

Shannon Eklund

From: Dave Corliss
Sent: Tuesday, April 7, 2020 1:42 PM
To: Town Council Direct
Cc: Daniel Sailer; Ryan Germeroth; Shannon Eklund
Subject: FW: Hwy86 (Founders)/Crowfoot Council Consent Item - PW Commission Discussion Items
Attachments: April 2020 Public Works Commission Follow Up.doc

Council – this provides some information on items on the Town Council consent agenda this evening, including questions that the Public Works Commission and Councilmember Johnson expressed, particularly on the engineering work item associated with the Founders/Crowfoot work that is to be completed this Spring. Let us know of questions. Shannon – please add this email and attachment to the item on the agenda this evening, thanks, Dave

From: Daniel Sailer <DSailer@crgov.com>
Sent: Tuesday, April 7, 2020 1:30 PM
To: Dave Corliss <DCorliss@crgov.com>
Cc: Brian Kelley <BKelley@crgov.com>; Ryan Germeroth <RGermeroth@crgov.com>; Aaron Monks <AMonks@crgov.com>
Subject: Hwy86 (Founders)/Crowfoot Council Consent Item - PW Commission Discussion Items

Hi Dave,

To assist with providing Council with some background on the Commission's discussion on this item last night, the team has pulled together the attached summary. We tried to be as direct/concise as possible. Please let me know if you have any questions or comments on this. I've also drafted the following email cover for Council for your use as desired:

Hello Councilmembers,

Last night the Public Works Commission held their first remote meeting. Like a lot of firsts during these COVID operational adjustments, there were a few technical issues but the team persevered. The following is a summary of the two items that are currently on the consent agenda to assist with some additional background information:

1. Plum Creek Parkway Construction Management Services Agreement: The Commission recommended that Town Council approve this item (unanimous). Some highlighted questions are summarized as follows:
 - a. Why a different firm than the design firm?: Answer-The qualifications provided by the independent consulting firm (Stanley) made them the best choice to provide these services. We have conducted construction management service contracts on past projects where both the design firm has completed these services, and an independent firm. Both models have worked well. We feel Stanley will do a good job on this project.
 - b. Where is the guardrail section located: To assist with minimizing vehicles from leaving the roadway, guardrail is being placed in a strategic location. The project manager's audio was not working so we were not able to pinpoint this location, but the following picture shows this. We plan to follow up with the Commission on this aspect:



2. Hwy 86 (Founders Pkwy)/Crowfoot Valley Road Project Quantities Adjustment: The Commission recommended that Town Council approve this item (4-1). There were a variety of questions from the Commission surrounding some of the items that are part of this project. Some of the audio issues we ran into prevented some of these from being answered in detail. We have pulled together the attached summary that addresses these that we will be following up with the Commissioners on.

Dan Sailer, P.E. | Director

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COVID-19 UPDATES: Find the latest COVID-19 updates from the Town and its government partners, including available community resources and information on how to Work With Us Online, at CRgov.com/COVID.



Public Works Engineering Division

"Design, Construct, & Preserve - Streets for All"

To: Public Works Commission

From: Aaron Monks, Project Manager

RE: Follow up on Item: Resolution Approving a Contract Amendment to the Task Order between the Town of Castle Rock and Kimley-Horn & Associates for Construction Administration and Inspection Services for the SH 86 Founders Parkway and Crowfoot Valley Road Intersection Improvement Project and for Prior Unbudgeted 2018 Expenses

Executive Summary

First, thank you for your patience last night as we dealt with a few technical issues that limited our abilities to provide some answers to specific questions that were raised. This memo is meant as a follow up to these items.

In summary, all items as part of this budget increase have been identified as necessary additions either already encountered during construction and addressed to keep the project moving, or are necessary to close out this project. They were all associated with unforeseen conditions that occurred during the project and would have needed to be paid for even if they had been identified during the design phase. The approval of these additional funds will assist with closing out this project in the most efficient manner. The following tables break out these various items.

