

AGREEMENT FOR
PROFESSIONAL SERVICES
BETWEEN
FELSBURG HOLT & ULLEVIG
AND
MESA COUNTY

29 ROAD INTERCHANGE AT I-70, NEPA/1601 PROJECT

TABLE OF CONTENTS

ARTICLE 1 - CONSULTANT'S SERVICES AND PERSONNEL

ARTICLE 2 - COMPENSATION

ARTICLE 3 - CHANGES TO SCOPE OF WORK, SUSPENSION

ARTICLE 4 - RECORDS, AUDIT, OWNERSHIP OF DOCUMENTS

ARTICLE 5 - CONFLICT OF INTEREST, NO CONTINGENT FEES

ARTICLE 6 - CONFIDENTIAL AND PROPRIETARY INFORMATION

ARTICLE 7 - SOFTWARE RIGHTS, COPYRIGHT, PATENT, TRADEMARK

ARTICLE 8 - INSURANCE

ARTICLE 9 - TERM AND TERMINATION

ARTICLE 10 - GENERAL

ARTICLE 11 – DESIGNATED REPRESENTATIVE AND ADDRESSES

ARTICLE 12 - INCORPORATION OF ATTACHMENT

ATTACHMENT A – SCOPE OF WORK

ATTACHMENT B - HOURLY RATE SCHEDULE

ATTACHMENT C – SCHEDULE OF FEES

ATTACHMENT D – FINANCIAL AND EXCEPTION STATEMENT

ATTACHMENT E – NOTIFICATION OF IMMIGRATIONS COMPLIANCE
REQUIREMENTS AND CERTIFICATION BY CONTRACTOR

ATTACHMENT F – INSURANCE CLARIFICATION

RFQ-21-03045

FELSBURG HOLT & ULLEVIG QUALIFICATIONS

ADDENDUM

MOU WITH THE CITY OF GRAND JUNCTION (DRAFT)

AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement for Professional Services ("Agreement") is made by and between **FELSBURG HOLT & ULLEVIG**, a Colorado corporation ("Consultant") and **MESA COUNTY, COLORADO**, a political subdivision of the State of Colorado (hereinafter "County" or "Board").

ARTICLE 1 - CONSULTANT'S SERVICES & PERSONNEL

The Consultant shall perform all services and furnish all materials, equipment, labor, permits and other things necessary to skillfully complete the work described in RFQ-21-03045 and Attachment A. Upon notification to proceed, the Consultant shall promptly commence and diligently continue the work to completion in compliance with RFQ-21-03045 and Attachment A. The Consultant's services shall be performed by experienced personnel in accordance with professional industry practices and standards.

The Consultant shall follow and comply with all federal, state and local government laws, rules, regulations, codes, ordinance and orders applicable to the work hereunder.

The Consultant shall be responsible for completeness and accuracy of its work and shall correct all errors or omissions at its own expense. The Consultant assumes entire responsibility and liability for death or injury to all persons, whether employees of the Consultant or otherwise, and damage to all property arising from or occurring in connection with the Consultant's work, caused by the Consultant's negligence or acts or omissions. Liens or claims arising from or occurring in connection with the Consultant's work shall be immediately removed and discharged by the Consultant.

Key personnel have been identified by the Consultant and relied upon by the County in awarding this Agreement. Mesa County reserves the right to re-negotiate or terminate the contract if either of the following occurs:

- There is a significant (50%) change in the Consultant's key personnel without approval; or
- The Project Engineer is changed during the performance of the contract without approval.

In the event the Consultant desires to change any key personnel or the Project Engineer during the agreement period, the Consultant must submit for prior approval a written request demonstrating the extraordinary circumstances and providing: local availability of the substituted key personnel or Project Engineer; professional qualifications; related project experience; and, current and future commitments. In addition to the remedies above, if, for whatever reason, a key personnel or Project Engineer is deemed unsuitable or a hindrance to the cooperative completion of the Project, Mesa County may remove that person from the Consultant's design team.

ARTICLE 2 - COMPENSATION

County shall pay the Consultant for its services in accordance with **Attachment A ("Scope of Work")** and shall submit charges as shown in **Attachment C ("Schedule of Fees")**. If an authorized change to the scope of work or request for additional services under Article 3 causes an increase or decrease in the Consultant's work, an equitable adjustment shall be made to the Consultant's compensation in accordance with the terms of Article 3 and this Agreement shall be modified in writing accordingly.

The Consultant shall submit statements for basic services once per month. Each invoice shall present a summary of services provided, a summary table of billings to date with respect to the contract amount, and an invoice amount based upon the work completed all in accordance with RFQ-21-03045 and Attachment A. If County objects to any statement submitted by the Consultant, County shall so advise the Consultant in writing giving reasons therefor within 14 days of receipt of such statement. If no such objection is made the statement will be considered acceptable by County and the County's Project Manager will make a recommendation to pay the amount recommended. **Please Note: This is a joint project between Mesa County and the City of Grand Junction.** The consultant will submit all progress reports to Mesa County, however in billing the Consultant will submit two invoices for each pay request split between Mesa County and the City of Grand Junction. Mesa County will forward the City's portion directly to them.

ARTICLE 3 - CHANGES TO SCOPE OF WORK, SUSPENSION

County may request the Consultant to make changes to the scope of work or perform additional services. Such changes or additions may include the work required to evaluate such a request. Prior to commencing work which constitutes such a change or addition, the Consultant and County shall agree in writing to the exact nature of the change or addition. This writing, when signed by both parties or their authorized agents, shall constitute an authorization for changes or additions and shall contain a description of the work, the commencement date and expected completion date for the work, and any special conditions applicable to the work.

If an authorization for changes or additions causes an increase or decrease in the Consultant's work, the parties shall in good faith attempt to reach a written agreement adjusting the Consultant's compensation in an equitable manner. The Consultant agrees to make no claim for compensation attributable to unauthorized work.

County may at any time, by written notice to the Consultant, suspend further performance of the work by the Consultant. Upon receiving notice of suspension, the Consultant shall promptly suspend further performance of the work to the extent specified. During the period of suspension, the consultant shall properly care for and protect all work in progress. County may at any time withdraw the suspension of performance of the work as to all or part of the suspended work by written notice to the Consultant specifying the effective date and scope of withdrawal. The Consultant shall then resume diligent performance of the work for which the suspension was withdrawn.

If suspension or withdrawal of suspension justifies modification of the Consultant's compensation, an equitable adjustment shall be made under Attachment "A" and this Agreement shall be modified in writing accordingly. Mesa County or their authorized agent shall determine whether a modification is justified.

ARTICLE 4 - RECORDS, AUDIT, OWNERSHIP OF DOCUMENTS

The Consultant shall maintain its records of performance in safekeeping for a period of three years after completion of the work, unless the circumstances dictate retention of records for a longer period. If any dispute arises in connection with the project or the Consultant's work such as litigation, arbitration, government proceedings, audits or any other form of claim process, the Consultant shall maintain its records of performance for a period of three years after full and final resolution of the matter.

All documents, graphics, exhibits and data, including magnetic media, developed for, and furnished by the Consultant pursuant to this Agreement shall become the property of County, unless otherwise provided in this Agreement.

ARTICLE 5 - CONFLICT OF INTEREST, NO CONTINGENT FEES

The Consultant represents that it has no direct or indirect interest and will not acquire any such interest which would conflict with the performance of services required to be performed under this Agreement.

ARTICLE 6 - CONFIDENTIAL & PROPRIETARY INFORMATION

County and the Consultant, to the extent of their rights and abilities to do so, shall exchange technical data and information reasonably required of each to perform this Agreement.

Each party agrees that it will not disclose to any third party any confidential or proprietary information revealed to it by the other, if such information is not known to the public, unless such disclosure is required by state, federal or local law. This covenant shall survive termination of this Agreement.

ARTICLE 7 - SOFTWARE RIGHTS, COPYRIGHT, PATENT, TRADEMARK

County shall retain ownership and proprietary rights of its software programs or data to be used and/or developed under this Agreement. County retains the right to use, sell and/or modify the data and database developed and/or modified by the Consultant in performing the services under this Agreement. The Consultant assumes no responsibility for data modified or reused by County.

ARTICLE 8 - INSURANCE

The Consultant shall procure and continuously maintain during the term of this Agreement, insurance of the kinds and with the limits not less than the amounts shown below:

8.1 Workers' Compensation and Employer's Liability Coverage - Workers' compensation limits as required by the State of Colorado and Employer's Liability limits of: \$100,000 each accident; \$100,000 disease each employee; \$500,000 disease policy limit.

8.2 Commercial General Liability ("Occurrence Form") - 1,000,000 combined single limit, per occurrence for bodily injury, personal injury and property damage.

8.3 Comprehensive Automotive Liability. \$1,000,000 per accident bodily injury and property damage, combined.

8.4 Excess Liability ("Umbrella Form") - \$1,000,000 limit per occurrence; \$1,000,000 aggregate.

8.5 Professional Errors and Omissions. \$1,000,000 PER CLAIM, minimum level of coverage.

The Consultant's insurance policies shall be endorsed to include, for the benefit of County, a 30-day advance written notice of cancellation, non-renewal, or reduction in policy limits of liability by endorsement. Additionally it shall specifically state on the Commercial General Liability and Auto Liability policies the following: "Mesa County and the City of Grand Junction, its officers, officials, employees and volunteers as INSUREDS, as respects liability, on behalf of Consultant, arising out of this Contract." All certificates of insurance are to be submitted on standard "ACCORD 25-S" form. A Certificate of such insurance coverage naming Mesa County and the City of Grand Junction, its officials, officers, employees and agents as insured, shall be supplied to Mesa County upon signing of this Contract. Failure to obtain or maintain such insurance shall constitute a breach of the Contract.

Consultant shall require all subcontractors and sub-subcontractors to maintain during the term of this agreement, Commercial General Liability insurance, Comprehensive Automobile Liability insurance, and Workers' Compensation and Employers' Liability insurance, in the same manner as specified for Consultant. Consultant shall furnish subcontractors' certificates of insurance to the Board, with a copy to the Board's Contract Administrator, immediately upon request. Additional requirements are outline on Attachment F of this Agreement.

ARTICLE 9 - TERM AND TERMINATION

This Agreement shall continue in force until completion of all services required of the Consultant, unless terminated by County or the Consultant pursuant to the provisions herein.

This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party. No such terminations shall be effective until the other party is given not less than 10 working days' written notice of intent to terminate and an opportunity for consultation with the terminating party prior to termination.

This Agreement may be terminated in whole or in part in writing by County for its convenience. No such terminations shall be effective until the Consultant is given not less than 10 working days' written notice of intent to terminate and opportunity for consultation with County prior to termination.

Upon receipt of a notice of termination, the Consultant shall promptly discontinue all services affected (unless the notice directs otherwise), and deliver or otherwise make available to County all finished or unfinished documents and all information which has been accumulated, developed, or prepared by the Consultant in performing services under this Agreement.

The Consultant shall be paid on a pro rated basis for work properly completed under this Agreement through the effective date of termination, less allowances for errors in work which must be corrected, or liens or claims arising from or occurring in connection with the Consultant's work. Upon any termination of this Agreement, County may take over the work and complete it by agreement with another party or otherwise.

ARTICLE 10 - GENERAL

10.1 If any part, term or provision of the Agreement is held to be invalid or unenforceable by a court or other authority with like jurisdiction to adjudicate the rights and duties of the parties, the remainder of this Agreement shall be unaffected and enforceable, and there shall be deemed substituted for the affected provision a valid and enforceable provision as similar as possible to the affected provision.

10.2 This Agreement shall inure to the benefit of and shall be binding upon the parties and their respective legal representatives, successors, and permitted assigns.

10.3 No delay or failure by County to exercise any right under this Agreement, and no partial or single exercise of that right, shall constitute a waiver of that or any other right. Payment by County shall not constitute a waiver of any breach or default by the Consultant.

10.4 In the performance of work under this Contract, the Consultant shall be deemed to be, and is, an independent Consultant with the authority to control and direct the performance and details of its work, the County being interested only in the results obtained. The Consultant shall in no way be considered an agent, employee, joint venture or partner of County. As an independent consultant, Consultant shall be responsible for payment of all taxes including federal, state and local taxes arising out of the activities under this Contract, including by way of illustration but not limitation, federal and state income tax, Social Security tax, unemployment insurance taxes, and any other taxes or license fees required.

10.5 The County reserves the right, without notice and at reasonable times, to inspect the work accomplished by the Consultant under this Contract. The right of inspection reserved in the County is for protection of County in assuring that the work is proceeding in a timely and satisfactory manner and does not relieve the Consultant from responsibility for selecting appropriate means of fulfilling its obligations hereunder. The reservation of right of inspection in the County does not permit nor enlarge County's direction and control over the Consultant or Project nor grant the

County authority to direct the means selected, course of work or quality of work beyond the standards established in RFQ-21-03045 and Attachment A, related bid documents or proposals and industry or professional standards.

10.6 Neither party shall be considered in default of its obligations of its performance is prevented or delayed by an existing or future major condition including, without limitation, act of government, act of God, strike, insurrection, embargo, fire, flood, earthquake, explosion, riot, war, rebellion, sabotage, epidemic, or any other cause beyond the reasonable control of a party.

10.7 Notice required or permitted hereunder shall be in writing and shall be deemed to have been given when received by the party to whom it is directed by hand delivery, facsimile, or mail delivery at the address contained in Article 11 below; provided, however, as a matter of good faith and fair dealing, notice should be given in the most efficient and speedy manner called for by the circumstances;

10.8 Any other work, materials, equipment or machinery not specifically described or expressly covered herein, but which is required or necessary to perform or complete the work which is contemplated, shall be deemed to be, and is, covered by this Contract.

