

# DP ROAD PHASE II

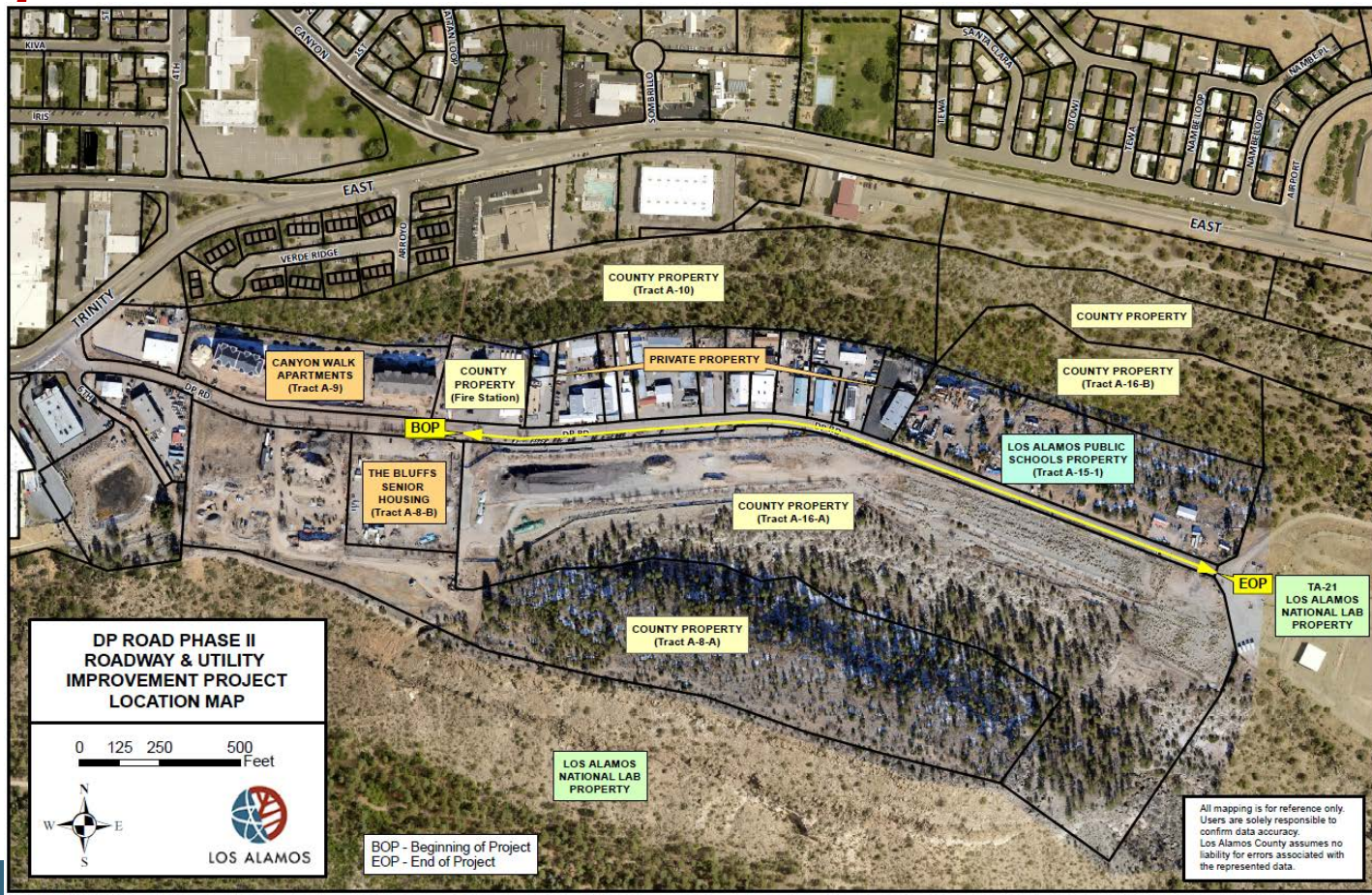
## Roadway and Utility Infrastructure Project Conceptual Design Alternatives

