



**Town Council  
WORK SESSION  
Tuesday, October 3, 2023  
Public Meeting Room / Eagle Town Hall  
200 Broadway Eagle, CO**

*This agenda and the meetings can be viewed at [www.Townofeagle.org](http://www.Townofeagle.org).  
Times listed are approximate and are subject to change.*

**TOWN COUNCIL WORK SESSION ACCESS INFORMATION AND PUBLIC PARTICIPATION** *This will be an in-person work session. Work sessions of the Town Council are not meetings requiring public comment. The public is allowed to attend, however, public comment will not be scheduled and will only be taken at the discretion of the Mayor. The Council shall take no final or official action, vote, nor make any motions.*

1. This will be an In-person meeting with access via Teams.

## Microsoft Teams meeting

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Phone Conference ID: 696 292 987#

### **PRESENTATION - 4:00 PM - 5:45 PM**

1. Grand Avenue

I hereby certify that the above Notice of Meeting was posted by me in the designated location at least 24 hours prior to said meeting.

Jenny Rakow, CMC  
Town Clerk

**PUBLIC WIFI – Eagle Guest**



To: Mayor Turnipseed and Town Council  
From: Tom Gosiorowski, PE Public Works Director  
Martha Miller, PE Project Manager

Date: October 3, 2023

Agenda Item: Grand Avenue Project Status Update and Stakeholder Value Engineering Recommendations

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**REQUEST:**

Staff requests the Council's consensus to move forward with the Value Engineering (VE) ideas recommended by the Grand Avenue Stakeholder Committee.

**BACKGROUND:**

The current phase of the Grand Avenue corridor project kicked off in May 2023. The top priorities of this phase included continuing the technical design, preparing a VE analysis to reduce the project costs, and re-engaging the Stakeholder Committee to support the project.

The technical design elements completed since May include a geotechnical investigation and report for the pavement and retaining walls; subsurface utility engineering (SUE) to further understand the location of the existing utilities; updated traffic counts and report; stormwater and water quality design; and 3-D modeling to understand the limits of disturbance and actual project costs.

The Stakeholder Committee re-engaged at the start of this phase. Since June, there have been three Stakeholder meetings, including an all-day workshop. One of the priorities for the Stakeholder Committee was to assist the project team in developing VE ideas that would reduce the project costs while maintaining the original vision and goals of the project.

**ANALYSIS:**

In June of 2022, Zehren & Associates estimated the project construction costs to be approximately \$55.6M. This estimate did not include right-of-way, future design, construction engineering, or inflation costs (roughly an additional \$28 M). Below is a description of the VE ideas the committee would like to move forward:

- Eliminate the curb and gutter on the north side of the corridor - This creates significant project savings by reducing the quantity of curb and gutter. Removing the curb and gutter also eliminates the need for a closed drainage system by eliminating the need to capture the water. The existing landscaping, with low maintenance requirements and good water quality features, will remain in place.
- Reduce overall landscape areas – Concentrate the new trees on the south side of the corridor to provide shade for the bikeway and sidewalk. Keep the native vegetation on the north side of the corridor, which will preserve the natural views. Use low vegetation in the median.
- Bike and pedestrian features – Modify the 12' cycle track to an 8' bikeway and reduce the width of

the sidewalk from 8' to 6'. Reduce the area between the cycle track and sidewalk to 1.5 feet.

- Roundabouts – Reducing the number of roundabouts was discussed but not reviewed in detail. Staff would like to continue to design the entire corridor with the existing roundabouts so we can understand the total corridor project costs and the impacts to private and railroad property. Additionally, Staff can provide geometric alignment details to potential developers. The Town applied for a Safe Streets For All (SS4A) Action Plan grant for a Master Transportation Plan. If the Town is awarded the grant, the study's results could influence the sequencing of the roundabout construction.
- Reduced speed limit – Design the corridor at a lower design speed to reduce traffic speeds.
- Improvements between Sylvan Lake Roundabout and the Hockett Gulch entrance – This section has no roadway widening. The current estimate includes a path connection to Violet Lane. There is potential project savings by eliminating the path.
- Transit - A slight reduction in the number of stops. The project team will develop a plan with EVTA.

After we understand the total project costs, Staff and the project team can develop a short and long-term implementation plan to match the Town's budget goal. Additionally, we will continue to apply for grants.