10.9 The Consultant shall perform its work hereunder in accordance with sound and acceptable industry or professional practices and standards and in accordance with all codes, standards, regulations, and laws applicable to the work; and prior to beginning work, shall secure, at Consultant's expense, all necessary permits required by any governmental agency with jurisdiction.

10.10 Precautions shall be exercised at all times for the protection of all persons (including County employees) and property. The safety provisions of all applicable laws, regulations, and codes shall be observed. Hazards arising from the use of vehicles, machinery, and equipment shall be guarded or eliminated in accordance with the highest accepted standards of safety practice. The Consultant and any sub-consultants shall comply fully with all requirements of the Occupational Safety and Health Act, and any other pertinent Federal, State or Local Statutes, rules or regulations. The Consultant and any sub-consultants shall bear full responsibility for payment of any fines or other punishments resulting from violation of any such statutes, rules or regulations.

10.11 This is a personal services contract on the part of the Consultant. This Contract may not be assigned or subcontracted without the prior express written consent of the County and any attempt to assign this Contract without the prior express written consent of the County shall render the Contract null and void with respect to the attempted assignee. This Agreement is not intended to benefit any 3rd party.

10.12 The County, or its designee, may, at reasonable times, during the term of this Contract or for two years after its termination or expiration, audit the Consultant's books with regard to this Contract, and the Consultant shall retain its books and records for the required period.

10.13 This is not an exclusive Contract. The County may, at its sole discretion, contract with other entities for work similar to that to be performed by the Consultant hereunder. Consultant

may contract to perform similar work for others, and is not expected to work exclusively for County.

10.14 This Contract is and shall be deemed to be performable in the County of Mesa, Colorado, and venue for any dispute hereunder shall be in the District Court of the County of Mesa, Colorado. In the event of dispute concerning performance hereunder, the parties agree that the Court may enter judgment in favor of the prevailing party for costs and reasonable attorney's fees.

10.15 Consultant agrees that any information received by Consultant during any furtherance of the Consultant's obligations hereunder will be treated by the Consultant as confidential and will not be revealed to other persons, firms or organizations, unless directed to do so by law.

10.16 (This paragraph applies if the work performed is a "public work"): In discharge of this Contract, Consultant shall employ Colorado labor to perform not less than 80% of each type or class of labor in each of the several classifications of skilled and common labor employed on this project. A "public work" is any construction, alteration, repair, demolition, or improvement of any building, road, street, bridge, drain, park, or other structure suitable for and intended for use by the public.

10.17 This Contract constitutes the entire Agreement between the parties, and no changes or modifications shall be effective unless reduced to writing and signed by the party to be charged.

10.18 Persons signing as or on behalf of Consultant represent by their signature that the person signing is fully authorized to so sign this Contract and that the Consultant has taken all steps necessary that the signature is binding upon the Consultant.

10.19 Notwithstanding anything herein to the contrary, the parties understand and agree that all terms and conditions of this Agreement, and the exhibits and attachments hereto, which may require continued performance or compliance beyond the termination date of this Agreement shall survive such termination date and shall be enforceable as provided herein in the even of a failure to perform or comply by a party to this Agreement.

10.20 Consultant shall indemnify, and hold harmless the County, its agents, officials and employees, against all loss or damages, including penalties, charges, professional fees, interest, costs, expenses and liabilities of every kind and character arising out of and to the extent cause by the negligent acts, errors and omissions of the Consultant or any sub consultant for which it is legally responsible, or any of their respective employees and agents, on a comparative fault basis in accordance with C.R.S. 13-21-111.5(6). Consultant further agrees that its obligations to the County under this paragraph include claims against the County by Consultant's employees whether or not such claim is covered by workers compensation. Consultant expressly understands and agrees that any insurance or bond protection required by this contract, or otherwise provided by consultant, shall in no way limit the responsibility to indemnify, keep and save harmless and defend the County as herein provided, and such obligation exists even if the claim is fraudulent or groundless.

10.21 Consultant assures that where activities supported by this Contract produce any discovery or invention, original computer programs, writing, sound recordings, pictorial reproductions, drawing or other graphical representation and works of any similar nature, the County has the right to use, duplicate and disclose, in whole or in part in any manner for any purpose whatsoever and authorize others to do so. If the material or invention is copyrightable, the Consultant may copyright such, but the County reserves royalty-free non-exclusive and irreversible license to practice, reproduce, publish and use such materials in whole or in part, and authorize others to do so.

10.22 Conformance with Law: The Consultant shall at all times during the performance period strictly adhere to all applicable federal and state laws and implementing regulations as they currently exist and may hereafter be amended. Consultant shall also require compliance with these statutes and regulations in subcontract and subgrant agreements, if any, permitted under this Contract. Without limitation, these federal and state laws and regulations include:

- * Age Discrimination Act of 1975, 42 USC Sections 6101 et seq and its implementing regulation, 45 CFR Part 91;
- * Age Discrimination in Employment Act of 1967, 29 USC 621-634;
- * Americans with Disabilities Act of 1990 (ADA), 42 USC 12101 et seq;
- * Drug Free Workplace Act of 1988, 41 USC 701 et seq;
- * Equal Pay Act of 1963, 29 USC 206(d);
- * Immigration Reform and Control Act of 1986, 8 USC 1324b;
- * Pro-Children Act of 1994, 20 USC 6081 et seq;
- * Section 504 of the Rehabilitation Act of 1973, 29 USC 794, as amended, and implementing regulation 45 CFR Part 84;
- * Titles VI and VII of the Civil Rights Act of 1964, 42 USC 2000d and e;
- * Title IX of the Education Amendments of 1972, 20 USC 1681 et seq;
- * Section 24-34-302, et seq, Colorado Revised Statutes 1993, as amended;
- * The AUniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments (Common Rule), at 49 CFR, Part 18;
- * Office of Management and Budget Circulars A-87, A-21 or A-122, and A-102 or A-110, whichever are applicable;
- * The Hatch Act (5 USC 1501-1508 and PL 95-454 Section 4728). These statutes state that federal funds cannot be used for partisan political purposes of any kind by any person or organization involved in the administration of federally-assisted programs.
- * Health Insurance Portability and Accountability Act of 1996 (HIPAA) Public Law 104-191 codified at 45 CFR 160-164.

10.23 Non-discrimination: Consultant shall not discriminate against any person on the basis of race, color, national origin, age, sex, religion and disability, including Acquired Immune Deficiency Syndrome (AIDS) or AIDS related conditions, in performance of work and provision of services under this Contract.

10.24 Availability of Funds: Both parties agree that payments pursuant to this Agreement are subject to and contingent upon the continuing availability of funds for the purposes herein.

If such funds become unavailable, the Board may terminate this Agreement immediately without further liability.

ARTICLE 11 – DESIGNATED REPRESENTATIVE AND ADDRESSES

Mesa County hereby designates Kevin King, Project Manager, to act as its Designated Representative. The Designated Representative shall have the authority to determine the reasonableness of payment requests, to enter into written additions on behalf of Mesa County if appropriate, and to attend the final review meeting to receive all information from the Consultant.

All notices required or permitted under this Agreement shall be in writing and shall be deemed given when personally served or three(3) days after deposit in the United States Mail, certified mail, return receipt requested, and addressed to the following parties or to such other addressee(s) as may be designated by a notice complying with the foregoing requirements.

MESA COUNTY:

Mesa County Commissioners
Janet Rowland, Chair
P.O. Box 20,000
Grand Junction, CO 81502
970-244-1604

CONSULTANT:

Felsburg Holt & Ullevig
6400 S Fiddlers Green Circle
Suite 1500
Greenwood Village, CO 80111
303-721-1440

with a copy to:

Kevin King, Project Manager
Designated Representative
Mesa County Public Works
P.O. Box 20,000
Grand Junction, CO 81502

With a copy to:

Alex Pulley
Principal
Felsburg Holt & Ullevig

ARTICLE 12 - INCORPORATION OF ATTACHMENT

The following Attachments are incorporated into and made a part of this Agreement.

ATTACHMENT A -- SCOPE OF WORK

ATTACHMENT B - HOURLY RATE SCHEDULE

ATTACHMENT C – SCHEDULE OF FEES

ATTACHMENT D – FINANCIAL AND EXCEPTION STATEMENT

ATTACHMENT E – NOTIFICATION OF IMMIGRATIONS COMPLIANCE
REQUIREMENTS AND CERTIFICATION BY CONTRACTOR

ATTACHMENT F – INSURANCE CLARIFICATION

RFQ-21-03045

FELSBURG HOLT & ULLEVIG QUALIFICATIONS

ADDENDUM

MOU WITH THE CITY OF GRAND JUNCTION (DRAFT)

IN WITNESS WHEREOF, the parties execute this Agreement on the date last written below:

MESA COUNTY

Janet Rowland, Chair
Mesa County Board of County Commissioners

Date: _____

Attest:

Mesa County Clerk and Recorder

CONSULTANT

Signature

Alex P. Kelly

Name & Title

Alex P. Kelly, Principal

Date

10/21/21

JENI WELLS
Notary Public
State of Colorado
Notary ID # 20214004897
My Commission Expires 02-04-2025

Attest:

Jeni Wells

2-4-25



September 10, 2021

ATTACHMENT A SCOPE OF WORK

Mesa County Public Works
200 South Spruce Street
P.O. Box 20000
Grand Junction, CO 81502-5013
Attn: Kevin King

**Re: 29 Road Interchange at I-70
CDOT System Level Study (1601 Process) and NEPA Data Collection Scope of Work (Task Order #1)**

Dear Mr. King:

It is our pleasure to submit to you a scope of work for the 29 Road Interchange at I-70 (the Project). As previously discussed, we have divided the entire project scope into two separate task orders. This document provides the scope of work (Task Order #1) associated with initiating the Colorado Department of Transportation (CDOT) System Level Study (1601 Process) and the data collection associated with the National Environmental Policy Act (NEPA) Documentation and Clearance for the proposed 29 Road Interchange at I-70. Task Order #2 will address the other activities needed to achieve 1601 approval and approved NEPA documentation. Other tasks include project management and meetings as well as stakeholder engagement. Please note this scope of work does not include preliminary and/or final engineering design which will require an additional scope of work and fee estimate.

TASK ORDER #1-SCOPE OF WORK

The purpose of this task order is to initiate the CDOT System Level Study and the NEPA data collection for the proposed Project. The major milestones from Task Order #1 are to achieve the following:

- Deliver the PEL to NEPA Technical Memorandum
- Deliver an approved Methods & Assumptions Document
- Complete the Level I Screening (Decision on one interchange location [29 Road vs. 30 Road])
- Decision on the NEPA Class of Action

The activities described below are focused solely on achieving these milestones.

Project Management

This task provides client coordination and consultant team management of this Project.

- Develop and implement a Project Management Plan (PMP).
- Develop and maintain a project schedule in Microsoft Office Project and update on a monthly basis (assumes three (3) updates).
- Develop and implement a Project-Specific Total Quality Management Plan (TQMP) for Quality Assurance/Quality Control for all deliverables.
- Coordinate project tasks with Mesa County's Project Manager.
- Manage and coordinate the work efforts of the consultant team.

- Prepare and submit monthly invoices and progress reports for both Mesa County and Grand Junction (assumes three (3) invoices and progress reports).
- Conduct monthly budget tracking.

Deliverables

- PMP
- TQMP
- Project schedule and monthly updates
- Monthly invoices and progress reports

Meetings

This task covers Project Management Team (PMT) meetings (with Mesa County and Grand Junction) and consultant team coordination meetings.

- Attend and run project kickoff meeting.
- Attend and run monthly PMT meetings (assumes three (3) meetings). The meetings will review activities required to be complete since the last meeting, problems encountered/anticipated and potential solutions, project schedule update, action items, and coordination required.
- Attend and run bi-weekly consultant team coordination meetings (assumes six (6) meetings).
- Prepare agendas, handouts, and exhibits, and conduct and write minutes for above mentioned meetings.
 - Agendas will be sent to meeting attendees two (2) calendar days prior to each meeting.
 - Meeting minutes will be completed and distributed to meeting attendees within seven (7) calendar days of the meeting. When a definable task is discussed during a meeting, the minutes will identify the "Action Item," the party responsible for accomplishing it, and the proposed completion date. Meeting minutes will also clearly document decisions.

Deliverables

- Meeting agendas
- Meeting handouts/exhibits
- Meeting minutes

Stakeholder Engagement

This task provides for agency outreach and involvement with the local agency sponsor (Mesa County), CDOT Region 3 Project Manager, CDOT Specialty Units, and FHWA. General public involvement will be discussed in Task Order #2.

- Attend and run CDOT and FHWA coordination meetings (assumes one [1] meeting). The second coordination meeting will occur as the Pre-Application meeting, which is discussed in the following task. Mesa County and Grand Junction will also be included as part of the CDOT/FHWA coordination meetings.
- Attend and run CDOT Specialty Unit coordination meetings (assumes one [1] meeting). The first meeting will include a site tour of the project area to familiarize the Specialty Units with the Project. A separate site tour with the CDOT Region 3 Environmental Unit may be necessary depending on the number of attendees.
- Prepare a Stakeholder Engagement Plan that is specific to the nature of this Project. The level of effort included in the plan will be in keeping with the complexity and expected controversy of the Project. The plan will identify the methods for:
 - Website content development and quarterly updates. A website that documents the various meetings, consolidates the meeting materials, and decisions made during the meeting will be developed. This will be a webpage that is password protected with limited access to key stakeholders and will serve as a compendium of project materials and decisions.