Construction Related Items: Additional Budget Total: \$45,605

ITEM	ASSOCIATED COST	DESCRIPTION	NOTES
Detention Pond	\$24,760	Construction Management for the Detention at the corner of Crowfoot and Founders Pkwy	This was prior to the intersection improvement project
Tree Relocation and Maintenance	\$20,845	Relocate, plant new trees as a conditions to the ROW for the intersection Improvement project	Move existing trees and planted new tree on Metzler's property

Construction Management Items: Additional Budget Total: \$63,525

ITEM	ASSOCIATED COST	DESCRIPTION	NOTES
CDOT Fiber	\$16,170	Observe, Inspect, and Document the relocation of CDOT Signal Fiber	This was Critical Path of 14 contract days
Revision to Retaining Wall	\$10,395	Revise wall to eliminate narrowing of the sidewalk along Crowfoot Valley Drive	This was Critical Path of 9 contract days
Storm Sewer Modifications	\$31,185	Modifications to new and existing storm sewer to accommodate site conditions	This was Critical Path of 27 contract days

Subgrade Stabilization	\$5,775	Subgrade evaluation to stabilize prior to paving	This was Critical Path of 5 contract days
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Construction Management to Close Project Out items: Additional Budget Total: \$19,055

ITEM	ASSOCIATED COST	DESCRIPTION	NOTES
Close out Documents	\$19,055	Remaining work to complete required documents for CDOT Local Agency Close out	This work is after the Project is complete

The remainder of this memo provides some further details:

CDOT Fiber relocation: This required design work to provide the contractor plans to have the location surveyed in the approved location along Founders Pkwy. This accounted for 14 days of contract extension. This CDOT requirement was not addressed during design by CDOT, but is the responsibility of the Local Agency to expense because it is not a CDOT project.

Revision to the retaining wall on the west side of Crowfoot: This item was necessary to accommodate a better tie-in that would not create a narrowing of the sidewalk due to an angle point on the wall. This required design work to change the line work of the wall for survey. This created a delay of wall installation which was critical path for the project schedule of 9 contract days.

Modifications to Storm Sewer Infrastructure: Storm modifications were required at the intersection of Crowfoot and Founders to accommodate an unknown underdrain on Founders Pkwy. This underdrain was not discovered during reconnaissance for design and plans of the infrastructure was not provided to the design firm by the Town or CDOT. This modification required design work to relocate inlets for tie-ins. This accounted for 5 days of contract extension. Modifications to storm sewer infrastructure on the east side of Crowfoot was necessary to avoid the lowering of the 16" transmission water line. This required design work to change the sizing and grades of the storm sewer line, which was quicker than scheduling a transmission water line shutdown. This accounted for 10 days of contact extension, as this was critical path work. Modifications to the existing storm sewer on the west side of Crowfoot coming from the Timber Canyon area required that the retaining wall be moved to accommodate the new lane on Crowfoot which created a conflict with the storm sewer pipe. This accounted for 12 days of contract extension, as the wall installation was critical path work.

For the design items above, Kimley-Horn did not charge the Town for the design work required on the contract time extension, but inspection and testing was required as well as the required CDOT documentations.

Subgrade issues were observed along Founders Pkwy on the north side: The unstable subgrade was determined to be a result of poor backfill material in the existing utilities trenches. This is an unknown until the grade is excavated to the new pavement subgrade elevation and proofing rolling and testing is performed. Per the CDOT Local Agency requirements a recommendation is required from the Geotechnical firm for stabilizing the subgrade when industry standard subgrade processes do not work. This required an additional 5 days of contract extension and additional testing that was not anticipated in the original Construction Management contract.

Landscaping: When the Right-of-Way (ROW) needs were determinate for the intersection improvement project, a budget was established to purchase the ROW. During the negotiations, additional cost as conditions of the sale were not anticipated. The contract to relocate, plant and maintain trees on the Metzler property was not budgeted.

Crowfoot Detention pond: This scope of work was separated from the intersection improvement project early in the project to reduce overall costs. If the pond was part of the intersection improvement the requirements of CDOT Local Agency would apply. When the decision was made to separate and advance the pond work, the budget was not adjusted showing the need for Construction Management.

Additionally, for the contract extension, the construction management firm was asked to provide additional communications and observation for Town staff to accommodate staffing vacancies with the Town during the months of September, October and November. This is accounted for in attending weekly meetings, providing monthly reports, reviewing additional pay requests and providing e-documentation on Change Orders. These additional costs were covered by the original agreement contingency.