Having a 'shovel ready' project has proven to be a successful approach to acquiring state and federal funding. For example, the Eby Creek Road project was shovel-ready with a \$3.5 funding gap. It received Responsible Acceleration of Maintenance and Partnerships (RAMP) funds because it was shovel-ready. Eby Creek Road construction cost approximately \$25M, roughly \$33M in today's dollars. Eby Creek Road is about 0.6 miles. Grand Avenue from Eby Creek Road to the Sylvan Lake Roundabout is just under a 1 mile.

#### **COMMUNITY INPUT:**

Input included regular meetings with the Stakeholder Committee. A public Open House will be held on November 1, 2023.

#### **BUDGET/STAFF IMPACT:**

Funds have been budgeted for the project's design phase in fiscal years 2023 through 2025.

#### **STRATEGIC PLAN ALIGNMENT/STANDARDS ACHIEVED:**

This project aligns with the Town's 2023 Capital Improvement Fund goal to 'Continue work on the Grand Avenue Corridor Plan' and the Strategic Plan's Major Objective of Match Infrastructure To Quality Of Life.

#### **RECOMMENDED ACTION OR PROPOSED MOTION:**

**Staff would like the Council's support to advance the project with a cross-section similar to Configuration 1 which has dedicated bike/ped facilities behind the curb.** Advancing a cross-section is important for the schedule. The next steps include preparing a 3-D model, determining the impacts, starting conversations with the railroad and private property owners, and preparing a 30% design set of plans.

**Staff would like Council's support to continue to master planning and designing the corridor now so we can clearly understand project costs and impacts to inform future funding and phasing.**

#### **ATTACHMENTS:**

Grand Avenue: Value Engineering PowerPoint

# EAGLE GRAND AVENUE: VALUE ENGINEERING

OCTOBER 3, 2023  
Town Council Work Session



## GOAL OF TODAY'S WORK SESSION

- To present the status of the project
- To present options discussed at the Value Engineering Workshop
- To present the cost updates from the Value Engineering Exercise
- To present the Stakeholder Committee's opinions for Value Engineering

## PROJECT STATUS

- New design team underway with preliminary design
- Stakeholder Committee re-kickoff
- Assessment of previous effort and existing concept
- Value Engineering Exercise and Workshop

## VALUE ENGINEERING IDEAS ON THE TABLE

Alternate location for  
the cycle track and/or  
sidewalk

Proposed roundabout  
locations and possible  
alternate intersection  
solutions that meet  
anticipated demand