- A separate public-facing project website will be developed in Task Order #2 that can be linked to/from the CDOT, Mesa County, and Grand Junction webpages.
- Contact database.
- Small group and one-on-one meetings (assume ten [10] meetings). Group meetings are anticipated to include the following:
 - Mesa County Public Works
 - Grand Valley Metropolitan Planning Organization (GVMPO)
 - City of Grand Junction
 - CDOT Region 3
 - CDOT Headquarters
 - FHWA
 - Key business/agency stakeholders (e.g., Grand Junction Economic Partnership, Horizon Drive Business Improvement District, Grand Junction Regional Airport) (assumes four [4] meetings)
- Conduct a Visioning Workshop after the small group/on-on-one meetings are conducted to share what was heard, discuss commonalities and potential challenges. This meeting will be facilitated by FHU and will have the goal of determining a common Vision for the project that all stakeholders can accept. This workshop is expected to be four (4) hours.
- Miscellaneous informational materials
- Obtain the necessary right-of-entry and permits. Some activities may require work on land not controlled by the Mesa County, Grand Junction, and/or CDOT, and subconsultants that may need right-of-entry, such as geotechnical and environmental personnel. In such cases, the Consultant shall obtain the necessary written permission to enter the premises. Written permission shall be coordinated with the Mesa County, Grand Junction, and CDOT. Included in this written permission will be the names and telephone numbers of persons to contact should notification prior to entry be necessary.

Deliverables

- | | |
|---|------------------------------|
| ▪ Meeting agendas | ▪ Contact database |
| ▪ Meeting graphics/handouts/exhibits | ▪ Press Releases |
| ▪ Meeting minutes | ▪ Notification Postcards |
| ▪ Stakeholder Engagement Plan | ▪ Right-of-entry permissions |
| ▪ Project Stakeholder website, website content, and updates | |

Screening Process

FHU is proposing to complete a three-level screening process to aid in the completion of the I60I Process, NEPA Documentation, and the Interchange Access Request. Necessary information needed for these processes will be included at each level of screening. Each level of screening will have an increasing level of detail. The following summarizes the three-step process:

1. **Level 1 Screening**—Overarching analysis to narrow the interchange locations to one location (29 Road vs. 30 Road) – Addressed in Task Order #1.
2. **Level 2 Screening**—Determining the appropriate interchange configuration. For example, standard diamond, diverging diamond, single-point urban interchange, etc. will be evaluated and a single configuration will be identified – Addressed in Task Order #2.

3. **Level 3 Screening**—Alternative refinements will be evaluated and focused on intersection management treatments, such as roundabout, signals, timings, etc. – Addressed in Task Order #2.

○ **Level 1 Screening**

This level of screening will focus on narrowing down the location of the interchange from either 29 Road or 30 Road to one location. The data used for this will be based upon the data collected in the PEL and supplemented with additional data. The proposed screening criteria associated with Level 1 Screening is presented below. Additional criteria or edits to these criteria may be made.

Category	Criteria	Performance Measure
Physical / Planning	Does road south of I-70 have appropriate accesses for enhanced arterial?	Number of direct access points
	Does road south of I-70 have dedicated ROW for enhanced arterial?	Current ROW width
		Typical building setback
	Does Interchange meet adequate spacing requirements?	Measure of distance between ramps
	Can buses be accommodated along the roadway?	Space for future bus stops
	What is the proximity of the ramps to known safety issues?	Distance of ramps to known safety issues on I-70
Traffic / Safety	Which road south of I-70 can handle the most volume?	Compare existing PEL local roadway volumes to data collected for 1601 analyses, including pandemic effects.
		Compare 2040 (PEL) and 2045 model local roadway forecasts to identify potential 2045 operational concerns based on 2040 PEL operational results.
		Perform link-based operational evaluation of 30 Road using data collected for the 1601 and 2045 model volumes
	Can the interstate handle additional local traffic on the interstate?	Compare existing PEL interstate volumes to data collected for 1601 analyses, including pandemic effects.
		Compare 2040 (PEL) and 2045 model interstate forecasts to identify potential 2045 operational concerns based on 2040 PEL operational results.
	How has interstate safety performance changed based on CDOT median improvements near milepost 32?	Compare PEL 3-year crash history to available post-improvement safety data collected for the 1601.
TDM	Are any potentially sensitive areas located along roadway?	Number of schools along roadway
		Number of designated school zones along roadway
		Number of trail crossings along roadway
		Number of parks / recreation areas along roadway
	Does interchange location tie into existing bus systems?	Number of routes and frequency of service along roadway
	Enhanced transit service opportunities	Demand to/from adjacent land use
		Travel speed/delays and/or ability to make stops
	Enhanced bicycle mobility opportunities	Stop availability and/or access for pedestrians and bicyclists
		Presence or ability for bicycle lanes
		Connectivity/safe crossing opportunities

	Enhanced pedestrian mobility and connectivity opportunities	Connectivity/safe crossing opportunities
Funding	Does location create additional funding opportunities?	Potential funding partners located adjacent to interchange location.
Community Context	Do changes affect the residential character of the area?	Design and operational context related to local community surroundings
Environmental Considerations	Impacts on environmental and cultural resources within the built and natural environment	Presence of Environmental Justice Communities along roadway
		Location effect on greenhouse gas emissions?
		Adverse noise impacts to residential receptors

Data collected and the limited analyses identified below for traffic, safety, and environmental efforts will be utilized for Level I Screening. The results of this screening will be documented and reviewed by the County and the City. FHU will revise and prepare for a presentation meeting with CDOT and FHWA. After this meeting, the final documentation will be submitted for review and approval by CDOT and FHWA.

CDOT System Level Study (I60I Process)

This task is based on FHU's understanding of the recently adopted CDOT I60I Policy and Procedural Directives (I60I Process) that govern the process needed to approve a new interchange along the Interstate and State Highway System. It is our understanding that CDOT updated the applicable guidance which was approved by the Transportation Commission in May 2021. Resources used for the development of these tasks also include our review of the May 2021 I60I Process, other CDOT and FHWA guidance material, and our experience with previous interchange projects.

o I60I Pre-Application Meeting

Applicants are required to have a pre-application project scoping meeting with CDOT Region 3. CDOT staff from the following Specialty Units should participate in the pre-application meeting with the applicant (in this case, Mesa County): program and project engineer, traffic, planning, environmental, and access, as well GVMPO, the local agency sponsor (Mesa County), the City of Grand Junction, and FHWA. The meeting with agency staff will address critical interchange approval items as required in the I60I Process.

Approval of the I60I Application by the Transportation Commission is contingent upon the Project being included in the CDOT 2045 Statewide Transportation Plan. The Project is not currently included in the CDOT 2045 Statewide Transportation Plan 10-year project pipeline, which will require amendment to include the Project. This scope of work does not include the amendment of the CDOT 2045 Statewide Transportation Plan 10-year project pipeline. The I60I Pre-Application Meeting should provide some guidance on the next steps for the amendment process. An additional scope of work and fee estimate will be required to complete the amendment process.

Deliverables

- Meeting agendas
- Meeting handouts/exhibits
- Meeting minutes

o Methods and Assumptions Development

FHU will work with Mesa County, the City of Grand Junction, GVMPO, CDOT Region 3, and FHWA staff to create a framework for the System Level Study analysis, including traffic parameter assumptions, study area, peak hours for analysis, data collection efforts, traffic forecasting and operational analyses approaches, and documentation needs. FHU will document the methods and assumptions and submit to CDOT and FHWA for review and approval. Two (2) meetings to review the draft M&A document is assumed.

Deliverables

- Methods and Assumptions (M&A) Technical Memorandum (Draft and Final)
- M&A Meeting materials (agenda, meeting handouts / exhibits, minutes)

○ Traffic Data Collection

Historic Traffic Data

FHU will compile available traffic data for the project area from past studies and other data sources. This is expected to include the PEL, other past studies, local agency count programs, and CDOT's OTIS database. We will evaluate these data for applicability to the project. CDOT guidance calls for traffic data to be less than two years old, although this requirement has been not been strictly enforced recently due to the pandemic's impact on traffic volumes. Hence, the applicability and use of historic data will be discussed during the M&A process.

Traffic Counts

Since the traffic counts for the PEL were conducted in 2018, it is assumed that new traffic counts will be required. FHU will conduct traffic volume counts and compile available traffic volume information at select intersections and roadway segments within the project area. It is assumed that AM peak and PM peak turning movement counts will be collected on a middle weekday at the following intersections, subject to change based on the M&A document:

- | | |
|--|----------------------------|
| ▪ I-70 / Horizon Drive eastbound ramp terminal | ▪ Patterson Road / 29 Road |
| ▪ I-70 / Horizon Drive westbound ramp terminal | ▪ Patterson Road / 30 Road |
| ▪ I-70 / I-70B eastbound off and on ramps | ▪ F 1/2 Road / 29 Road |
| ▪ I-70 / I-70B westbound off and on ramps | ▪ F 1/2 Road / 30 Road |
| ▪ Patterson Road at 27 1/2 Road | ▪ G Road / 29 Road |
| ▪ Patterson Road / F Road at I-70B | ▪ G Road / 30 Road |

Peak periods for turning movement counts will be determined based on data provided in the PEL Study. A 24-hour (daily) traffic count along mainline I-70 will be collected in the vicinity of the existing 29 Road overpass using non-intrusive methods. This count will be supplemented by daily data obtained from CDOT's Online Traffic Information System (OTIS) and data from the PEL study. These counts will be compiled and factored to address the appropriate season/time of year selected in accordance with the M&A document.

Safety Data

The most recently available 5-year crash history will be obtained from Vision Zero Suite for I-70 between Exit 31 and Exit 37 and in each existing interchange. Local street crash data for Patterson Road between 27 1/2 Road and I-70B, 29 Road between Patterson Road and the North I-70 Frontage Road, and 30 Road between Patterson Road and G Road will be downloaded from Vision Zero Suite and requested from Mesa County and the City of Grand Junction. The local street crash data from both sources will be compared to determine the most appropriate data set for use in the local street safety analysis.

Travel Demand Model Data

The 2045 travel demand model identified in the M&A document will be obtained from either the GVMPO or CDOT. The model will be set up on FHU's secure servers and we will work with the agency to verify our ability to reliably extract model data for the horizon year identified in the M&A document.

Documentation

FHU will document the traffic data collection in a technical memorandum for submittal to the GVMPO, CDOT Region 3, and FHWA for review and approval.

Deliverables

- Traffic Data Collection Memorandum

Task Order 1 Traffic and Safety Analysis

The majority of the traffic and safety analyses will be conducted in Task Order #2. However, the following limited analyses will be conducted in Task Order #1 to support the Level 1 Screening process.

Traffic Volume Comparisons

The historic traffic volume data (including data from the PEL) will be compared to the current traffic volume data collected for the I601 process and any differences will be noted. The data will also be compared to state-wide traffic volume changes related to the COVID-19 pandemic to determine if changes in volumes reflect appropriate traffic growth, or if traffic growth calculations should be based solely on the travel demand model.

Future Operational Overview

FHU will compile 2045 daily link volumes from the travel demand model approved in the M&A process for roadways in the study area, including I-70, 29 Road, 30 Road, and Patterson Road. These volumes will be compared to 2040 volumes documented in the PEL along these links. Based on the 2040 operational results documented in the PEL, FHU will qualitatively assess critical links to determine if available capacity appears to exist to accommodate 2045 volumes. Quantitative 2045 operational analyses will be performed in Task Order 2.

Safety

FHU will work with CDOT to determine when the safety improvements at approximately milepost 32 along I-70 were constructed. Based on this input, FHU will segregate the I-70 crash data collected for the I601 to reflect 'before improvement', 'during construction' and 'after construction' data. We will then compare the before and after data to determine if there have been changes in crash history due to the constructed improvements. Detailed crash analyses in support of the I601 process will be performed in Task Order #2.

Documentation

A brief memorandum documenting the Task Order #1 traffic analyses will be prepared and a draft will be submitted for client review. The final memo will be submitted to the GVMPO, CDOT Region 3, and FHWA for review and approval.

Deliverables

- Task Order #1 Traffic Analysis Memorandum

FHWA Interstate Access Request

This task, and the associated deliverables, will be completed during Task Order #2. However, the Methods and Assumptions Document and traffic work conducted during Task Order #1 will be directly applicable to the IAR work conducted in Task Order #2.

NEPA Process

This Task Order discusses the initial efforts to conduct the NEPA process for the Project. This scope assumes that the appropriate NEPA class of action will be a Categorical Exclusion (CatEx), and the format will be the Documented CatEx. Work under Task Order #1 is required to finalize this assumption. If the project must be cleared as an Environmental Assessment (EA), the FHU project team will easily pivot the delivery of the NEPA Documentation as a Template EA. The FHU project team will make this recommendation to FHWA and CDOT;

however, the ultimate decision as to the appropriate NEPA class of action lies with FHWA and CDOT. Task Order #2 will be specific to the final determination of the NEPA Class of Action.

○ **Scoping**

An early environmental coordination/scoping task will occur in relation to the 1601 pre-application meeting. Additional environmental scoping will occur as part of the first CDOT Specialty Unit coordination meeting and site tour.

This task involves scoping with the appropriate resource agencies for the Project: State Historic Preservation Office (SHPO); U.S. Department of Interior Fish and Wildlife Service (USFWS); U.S. Army Corps of Engineers (USACE); U.S. Environmental Protection Agency (USEPA); Colorado Parks and Wildlife (CPW); and Colorado Department of Public Health and Environment (CDPHE) Air Pollution Control Division (APCD), Water Quality Control Division (WQCD), and Hazardous Materials and Waste Management Division (HMWMD). Individual letters will be written to each resource agency with an invitation to provide scoping comments and attend a Resource Agency Scoping Meeting.