Incorporated County of Los Alamos

Public Works Department  
Department of Public Utilities  
Wilson & Company

June 3, 2021

# Project Location



# Supports Council Strategic Goals

- Enhancing support and opportunities for the local business environment.
- Improve utilization and aesthetics of vacant buildings and properties.
- Expand transportation and mobility options and address parking challenges
- Investing in infrastructure

# Project Purpose & Desired Results

- Infrastructure Improvement to support Economic Development
- To support existing and future businesses on DP Road

# Project Funding

- \$4.5 million in CIP Economic Development Funds appropriated in FY2021 for Design & Construction

# Project Scope

- **Utilities**

- New 12" Waterline and Service Connections
- New 6" Gas Line and Service Connections
- New 8" Sanitary Sewer, Gravity and Force-main Lines and Lift Station. (More details on next slide)
- New Electric system from 135 to 278 DP Road
- Fiber and Communication upgrades where necessary

# Project Scope

- **Sanitary Sewer**

- A sewer stub-out will be provided to the property line for each lot.
- Existing property owners will not be required, but are encouraged, to hook up to the new sewer system.
- Property owners are responsible for the plumbing modifications within their property to connect to the new sewer.
- Commercial sewer rates are \$21.04 per 1,000 gallons of metered water use - for billings processed after September 30, 2021.

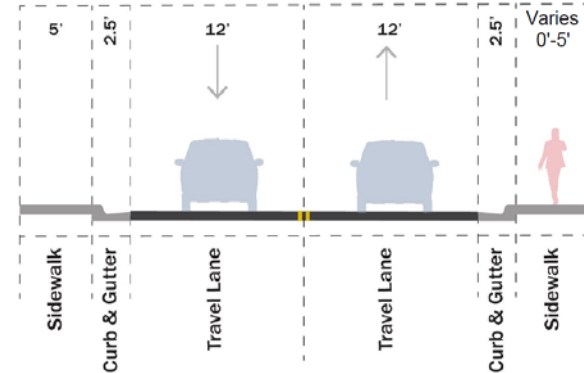
# Project Scope

- **Roadway Reconstruction**

- Continuation of two-lane cross section established with Phase I

- Two 12ft Travel Lanes
    - Curb & Gutter (mountable on north side)
    - Sidewalk
    - Street Lighting
    - Storm Drain System
    - Cul-de-sac turnaround at eastern end

- Parking Alternatives (south side)





# Proposed Schedule

- Design Kick-off– February 2021
- **Evaluation of Parking Area Alternatives – May/June 2021**
- Final Design Completion – December 2021
- Construction Bid and Award – January/March 2022
- Construction Start – April 2022
- Construction Completion – November 2022

# Project Challenges

- Construction phasing will require careful consideration to minimize disruption to existing businesses.
- Proposed Development for Tract A-16 yet to be determined.
- Parking

# Parking Area Alternatives

- Existing Condition/No-build Alternative
- Parking Alternative I – Lot Style Parking
- Parking Alternative II – Lot Style Parking with Sidewalk
- Parking Alternative III – Head-in Angled Parking
- Parking Alternative IV – Back-in Angled Parking
- Parking Alternative V – Parallel Parking
- Evaluation Factors
  - Cost
  - Number Spaces
  - Safety & Access
  - Utilities
  - Impact to Adjacent Tract A-16
  - Maintenance

# Parking Area Existing Condition/No-build Alternative



# Parking Area Existing Condition/No-build Alternative

- Currently 59 Parking Spaces varying in orientation from 30, 60 and 90 degrees
- Base Course type material surface

