



**PUBLIC WORKS COMMISSION**  
Regular Meeting

Date: March 2, 2009

Meeting Called to Order: 5:30 p.m.

Meeting Adjourned: 7:35 p.m.

**Present:** Andy Pelster; Ken Perry, Donna Hawk, Lou Zoghby; Richard Morton, JoBeth McFadden; Bob Washburn; Joe Procopio (Council Rep)

**Staff Present:** Bob Goebel, P.E., Director of Public Works; Maria Hagen, P.E., Assistant Director of Public Works; Dan Sailer, P.E., Transportation Engineering Manager; Chuck Childs, P.E., Engineering Manager; Carl Armijo, P.E., Construction Manager; Linda Angus, Administrative Assistant-Public Works

ITEM/SUBJECT	ACTION/BY	DISCUSSION/COMMENTS
Public Comment on Items Not on the Agenda		None
Meeting Minutes	Motion made by Commissioner Lou Zoghby; seconded by Commissioner Ken Perry	On page 8 of the minutes "Add-a-Boy" should be "attaboy". Linda Angus will make the change. It was decided by the Public Works Commission to approve the February 2, 2009 meeting minutes with the change noted above. Motion carries unanimously.
Approval of 2009 Pavement Maintenance Contracts – Carl Armijo		<p>The Pavement Maintenance Program (PMP) is the Town's annual program that allows us to make the needed repairs to the street system. Carl discussed the different treatments that would be offered in this year's contracts, which include asphalt patching, overlay and reconstruction, slurry seal, chip seal, concrete sidewalk curb and gutter, miscellaneous concrete and concrete street section replacement. The Town has this program to keep our infrastructure updated for the safety of the traveling public and to extend the useable life of the street. The 2009 budget for this program is \$3,300,000. The bids came in at \$2.6M, which is below our engineers cost estimate. Once we include the 10% contingency the total cost will be \$2.86M, which is still below the budget. The surplus from this will go back into the Transportation Fund balance. Included in the packets is the 2009 map with the locations where the work will be completed. Also included was the 2010 map that indicates where PMP work will be completed in 2010. We will also use our Cartegraph program to look at what streets need to be worked on and put those on the list for 2010.</p> <p>Within the bid package that we receive the contractor has provided us with jobs that were similar in scope to the work they will be performing for the Town. After the bids are accepted and the low bidder identified, we contact the owner/agency of those projects and ask if they were satisfied with the work the contractor performed, if they performed the work in a professional</p>

	<p>Motion made by Commissioner Donna Hawk, seconded by Commissioner Bob Washburn</p>	<p>manner and if they would have them back again on future projects. Based on those inquiries, it was decided to proceed forward with recommending award of the contracts. This item will be discussed with the Town Council on April 7, 2009.</p> <p><i>Are Quality Paving and Quality Resurfacing under the same ownership? Yes</i></p> <p><i>What was Alternative A under the Chip Seal contract?</i> We were considering a different type of maintenance treatment called a hot chip slurry seal. Basically what that is a chip seal that you put on top of your existing pavement then you put another treatment on top of the chip seal with a paver. We wanted to do a trial section in Town so we put that in as an add Alternate A to see what kind of prices we would get. Unfortunately, only one bidder bid the Alternate A, therefore, it was something we couldn't compare to another bid and we decided not to add it to the contract this year.</p> <p><i>What is the contract type?</i> These contracts are unit bid price contracts. We tell the contractors the quantities needed and they bid accordingly.</p> <p><i>Are there any contingencies for asphalt/concrete triggers in case the price goes up?</i> Yes, in our asphalt overlay reconstruct contract we have an asphalt price adjustment. At the time the contractor bid on the project, an oil index was established. If the price goes up or down within a certain percentage point of that price when it comes time to do this project, then they are either entitled to a price adjustment or if it goes the other way, the Town will be entitled to a price adjustment.</p> <p>Carl wanted the Commission to know that the Town has received two awards from the Colorado Asphalt Producers Association (CAPA); 2008 Preventative Maintenance Surface Treatment – Mikelson Blvd (chip seal) and 2008 Best Overall Quality City Street New or Reconstruction – Las Lunas Street Reconstruct.</p> <p>It was decided by the Public Works Commission to recommend to the Town Council to accept the bids for all the 2009 Pavement Maintenance Program projects as summarized and approve the contracts with each of the contractors listed for the amounts identified. Approved unanimously.</p>
<p>Review of Private Street Turnover Policy – Dan Sailer</p>		<p>The purpose of this item is to take a look at changes to our current Town approved policy on how we assess and take over private streets that are requested by individual residences. The current policy process is flexible enough to consider all aspects of an application and incorporate appropriate input therefore we are not recommending any changes to the process. Typically</p>