Deliverables

- Resource Agency scoping letters
- Resource Agency scoping meeting
- Meeting agenda
- Meeting handouts/materials
- Meeting minutes

○ **Environmental Data Collection**

FHU will use the available information collected during the PEL Study and build upon it by collecting existing information for environmental resources in the project area. These will be from previously published reports, regulatory databases, and other readily available sources. This will include aerial photography and GIS information. Additionally, field data collection will be conducted on locations where the project team has right-of-entry. Field collected information will be collected in a format that can be used in GIS and readily displayed in a map format and used for impact evaluation.

Environmental data will be collected, where appropriate, for the following resources:

- Air Quality
- Geologic Resources and Soil
- Water Quality/Floodplains
- Biological Resources
- Wetlands
- Historic Resources
- Archaeology (completed by Alpine Archaeological Consultants)
- Noise
- Land Use and Socioeconomic Resources
- Environmental Justice
- Right-of-Way and Relocations
- Parks, Trails, and Open Space
- Section 4(f) Resources
- Section 6(f) Resources
- Farmlands
- Paleontology (completed by PaleoSolutions)
- Visual Resources
- Hazardous Materials

The deliverables for the environmental resources will be completed during Task Order #2.

▪ **Air Quality**

As part of Task Order #1, FHU will coordinate with the CDOT Environmental Programs Branch (EPB) Air Quality Specialist to evaluate if modeling is required, and if so, confirm what data/ variables to use and which assumptions to make. It is assumed that the new greenhouse gas emission analysis and requirements identified in Senate Bill 260 will be applicable to this project.

- ***Geologic Resources and Soil***

This task will be completed during Task Order #2.

- ***Floodplains Assessment/Water Quality***

Known floodplain boundaries will be identified and presented for this Task Order.

- ***Biological Resources/Wetlands***

FHU will complete a field survey documenting existing conditions and potential impacts to wetlands and waters of the US, vegetation and noxious weeds, fish and wildlife, migratory birds, threatened and endangered species.

- ***Historic Survey***

As part of Task Order #1, FHU will establish the Project's Area of Potential Effects (APE) boundary, in cooperation with CDOT EPB. FHU will conduct a literature/file search for historic and cultural resources within the APE, using the Office of Archaeology and Historic Preservation (OAHP) Compass database and evaluating whether previously recorded resources located within or adjacent to the APE are eligible or potentially eligible for listing in the National Register of Historic Places (NRHP). FHU will use additional resources including the Mesa County Assessor's property database, USGS historic topographical maps, historic aerial photography, and past cultural survey reports to evaluate which buildings and structures, not previously surveyed, meet the minimum age requirement for NRHP eligibility. FHU will analyze properties 45 years and older (1975 and older) located within the APE to provide additional time for project planning and construction purposes and use this information to provide an analysis and assessment of the required cultural and historic resource evaluations necessary to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

This information will be mapped appropriately, and the results of this initial reconnaissance will be used to aid in the determination of the NEPA class of action.

- ***Archaeological (Alpine Archaeological Consultants)***

This task will be completed during Task Order #2.

- ***Paleontological (PaleoSolutions)***

This task will be completed during Task Order #2.

- ***Land Use, Social, and Economics***

FHU will collect, map, and evaluate baseline land use information and prepare information on land use and zoning, including maps of existing, planned, and future uses. Mapping may include parcel use categories such as land in public ownership, commercial, retail, wholesale, industrial, residential, vacant, mixed, etc., which identifies jurisdictional boundaries and land usage (information may be obtained from Department of Local Affairs, from old Sanborn maps, from archival aerial photos, from the local city or County, and/or from field verification.)

- ***Environmental Justice***

FHU will review data from the U.S. Census and other applicable resources to identify existing low-income and minority populations within the project area using CDOT and FHWA guidance in accordance with Executive Order 12898.

- ***Acquisition of Property for Right-of-Way/Residential and Business Relocations***

This task will be completed during Task Order #2.

- ***Parks, Open Space, Trails and Section 4f (Non-Historic) and Section 6f Evaluation***

FHU will review documentation regarding the Mesa County, City of Grand Junction parks and trails system for non-historic Section 4(f) properties, which consist of publicly owned parks, recreation, and wildlife refuges.

- ***Farmlands***

This task will be completed during Task Order #2.

▪ **Noise**

FHU will perform the appropriate noise analysis in accordance with CDOT's Noise Analysis and Abatement Guidelines for potential sensitive receptors along the corridor. FHU will define the relevant noise abatement criteria, identify noise-sensitive land uses and evaluate the existing noise levels (by measurement and/or modeling).

▪ **Visual**

An initial viewshed determination and initial scoping of the type of visual analysis will be conducted in this Task Order. This will aid in the determination of any potential important visual resources in this area.

▪ **Hazardous Materials**

FHU will conduct a site reconnaissance to evaluate current adjacent properties and activities in accordance with the CDOT Hazardous Materials Guidance Manual documenting the potential presence of hazardous materials (otherwise known as "Recognized Environmental Conditions" [RECs]) within the project area.

▪ **Cumulative Impacts**

This task will be completed during Task Order #2.

Impact and mitigation determinations and the NEPA documentation will be completed during Task Order #2.

Pre-Design Data Gathering

The following data gathering activities will be completed during Task Order #2. Additionally, the deliverables will be completed during that same Task Order.

- Survey and ROW plans (SurvWest)
- Subsurface Geotechnical Investigation, Foundation Recommendations & Pavement Design (Yeh and Associates, Inc.)
- Subsurface Utility Engineering Preliminary & Utility Coordination (Goodbee and Associates)
- Lighting (Clanton and Associates)

Conceptual Design

The following conceptual design tasks, and their associated deliverables, will be completed during Task Order #2.

- Roadway Design
- Hydrology & Hydraulic Analysis and Design
- Water Quality, Storm Water Management and Erosion Control
- Structural Engineering
- Traffic Engineering Design (Signing, Striping, Signals, and ITS) (Lighting Design by Clanton and Associates)
- Conceptual Design Review

We propose to conduct this work on a time and materials basis. In such an agreement, we are compensated for our services at our standard hourly rates and direct expenses will be reimbursed at cost.

If this scope of work and budget are acceptable, please provide the appropriate contract documents for our review and signature. If you have any questions regarding this information, please contact me, Alex Pulley, at (303) 721-1440 (work), (303) 601-0371 (mobile), or email at alex.pulley@fhueng.com.

Respectfully,

FELSBURG HOLT & ULLEVIG

A handwritten signature in cursive script, reading "Alex Pulley".

Alex Pulley
Principal/Project Manager

A handwritten signature in cursive script, reading "Amanda Cushing".

Amanda Cushing
Deputy Project Manager



October 19, 2021

Mesa County Public Works
200 South Spruce Street
P.O. Box 20000
Grand Junction, CO 81502-5013
Attn: Kevin King

Re: 29 Road Interchange at I-70 FHWA Interstate Access Request (IAR) and NEPA Documentation and Clearance Scope of Work (Task Order #2)

Dear Mr. King:

Per your request, this proposal provides the scope of work (Task Order #2) associated with completing the Federal Highway Administration (FHWA) Interstate Access Request (IAR), the National Environmental Policy Act (NEPA) Documentation and Clearance, and Conceptual Design for the proposed 29 Road Interchange at I-70 (the "Project"). Other tasks include project management and meetings as well as stakeholder engagement. Please note this scope of work does not include preliminary and/or final engineering design which will require an additional scope of work and fee estimate.

SCOPE OF WORK

Task Order #2 continues much of the work initiated in Task Order #1. The purpose of this task order is to complete the CDOT System Level Study, FHWA IAR, and NEPA process for the proposed Project.

Project Management

This task provides client coordination and consultant team management of this Project.

- Implement a Project Management Plan (PMP).
- Maintain a project schedule in Microsoft Office Project and update on a monthly basis (assumes 16 updates).
- Implement a Project-Specific Total Quality Management Plan (TQMP) for Quality Assurance/Quality Control for all deliverables.
- Coordinate project tasks with Mesa County's Project Manager.
- Manage and coordinate the work efforts of the consultant team.
- Prepare and submit monthly invoices and progress reports for both Mesa County and Grand Junction (assumes 17 invoices and progress reports).
- Conduct monthly budget tracking.

Deliverables

- Project schedule and monthly updates
- Monthly invoices and progress reports

Meetings

This task covers Project Management Team (PMT) meetings (with Mesa County and Grand Junction) and consultant team coordination meetings.

- Attend and run monthly PMT meetings (assumes 17 meetings). The meetings will review activities required to be complete since the last meeting, problems encountered/anticipated and potential solutions, project schedule update, action items, and coordination required.
- Attend and run monthly consultant team coordination meetings (assumes 17 meetings).
- Prepare agendas, handouts, and exhibits, and conduct and write minutes for above mentioned meetings.
 - Agendas will be sent to meeting attendees two (2) calendar days prior to each meeting.
 - Meeting minutes will be completed and distributed to meeting attendees within seven (7) calendar days of the meeting. When a definable task is discussed during a meeting, the minutes will identify the "Action Item," the party responsible for accomplishing it, and the proposed completion date. Meeting minutes will also clearly document decisions.

Deliverables

- Meeting agendas
- Meeting handouts/exhibits
- Meeting minutes

Stakeholder Engagement

This task provides for agency and public outreach and involvement with the local agency sponsor (Mesa County), Grand Junction, CDOT Region 3 contact, CDOT Specialty Units, and FHWA.

- Attend and run CDOT and FHWA coordination meetings (assumes nine [9] meetings). Mesa County and Grand Junction will also be included as part of the CDOT/FHWA coordination meetings, as well as a participant in the PMT meetings as well.
- Attend and run additional CDOT Specialty Unit coordination meetings (assumes two [2] meetings).
- Execute the Stakeholder Engagement Plan described in Task Order 1.

Deliverables

- Meeting agendas
- Meeting graphics/handouts/exhibits
- Meeting minutes
- Project Stakeholder website, website content, and updates
- Contact database updates
- Press Releases
- Notification Postcards

Public Outreach and Engagement

This task provides for the general public outreach and engagement.

- Prepare a Public Involvement Plan that is specific to the nature of this Project. The level of effort included in the plan will be in keeping with the complexity and expected controversy of the Project. The plan will identify the methods for:
 - Website content development and quarterly updates. A separate project website will be developed that can be linked to/from the CDOT, Mesa County, and Grand Junction webpages.
 - Contact database.
 - Virtual and in-person public meetings, including public notification postcards and press releases (assumes three [3] public meetings for Scoping/Purpose and Need Refinement [virtual], Alternatives Analysis/Preferred Alternative [virtual/in-person], and NEPA Documentation Public Review [virtual/in-person]).
 - Project Video.
 - Miscellaneous informational materials.

Deliverables

- Meeting agendas
- Meeting graphics/handouts/exhibits
- Meeting minutes
- Public Involvement Plan
- Project website, website content, and updates
- Contact database
- Press Releases
- Notification Postcards
- Project Video

Political Contacts and Funding Research

This section discuss the approach to assisting the County and the City with the identification of potential funding sources, as well as messaging to political figures that could have a positive influence on the project outcome.

Research Of Funding Sources

FHU will research potential funding sources that could be used for the development of and construction of the interchange. These funding sources will focus primarily on the grant programs within the state and potential funding partners, such as CDOT, GVMPP, and other known partners.

FHU will utilize our knowledge of grant programs to find advantageous situations that could benefit the interchange. FHU has developed a list of potential funding sources over time and we will leverage this experience to identify as many sources as possible.

FHU will also identify potential Federal Grants and how the interchange project may fit into these grants. These can include the INFRA, RAISE, or other grant programs that become available. This scope does not include the actual application of a Federal Grant. If the County and the City deem that the application of a Federal Grant is appropriate, then FHU can provide these services under a separate Task Order.

Application for Funding (not including Federal Grants)

FHU will apply for the various grants that were determined to be applicable in the previous step. These grants will focus on the various local and state grants.

Develop Lists of Political Contacts and Approach

FHU will research and identify the local, state, and national political figures that have jurisdiction and influence that can assist the advancement of interchange. FHU will identify the areas of influence and how they might be able to assist in the process. FHU will work closely with the County and the City to develop an approach to conduct the outreach to these influencers. FHU will also work with the County and City to develop a consistent message that focuses on the necessary items for each of the influencers.

Assist with Contacting and Advising Political Contacts

FHU will assist the County and City with the outreach and discussions with the influencers. FHU will not lead these discussions but will support the County and City with the information preparation and presentation of materials.

CDOT System Level Study (I60I Process)

This task will build upon the progress completed under Task Order #1.

○ Future Year Forecasts

Using the travel demand model obtained and set up in Task Order #1, the project team will develop background traffic volumes and growth rates for study area roadways. Opening Day (year 2025) and Horizon Year (year 2045) peak hour turning movement forecasts at identified study intersections will be developed based on travel demand model output and existing traffic volumes using procedures as outlined in National Cooperative Highway Research Program Report 765 (NCHRP 765).

Deliverables

- Travel Demand Model and Transportation Network Technical Memorandum (Draft and Final)

○ Operational Analysis

The following forecast scenarios will be developed for AM and PM peak hour analysis (subject to the M&A document):

- Existing Conditions
- Opening Day without the Project (No-Action Alternative)
- Opening Day with the Project
- Horizon Year without the Project (No-Action Alternative)
- Horizon Year with the Project

Analysis of traffic operations will be conducted for each forecasting scenario. Subject to the M&A document, the scope of the analysis for these scenarios is expected to include:

- I-70 Freeway Operations (e.g., mainline, merge, diverge, weaving) from west of Horizon Drive (Exit 31) to east of I-70 B (Exit 37)

Operational analyses will be performed using the Highway Capacity Software (HCS) and/or Synchro traffic analysis software tools in accordance with the M&A document. These analyses are required as part of the IAR process.