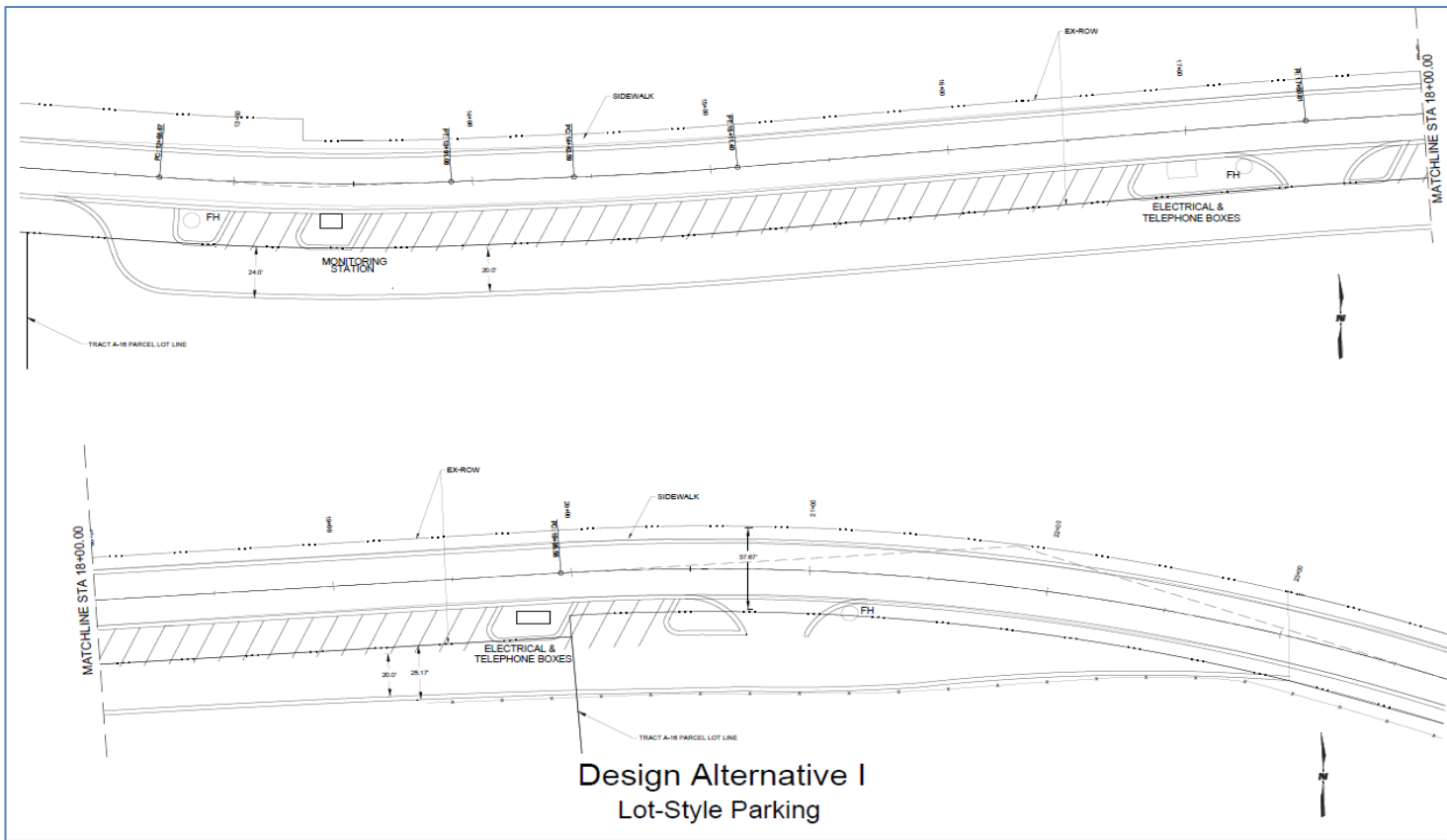
## **Pros:**

- Provides 59 parking spaces
- No Utility relocations needed
- Parking maneuvers separated from DP Road
- Allows flexibility for future development access for Track A-16

## **Cons:**

- Encroaches Tract A-16 Property Line – Reduces Property Boundary by approx. 24 ft. requiring a lot line adjustment
- Does not address pedestrian accessibility & safety
- Parking egress and ingress not clearly defined
- Existing Utilities and air monitoring stations not adequately protected
- Erosion and maintenance

