



Town of Johnstown

TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

AGENDA DATE: March 8, 2021

SUBJECT: Sanitary Sewer Interceptor Phase 2

ATTACHEMENTS: Preliminary Sanitary Design Alternative (3)

PRESENTED BY: Marco Carani, PW Director

Phase 2 design of the CMaR interceptor project is underway. Initially and as presented in July 2019, the most appropriate design alternative appeared to be to the east of Clearview lift station and gravity feed the sewer line east on Centennial Drive. The gravity line would ultimately tie in the new lift station on CR 46.5 (Phase 1 awarded March 1, 2021). This construction accommodates collection areas including Johnstown Village (Mallard Ridge), the new High School site and areas west of Clearview.

Upon preliminary submittal from the Granary and initial interest of development from the Sauers' property south of the planned high school, Town Staff and our contract engineer team, IMEG evaluated additional alternatives to be able to supply service to them more effectively, as well as other parcels to the south of CR 46.

Attached are 3+ alternatives that have been evaluated and are briefly described below. Also included are preliminary cost estimates for each of the options.

Option 1: This project would include the original construction of the intended line that runs parallel to the GWRR. To accommodate additional land to the south it would add a lift station at WCR 46.5 and WCR 13. Finally, it would also include an interceptor to accommodate Riverbend and a few areas immediately south of WCR 17 and WRC 46.

Option 1 Cost: \$10,473,000. Without the Riverbend line \$8,513,000

Option 2: This project would establish a new interceptor at WCR 13 and WCR 46 and run east to WCR 17, then travel predominately north to the new lift station as approved in Phase 1. Also, to eliminate the Clearview Lift Station, a line would be constructed from the lift station and travel east to WCR 15, then head south to the new line construction on WCR 46.

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Option 2 Cost: \$9,763,000

Option 2A: This option is the same as Option 2 with the exception of the sewer line running down WCR 15. Instead, the line would run through the Granary subdivision (see red line alternative).

Option 2A Cost: \$8,164,000

NOTE on Options 2 and 2A: The section labeled as Riverbend extension is subject to soil conditions as it parallels the Little Thompson. If conditions are not satisfactory, it could change the project cost by approximately \$600,000 having to run the line up Parish Avenue for more appropriate construction conditions.

Option 3: This project alternative would establish a new interceptor at WCR 13 and WCR 46 and run east to WCR 17, then travel predominately north to the new lift station as approved in Phase 1. It would also include the section eliminating the Clearview Lift Station and running a sanitary line to connect into Centennial Drive as originally contemplated in the July 2019 conceptual plans.

Option 3 Cost: \$9,799,000

Initially, the cost for this project as approved in FY 2021 is \$5,000,000 for construction of this project section. While the estimates provided based on the alternatives will go up considerably, it will also be offset with the additional reasonable access of the sanitary sewer to an additional roughly 400 acres of land that otherwise may have only been developed with the inclusion of lift stations into the system – a design feature we are trying to avoid given the maintenance costs of these facilities. Furthermore, with the recent adoption of the Regional Sewer Fee, this added cost will be offset by the additional revenue generated in the to be developed acres.

Staff recommendation as part of this discussion is to continue forward with alternative 2A.