Transit stop locations

Reduction of impacts  
to private properties,  
including railroad  
property

Demand-based  
phased  
implementation  
opportunities

Water quality  
treatment

Landscaping  
treatment

Community gathering  
opportunities

Other ideas from the  
group



## WHAT WE CAME AWAY WITH

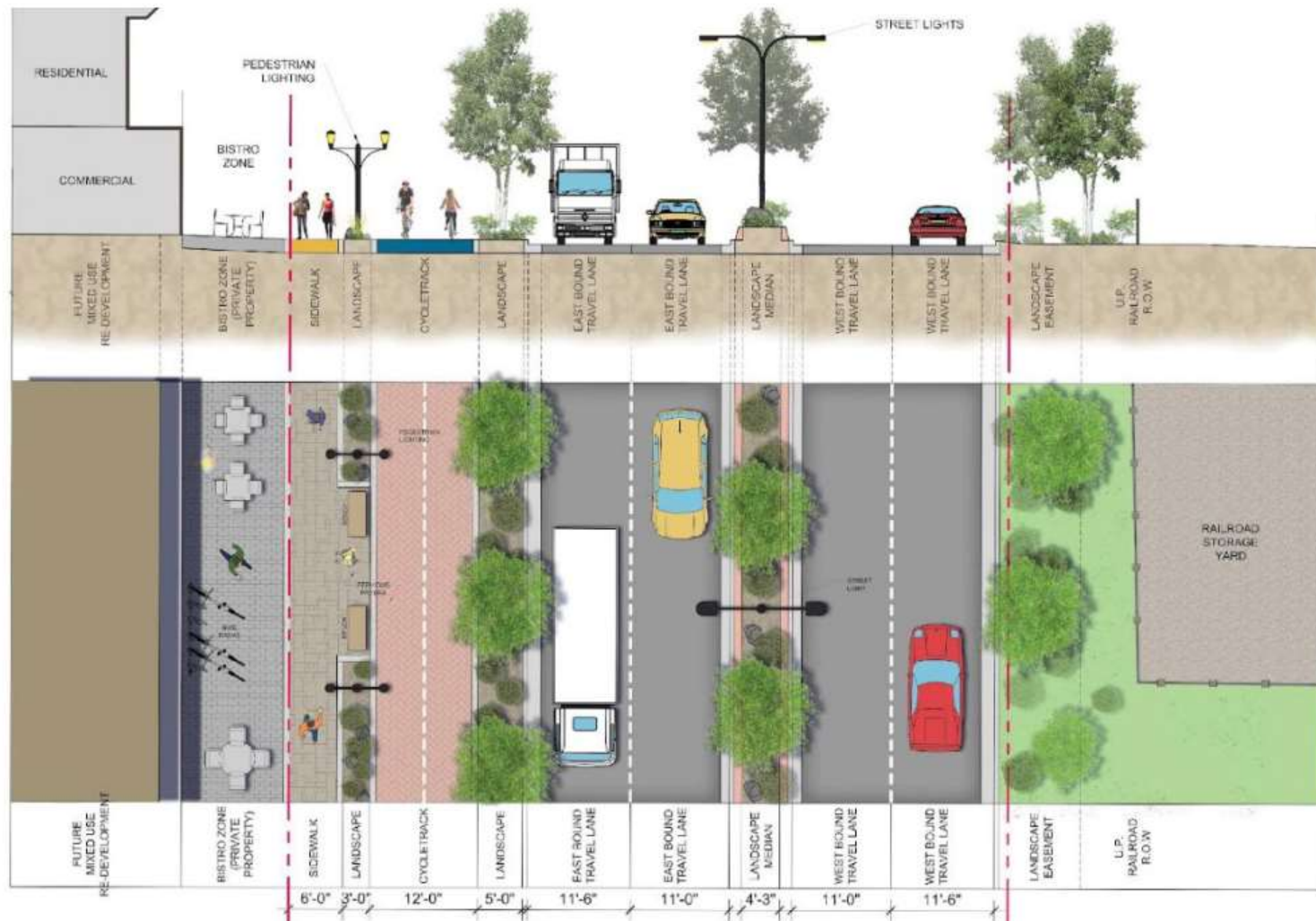
- Reduce private property and railroad impacts.
- Provide separate facilities for bikes and pedestrians.
- Evaluate section to include 10' multiuse path and on-street bike lanes
- Evaluate section to include 8' bikeway with a 6' sidewalk
- Reduce overall landscape buffer areas, including locate trees in landscape buffer between road and ped/bike areas only: provide shade
- Reduce overall landscape plan: preserve natural views to the north
- Evaluate removal of the 3<sup>rd</sup> Street roundabout
- Evaluate removing curb and gutter on the north side of Grand Ave
- Evaluate reducing number of transit stops: match with anticipated need
- Evaluate providing bike facilities through town instead of along Grand Ave in some areas



