

TOWN OF TIMNATH, COLORADO
RESOLUTION NO. 90, SERIES 2011

A RESOLUTION APPROVING THE CONTRACT BETWEEN INTERWEST CONSULTING GROUP AND THE TOWN OF TIMNATH TO PROVIDE PROFESSIONAL SERVICES FOR COMPLETING THE HARMONY ROAD WIDENING DESIGN FROM MAIN STREET EAST TO THE RAILROAD TRACKS

WHEREAS, the Town of Timnath Town Council wishes to appoint Interwest Consulting Group for professional services relating to the design completion of the Harmony Road Widening Project from Main Street east to the railroad Tracks.

WHEREAS, Interwest Consulting Group shall provide professional services relating to completing the design of the Harmony Road Widening Project from Main Street east to the railroad Tracks.

BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF TIMNATH, COLORADO:

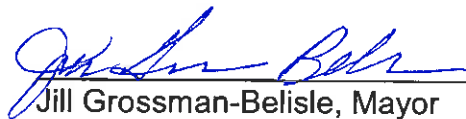
Section 1. The Town of Timnath Town Council agrees to contract with Interwest Consulting Group as set forth in EXHIBIT A, attached hereto.

Section 2. Effective Date


This Resolution shall be effective upon February 28, 2011

PASSED, APPROVED AND ADOPTED THIS 28TH DAY OF FEBRUARY, 2011.

TOWN OF TIMNATH, COLORADO


Jill Grossman-Belisle, Mayor

ATTEST:


Milissa McGuire, Town Clerk





February 4, 2011

Mr. Eric Fuhrman, PE
Mr. Steve Humann, PE
TST Inc. Consulting Engineers (for the Town of Timnath, Colorado)
748 Whalers Way, Building D
Fort Collins, Colorado 80525

RE: Proposal for Preliminary and Final Design Services for the Harmony Road Phase 2A Widening Project, Timnath, Colorado

Dear Eric and Steve,

We appreciate the opportunity to present Interwest's proposal for FIR and FOR design services for the Harmony Road Phase 2A Widening Project. We propose to team with the same consultants who worked with us on this project in 2007 and 2008 and to generally hold the design shown on the 80% plans dated July, 2008.

Attached you will find our scope of services and estimated project man hour breakdown with hourly rates and fee. Our proposed fee for the Phase 2A project is \$84,000. When the project was put on hold in 2009, there was approximately \$156,000 remaining in the project budget. Our current fee for the Phase 2A project is greater than the fractional remaining budget (\$39,000 per half mile) for several reasons:

1. Addition of the traffic signal design at Main Street (\$6,500)
2. Reformatting plans and additional requirements as a result of adding the CDOT Local Agency Process – SWMP, Tab Sheets, etc. (\$14,500)
3. Incremental difference in preparing specifications and cost estimates for a portion of the project is not proportional to the length (\$11,000)
4. Bidding, meetings, and project management are not proportional to the length. For example, a meeting with the REA will likely only be for Phase 2A at this time and another meeting will be needed for 2B. If there was only one project, those meetings would be combined. (\$8,500)
5. Miscellaneous survey work is included and will be provided as needed (\$4,500)

In the event that some of the numbers above are overestimated, we propose that this contract be a time and materials, not to exceed contract (rather than lump sum) and we will not mark up sub-subconsultants.

Once given notice to proceed, we estimate that it will take 6-7 weeks to prepare the combined FIR/FOR plan documents, specifications, and quantities. After the FOR meeting, we would anticipate having all revisions completed within 2-3 weeks so that the project can be bid yet this spring.

If you should have any further questions, please call me at 970-674-3300 ext. 102.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Oberlander".

Mike Oberlander, PE, LEED AP
Project Manager

Interwest Consulting Group will lead a team of professionals to complete the FIR/FOR plans required for the Harmony Road Phase 2A Widening Project. The design prepared from 2007 through 2008 will be used as a starting point for the new project, but there will be modifications to the design based on utility issues, project budget, reduced developer involvement, and the reduction to the project limits. The limits of the project are from the east side of the intersection at Main Street to the west side of the Railroad Right of Way (2,600 feet).