	<p>Motion made by Commissioner Lou Zoghby; seconded by Commissioner Donna Hawk. Unanimously</p>	<p>the type of streets we see are in low density single family areas where the size of the HOA is relatively small and a lot of the requests have been geared around the fact that these homeowners don't have the technical expertise or financial means to maintain these streets. What we are recommending is that due to the fact that the applications we have received to date are coming from small HOA's within single-family developments, it is clear that these areas are not conducive for private streets. As such, it is recommended that the current policy be amended to state that no private streets will be allowed within future single-family developments. This item will be discussed with the Town Council on May 12, 2009.</p> <p><i>On the list of requirements within the existing policy, the cul-de-sac radius is 43' would that cover the problem we had with the Painters Ridge HOA that was in here a couple of months ago? That is from our Public Works Regulations and provides for a bulb at the end of the street. This is what we would like to have as a minimum. The private streets in Painters Ridge HOA had no cul-de-sac, the street just ended.</i></p> <p><i>If we recommend this policy change to Town Council, would that guarantee that Council will not approve private streets be located within a single-family development? If Town Council approves this policy change it becomes a code that they can't go against.</i></p> <p><i>Wouldn't it be much simpler if we stated in the policy that they have to bring the street up to some standard? In the evaluation criteria in the policy, there is a condition rating. This is the minimum condition rating that we are trying to achieve and there is the requirement to bring that street up to that standard.</i></p> <p><i>Would this policy change allow private streets in gated communities? There's not a policy but there is a move by the Council a few years ago to not encourage private gated communities.</i></p> <p>It was decided by the Public Works Commission to recommend that the Town Council support the amendment of the current policy to include a provision that states that no future single-family developments will be permitted to include private streets.</p>
<p><b>State of the Neighborhood Traffic Calming Report – Dan Sailer</b></p>		<p>The purpose of this agenda item was to give the Commission an update of where we are at with the current Traffic Calming Program that is in place. The overall objective of this program was to work with the neighborhoods to look at quality of life type issues associated with concerns associated with speeding and cut through traffic. It wasn't designed to put speed humps on every street but to engage the community and talk about their concerns and the available options</p>

		<p>that are associated for their communities and put in procedures that our consistent across the Town in order to do that. Back in 2006 the Town Council was getting inundated with these types of concerns. As the population has increased, we have seen the effects that these wider streets are creating in these residential areas. In October 2007, Town Council approved the current program and policy. The interim policy was good at setting criteria and putting the vote in the power to choose a treatment option within the residents who live along that street. What was found with that is that it did a disservice to the neighborhood because there were more people that utilize that street than just the people who live along it. The policy that was adopted changed that to the voice of the entire neighborhood, not just the residents who live along that street. One of the aspects we need to move forward with and continue to develop is the educational and outreach components. We need to develop some lower cost type alternatives like yard signs that might initially try to raise the awareness issue in the neighborhoods. We could possibly update our website and get out some newsletters out to the communities to inform them of the importance of respecting the speed limits and the need to be courteous to your neighbors. We also need to try to improve the landscaping element. Landscaping with these traffic calming treatments that go on the streets are extremely important. If you have a really hard look that takes away the esthetics value, the perception is that this really isn't working. There hasn't been a good vehicle to maintain the landscaping once it is put in. We need to put a mechanism in place that actually allows the landscaping that goes in to be well maintained. Due to the economic times, Town Council is considering reducing the currently budgeted amount for constructing treatments of \$150,000 to \$50,000 for this year. What we are recommending is that due to the fact that we have a couple of projects in the works that could use up the \$150,000, we need to keep those funds in place because without those funds, we would have to put those projects on hold until future budget would allow those projects to get done. This item is going to Council in May so we will know at that time what direction Council will take.</p> <p>Commissioner JoBeth McFadden really likes what has been done to Plum Creek Blvd in regards to traffic calming treatments but notices that there is a problem with the paint it just doesn't last. <i>Is there any kind of requirements for paint? Do we experiment with paint types to see which one lasts longer?</i> It is a balance to find the cost effectiveness for the type of material we put down. There is a lot of material and we have to find the right product that is most cost effective. A lot of the areas where the paint is coming off are the concrete areas that have not been repaired or replaced. The</p>
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<p><b>2008 Annual Accident Report – Dan Sailer</b></p>		<p>Dan Sailer gave an overview of the annual accident report for 2008. Every year Public Works compiles accident statistics from Police reports and creates a summary report. This report is generated primarily for public interest but also to assist the individual departments to help them identify locations where the infrastructure could be the contributing cause toward accidents so that can be addressed. This report shows a downward trend in accidents. There are three reasons why accidents occur, driver behavior, vehicle maintenance, and infrastructure conditions. There is a lot more distractions creeping into the driving environment. People are not just driving anymore they are also eating, talking on the phone, adjusting their CD's, etc. This is taking the concentration away from driving. Maintenance of the vehicle is important. Some examples are making sure you remove the snow from your windows so you can see properly, checking your headlamps to make sure they are not burned out, etc. Infrastructure conditions are outside the control of the driver. Public Works uses statistical modeling to identify the locations where corrections to the roadway environment may improve safety. There are two locations that have been identified as locations where roadway improvements may benefit transportation safety. They both are CDOT intersections and are located at Hwy 86 and 5<sup>th</sup> Street and the second is Hwy 86 and Crowfoot Valley Road. We have provided this information to CDOT along with the statistics and offer to assist them with any further analysis they might need. From the safety perspective, there are no</p>