# CORRIDOR PLAN INVESTIGATIONS

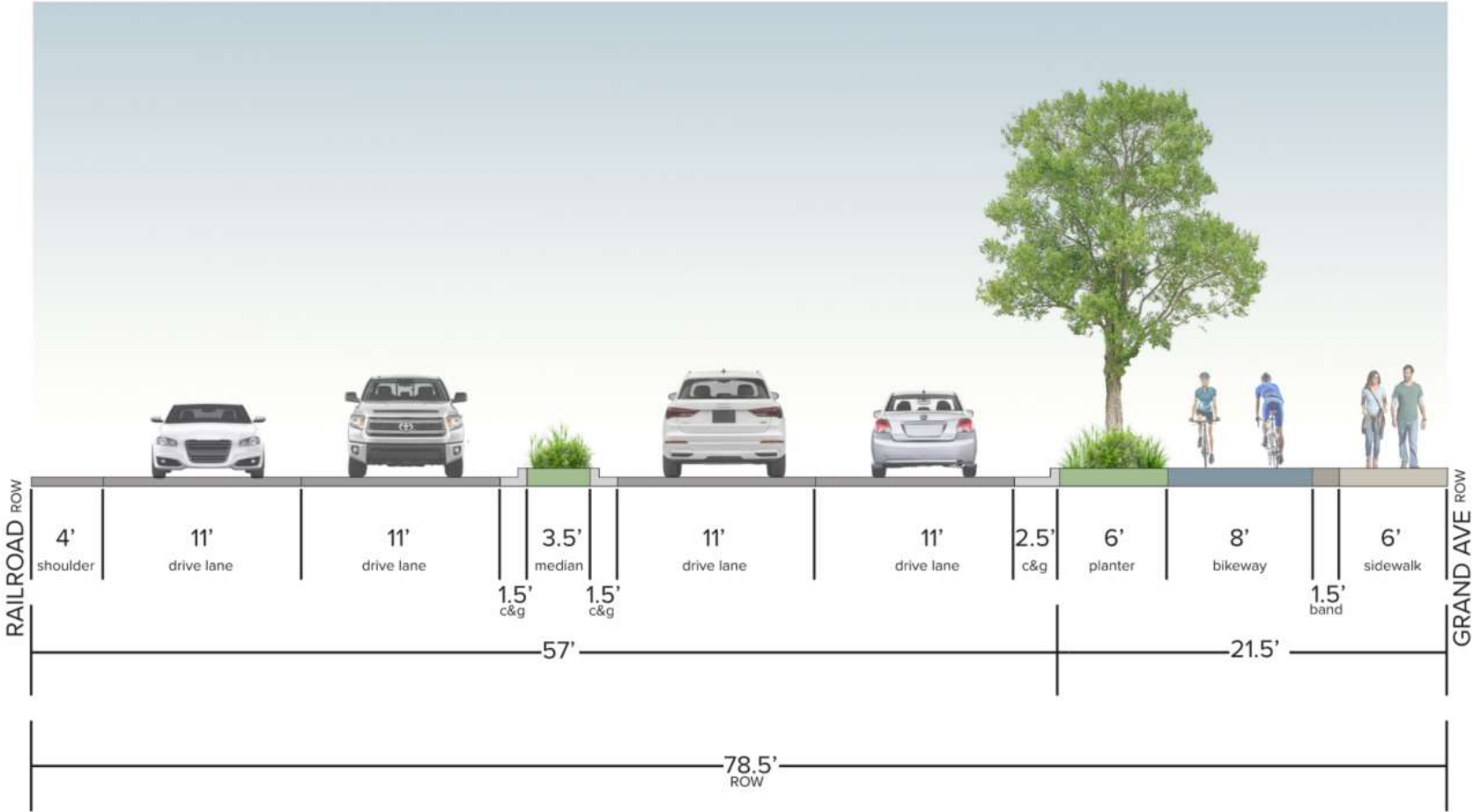


# CORRIDOR PLAN —STARTING POINT



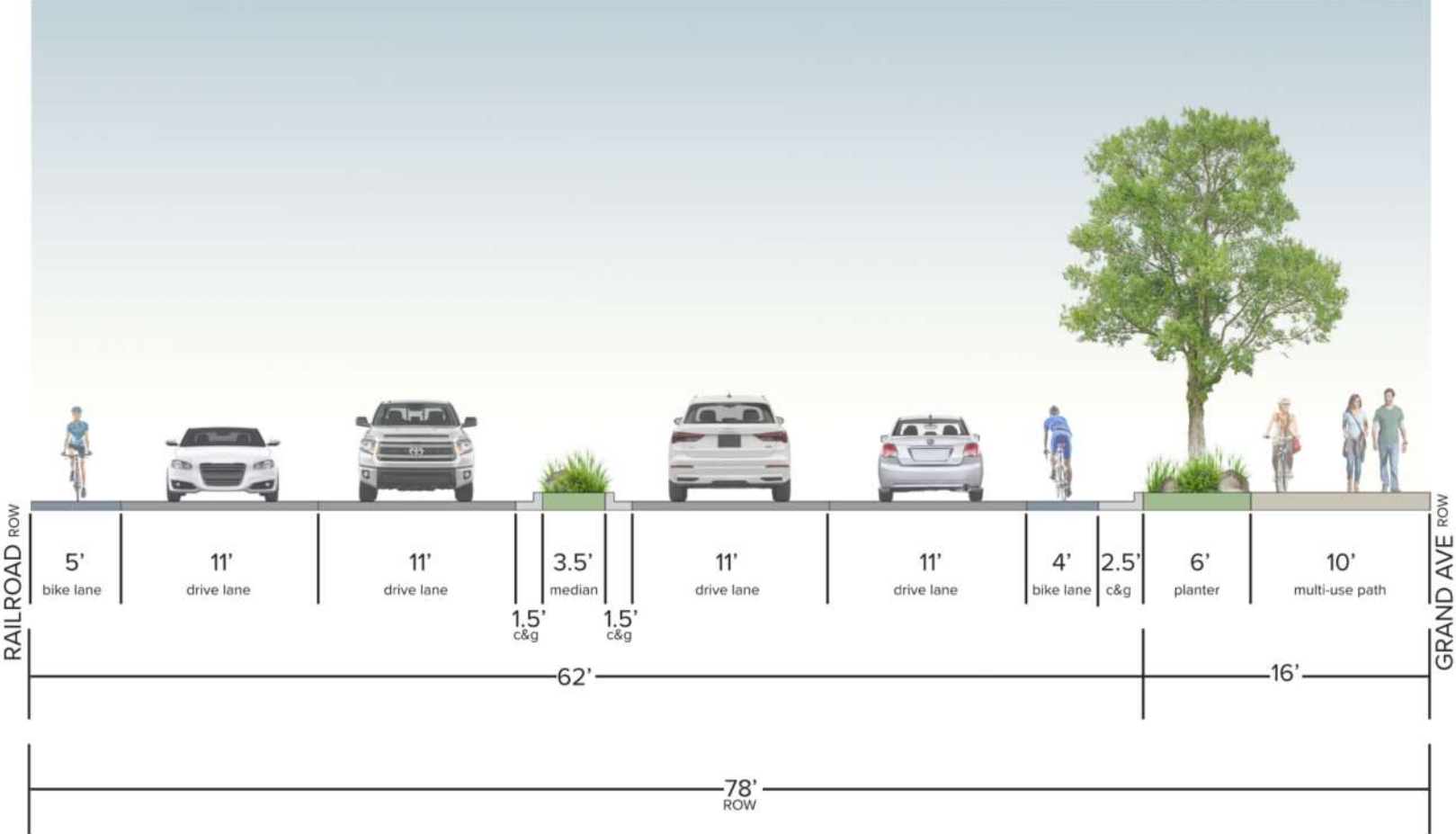