Microsimulation analyses are not anticipated for this Project but may be added as part of the M&A process. If so, additional scope and fee will be required.

Deliverables

- Existing Conditions, Opening Year, and Horizon Year Operations Technical Memorandum (Draft and Final)

○ **Safety Analysis**

Using data collected in Task Order #1, the interstate and local street crash history will be evaluated to identify numbers of property damage only/injury/fatal accidents, Level of Service of Safety (LOSS), and notable crash patterns. Particular attention will be paid to recent safety improvements completed by CDOT at approximately Milepost 32, and how these improvements may be reflected in the I-70 crash data.

The effect of the Project on crash experience will be analyzed using crash history observations, safety performance function (SPF) data, traffic volume forecasts, and appropriate crash modification factors. Subject to the M&A document, no Interactive Highway Safety Design Model (IHSDM) analyses are anticipated since the construction of a new interchange will not allow for appropriate before / after comparisons.

The data collection and safety analyses outlined above will be documented in a draft technical memorandum, and review comments will be addressed to produce a final technical memorandum.

Deliverables

- Safety Assessment Memorandum (Draft and Final)

○ **Transportation Demand Management Analysis**

This task involves the CDOT required Transportation Demand Management (TDM) analysis for the completion of the I601 Process. It is assumed that a cursory analysis will be required and the analysis will consist of both quantitative and qualitative analyses. The potential application of TDM strategies will also be evaluated throughout the alternative process to ensure considered alternatives possess the capability to accommodate TDM measures. FHU will investigate the ability of the project to meeting the TDM requirements in the I601 guidance.

The current draft version of the I601 Process includes the ability for the applicant to appeal to the CDOT Chief Engineer for a waiver or reduction of the required TDM strategies if TDM strategies would have minimal effects on ADT at the proposed interchange location.

Based upon the results of this analysis FHU will work with Mesa County, City of Grand Junction, GVMPO, and CDOT to determine the most suitable path forward for achieving the TDM requirements of the I601 Process.

○ **System Level Study**

FHU will prepare drafts of the required document(s) presenting results of the System Level Study for Mesa County, Grand Junction, GVMPO, and CDOT review. The System Level Study will address documentation requirements as outlined in the current I601 policy guidance.

FHU will incorporate agency comments in a revised draft expected to be submitted for CDOT review. Comments will be catalogued in a comment and response matrix and a revised version of the document(s) will be provided, along with the comment matrix. Comment resolution coordination will be conducted as needed to identify any additional edits needed to finalize the document(s) for submittal for approvals.

Deliverables

- System Level Study (Preliminary Draft, Draft, and Final)

Alternative Development and Evaluation

FHU is proposing to complete a three-level screening process to aid in the completion of the I601 Process, NEPA Documentation, and the Interchange Access Request. Necessary information needed for these processes will be included at each level of screening. Each level of screening will have an increasing level of detail. The following summarizes the three-step process:

1. **Level 1 Screening**—Overarching analysis to narrow the interchange locations to one location (29 Road vs. 30 Road) – Addressed in Task Order #1.

2. **Level 2 Screening**—Determining the appropriate interchange configuration. For example, standard diamond, diverging diamond, single-point urban interchange, etc. will be evaluated and a single configuration will be identified – *Addressed in Task Order #2.*
3. **Level 3 Screening**—Alternative refinements will be evaluated and focused on intersection management treatments, such as roundabout, signals, timings, etc. – *Addressed in Task Order #2.*

○ **Level 2 Screening**

Building upon the work completed in the PEL Study and the results of Level 1 Screening completed in Task Order #1, the project team will develop a range of interchange alternatives that may be suitable for the proposed interchange. FHU will utilize the traffic and safety information developed specifically from this stage of the Project and the environmental information (discuss in subsequent sections).

Available daily traffic volume/pattern forecast information will be used to help refine the range of reasonable alternatives based on the ability of various interchange configurations to accommodate projected traffic levels/movements. Initial evaluations will be conducted across the range of reasonable alternatives to reach a shorter list for more detailed evaluation. Peak hour interchange turning movement traffic projections will be used to evaluate the operational efficiency of each alternative.

Key environmental resources that can affect decision making will be analyzed and evaluated in this step. Resources may include potential historic properties, non-historic Section 4(f) resources, wetlands and Waters of the U.S., community resources, noise, air quality, and others.

A range of four (4) to six (6) basic interchange configuration alternatives will be advanced to screening for the interchange area. This assessment will be appropriate to evaluate substantial differences between various interchange alternatives, if any. The Level 2 alternative development and screening will include appropriate analysis of the feasibility and effectiveness of a connector road between Horizon Drive and either 29 Road or 30 Road. The connector road analysis will be limited to determining if the presence and location of a connector road will be needed to increase effectiveness of the interchange. The alternative screening process will be clearly documented and presented in a graphical/matrix format for review among agencies and stakeholders. The matrix will be incorporated into the System Level Study and NEPA document as an Appendix.

○ **Level 3 Screening**

After the results of Level 2 Screening has identified an interchange layout, additional analysis of various “Options” for the selected alternative will be conducted to refine the interchange layout. Options may include traffic control such as signalized vs. roundabout intersections or geometric questions involving roadway design parameters such as curve radii, etc. It is assumed that up to six (6) alternatives will be considered.

This task will result in the final overall layout and intersection layout from a traffic, operations, and safety standpoint. The System Level Study will document the process for identification of and selection of the Preferred Alternative. The expectation is that this information will be incorporated directly into the NEPA process.

FHWA Interstate Access Request

FHU will use the traffic, operations, and safety information developed as part of the 1601 System Level Study to develop the FHWA Interstate Access Request (IAR). FHU will scope and coordinate this effort with FHWA to ensure a common understanding of the efforts needed to complete the IAR. It is anticipated that the quantitative analyses included in the 1601 System Level Study will meet the basic needs for the IAR. One component specific to the IAR will be the development of a conceptual guide signing plan for the proposed new interchange. This element is required by FHWA.

FHU will prepare drafts of the required document(s) presenting results of the IAR for FHWA review. We will incorporate agency comments in a revised draft expected to be submitted for FHWA review. All agency comments will be catalogued in a comment and response matrix and a revised version of the document(s) will be provided along with the comment matrix. A comment resolution meeting will be conducted as needed to identify any additional edits needed to finalize the document(s) for submittal for approvals.

Deliverables

- Guide Signing Plans
- Interstate Access Request (Draft and Final)

NEPA Process

This task discusses the efforts to conduct the NEPA process for the Project and fulfills the remaining documentation efforts completed in Task Order #1. This scope assumes that the appropriate NEPA class of action will be Categorical Exclusion (CatEx), and the format will be the Documented CatEx. While work under this scope is required to finalize this assumption, it is the basis for this scope. If the project must be cleared as an Environmental Assessment (EA), the FHU project team will easily pivot the delivery of the NEPA Documentation as a Template EA.

○ Purpose and Need Statement Refinement

The PEL Study identified the Project's Purpose and Need Statement. However, based on feedback received on the PEL, the Purpose and Need Statement may require refinement. Additionally, the draft Purpose and Need Statement may require updates based on information collected on the Project during data collection, transportation analysis, and public and agency scoping and involvement. The expectation is that this draft Purpose and Need Statement will be incorporated into the System Level Study and the NEPA Documentation as well and will be finalized during the NEPA process. The objectives of the Project will be clearly identified and agreed upon early in the project process to prevent backtracking and limit schedule changes. No more than two (2) versions of the refined Purpose and Need Statement will be submitted to CDOT and FHWA for review and comment.

Deliverables

- Refined Purpose and Need Statement (Draft and Final)

○ Environmental Data Collection

FHU will use the available information collected during the PEL Study and build upon it by collecting existing information for environmental resources in the project area. These will be from previously published reports, regulatory databases, and other readily available sources. This will include aerial photography and GIS information. Additionally, field data collection will be conducted on locations where the project team has right-of-entry. Field collected information will be collected in a format that can be used in GIS and readily displayed in a map format and used for impact evaluation.

Environmental data collected during Task Order 1 will be reported for the following resources and documented in the NEPA Document:

- | | |
|--|--|
| ▪ Air Quality | ▪ Environmental Justice |
| ▪ Geologic Resources and Soil | ▪ Right-of-Way and Relocations |
| ▪ Water Quality/Floodplains | ▪ Parks, Trails, and Open Space |
| ▪ Biological Resources | ▪ Section 4(f) Resources |
| ▪ Wetlands | ▪ Section 6(f) Resources |
| ▪ Historic Resources | ▪ Farmlands |
| ▪ Archaeology (completed by Alpine Archaeological Consultants) | ▪ Paleontology (completed by PaleoSolutions) |
| ▪ Noise | ▪ Visual Resources |
| ▪ Land Use and Socioeconomic Resources | ▪ Hazardous Materials |

▪ Air Quality

Using the data collected during Task Order 1, FHU will prepare an air quality assessment in accordance with CDOT's Project Level Air Guidance, which may include using 2050 traffic volumes and a carbon monoxide (CO) hot spot model and analysis. A report that complies with CDOT air quality documentation procedures (assuming

that the project will not cause or contribute to a violation of federal carbon monoxide standards) will be prepared. It is assumed that this project will require the greenhouse gas emission analysis required in the recently approved Senate Bill 260.

Deliverables

- Project Level Air Quality Technical Report (Draft and Final)

- ***Geologic Resources and Soil***

FHU will summarize in the NEPA Document the geologic resources and soil in the project area based on the geotechnical analysis conducted as part of the preliminary engineering design. A separate technical report or memorandum will not be prepared.

- ***Floodplains Assessment/Water Quality***

FHU will prepare a Floodplains Assessment and Water Quality Technical Report in accordance with the CDOT NEPA Manual documenting floodplain boundaries, water resources, and water quality in the project area.

Deliverables

- Floodplains Assessment/Water Quality Technical Report (Draft and Final)

- ***Biological Resources/Wetlands***

Using the data collected during Task Order #1, FHU will prepare a Biological Resources Technical Memorandum and a Wetland Delineation Report documenting existing conditions and potential impacts to wetlands and waters of the US, vegetation and noxious weeds, fish and wildlife, migratory birds, threatened and endangered species.

Deliverables

- Biological Resources Technical Report (Draft and Final)
- Wetland Delineation Report (Draft and Final)

- ***Historic Survey***

Using the data collected during Task Order #1, FHU will prepare the Section 106 consultation, including an APE, eligibility determination, and effects determination. To accomplish this, FHU will work with CDOT to complete the formal consultation process with the State Historic Preservation Office (SHPO). **This scope of work does not include time that may be required in the event of an adverse effect and development of subsequent historic mitigation.**

Deliverables

- Historic Survey (Draft and Final)
- Section 106 Consultation including Eligibility and Effects

- ***Archaeological (Alpine Archaeological Consultants)***

The FHU project team will review historic Sanborn Fire Insurance maps and other appropriate archival sources to determine if the area may contain significant archaeological sites or features. Conduct an intensive field survey of the selected interchange area and undertake site-specific test excavations, as necessary and appropriate, to determine NRHP eligibility. The Consultant shall not undertake test excavations before consulting with CDOT. The project team will complete laboratory analyses of all collected artifacts and ancillary specimens and coordinate Tribal consultation and support the CDOT Environmental Programs Branch (EPB) Staff Archaeologist, as needed.

Deliverables

- Archaeological Survey (Draft and Final)
- ***Paleontological (PaleoSolutions)***

The FHU project team will perform a literature and museum fossil database search and field assessment and determine the presence or absence of paleontological resources. The FHU team will conduct analysis to determine the scientific significance (research and/or educational value) of the resource. The project team will coordinate the mitigation plan with CDOT Staff Paleontologist and prepare a paleontological technical report, including mitigation proposals, if necessary. The assessment report will be reviewed by the CDOT EPB Staff Paleontologist for adequacy.

Deliverables

- Paleontological Survey (Draft and Final)

- ***Land Use, Social, and Economics***

Using the data collected during Task Order #1, FHU will evaluate baseline information to document the effects of the project alternatives on community cohesion, safety and security, neighborhoods, and accessibility of facilities and services. FHU will investigate the effects of the project alternatives on commercial and industrial enterprises, employment, local tax base, regional earnings, etc., when relevant, recent Census data shall be used. This will be done at the regional and corridor level, as well as part of a cumulative effects analysis, as appropriate. FHU will identify any impacts or consequences to land uses and recommend appropriate mitigation measures as necessary.

Deliverables

- Land Use, Social, and Economic Resources Technical Memorandum (Draft and Final)

- ***Environmental Justice***

Using the data collected from the U.S. Census and other applicable resources during Task Order #1, FHU will identify existing low-income and minority populations within the project area and evaluate impacts to these communities using CDOT and FHWA guidance in accordance with Executive Order 12898. FHU will cross-reference other resources as appropriate (e.g., noise, air and water pollution, aesthetics, community cohesion, relocation impacts); document outreach efforts and input (or feedback) for low-income and/or minority communities; identify any adverse effects, benefits, and develop mitigation measures, if necessary, that would avoid or reduce the impacts according to Environmental Justice guidelines and document in a technical memorandum.

Deliverables

- Environmental Justice Technical Memorandum (Draft and Final)

- ***Acquisition of Property for Right-of-Way/Residential and Business Relocations***

FHU will calculate the amount of property to be acquired based on the conceptual design of the Project and Mesa County Assessor parcel information. In addition, FHU will determine potential partial and full acquisitions of properties, as well as residential and business relocations. A technical memorandum summarizing this information will be prepared. It is important to note that this information will be refined as part of the subsequent Preliminary Engineering Design process and preparation of the preliminary ROW plans.