## Parking Area Alternative I



# Parking Area Alternative 1

- Formalizes existing condition
- Provides approximately 51 Parking Spaces in a 60 degree orientation
- Provides no sidewalk on the south side of DP Road
- Conceptual Cost = \$280k

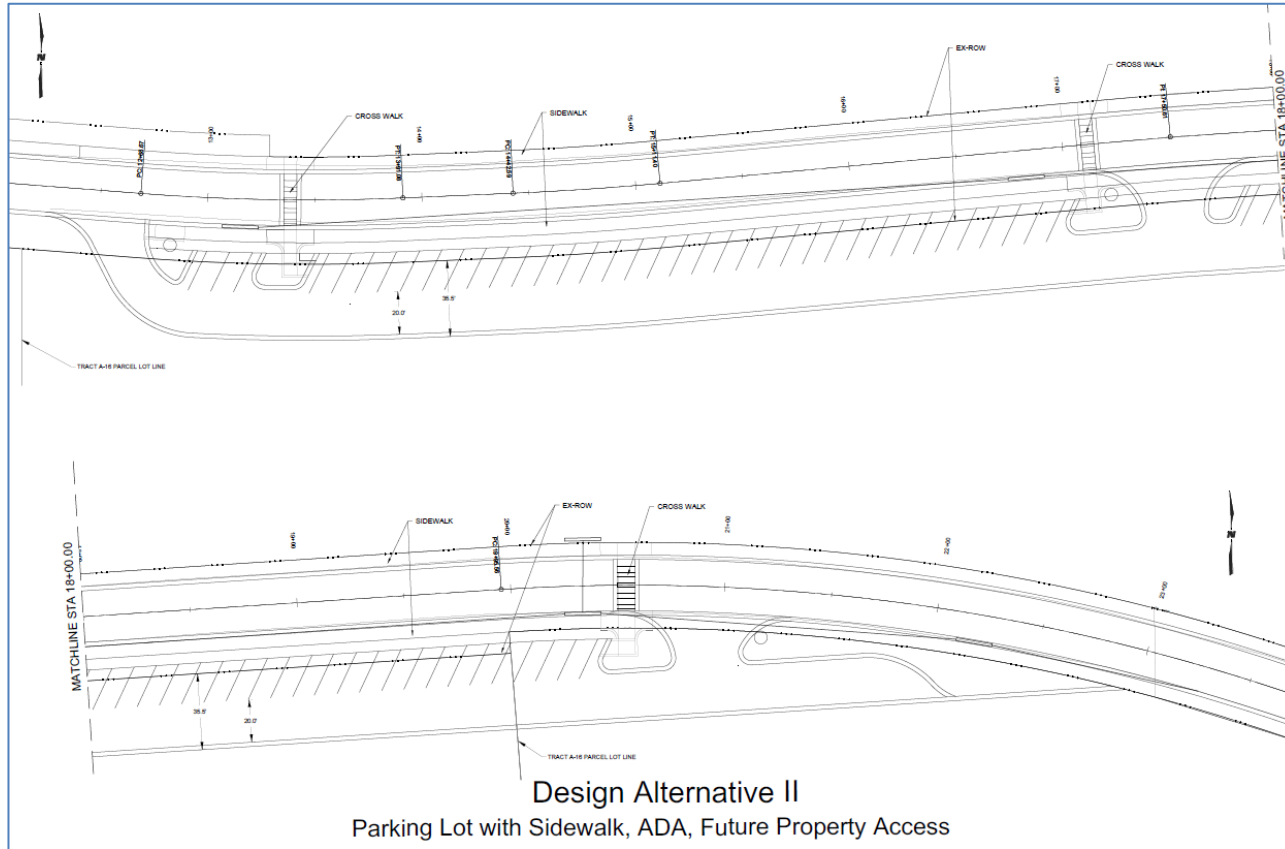
## **Pros:**

- Provides 51 parking spaces
- Parking maneuvers separated from DP Road
- Parking egress and ingress clearly defined
- No Utility relocations needed
- Provides protection for utilities and air monitoring stations
- Provides locations for access into Tract A-16

