



**PUBLIC WORKS COMMISSION**  
Regular Meeting

Date: February 13, 2012

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

Meeting Adjourned: 6:40 p.m.

**Present:** Richard Morton, Donna Hawk, Bob Washburn, Kenneth Brink, Mike Riedmuller, Joe Procopio (Council Rep)

**Staff Present:** Bob Goebel, P.E., Director of Public Works; Pam Hutton, P.E., Assistant Director of Public Works; Dan Sailer, P.E., Engineering Manager

**Absent:** Jo Beth McFadden, Robert Wells

**Guests:** John Fenton and David Naibauer (Edward Kraemer)

ITEM/SUBJECT	ACTION/BY	DISCUSSION/REPORT
Call to Order		Vice Chair Richard Morton called the meeting to order. A quorum was present.
Public Comment on Items Not on the Agenda		None
Minutes	Motion made by Commissioner Donna Hawk; seconded by Commissioner Kenneth Brink	It was motioned, by the Public Works Commission, to accept the action minutes of December 12, 2011. Motion carries unanimously.
N. Meadows Drive Extension to US85 and I-25 Project – Alternative Project Delivery Method – Dan Sailer		The purpose of this agenda item is to ask for the Public Works Commission’s recommendation to Town Council to utilize the Construction Manager/General Contractor (CM/GC) project delivery method to complete the design of the construction work for the North Meadows Extension to US85 and I-25 project. The presentation began with Bob Goebel giving the Commission a brief timeline of recent activities of this project as we continue to move forward. Since March 2011, when the Finding of No Significant Impact (FONSI) was approved and signed by the Federal Highway Administration (FHWA), staff conducted a Value Engineering Study (VE) where enough savings was recognized to actually schedule this project. One of the large property owners that will be involved with the interchange at I-25 requested that the interchange be an underpass instead of an overpass. An evaluation was completed and it was found that it was feasible and it was decided to go under I-25. Also, with the reevaluations that were completed due to the VE study, the design and alignment did change a little and those changes are currently with the Colorado Department of Transportation (CDOT) for review. A design engineering firm, Tsiouvaras, Simmons, and Holderness (TSH), was hired in December 2011 and with that a design kick-off meeting was held.

		<p>Attending this meeting was various Town departments, TSH, Douglas County, CDOT and FHWA. As part of that kick-off meeting, staff took a look at what we are really trying to achieve with this project. What we are looking for is really is quality project that the community can be proud of, a project that opens up some of the economic land that is currently vacant, a project that provides that access to the Meadows community that relieves the congestion at US85 and the interchange, and a project that will be on time and on budget. We expect to get the Interstate Access Request (IAR) back from FHWA by June. The IAR is basically a permit from FHWA that allows us to connect to the highway. Right-of-Way (ROW) authorization and acquisition is a critical path method for this schedule to allow us to get to completion. Early construction is potentially scheduled for March 2013 with completion the end of 2015.</p> <p>Dan Sailer, Project Manager, continued the presentation with a discussion of the aspects of the various project delivery methods. During the month of January project goals were established for this project, including goals related to meeting applicable design standards. The three delivery methods for this project that were considered are design-bid-build (DBB), design-build (DB), and construction manager/general contractor (CM/GC). A brief discussion regarding the definition of the three delivery methods, as well as the pros and cons of each method was presented to the Commission. The selection committee consisted of representatives from FHWA, CDOT, Douglas County, TSH and Town staff. CDOT has an innovative contract committee that has actually put out some guidelines on how they actually choose which method is best for which project. Those guidelines were utilized in our process to help with the selection. Items that were taken in consideration were: delivery schedule, complexity &amp; innovation, level of design, risk assessment, cost, staff experience/availability, level of oversight &amp; control and competition &amp; contractor experience. The team felt that two methods could possibly be utilized; the DBB or CM/GC. With the DBB we have to wait until each aspect is completed until we go into the next whereas with CM/GC we have that ability to go ahead and blend design and construction at the same time and that assures us that we will be able to meet that project schedule. The committee decided to recommend the CM/GC delivery method as it typically develops a partnership between the owner, designer and contractor that mitigates construction risks, improves construction phasing and</p>
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	<p>Motion made by Commissioner Donna Hawk; seconded by Commissioner Bob Washburn</p>	<p>scheduling, streamlines design, encourages innovation, and develops a project that adheres to the budget while providing a very cost effective project and best value to the community.</p> <p>The Commission asked questions related to the contracting method, the cost savings, the guaranteed maximum pricing methodology, the willingness of design and construction firms to partner for projects such as this, the interest in the construction community to pursue a project of this size and complexity, the budget for this project, and the experience of the Town to use the proposed contracting method. All of these questions were answered to the satisfaction of the Commission by staff. Additionally, two unsolicited members of the public, representing the construction industry, addressed the Commission. They complimented Dan on a great job of describing the processes. They felt that the CM/GC is a great delivery method. You cannot under estimate the partnership and the team aspect when all three parties working together on a project. What that does for innovation and savings on a project is a great benefit. They have done a few of these CM/GC jobs and it is a great working relationship – not an adversarial situation. It is amazing to them as a contractor they can go through this process with the designer early on and they understand what they typically go through bidding the project and they can feed off of that to come to the best solution. They felt it is a very good process and that this project will have a lot of interest from other contractors. It is their belief that this contracting method is most appropriate for this project.</p> <p>It was motioned by the Public Works Commission to recommend to Town Council that the Construction Manager/General Contractor (CM/GC) method be utilized as the project delivery method for the N. Meadows Extension to US85 and I-25 project.</p>
<p><b>Public Works Organization Changes – Bob Goebel</b></p>		<p>An overview of the current Public Works Department as it is currently organized was provided to the Commission in their packets. Bob Goebel provided a brief overview of the recent organizational changes within the Public Works Department, discussing the transition of Dan Sailer to the Engineering Division and his role as the North Meadows Drive Extension Project Manager. Bob further discussed the consolidation of the Transportation Planning Division and the Traffic Engineering and Operations Division into one new Division titled the Transportation Planning and Traffic Engineering Division and the transition of Bob Watts to this new role. Additionally,</p>

		Bob Goebel and the Commission discussed the recent resignation of the Operations and Maintenance Division Manager and our desire to consider possible organizational changes associated with this Division
Public Works Project Update – Bob Goebel		An overview of the current Public Works projects/programs was provided to the Commission in their packets. Updates to these projects and programs were discussed. The Commission was interested in and asked questions related to the acquisition and use of the new ice breaker tool.
Council Comments – Joe Procopio		Joe Procopio commented about the new LED advertising sign for the Factory Outlet Shops and how it will enhance the ability of the Town to stay competitive in this economy which is very important since a large percentage of our budget is based on the revenue we receive from sales tax. Additionally he discussed his belief that the Town of Castle Pines will be pursuing a commercial development similar to the Factory Outlet Shops on the east side of I-25.
Commission Comments/ Concerns		The Commission was very interested in the details associated with the Town's response to the most recent large snow storm and the successes associated with the residential street plowing policy as well as the AVL system. Bob Goebel let the Commission know that our fleet was 98% ready so we didn't have any major breakdowns during the storm; only minor items that could be fixed quickly. This was attributed to the maintenance and readiness of the fleet which proves itself in an event like this. Also the Commission complimented Bob Goebel on his TV appearances – "great job!"
		There being no further business, the meeting was adjourned. Next meeting March 5 <sup>th</sup> .