FIR/FOR Design Services

There are a variety of services that will be necessary (and will need to overlap) to get the project through the FIR process quickly. We are assuming that we will be able to immediately move forward with all of the tasks utilizing the previous design as a base. The following summarizes the work completed to date, exclusions from the contract and the work to be accomplished. If any of the excluded services are needed, Interwest can add those services to the agreement.

Surveying - Topographic and Miscellaneous Services

King Surveyors will provide topographic survey of the recently competed intersection improvements at Main Street and will also be available to stakeout proposed improvements, right of way and easements as needed for field meetings with the Town, appraisers, property owners, etc.

Final Plans, Specifications, Construction Phasing Plans and Drainage Report

Interwest, Delich & Associates, and VIZION Infrastructure Consultants will prepare a set of FIR/FOR plans, specifications and cost estimates for the project for review by the Town, Utility Companies, and CDOT. The drawings will be advanced from their current state to final plans and reformatted as required by CDOT. The plan set will include:

1. Cover
2. General Notes
3. Standard Plans List
4. Typical Sections
5. Summary of Approximate Quantities
6. Tabulation Sheets
7. Survey Control Plan
8. Boring Log Sheet
9. Pothole Map
10. Removal / Relocation Plans
11. Street Plan and Profiles
12. Median Plan and Profiles
13. Grading Plan (Including detailed grading of intersection)
14. Storm Sewer Plan and Profiles
15. CDOT Stormwater Management Plan Sheets and Erosion Control Plan
16. Signing and Striping Plans

17. Cross Sections
18. Final Signal Plans
19. Construction Phasing Diagrams
20. Construction Details

The original 2007 project did not include landscape or irrigation design. If the Town would like landscaping in the proposed medians, these services can be added.

The construction specifications will be prepared and will consist of the necessary Standard Special Provisions and Project Special Provisions to the "Standard Specifications for Road and Bridge Construction", used by the Town and CDOT. We will ensure that the Special Provisions are unique to the project and cover all items listed on the bid that need to be explained to the Contractor to clearly define what is expected and what should be included in the unit prices.

In discussions with Larimer County, it was stated that the signals at Main and Harmony were to be an interim improvement. We are anticipating that all legs of the intersection will need new signal poles with this project.

Water and sewer plans will not be designed, but may be included in the bid plans. Dry utility relocations will be coordinated and shown on the plans, but will not be constructed by the contractor on the road project.

Interwest will work with the Town to start considering construction phasing during the early stages of the project. There will be relatively few options (full closure, directional closure, or build under traffic). Whatever is preliminarily decided will be included in the set schematically for review. CDOT will likely not have an opinion on this item. For the purposes of the proposal, we are assuming that we will not create the traffic control plans for the project and will not itemize devices. We would recommend that a lump sum traffic control item will be the most likely scenario for this project.

Interwest will prepare a project specific drainage report for the project. This report will be submitted to the Town and CDOT for review with the FIR/FOR package. The report will be a recreation of the 2007 project report. No significant changes are anticipated. CDOT MS-4 requirements will not need to be met as the project is outside of CDOT's right of way.

Engineer's Quantities and Cost Estimate / CDOT Tabulation Sheets

Interwest will be the "keeper of the quantities" throughout the design of the project. We will work with VIZION Infrastructure Consultants to get appropriate design level unit prices for the Engineer's Cost Estimate. The quantities and cost estimates will be prepared for the entire project and not split for the individual adjacent owners. The Summary of Approximate Quantities and the Tabulation Sheets will be created in conjunction with this estimating process. The quantity list is also especially helpful in back checking the specification sections in the contract documents.

During FOR plan preparation, Interwest will work with the Town to keep a set of relatively current drawings for review and comment. After the FOR meeting, all comments will be compiled and addressed for bidding.

Meetings and Coordination

A variety of meetings will be necessary during this phase of the project. We are anticipating bi-weekly meetings with the Town. These meetings may include the utility coordination meetings, and other meetings related to the construction phasing.

Bidding Assistance, Addenda, and Bid Plans

After FOR approval, Interwest will prepare the mylar plans and specifications for the Town to bid the project. Interwest will assist at the pre-bid meeting, answering contractor questions in the form of an addendum, and will review the construction bids with the Town after opening.