		<p>problem intersections within Town roads. This year Dan is going to look at creating a road safety audit team internally with the Police Department and others outside Traffic Engineering that would put some eyes on different locations that we might be able to put some low cost solutions to help increase the safety on Town roads. We are also looking at rolling out a public service campaign this year where we put some signs out at major entrance and exit points into the neighborhoods which will remind drivers to "Be Alert/Drive Safely" and, on their return, "Welcome Home! Thanks for Driving Safely".</p> <p>Donna commented that the map shows a big accumulation of accidents right in the area of Meadows that probably would be lessened once the N. Meadows Extension is completed. Dan agreed that there is a correlation between the accidents and the increasing volumes. Near the interchange is close to 45,000 cars/day. As we see the Meadows Subdivision grow up and expand, one of the major outlets is Meadows Pkwy going out to US85 so once some of that volume actually starts using N. Meadows Extension we should start to see a drop in accidents. Part of the purpose and need for the N. Meadows Extension project is to improve the traffic safety in that area.</p> <p>The Commission appreciates this study being completed each year and feel that it is a good tool in improving safety on Town roads.</p> <p>Bob Goebel briefed the Commission of the potential to receive stimulus funding for the 5th Street/Founders Parkway/US 86/Ridge Road intersection. CDOT is proposing to overlay Founders Parkway from Hwy 86 north about two miles. Town staff felt it was a great opportunity to jump onto that project and upgrade this intersection by widening it out and placing double turn lanes in which is about a \$2.5M project. This intersection is rated as the 5th highest for accidents in the Town. An answer on the stimulus funding will be known in the next week or so.</p> <p>Dan will provide an overview of the accident report to Council on April 7, 2009.</p>
<p><b>Pavement Management Report – Chuck Childs</b></p>		<p>Chuck gave the Commission an informational presentation on the Town's pavement management program. The focus of the program is to maintain the streets at an acceptable level and perform the correct maintenance treatments at the right time to preserve the Town's investment. To begin this program, you have to analyze your street system, what's the condition of your streets, what kind of budget are you going to need to keep these streets in a good condition, and what does "good condition" mean. The Town's street system consists of 247 centerline miles of various</p>