Deliverables

- ROW Acquisition and Residential/Business Relocations Technical Memorandum (Draft and Final)

- ***Parks, Open Space, Trails and Section 4(f) (Non-Historic) and Section 6(f) Evaluation***

Using the data collected during Task Order #1, FHU will evaluate potential impacts or ROW acquisitions to Section 4(f) properties, followed by avoidance strategies, minimization, and/or mitigation alternatives for any Section 4(f) properties. FHU will coordinate with the CDOT EPB Section 4(f) specialist to prepare documentation for resource clearance.

Deliverables

- Parks, Open Space, Trails and Section 4(f) (Non-Historic) and Section 6(f) Evaluation (Draft and Final)

▪ **Farmlands**

In coordination with the Natural Resource Conservation Service (NRCS), FHU will investigate and quantify the effect of the project alternatives on farmlands—determining whether farmlands in question are classified as “prime” or “unique,” as well as the extent to which impacts may affect local communities. The US Department of Agriculture Farmland Conversion Form (Form AD 1006) will be completed, as necessary. Mitigation measures, if applicable, will be developed for impacts.

Deliverables

- USDA Farmland Conversion Form AD 1006 (Draft and Final)

▪ **Noise**

Using the data collected during Task Order #1, FHU will perform the appropriate noise analysis in accordance with CDOT’s Noise Analysis and Abatement Guidelines for potential sensitive receptors along the corridor and prepare a Noise Template Report. FHU will define the relevant noise abatement criteria, identify noise-sensitive land uses and evaluate the existing noise levels (by measurement and/or modeling), and prepare the assessment in accordance with the most recent CDOT Noise Analysis and Abatement Guidelines. **Survey of the benefitting receptors (i.e., voting) is not included in this scope and fee.**

Deliverables

- Noise Template Report (Draft and Final)

▪ **Visual**

Complete the VIA Scoping Questionnaire regarding the environmental compatibility and viewer sensitivity of the proposed 29 Road Interchange. Based on the score of the questionnaire, prepare the Visual Impact Assessment (VIA) using the CDOT 2019 VIA guidance and the process for assessing impacts for visual resources in context to NEPA and developing mitigation measures. For the purposes of this initial scope of work, we are assuming that a VIA Technical Memorandum may be required. Prepare one (1) photo simulation for the VIA.

Deliverables

- VIA Scoping Questionnaire
- VIA Technical Memorandum (Draft and Final)

▪ **Hazardous Materials**

Using the data collected during Task Order #1, FHU will prepare a Modified Phase I Environmental Site Assessment in accordance with the CDOT Hazardous Materials Guidance Manual documenting the potential presence of hazardous materials (otherwise known as “Recognized Environmental Conditions” [RECs]) within the project area. Using a commercially available database report, FHU will review documentation that may be on file at the Colorado Department of Labor and Employment – Oil and Public Safety and the Colorado Department of Public Health and Environment. In addition, FHU will review available historic aerials photos and topographic maps. **The preparation of a Materials Management Plan (MMP) is not anticipated as part of this project. If an MMP is required, additional scope and fee will be necessary.**

Deliverables

- Modified Phase I Environmental Site Assessment (Draft and Final)

▪ **Cumulative Impacts**

The cumulative impacts analysis will both list and consider incremental impacts of each alternative in conjunction with all past, present, and reasonably foreseeable future actions, no matter what entity (e.g., federal, non-federal, local government, or private) is taking or has taken the action; but the analysis should focus only on meaningful effects. FHU will develop the scope of the analysis in consultation with FHWA and CDOT, and, in general, will base temporal and spatial boundaries on the natural boundaries of resources of concern and the period of time

that the proposed action's impacts will persist. The analysis will be incorporated into the NEPA Document, and mitigation measures specific to cumulative impacts, if needed, will be identified.

Deliverables

- Cumulative Impacts Technical Memorandum (Draft and Final)

○ **Impact Determination**

FHU will determine the impacts the preferred alternative may have on environmental resources. These impacts will be based on conceptual design-level engineering. FHU will quantify environmental impacts, where feasible. Other impacts will be discussed qualitatively to provide an understanding of the effects of the preferred alternative.

○ **Mitigation Determination**

FHU will work closely with Mesa County, Grand Junction, and CDOT to incorporate the appropriate environmental resource mitigation into the Project. These mitigation measures will be documented, catalogued to be tracked throughout the remainder of the preliminary, final design, and construction phases of the project. These mitigation measures will be incorporated into the CatEx documentation.

○ **NEPA Documentation**

FHU will document the alternative development and screening process in a way that is appropriate for FHWA review and approval. Impact determination and assessment will be conducted using GIS and other methodologies and described in the CatEx documentation. Any appropriate mitigation will be identified and described in the CatEx documentation. This documentation will be formatted in a way that can be incorporated and tracked through the design process and into construction.

FHU will prepare the CatEx documentation for review by Mesa County, Grand Junction, CDOT, and FHWA. It is assumed that one review and revision for each reviewing agency is applicable. All CDOT and FHWA comments will be catalogued in a comment and response matrix and a revised version of the document(s) will be provided along with the comment matrix. A comment resolution meeting will be conducted as needed to identify any additional edits needed to finalize the document(s) for submittal for approvals.

Additional tasks for permitting will be conducted under a separate Task Order.

Pre-Design Data Gathering

○ **Survey (SurvWest)**

A topographic survey will be completed for the Project extents to capture existing topographical features such as roadways, structures, ditches, trees, lighting, wells, etc. A property ownership/right-of-way map will also be developed based on records researched and field observations. The necessary permits and rights-of-entry will be obtained prior to commencing field work.

Deliverables

- Survey Control Diagram
- Topographic CAD Reference File
- Existing Surface Model
- Property Ownership Map

○ **Subsurface Geotechnical Investigation, Foundation Recommendations & Pavement Design (Yeh and Associates, Inc.)**

This task includes conducting a geotechnical subsurface investigation, preliminary structural foundation recommendations and preliminary pavement design.

The FHU project team will:

- Obtain permits and rights of entry as required for the subsurface foundation investigation; and complete traffic control as required to conduct geotechnical investigation.
- Perform a subsurface investigation, obtain soil samples, and conduct analysis for preliminary pavement design recommendations for Interchange.
- Perform a subsurface investigation, obtain soil samples, and conduct analysis for preliminary foundation recommendations for the bridge structures over I-70 and the canal.
- Perform a subsurface investigation, obtain soil samples, and conduct analysis for preliminary retaining wall foundations and backfill.
- Prepare Draft and Final Geotechnical Report summarizing area geology, subsurface conditions, soil test data, foundation recommendations for structure foundations, and pavement recommendations.

Deliverables

- Draft Geotechnical Report with Preliminary Pavement Design and Foundation Recommendations

Conceptual Subsurface Utility Engineering and Utility Coordination (Goodbee and Associates)

This task is to identify and map existing utilities within the project limits that will be affected by roadway and structure design within the project limits; it does not include test holes.

The collection and depiction of existing subsurface utilities for design and contract documents will be in conformance with the requirements of the Colorado Subsurface Utility Law (SB 18-167), including applicable certification letters where ASCE Quality Level (QL) A or Quality Level B is not achieved.

The FHU project team will:

- **Map and Data Research:** Submit a subsurface utility engineering notification to the Utility Notification Center of Colorado, provide map and data research, and contact and/or meet with facility owners, as necessary.
- **Utility Designation:** Designate existing subsurface utilities within the proposed excavation area/SUE limits as necessary to develop preliminary utility alignments within the project area and mark the approximate location of existing utilities on the ground surface for subsequent survey. This scope of services specifically excludes QL B designation of storm and sanitary sewers, exploratory excavation, and quality level upgrades.
- **Utility Survey & Mapping:** A subsequent survey of all marked utilities within the project area will include the following elements and tasks, and develop existing subsurface utility mapping:
 - a) Establishment of additional inter-visible control points adjacent to or within the project limits. Control points will be permanent monuments. The horizontal and vertical control will be based on the survey control developed by the surveyor.
 - b) Marked utilities will be located using standard and remote survey methods. Rim/grate and pipe invert elevations of accessible sanitary and storm sewer manholes and inlets will be obtained within the project limits. Pipe sizes will be obtained from the ground surface. Using remote technology in lieu of traditional ground survey methods is anticipated in some areas to keep all field personnel safe and eliminate the necessity for expensive permitting and/or traffic control.

Deliverables

- Existing Utility CAD reference file
- Preliminary Utility Conflict Table of affected utilities

Conceptual Design

This task includes conceptual design for the preferred I-70 Interchange alternative determined in the I601 System Level Study and NEPA Process. Design will be completed to approximately overall 15% design for roadway,

structures, water resources, ITS, signing and striping, traffic signals and utility relocations. CDOT defines conceptual level review to be approximately 15% design. The conceptual design allows improved program cost estimating such that funding strategies can be accurately planned and executed.

○ **Roadway Design**

Conceptual design will include, but is not limited to:

- Develop design criteria for interstate, interchange ramps, and major arterials.
- Develop vertical and horizontal alignments, as well as typical sections for I-70, 29 Road, and interchange ramps.
- Develop a conceptual model of all roadways and interchanges.
- Develop the approximate area of proposed project impacts.
- Develop conceptual roadway design exhibits.
- Calculate project conceptual opinion of probable costs.
- Assemble preliminary review package for stakeholder review.

Deliverables

- Design Criteria
- Roadway Design Exhibits
- Conceptual level roadway quantities and cost estimate
- Preliminary Review Package (Design Criteria, Design Exhibits, quantities, cost estimates)

○ **Drainage and Water Quality Analysis and Design**

Conceptual design will include, but is not limited, to:

- Hydrologic analysis
 - Identify design criteria for CDOT and affected local agencies.
 - Delineate offsite basins for the existing and proposed condition (as applicable) for the preferred alternative.
 - Delineate existing roadway basins and proposed roadway basins based on the preferred alternative.
 - Develop minor and major design flows for all basins. It is assumed the Rational Method will be used for the existing and proposed roadway basins. It is assumed that a combination of Rational Method and CUHP and/or SCS methods will be used for the offsite basins. The assumption is being made due to unknown offsite basin sizes; however, there are likely basins larger than 160 acres, which is the limitation for Rational Method application. The project area is located within several jurisdictions (local agencies), including Mesa County and the City of Grand Junction. All storm drainage design will need to be coordinated with the relevant jurisdiction (local agency) to ensure appropriate storm drainage criteria is achieved.
 - Complete conceptual level storm drainage design for the preferred alternative. This design will include inlet placement, storm pipe layout with general sizes, ditches, outfall locations, and conceptual level permanent water quality (PWQ) control measure (CM) locations. The storm drainage and PWQ CM design will be schematic and not include pipe profiles or any specific details.
 - Estimate conceptual level PWQ CM sizing, type, and location based on the preferred alternative.
 - Develop a CADD reference file with proposed storm drainage design and PWQ CM feature outlines for impacts and ROW purposes.

Deliverables

- Conceptual level Drainage Basin Exhibit
- Conceptual level Drainage Quantities and Cost Estimate

- CADD reference file with proposed Conceptual drainage facilities and PWQ CM locations
- Storm drainage analysis as required for the NEPA water resources technical report.

○ **Structural Engineering**

Conceptual design will include, but is not limited, to:

- Coordinate roadway vertical alignment at the bridges with roadway design regarding required structure depth, vertical clearance requirements and other CDOT Bridge Design Manual requirements.
- Coordinate substructure locations with roadway design to ensure roadway sight distances.
- Coordinate structure drainage requirements with the drainage design.
- Develop conceptual bridge and wall layouts.
- Coordinate needed retaining wall locations with roadway design and the drainage design.
- For the NEPA preferred alternative, analyze alternative bridge layouts, superstructure type, and foundation types for the structure selection type, including construction cost analysis.
- For the NEPA preferred alternative, analyze alternative retaining wall systems for the structure selection report, including construction cost analysis.
- Develop a structure location map.
- Complete general layouts for the bridges.
- Assist with locating test holes for the foundation recommendation.
- Coordinate with CDOT Staff Bridge to assign structure numbers for bridges and major retaining walls.
- Complete a structure selection report for bridges and retaining walls in accordance with CDOT requirements.
- Schedule, prepare for, attend, and write a meeting summary for a Structure Selection Coordination Meeting with CDOT Staff Bridge.
- Develop a CADD reference base file with bridge and wall outlines.

Deliverables

- Structure Selection Report
- Bridge General Layouts (for conceptual design review package)
- Structure Quantities and Cost Estimate (separate estimates for each structure)
- CADD reference base file with bridge and wall outlines

○ **Traffic Engineering Design (Signing, Striping, Signals, and ITS)**

Conceptual design will include, but is not limited, to:

- Develop existing sign inventory.
- Coordinate with CDOT and appropriate local agencies to determine ITS facilities within the project limits.
- Develop a preliminary location map for guide signs pertaining to the proposed interchanges.
- Develop preliminary signing for the Project.
- Develop preliminary signal layouts for signalized intersections.

Deliverables

- Preliminary Signing, Striping, Signal, and ITS Plans
- Conceptual Level Traffic Quantities and Cost Estimate

○ **Lighting Design (Clanton and Associates)**

Conceptual design will include but is not limited to:

- Coordinate lighting system with CDOT and appropriate local municipalities.

- Coordinate lighting design with the appropriate utility agency(ies).
- Develop master lighting concept plan for project limits.
- Develop 15% lighting design.

