

**FRANKLIN COUNTY
COMMISSION AGENDA ITEM**

TO: BOARD OF FRANKLIN COUNTY COMMISSIONERS	Reviewed:
FROM: JAMES M. HAAG, JR.	Ext. 3552
DEPARTMENT: PUBLIC WORKS	
DATE: 4/13/09	No.

ITEM: Discuss the items of design and construction observation requirements for the John Brown Overlay Project

Background: Members of the County Commission had questions about the items of design necessary to bring the 36 Mile Plan documents into compliance with KDOT requirements and the required qualifications of personnel assigned to construction observation.

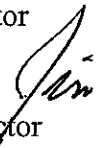
Recommended Action: Discussion about the items of design and construction observation requirements for the John Brown Overlay Project.

Attachments: Memo, Hugh Bogle E-mail

MEMO

January 27, 2009

To: Lisa Johnson
County Administrator

From: James M. Haag, Jr. 
Public Works Director

RE: John Brown Paving Project

On Wednesday, April 8, 2009, the Commission was presented with a proposed contract from Taylor Design, P.A. for the design work and construction observation work for the overlay on John Brown Road. The proposed contract, dated March 30, 2009, was prepared prior to meeting with KDOT and was based on Franklin County's funding application for the project. Due to a lack of information on the exact scope of the work, the agreement set forth the hourly rate and a cap not to exceed \$20,000.00 rather than a flat rate and did not specify the exact work to be done. A breakdown of the anticipated work that was anticipated to be done and that was used in the preparation of this agreement is attached to this memo.

On April 7, 2009, Ed Thornton of Local Projects and Hugh Bogle, Area Engineer, from KDOT met with representatives of Taylor Design, P.A. and myself to review the original 36 Mile Plan documents and to discuss what needed to be accomplished to bring the documents into conformity with KDOT requirements. At the meeting we were informed that KDOT would be preparing the bid documents and that Taylor Design would not be required to perform this work. This would reduce the original proposal by approximately 40 hours, or \$4,400.00. The original proposal did not include preservation of the section corners. This will be necessary due to the overlay of the existing road. The estimated cost for this work is \$2,800.00.

It will be necessary for the plans to conform to KDOT standards before the project may commence and in order to advertise the overlay project for bids. The additions to the documents are necessary because of the inclusion of Federal Funds in this project. The original 36 Mile project was a locally administrated project which used Revolving Loan Funds. Due to the lack of federal funding for the original project, the plans were not required to meet federal requirements and the County was not required to have the plans comply with the KDOT format

The items that KDOT indicated would need to be brought into conformity were the inclusion of KDOT standard drawings for Surfacing, Traffic Control and Quantity Recap sheets, changes to the cover sheet, changes to the typical section sheet and changes to the plan and profile sheets. In addition, there was discussion about using BM-2 asphalt mix for the paving. This is covered by a Special Provision for county work. The plans may be submitted electronically. A proposed schedule was discussed that involved completed plans by May 4 2009, and having plans reviewed by KDOT and returned with comments by May 11th. Following revisions to the plans and the preparation of Mylar drawings the project would be advertised in June and bids opened at the July 15th letting. Additional items that were not discussed would concern determining appropriate bid items, calculating quantities and showing them in an approved format.

The project will also require construction observation. I have been in contact with Hugh Bogle, KDOT Area Engineer, and I have attached a copy of an e-mail from Hugh which explains the requirements for individuals performing construction observation for KDOT projects. Franklin County does not have any employees that meet KDOT's qualifications for construction observation for this project.

John Brown Overlay

Breakdown of Hours For Engineering

Work Item	Work Hours	Hourly Rate	Cost	Notes
Review pavement and striping plans previously prepared to confirm all is available and usable.	8	\$110	\$880	
Review striping plans.	16	\$110	\$1,760	
Details and notes.	24	\$110	\$2,640	
Prepare drawings.	24	\$110	\$2,640	
Prepare bid documents.	40	\$110	\$4,400	Performed by KDOT.
Bid phase support	24	\$110	\$2,640	
Subtotal:			\$14,960	
Project Management @ 15%			\$2,244	
Total:			\$17,204	

Haag, James

From: Hugh Bogle [Hugh@ksdot.org]

Sent: Wednesday, April 08, 2009 4:39 PM

To: Haag, James

Jim,

Any project administered by the KDOT for the FHWA requires properly certified inspectors with up to date certifications and yearly process witnessing by KDOT District Forces. The classes must be taken through the Certified Inspector Training at K-State Salina.

To inspect an asphalt overlay project, an inspector has to attend a basic asphalt class, Superpave Field and maintain certification. To run gradations at the plant site the inspector must take an Aggregate Field Class and maintain certification.

In addition the inspector will have to attend Construction Management System Training (CMS) to input data into our pay system. The inspector would need a laptop and be well-versed in its use. The inspector will be required to bring the laptop to our Garnett office to receive the appropriate downloads to load the Management Software and the Pertinent Contract Data. The inspector will be required to create advance requests and change orders for quantity changes as well as Pay Estimates that will then be downloaded to our mainframe. The inspector will also be required to create daily diary and weekly working day reports.

During construction, the inspector will be required to take aggregate samples at the plant and run gradations and PI's. Density in the field would be required to be determined using a nuclear density gauge and cutting cores.

Upon completion of the project the inspector must "final" the project. This includes creating Material Reports for all materials used on the project, tracking of all shipments of aggregate, AC Oil, Pavement Marking Material (if used). Documenting tonnage of asphalt and tack used daily including waste. The line item's pay quantities must be zeroed and correspond to all material used.