## **Cons:**

- Encroaches Tract A-16 Property Line – Reduces Property Boundary by approx. 24 ft. requiring a lot line adjustment
- Does not address pedestrian accessibility & safety
- Additional drainage structures needed

# Parking Area Alternative II





# Parking Area Alternative II

- Formalizes existing condition
- Provides approximately 52 Parking Spaces in a 60 degree orientation
- Provides for a sidewalk on the south side of DP Road ‘
- Conceptual Cost = \$379k

## **Pros:**

- Provides 52 parking spaces
- Parking maneuvers separated from DP Road
- Parking egress and ingress clearly defined
- Addresses pedestrian accessibility & Safety
- Provides protection for utilities and air monitoring stations
- Provides locations for access into Tract A-16

## **Cons:**

- Encroaches Tract A-16 Property Line – Reduces Property Boundary by approx. 32 ft. requiring a lot line adjustment
- Utilities will need to be relocated
- Additional drainage structures needed



# Parking Area Alternative III

- On-street pull-in angled parking provides 50 Parking Spaces in a 60 degree orientation
- Potential to add 5ft sidewalk and crosswalks
- Conceptual Cost = \$212k

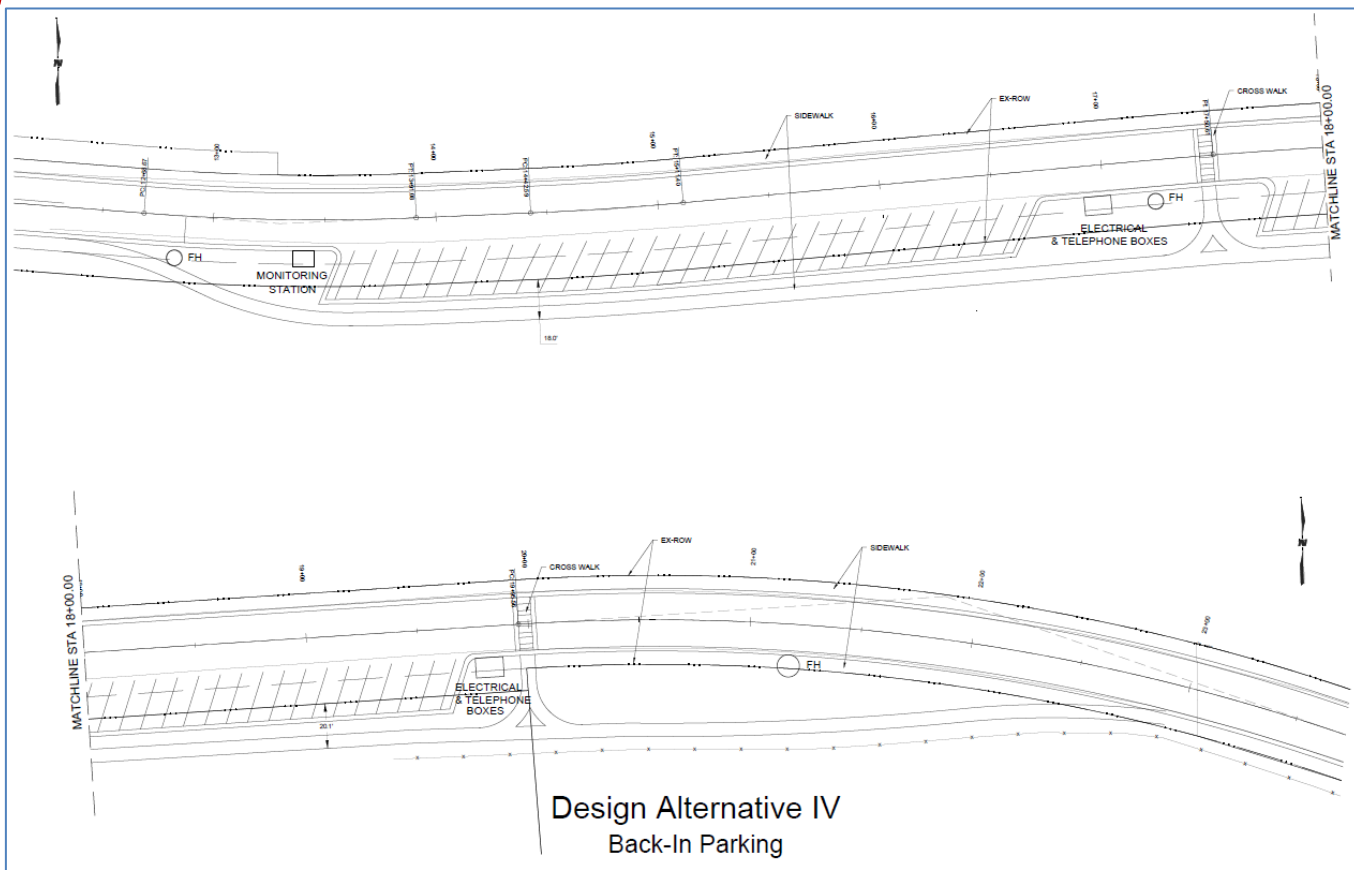
## **Pros:**

- Provides 50 parking spaces
- Parking egress and ingress clearly defined
- Provides protection for utilities and air monitoring stations
- Sidewalk and crosswalks could be added to address pedestrian accessibility & safety

## **Cons:**

- Encroaches Tract A-16 Property Line – Reduces Property Boundary by approx. 18 ft. with sidewalk requiring a lot line adjustment
- Parking maneuvers made from DP Road
- Vehicle loading and unloading occurs in the street
- Exiting vehicles will need to reverse direction
- Provides no locations for access into Tract A-16

# Parking Area Alternative IV



# Parking Area Alternative IV

- On-street back-in angled parking providing 48 Parking Spaces in a 60 degree orientation
- Potential to add 5ft sidewalk and crosswalks
- Conceptual Cost = \$212k