Deliverables

- Master Lighting Concept Plan
- Lighting Quantities & Cost Estimate

○ **Conceptual Design Review**

Conceptual design review will include, but is not limited, to:

- Compile and send review package to Mesa County, City of Grand Junction, CDOT, and other coordinating agencies.
- Conduct a conceptual design review meeting and write meeting summary.
- Develop and fill out a comment/response matrix.

Deliverables

- Conceptual Design review package
- Meeting agenda and summary
- Comment/response matrix

We propose to conduct this work on a time and materials basis. In such an agreement, we are compensated for our services at our standard hourly rates and direct expenses will be reimbursed at cost.

If this scope of work and budget are acceptable, please provide the appropriate contract documents for our review and signature. If you have any questions regarding this information, please contact me, Alex Pulley, at (303) 721-1440 (work), (303) 601-0371 (mobile), or email at alex.pulley@fhueng.com.

Respectfully,

FELSBURG HOLT & ULLEVIG



Alex Pulley
Principal/Project Manager



Amanda Cushing
Deputy Project Manager

ATTACHMENT B

HOURLY RATE SCHEDULE

Name of Firm Felsburg Holt & Ullevig
Address 6400 S. Fiddlers Green, Ste. 1500, Greenwood Village, CO 80111
Phone 303-721-1440

FEE SCHEDULE EFFECTIVE THROUGH

(Date: 2022)

POSITION

RATE

(Name & Title)

(Hourly Rate)

see attached

(Outside services rate if any)

see attached

Submitted By: (Firm Name and Address)

Felsburg Holt & Ullevig
6400 S. Fiddlers Green, Ste. 1500
Greenwood Village, CO 80111

Name and Title	FHU 2021 Hourly Rates
Patrick Stein, Principal II	\$240
Alex Pulley, Principal I	\$220
Amanda Cushing,, Env Scientist/Planner V	\$175
Paul Brown, Associate	\$210
Cady Dawson, Sr Transportation Planner	\$190
John Dibble, Engineer IV	\$155
Rick Erjavec, Sr Engineer	\$195
Ryan Saline, Engineer II	\$115
Matthew Downey, Transportation Planner IV	\$155
Ajdin Hamzagic, Transportation Planner II	\$115
Amy Ford, Advanced Mobility Director	\$220
Rachel Ackermann, Engineer IV	\$155
Tom Nead, Associate	\$210
Dale Tischmak, Associate	\$210
Tamara Keefe, Env Scientist/Planner V	\$175
Neal Goffinet, Env Scientist/Planner III	\$130
Jake Lloyd, Env Scientist/Planner IV	\$155
Jodie Snyder, Env Scientist/Planner V	\$175
Tim Tetherow, Env Scientist/Planner V	\$175
Annie McFarland, Transportation Planner V	\$175
Peter Rondinone, Sr Designer	\$160
Alivia Plankis, Engineer V	\$175
Chad Twiss, Engineer V	\$175
Brad Chronowski, Env Scientist/Planner V	\$175
Larry Lang, Sr Engineer	\$195

Clanton & Associates 2021 Q3 Update Titles & Rates*	
Title	Hourly Rates
Chief Executive Officer	\$ 310
President	\$ 295
Principal	\$ 225
Associate	\$ 210
Senior Engineer II	\$ 200
Senior Engineer I	\$ 165
Engineer II	\$ 140
Engineer I	\$ 125
Senior Designer II	\$ 190
Senior Designer I	\$ 150
Designer II	\$ 130
Designer I	\$ 120
Intern	\$ 95
Production Manager	\$ 185
Senior CADD Technician	\$ 125
CADD Technician	\$ 95
Marketing Manager	\$ 90
Office Manager	\$ 90

*Rates are subject to change at the discretion of Clanton & Associates, Inc.



Description	Rate	Units
Staff Rates		
Principal	\$ 215.00	HR
Director	\$ 195.00	HR
Senior Survey Project Manager (IV)	\$ 180.00	HR
Survey Manager (II & III)	\$ 150.00	HR
Project Surveyor (I)	\$ 135.00	HR
Senior Survey Technician	\$ 120.00	HR
Survey Technician II	\$ 110.00	HR
Survey Technician I	\$ 100.00	HR
Field Technician	\$ 80.00	HR
1-Person Survey Crew	\$ 125.00	HR
2-Person Survey Crew	\$ 205.00	HR
UAS Pilot with drone (Photogrametry & LiDAR)	\$ 200.00	HR
Abstractor	\$ 135.00	HR
Clerical	\$ 70.00	HR
Materials and Equipment Reimbursable Expenses		
Mileage	\$0.56	MI
Surveying Materials & Supplies	Cost plus 10%	-
Plotting, Printing, Binding - Invoiced at Cost of Labor and Materials or Actual Printer Cost	-	-
Overnight and Courier Fees - Invoice Actual Cost	-	-
Notes		
Professional staff travel costs, meals and lodging will be billed at cost or a fixed rate, which may be negotiated for each project. Professional staff are Directors, Survey Managers/Project Managers and Project Surveyors.		

SUB-CONSULTANT TEAM MEMBERS

FIRM NAME: Alpine Archaeological Consultants, Inc

List **ALL** potential firm personnel titles/classifications that may be utilized under the Agreement, and their respective hourly rate. Do not list names of personnel, only titles (i.e. Project Manager). Provide additional sheets as necessary.

Title/Classification	Responsibilities	Rate/Hr.
Project Administrator	General charge of all projects, budgeting, permitting, proposal development, and crew scheduling.	115.00
Principal Investigator	Senior Level Archaeologist responsible for direct project management, report review, and oversight of archaeological decisions.	112.00
Project Director	Mid-level Archaeologist. Supervises field surveys and excavations, report writing, and provides overall quality control.	80.00
Project Archaeologist	Archaeologist. Supervises field surveys and excavations, report writing, and quality control.	68.00
Assistant Crew	Supervisor Field Archaeologist who assists the Project Archaeologist/Project Director during fieldwork, runs GPS unit, and assists with site recordation.	55.00
Field/Lab Archaeologist	Archaeological Technician for projects requiring more than two-person crew.	46.00
Site Records Supervisor	Supervises creation of site records for final delivery to state and federal agencies. Oversight of photographs, site forms, and artifact records.	55.00
Senior GIS Specialist	Oversee all aspects of archaeological data collected in the field. This includes managing production of site forms, map production, artifacts laboratory, and all databases.	70.00
GIS Specialist	Manages GIS data using ArcGIS for all projects.	62.00
Copy Editor	Copy editing of written reports and final Deliverables.	58.00
Office Manage	Manages accounting, facilities, equipment, and vehicles. Manages Office Assistants.	59.00
Office Assistant	Assists Office Manager is duties as assigned.	46.00

Goodbee & Associates, Inc.
Fiscal Year 2021

Personnel Classification	Rate per hour
President/Principal	\$185
Principal	\$185
Project Manager III	\$150
Project Manager II	\$135
Project Manager I	\$125
Landscape Architect (Principal)	\$175
Landscape Architect III	\$150
Landscape Architect II	\$130
Landscape Architect I	\$110
Designer III	\$115 ²
Designer II	\$110
Designer I	\$100
CAD II	\$100
CAD I	\$80
SUE Field Manager	\$150
SUE Senior Technician	\$130
SUE Technician II	\$110
SUE Technician I	\$90
SUE Junior Technician	\$70
Survey Manager	\$145
Survey Party Chief	\$125
Survey Technician II	\$95
Survey Technician I	\$80
Administrator	\$110
Administrative Assistant	\$80

Reimbursable Expenses

Item	Rate
Mileage ¹	\$0.56 per mile
Per Diem ¹	\$40 per day
Lodging ¹	\$100 per night
Utility Designating Equipment	\$50 per day
Utility Designating Supplies	\$140 per day
Ground Penetrating Radar	\$70 per day
Vendor/subconsultant survey, traffic control, vacuum excavation & restoration ²	\$ at cost
Plan production/copies (8.5" x 11" and 11"x17")	\$ at cost (if outsourced)

1. Rate per current IRS or approved Agency/Client rates

2. Subconsultant and vendor provided services are estimated and billed at-cost

3. Subconsultant and vendor provided services such as survey and traffic control billed in addition to unit rates noted above

ATTACHMENT D

Respondent is required to submit

Financial and Exception Statement

All questions must be answered and the data given must be clear and comprehensive. This statement must be notarized. If necessary, questions may be answered on separate attached sheets. You may submit any additional information you desire, but the total number of pages for this attachment should not exceed ten (10) pages.

1. **Name of Respondent:** Felsburg Holt & Ullevig

2. **Permanent main office address, email and phone number:**
 6400 S. Fiddler's Green Circle, Ste 1500
 Greenwood Village, CO 80111
 alex.pulley@fhueng.com; 303-721-1440
3. **When Organized:** October 1984

4. **If a corporation, where incorporated:** Colorado

5. **How many years have you been engaged in the business under your present firm or trade name?** 36 years

6. **Give bank references:** Jim Friedberg, Sr. VP (720) 947-7406
 Vectra Bank Colorado
 2000 S Colorado Blvd., Suite 2-1200,
 Denver, CO 80222
7. **What type of liability insurance, and what coverage limits do you currently carry for your organization, and give the name of the insurance carrier:**
 see attached for insurance coverage limits and insurance carrier

8. **Will you, upon request, fill out a detailed financial statement and furnish any other information that may be required by the County?** yes

The undersigned Offeror acknowledges the right of the County to reject any and all proposals submitted and to waive informalities therein. All participating Offerors, by their signature hereunder, shall agree to comply with all conditions, requirements, and instructions of this RFP as stated or implied herein. Print the words "No Exceptions" here no exceptions if there are no exceptions taken to any of the terms, conditions, or specifications of these quotation documents. If there are exceptions taken to any of these terms, conditions or specifications of these quotation documents, they must be clearly stated on a separate sheet of paper, attached to this quotation sheet and returned with your quotation. Should Mesa County omit anything from this RFP package, which is necessary to a clear understanding of the requirements, or should it appear that various instructions are in conflict, then the Contractor shall secure instruction from Connie Hahn, telephone number (970)244-1812, prior to the date and time of the deadline for questions shown in the RFP.

Offeror agrees to perform all work described in the Contract Documents for unit prices or lump sum as shown on the Attachment "A" Schedule of Payment. The Offeror further agrees that no proposal may either be changed or withdrawn, without the consent of the County for a period of sixty (60) days after the scheduled time for opening the proposals.

The Offeror shall certify (a) that his/her proposal is genuine and is not made in the interest of, or on behalf of, any undisclosed person, firm, or corporation; (b) that he/she has not directly or indirectly induced or solicited any other Offeror to put in a false or sham bid; (c) that he/she has not solicited or induced any other person, firm, or corporation from proposing; and (d) that he/she has not sought by collusion to obtain for himself/herself any advantage over any other Offerors or over Mesa County.

The undersigned hereby authorizes and requests any person, firm or corporation to furnish any information requested by the County in verification of the recitals comprising this Statement of Respondent's Qualifications:

Dated at:

This 3 day of August, 20 21

Felsburg Holt & Ullevig

(Name Of Consultant)

By: Patrick Stein, PE



Title: Principal

State of Colorado

County of Arapahoe County

Being duly sworn deposes and says that he/she is the Principal of
Felsburg Holt & Ullevig and that the answers to the foregoing questions and all
statements therein contained are true and correct.

Subscribed and sworn to before me this 3 day of August, 2021.

Jeni Wells
(Notary Public)

6400 S. Fiddlers Green Cr., Ste 1500, Greenwood Village, CO 80111
(Address)

My Commission Expires 2-4, 2025.

JENI WELLS
Notary Public
State of Colorado
Notary ID # 20214004897
My Commission Expires 02-04-2025

ATTACHMENT E

NOTIFICATION OF IMMIGRATION COMPLIANCE REQUIREMENTS AND CERTIFICATION BY CONSULTANT

Felsburg Holt & Ullevig, ("Consultant" herein) acknowledges that Consultant has been notified of the immigration compliance requirements of C.R.S. § 8-17.5-101, *et seq.* (House Bill 06-1343), and hereby **CERTIFIES** that:

1. The Consultant shall not knowingly employ or contract with an illegal alien to perform work under the public contract for services; or
2. Enter into a contract with a subcontractor that fails to certify to the Consultant that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under the public contract for services;
3. The Consultant has verified or attempted to verify through participation in the basic pilot program that the Consultant does not employ any illegal aliens and, if the Consultant is not accepted into the basic pilot program prior to entering into a public contract for services, that the Consultant shall apply to participate in the basic pilot program every three months until the Consultant is accepted or the public contract for services has been completed, whichever is earlier. This provision shall not be required or effective in a public contract for services if the basic pilot program is discontinued;
4. The Consultant acknowledges that the Consultant is prohibited from using basic pilot program procedures to undertake pre-employment screening of job applicants while the public contract for services is being performed;
5. If the Consultant obtains actual knowledge that a subcontractor performing work under the public contract for services knowingly employs or contracts with an illegal alien, the Consultant shall be required to:
 - (A) Notify the subcontractor and the contracting state agency or political subdivision within three days that the Consultant has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and
 - (B) Terminate the subcontract with the subcontractor if within three days of receiving the notice required pursuant to subparagraph (A) of this Section 5 the subcontractor does not stop employing or contracting with the illegal alien; except that the Consultant shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

6. Consultant is required to comply with any reasonable request by the State Department of Labor and Employment ("Department" herein) made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. § 8-17.5-102(5).

7. If Consultant violates a provision of the public contract for services required herein may terminate the contract for a breach of the contract. If the contract is so terminated, the Consultant shall be liable for actual and consequential damages to the County.