Final Design Deliverables

- FOR Plans and Specifications – 3 full size plans, 11 half size plans, 3 specs
- Final Drainage Report – 3 copies
- Engineer's Quantities and Cost Estimate – 3 copies
- Bid (100%) Plans & Specifications - 1 paper set, 1 mylar, and electronic files
- Detailed Monthly Progress Reports
- Project Meeting Minutes

Construction Administration

Our Team is experienced in the Construction Administration of roadway projects such as this. Should the Town desire to extend the contract with the Interwest Team for Construction Administration services, we are prepared and agreeable to provide said services. Fees for services during the Construction Phase of the project have not been included; however, a detailed scope and fee will be prepared at such time as said services are requested.

Items required for the project, but not included in this contract:

Environmental Clearances (not in this contract)

Interwest has been provided with an initial clearance form from a meeting that the Town held with CDOT in 2009. The only clearances that were not going to be provided by CDOT were the Stormwater Management Plan (included in the roadway plan item), and Town MS-4 compliance. It has been our understanding in the past, that Towns and Cities provide CDOT with a letter stating that the adjacent development is responsible for the adjacent water quality facilities. Interwest has not included any water quality facilities in this scope.

Geotechnical Investigation and Pavement Design (not in this contract)

Earth Engineering completed a geotechnical report for the project in 2008. We intend on using this report without further modification unless otherwise directed by the Town.

Traffic Study Update (not in this contract)

Delich and Associates prepared a traffic summary dated March 6, 2008 solely for the purpose of sizing auxiliary lanes for the project. We will continue to use this document unless otherwise directed by the Town.

Utility Potholes (not in this contract)

Colorado Boring Company provided extensive potholing during the initial design of this project. We do not anticipate that additional potholes will be required unless significant changes to the design are necessary.

Property Acquisition (not in this contract)

The Town will provide all services associated with negotiation and acquisition of Right of Way and easements. This includes providing title work for the Right of Way plans, appraisals, and land acquisition services. Survey scope is included below for marking the required takings in the field.

Open Houses and Community Outreach (not in this contract)

Interwest is available to assist with City meetings as required, but no formal public outreach is proposed with this contract. If these services are required, please let us know and we will revise this agreement.

Surveying - Right of Way Services (not in this contract)

King Surveyors will provide the CDOT Right of Way Plans to the Town under an existing agreement. The only property that will require right of way through the CDOT process is the Fewell Parcel. All other right of way and easements will be provided by the Town.

**Harmony Road Phase 2A Widening Project
Engineering Fee Estimate - 2/4/11**

	Interior Consulting Group				Ditch & Assoc.			172104		King Supervisors			Total Hours Per Task	Labor Cost Per Task	Estimated Reimbursable	Total Cost Per Task
	Sr. Project Manager	Project Manager	Project Engineer	CAD Technician	Prof. Engineer	Engineer Tech	Principal	P.T.S.	Project Manager	Tech 1	Survey Crew					
FINAL DESIGN (FIR/FOI)	\$100.00	\$100.00	\$90.00	\$70.00	\$115.00	\$40.00	\$55.00	\$84.00	\$75.00	\$71.00	\$125.00					
Topographic and Misc. Surveying (ROW and easement stakeout)								4	4	12	24			\$ 4,488.00	\$ 400.00	\$ 4,788.00
Ready Plans (including SWMP & dry utility coordination)	4	80	160	20										\$ 24,472.00	\$ 1,000.00	\$ 25,472.00
FOR Signal Plans					32	48	80							\$ 6,560.00	\$ 100.00	\$ 6,660.00
FOR Specifications	2	16												\$ 8,664.00	\$ 200.00	\$ 8,864.00
Construction Plotting Diagrams / Specification		16	16											\$ 3,088.00	\$ -	\$ 3,088.00
Drainage Report		8	32											\$ 3,704.00	\$ 100.00	\$ 3,804.00
Engineer's Quantities & Cost Estimate / Tab Sheets		16	32	8			56							\$ 9,848.00	\$ -	\$ 9,848.00
Meetings / Coordination	2	60	32											\$ 9,276.00	\$ 200.00	\$ 9,476.00
Project Management		60												\$ 6,180.00	\$ -	\$ 6,180.00
Bidding Assistance / Addenda		16	24											\$ 3,808.00	\$ 2,000.00	\$ 5,808.00
TOTAL FINAL DESIGN (FOR)	8	272	296	28	32	48	136	4	4	12	24			\$ 80,088.00	\$ 3,900.00	\$ 83,988.00