# CONFIGURATION 1 – 8' BIKEWAY WITH SEPARATED SIDEWALK

CONFIGURATION 1



# CONFIGURATION 2 — 10' MULTIUSE PATH WITH BIKE LANES

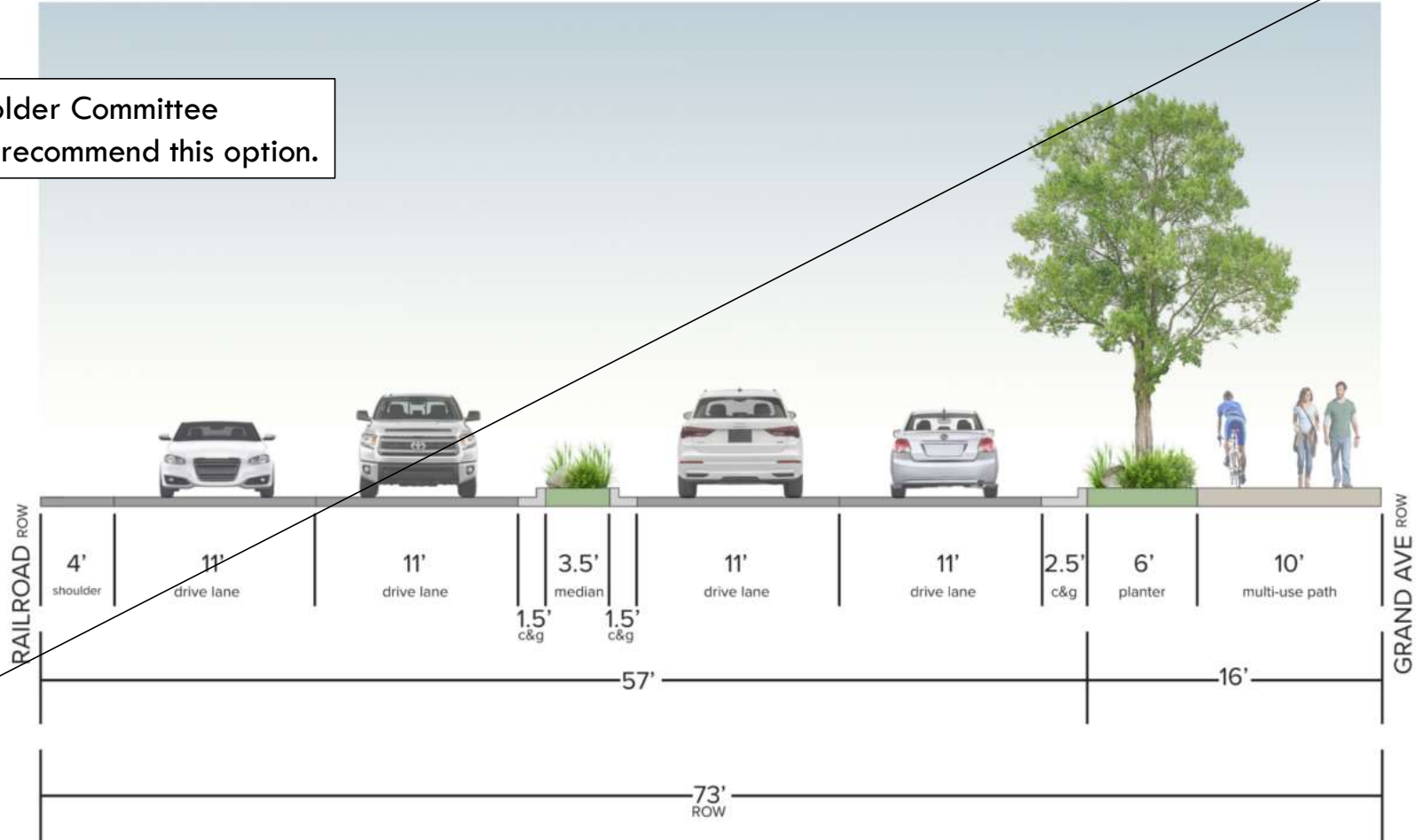
CONFIGURATION 2



# CONFIGURATION 3 – 10' MULTIUSE PATH WITHOUT BIKE LANES

CONFIGURATION 3

Stakeholder Committee  
doesn't recommend this option.

