewing Mesa Road at \$18,349,000, not included in the 2030 TRIP total.</p>												
<p>1999 Comprehensive Traffic Study: The 1999 Comprehensive Traffic Study identified 20 years of improvements including; \$31,460,000 in efficiency improvements, \$195,900,000 capacity road improvements (and prioritized these to , \$12,800,000 major safety improvements, for a total estimate of \$240,160,000. Realizing funding limitations this amount was "pared down" to \$62,600,000 to meet "anticipated funding limits".</p>												
Project costs in 2014 dollars, not adjusted for inflation.												

Summary Transportation Capital & Facilities Capital Costs

Organizational Development Initiative (ODI) 2015 - 2024 Capital Improvement Plan											
General Services Facilities - Capital & Capital Maintenance / Public Works Transportation											
		5 YEAR CIP					10 YEAR CIP				
Capital Improvement Plans	Est. 10-YR TOTAL *	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Facilities Capital Plan	\$53,135,000	\$3,944,000	\$20,700,000	\$2,787,000		\$840,000	\$13,200,000		\$864,000	\$10,800,000	
Facilities Capital Maintenance	\$3,207,577	\$726,700	\$218,500	\$242,000	\$236,274	\$206,200	\$187,200	\$568,800	\$360,500	\$180,235	\$281,168
Transportation Capital Improvement Plan	\$60,193,000	\$2,614,000	\$7,290,000	\$4,360,000	\$6,130,000	\$8,430,000	\$7,252,000	\$5,484,000	\$4,973,000	\$7,980,000	\$5,680,000
Ten Year Total	\$116,535,577	\$7,284,700	\$28,208,500	\$7,389,000	\$6,366,274	\$9,476,200	\$20,639,200	\$6,052,800	\$6,197,500	\$18,960,235	\$5,961,168
*Project costs in 2014 dollars, not adjusted for inflation.											

To Date and Next Steps

- The following is the schedule of past and future meetings to assist in finalizing capital plans for the future of County facilities and infrastructure.
- 5/22 Present PowerPoint to Long Term Finance Committee (LTFC)
- LTFC meet to discuss R&B Forecasting, funding, financing
- LTFC meet to develop funding/financing recommendations for BOCC
- BOCC meet to consider LTFC recommendations regarding funding/financing
- BOCC meet to continue consideration of LTFC recommendations regarding funding/financing Capital Plan and provide direction to staff.