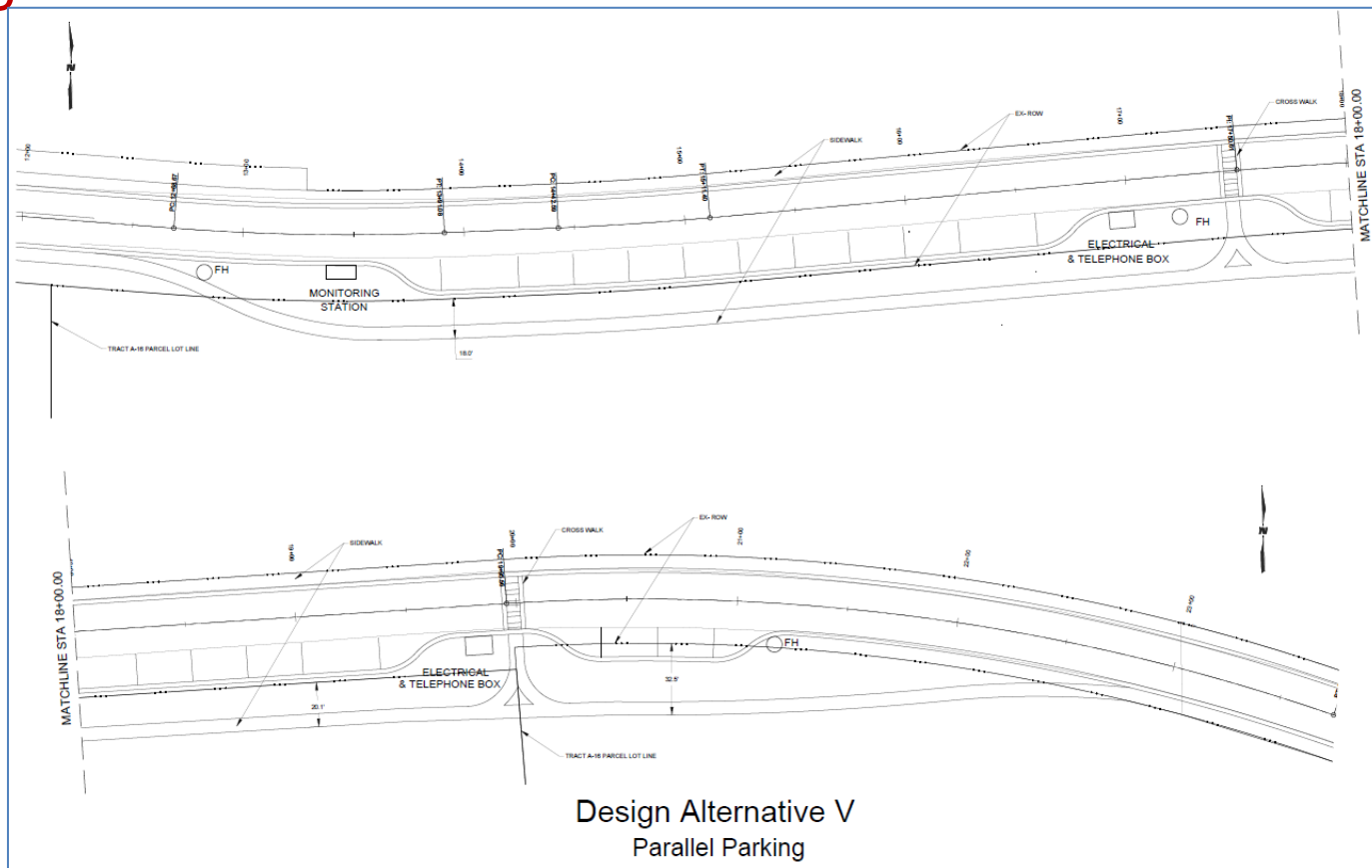
## **Pros:**

- Provides 48 parking spaces
- Parking egress and ingress clearly defined
- Provides protection for utilities and air monitoring stations
- Sidewalk and crosswalks could be added to address pedestrian accessibility & safety
- Vehicle loading and unloading occurs at the curb/sidewalk

## **Cons:**

- Encroaches Tract A-16 Property Line – Reduces Property Boundary by approx. 18 ft. with sidewalk requiring a lot line adjustment
- Parking maneuvers made from DP Road
- Unfamiliar parking maneuver
- Vehicle loading and unloading occurs in the street
- Exiting vehicles will need to reverse direction
- Provides no locations for access into Tract A-16

# Parking Area Alternative V



# Parking Area Alternative V

- On-street parallel parking providing 17 Parking Spaces
- Potential to add 5ft sidewalk and crosswalks
- Conceptual Cost = \$158k

## **Pros:**

- Does not encroach Tract A-16 Property Line – No lot line adjustment required
- Minimizes right of way (ROW) needed from Tract A-16 (Approx 5ft with sidewalk)
- Parking egress and ingress clearly defined
- Provides protection for utilities and air monitoring stations
- Sidewalk and crosswalks could be added to address pedestrian accessibility & safety

## **Cons:**

- Provides 17 parking spaces
- Parking maneuvers made from DP Road
- Exiting vehicles will need to reverse direction
- Provides no locations for access into Tract A-16

# Public Information & Involvement

- June 3, 2021: T-Board Presentation & Feedback
- June 17, 2021: Public Comment due by COB
- August 2021: Preliminary Engineering Design Review
- November/December 2021: Final Design Review
- March 2022: Preconstruction Meeting



# Comments / Contacts:

Please submit all comments by **June 17, 2021** to:

Public Works Department

1000 Central Avenue, Suite 160

Los Alamos, NM 87544

or

Phone: (505) 662-8150; Fax: (505) 662-8109

Email comments to: [lacpw@lacnm.us](mailto:lacpw@lacnm.us)

# Questions?



# Thank you!

The Public Works and Public Utility Department staff thanks you for taking time out of your busy schedule to participate in the design and construction of this important public project!