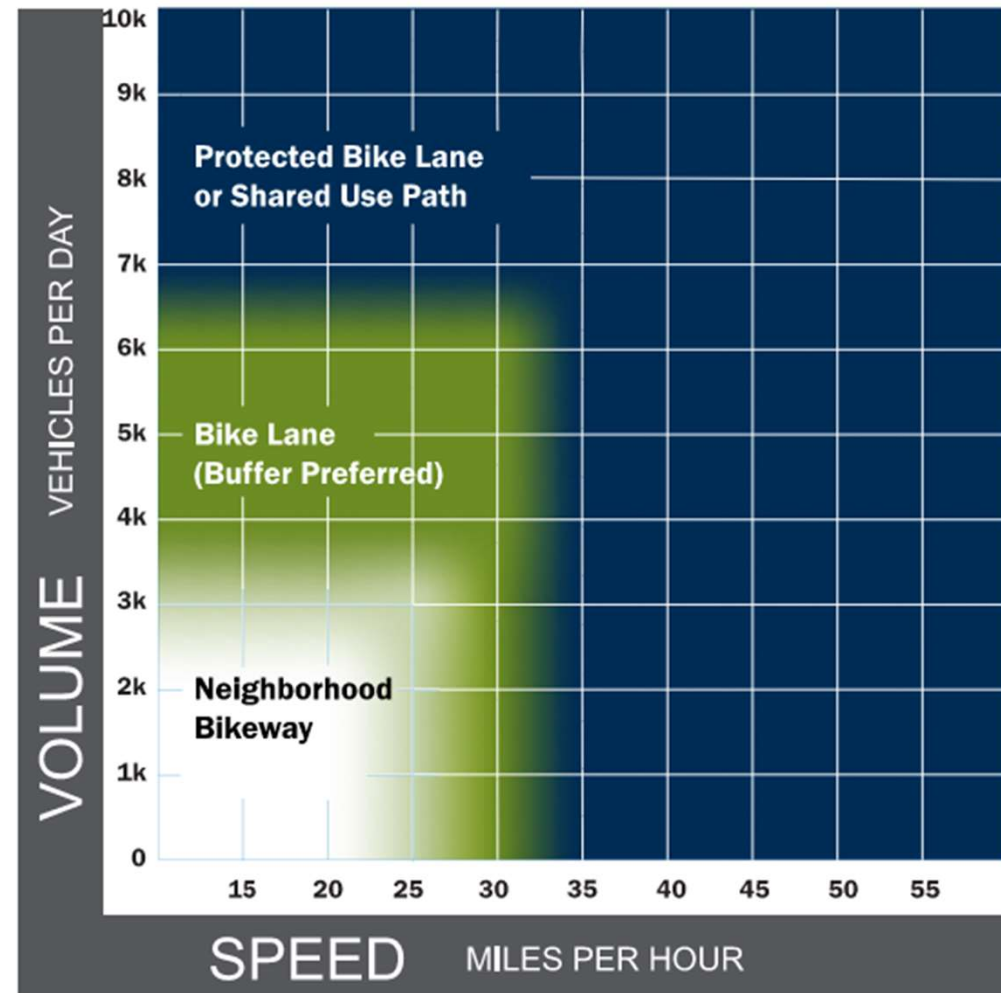


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# BICYCLE SAFETY RECOMMENDATIONS

## Grand Avenue

- Approximately 28,000 vehicles per day
- Current Speed: 35 mph
- Possible speed reduction with future design



Source: Denver Bikeway Design Manual



# APPROACH TO OPINIONS OF PROBABLE COST



## ROADWAY & DRAINAGE

- Held location of the south edge as the starting point and kept proposed features away from existing buildings
- Assumed some walls to reduce impacts to railroad and private properties
- Revised roundabout layouts to optimize footprint
- Removed section between Hocket Gulch and Sylvan Lake Road
- Includes water quality features and drainage system to capture drainage where needed

## HARDSCAPING/LANDSCAPING

- Includes plaza areas with concrete seat walls for separation, with added amenities
- Includes two gateway elements and wayfinding signage
- Shrubs and ornamental grasses in medians, roundabouts, plazas, and plant strips. Evergreen trees at roundabouts

## OTHER ITEMS

- Water and sewer upgrade costs were carried forward from previous study.
- Assumed percentages for the following items that match industry typical values (until more detailed design can be completed):
  - Roadway lighting
  - Erosion control
  - Construction surveying
  - Phasing/traffic control
  - Signing & striping
  - Mobilization
  - Force accounts

## VE COST COMPARISON SUMMARY

|                             | Original Project Cost<br>from Previous Effort | Configuration 1     | Configuration 2     | Configuration 3     |
|-----------------------------|-----------------------------------------------|---------------------|---------------------|---------------------|
| ROADWAY                     | \$31,100,000                                  | \$10,000,000        | \$9,900,000         | \$9,600,000         |
| DRAINAGE                    | \$700,000                                     | \$6,300,000         | \$6,300,000         | \$6,300,000         |
| WATER QUALITY               | \$500,000                                     | \$200,000           | \$200,000           | \$200,000           |
| HARD/LANDSCAPING            | \$5,700,000                                   | \$3,800,000         | \$3,700,000         | \$3,700,000         |
| UTILITIES                   | \$2,300,000                                   | \$2,700,000         | \$2,700,000         | \$2,700,000         |
| MISCELLANEOUS               | \$15,300,000                                  | \$13,700,000        | \$13,500,000        | \$13,300,000        |
| CONTINGENCY                 | Not Included                                  | 20%*                | 20%*                | 20%*                |
| <b>SUBTOTAL</b>             | <b>\$55,600,000</b>                           | <b>\$36,700,000</b> | <b>\$36,300,000</b> | <b>\$35,800,000</b> |
| RIGHT-OF-WAY                | Not Included                                  | \$9,000,000         | \$9,000,000         | \$8,400,000         |
| FUTURE DESIGN               | Not Included                                  | \$4,600,000         | \$4,500,000         | \$4,400,000         |
| CONSTRUCTION<br>ENGINEERING | Not Included                                  | \$9,200,000         | \$9,100,000         | \$8,900,000         |
| INFLATION (3 YEARS)         | Not Included                                  | \$5,500,000         | \$5,400,000         | \$5,300,000         |
| <b>PROJECT TOTAL</b>        | <b>-</b>                                      | <b>\$65,000,000</b> | <b>\$64,300,000</b> | <b>\$62,800,000</b> |

# SCHEDULE AND NEXT STEPS



## FUTURE PROJECT CONSIDERATIONS

- Network Transportation Plan
- Potential Development Plans

# THANK YOU!

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