		<p>types of surfaces and is valued at \$220M. Overall, the Town's street rating average is 79 on a scale of 0 to 100 (100 being perfect). Using the baseline financial plan's budget for future pavement maintenance expenditures, the street rating average will be maintained at 72 through 2019. Most communities aim for a 70-80 average rating. This item will be discussed in the future with the Town Council; however no timeline has yet been established.</p> <p>We want to increase the public's safety and efficiency in traveling our roads and as dollars are always tight, we want to minimize the cost we spend on our infrastructure. We want to maximize the useful life of our investment. We want to come up with a strategic maintenance schedule as to when do we spend the dollars and how much do we want to spend to maximize the value of our roadways.</p> <p>A couple of years ago the Town purchased a program called Cartegraph and out of Cartegraph we use Pavement View and Pavement View Plus. As part of this the entire roadway of the Town was divided into 2300 different segments basically equals a street from one intersection to the next intersection. This last year staff finished up the roadway evaluations for the Town to come up with an Overall Condition Index (OCI). This index has a scale of 1-100 with 100 being a perfect new roadway. We plan on evaluating our arterial streets every year, our collectors every two years and our local streets every four years. We are estimating that will be about 150 hours/year for our staff to accomplish this. The average overall OCI for the Town is just under 80. In the past 8 years the Town has had a lot of growth. We have had over 80 miles of new streets added. Just during one year, between 2004 and 2005, there were 23 streets added to the Town. Due to the fact that we have a lot of newer streets this makes the average OCI high.</p> <p>Carl Armijo had a brief presentation regarding our maintenance treatments on both asphalt and concrete streets. Doing the right maintenance at the right time is the most cost effective. The most cost effective treatment on asphalt streets consists of crack sealing and performing joint sealing on concrete streets. The best thing that we can do is seal up the cracks to keep the moisture out of the subgrade so the roadway won't deteriorate faster. Potholes are caused from moisture getting into cracks and into the subgrade. We perform a lot of pothole patching especially with the freeze/thaw cycle we are in. Slurry and chip seals are preventative maintenance treatments for our asphalt roads that we perform early in the design life of the roadway. If we catch it early enough, it extends the design life of the roadway. More costly maintenance treatment is the mill</p>
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<p><b>Public Works Project Update – Bob Goebel</b></p>		<p>Bob Goebel provided an overview of the latest information on the North Meadows Extension Project and upcoming meetings including the open house scheduled for April 2 at Castle View High School. On the March 24 we will have an update to the Council on our progress on funding and also to potentially address questions Mr. Vickers has on the acquisition of his property. Mr. Vickers will be coming to the Council on March 17. We believe he will ask the Council to purchase the right-of-way through his property even before we have an alignment approved by the State and Federal government. We have a meeting with the Union Pacific Railroad on March 27 to talk about the relocation of the tracks and the at grade intersection at SH85. We plan on having the Mayor, Douglas County Commissioners, homeowners associations, Plum Creek Wastewater District and we may have Senate representation or at least some legislative representation present. Hopefully the railroad will see that this is a very important project. If Castle Rock Development Company receives the existing right-of-way that the tracks are on now, they will dedicate the</p>

		<p>right-of-way for the relocation of the railroad tracks. We have had a meeting with the SHPO and the US Fish &amp; Wildlife and both were very positive. A portion of the railroad track had already been relocated for the existing Meadows Pkwy intersection and railroad crossing. That relocated portion overlaps a good portion of the piece we need to relocate so a good portion of the track is no longer considered historic. They felt there would be any adverse effect on the historic resource.</p> <p>R.E. Monks has asked to be the contractor to put the storm drain in during the grading phase of this contract. They submitted a proposal for this work and the pricing came in at or below what the market is for those items, therefore, we will be taking a change order to Council in the amount of approximately \$250,500.00 to complete this work. By letting R.E. Monks do the work, we will be saving about a month of construction time so we will be able to open the road that much sooner. The paving contract will be going out for bid the end of March and we will open bids the middle of April.</p> <p>A tour of the SEACR and SWACR projects will be scheduled for the Commission once the days are longer.</p>
<p><b>Council Update – Joe Procopio</b></p>		<p>Councilmember Procopio updated the Commission on FREX. Colorado Springs &amp; Pikes Peak have decided not to discontinue any service on FREX so it looks like FREX will be around for another year. The Town will be receiving a contribution of \$42K from Douglas County for FREX.</p> <p>Joe has written an article in the Founders HOA newsletter about the annual accident report and what it means to Founders Village and Castlewood Ranch. He appreciated staff's help in reviewing this. It should be published soon.</p> <p>Sedalia had a Town meeting in which they are opposed to the closure of Happy Canyon Road.</p>
<p><b>Commission Comments</b></p>		<p>There is a segment on Ridge Road after the roundabout where there are no lines and it's really hard to see the edge of the road. <i>When we paint a new section of the road and we have a little section that isn't being improved, what would it hurt to continue the painting of the lines so that we have consistency?</i> We do have an annual striping contract that we issue and try to get that done in the spring of each year. The new segment of Ridge is reflective tape that is rolled into the hot asphalt so that is why it looks so good. This is our new standard for new/reconstructed streets. This inline striping has a life expectancy of eight years. We really don't have the opportunity to do that on old existing asphalt streets because we can't hot roll it into the pavement. But the old existing part will be touched up</p>

		<p>this spring with our striping contract.</p> <p>Richard Morton gave an update on the Rocky Mountain Rail – The meeting on March 28 will take place. We had a meeting this past Friday in which the consultants presented the costs. At this point it is just a feasibility study. Now they are looking at the different alignments and what the costs would be to do different types of things. They have divided the alignments up in sections so theoretically they can take each piece and see what it would take to upgrade it or build it which will give them the possibility of looking at several different scenarios. The big presentation will be on the March 28, which will be an all day session in Jefferson County. One thing they still have to work on is what the ridership will be and what the cost would be per mile per rider.</p>
<p><b>Adjournment</b></p>		<p>Being no other business to discuss, the meeting was adjourned at 7:35p.m.</p>