8. The County is obligated to notify the office of the secretary of state if a Consultant violates a provision of this Addendum and the County terminates the contract for such breach. Based on this notification, the secretary of state shall maintain a list that includes the name of the Consultant, the state agency or political subdivision that terminated the public contract for services, and the date of the termination. A Consultant shall be removed from the list if two years have passed since the date the contract was terminated, or if a court of competent jurisdiction determines that there has not been a violation of the provision of the public contract for services required pursuant to Section I. An agency or political subdivision shall notify the office of the secretary of state if a court has made such a determination. The list shall be available for public inspection at the office of the secretary of state and shall be published on the internet on the website maintained by the office of the secretary of state.

9. The Department may investigate whether a Consultant is complying with the provisions of a public contract for services required pursuant to Section I. The Department may conduct on-site inspections where a public contract for services is being performed, request and review documentation that proves the citizenship of any person performing work on a public contract for services, or take any other reasonable steps that are necessary to determine whether a Consultant is complying with the provisions of a public contract for services required pursuant to Section I. The Department shall receive complaints of suspected violations of a provision of a public contract for services (this Addendum) and shall have discretion to determine which complaints, if any, are to be investigated. The results of any investigation shall not constitute final agency action. The Consultant is hereby notified that the Department is authorized to promulgate rules in accordance with article 4 of title 24, C.R.S., to implement the provisions of C.R.S. § 8-17.5-101, *et. seq.*

Dated this 3 day of August, 2021

By: Patrick Stein [Print Name]

 [Signature]

ATTACHMENT F

INSURANCE CLARIFICATION

1. Contractor agrees to procure and maintain, at its own cost, a policy or policies of insurance/bonds sufficient to insure against all obligations assumed by Contractor pursuant to this agreement and shall not start work under this agreement until such insurance coverage has been obtained and approved in writing by the Board's Contract Administrator.
2. Contractor shall require all subcontractors and sub-subcontractors to maintain during the term of this agreement, Commercial General Liability insurance, Comprehensive Automobile Liability insurance, and Workers' Compensation and Employers' Liability insurance, in the same manner as specified for Contractor. Contractor shall furnish subcontractors' certificates of insurance to the Board, with a copy to the Board's Contract Administrator, immediately upon request.
3. All insurance policies required hereunder shall include a written thirty (30) day notification of cancellation. In that notice the Board and the Board's Contract Administrator will be notified of any material changes in the insurance policy(s) such as; cancellation, non-renewal, or reduction in coverage or alteration of coverage.
4. Nothing herein shall be deemed or construed as a waiver of any of the protections to which the Board or Mesa County shall be entitled pursuant to the Colorado Government Immunity Act, sections 24-10-101, C.R.S., as amended.
5. All required insurance coverages must be acquired from insurers authorized to conduct business in the State of Colorado and acceptable to the Board and Mesa County. The insurers must also have policyholders' rating of "A-" or better, and financial class size of "Class VII" or better in the latest edition of Best's Insurance Reports, unless the Board grants specific approval for an exception.
6. Contractor shall procure and continuously maintain the minimum insurance coverage listed below, and additional coverage as may apply, with forms and insurers acceptable to the Board. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain such continuous coverage.
 - a. Workers' Compensation and Employer's Liability Including Occupations Disease Coverage in accordance with scope and limits as required by the State of Colorado of \$100,000 each accident; \$100,000 disease each employee; \$500,000 disease policy limit..
 - b. Commercial General Liability, "occurrence form," with minimum limits of ONE MILLION (\$1,000,000) combined single limit, per occurrence for bodily injury, personal injury and property damage. In addition Contractor must either:
 - 1) Agree to provide certificates of insurance evidencing the above coverage for a period of two years after the final payment for the contract
 - OR
 - 2) Purchase an extended (minimum two years) reporting period endorsement for the policy or policies in force during the term of this contract and evidence the purchase of this extended reporting period endorsement by means of a certificate of insurance or a copy of the endorsement itself.

- c. Comprehensive Automobile Liability insurance with minimum limits for bodily injury and property damage of not less than ONE MILLION (\$1,000,000) combined single limit per accident.
 - d. PROFESSIONAL LIABILITY INSURANCE with an endorsement for work under this Agreement, and coverage of no less than ONE MILLION (\$1,000,000) per claim, and ONE MILLION (\$1,000,000) aggregate for all Design/Build, Professional Service and Design Contracts.
 - e. EXCESS LIABILITY/UMBRELLA INSURANCE with a limit no less than ONE MILLION (\$1,000,000) per occurrence/ONE MILLION (\$1,000,000) aggregate, and coverage at least as broad as the primary Commercial General Liability policy.
7. The policies required by paragraphs (B) and (C) above shall be endorsed to specify; "Mesa County and the City of Grand Junction, their officers, officials, employees and volunteers as INSUREDS, as respects liability, on behalf of Contractor, arising out of this Contract." All certificates of insurance are to be submitted on standard "ACCORD 25-S" form.
8. Depending on the nature and scope of the services to be provided under this Contract, additional insurance requirements may be specified by the Board. Items listed below, which have been marked with an "X" are required of Contractor by the Board as a condition of this Contract. Contractor initial, placed by the corresponding "X", shall acknowledge the Contractor compliance in meeting the specific insurance requirement(s).

Your
Initial X

___ N/A ___ BUILDERS RISK INSURANCE must be in an amount equal to the aggregate total of the initial contract prices in the contracts, as well as any subsequent modifications. The policy must be in Completed Value Form, insuring the entire project for, at least Broad Form coverage including theft. Such Insurance shall remain in effect until 12:00 noon on the day following the date of final acceptance of the entire project, whether or not the building or some part thereof is occupied in any manner prior to final acceptance of the project.

___ N/A ___ BID BONDS AND/OR PERFORMANCE BONDS. Bid bond coverage to be determined as a percentage of the total bid. Performance Bond in the amount of 100% of the project contract.

___ N/A ___ Other insurance as required. If other insurance is required it will be included and referred to as "EXHIBIT E."

ACORDTM**CERTIFICATE OF LIABILITY INSURANCE**

DATE (MM/DD/YYYY)

10/21/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION** IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER USI Insurance Services, LLC P.O. Box 7050 Englewood, CO 80155 800 873-8500		CONTACT NAME: PHONE (A/C, No, Ext): 800 873-8500 FAX (A/C, No): E-MAIL ADDRESS: den.certificate@usi.com	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A : Travelers Indemnity Co of America	
		INSURER B : Travelers Property Cas. Co. of America	
		INSURER C : Travelers Indemnity Company	
		INSURER D : XL Specialty Insurance Company	
		INSURER E : Charter Oak Fire Insurance Company	
		INSURER F :	


COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	6802J252902	06/21/2021	06/21/2022	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
E	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	BA8R607590	06/21/2021	06/21/2022	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> EXCESS LIAB <input checked="" type="checkbox"/> RETENTION \$ 10000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	CUP6540Y22A	06/21/2021	06/21/2022	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? <input checked="" type="checkbox"/> Y <input checked="" type="checkbox"/> N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		<input checked="" type="checkbox"/>	UB6K434639	06/21/2021	06/21/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
D	Professional Liab incl Pollution Claims Made		<input checked="" type="checkbox"/>	DPR9979783	06/21/2021	06/21/2022	\$2,000,000 per claim \$5,000,000 annl aggr.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

As required by written contract or written agreement, the following provisions apply subject to the policy terms, conditions, limitations and exclusions: The Certificate Holder and owner are included as Automatic Additional Insured's for ongoing and completed operations under General Liability; Designated Insured under Automobile Liability; and Additional Insureds under Umbrella / Excess Liability but only with respect to liability arising out of the Named Insured work performed on behalf of the certificate holder and owner. (See Attached Descriptions)

CERTIFICATE HOLDER Mesa County Public Works P.O. Box 20,000 Grand Junction, CO 81502	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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DESCRIPTIONS (Continued from Page 1)

The General Liability, Automobile Liability, Umbrella/Excess insurance applies on a primary and non contributory basis. A Blanket Waiver of Subrogation applies for General Liability, Automobile Liability, Umbrella/Excess Liability and Workers Compensation. The Umbrella / Excess Liability policy provides excess coverage over the General Liability, Automobile Liability and Employers Liability.

Please note that Additional Insured status does not apply to Professional Liability or Workers' Compensation.

RE: 29 Road Interchange at I-70, NEPA/1601 Project.

Additional Insured: City of Grand Junction, County of Mesa, Colorado, its officers and employees.

29 Road Interchange at I-70, NEPA/1601 Project
Request For Qualifications
RFQ-21-03045

Table of Contents

Section I General Information

- 1.1 Pre-Submittal Conference
- 1.2 Submission of Statement of Qualifications
- 1.3 Number of Copies
- 1.4 Information
- 1.5 Offeror Due Diligence
- 1.6 Confidential or Proprietary Information
- 1.7 Addenda
- 1.8 Withdrawal or Modification of Offers
- 1.9 Acceptance
- 1.10 Preparation Cost
- 1.11 Award
- 1.12 Contract Administration.
- 1.13 Substantiative Submittals
- 1.14 Governing Law
- 1.15 Schedule of Events
- 1.16 Inquiries

Section II Minimum Specifications

- 2.0 Summary of Intent
- 2.1 Scope of Work
- 2.2 Project Management and Coordination
- 2.3 Public Involvement
- 2.4 Engineering

Section III Submittal Content

- 3.0 Summary
- 3.1 Submittal Format
- 3.2 Submittal Requirements
- 3.3 Company Background and Overview
- 3.4 Team Personnel and Technical Expertise
- 3.5 Ability to Meet Project Schedule
- 3.6 Previous Projects Similar in Scope
- 3.7 Familiarity with Project and Area
- 3.8 Project Approach
- 3.9 Quality Assurance Methods
- 3.10 References
- 3.11 Exceptions
- 3.12 Insurance Clarification

Section IV Evaluation Criteria

- 4.0 Evaluation Criteria**
- 4.1 Selection Committee**
- 4.2 Evaluation Process**
- 4.3 Award of Contract**

Section V Contract Terms and Conditions

- Attachment A – Financial and Exception Statement**
- Attachment B – Hourly Rate Schedule**
- Attachment C – Certification of Immigration Compliance Agreement**
- Attachment D – Insurance Clarification Agreement**

SECTION I GENERAL INFORMATION

Section I provides general information to potential Offerors on subjects such as where to submit, number of copies, addenda, proprietary information designation, and other similar administrative elements.

1.1 PRE-SUBMITTAL CONFERENCE

A pre-submittal conference will be held for all potential Offerors on July 22, 2021 in Training Room A located at the Old Courthouse at 544 Rood Avenue, Grand Junction, Colorado. Go to the east door of the building and go to the third floor on the new section of the building. Attendance is not mandatory. If you wish to attend virtually email kevin.king@mesacounty.us at least one day prior to the conference and we will send you a google meets link.

1.2 SUBMISSION OF QUALIFICATIONS

All packets must be submitted in a sealed envelope clearly marked with the **firm name, 29 Road Interchange at I-70, NEPA/1601** and must be received by Mesa County Public Works department prior to the submission deadline.

Sealed offers are to be submitted to:

Connie Hahn
Operations Manager
Mesa County Public Works
200 S. Spruce
P.O. Box 20,000
Grand Junction, CO 81502-5013

*******NO LATE OFFERS WILL BE ACCEPTED*******
FACSIMILE OR TELEGRAPHIC SUBMITTALS WILL NOT BE ACCEPTED

Submission Deadline: 5:00 pm (MST) on August 4, 2021

The opening will not be public. Offerors will be notified if their Submittal is not accepted. The Submittal shall remain the property of Mesa County Public Works.

1.3 NUMBER OF COPIES

Consultant shall submit one (1) copy of requested documents. The submittal shall remain the property of Mesa County Public Works. The following materials shall be part of the requested documents:

1. Financial and Exception Statement (Attachment A)
2. Hourly Rate Schedule (Attachment B)
3. Certification of Immigration Compliance (Attachment C)
4. Letter of Intent
5. Items required by Section III
6. One electronic copy of all submitted documents on Compact Disc (CD) or Digital Versatile Disc (DVD), or Flash Drive and in Portable Document Format (pdf). Electronic copies must include signatures where applicable.

1.4 INFORMATION

All questions regarding the submittal preparation, the selection process, or specifications and interpretations of the terms and conditions of the RFQ, shall be submitted in writing no later than seven (7) calendar days prior to the deadline for submission of offers. Send all questions to Kevin King or Connie Hahn (See 1.16 below).

Following the award of a contract, responses to this solicitation may be subject to release as public information unless the response or specific parts of the response can be shown to be exempt from public information. Offerors are advised to consult with their legal counsel regarding disclosure issues and take the appropriate precautions to safeguard trade secrets or any other proprietary information. Mesa County Public Works assumes no obligation or responsibility for asserting legal arguments on behalf of potential Offerors.

This is not a public bid opening, therefore, Mesa County will not release any information pertaining to the number of offers received, names of Offerors, or pricing until an award is made. Mesa County will confirm receipt of your submittal if requested.

1.5 OFFEROR DUE DILIGENCE

Each Offeror shall judge for themselves as to all conditions and circumstances having relationships to the submittal, and become informed about the unique challenges posed by this project. Failure on the part of any Offeror to make such examination and become informed shall not constitute ground for declaration of not understanding the conditions with respect to making its Submittal.

Be aware, if the Offeror has obtained this RFQ from any source other than directly from Mesa County, and does not check the web site for any addenda, Mesa County is not responsible for errors in the submittal which may result in submitting a non-responsive proposal.

1.6 CONFIDENTIAL OR PROPRIETARY INFORMATION

If an Offeror believes that parts of a submittal are confidential, then the Offeror must so specify. The Offeror must stamp in bold letters the term CONFIDENTIAL on that part of the offer which the Offeror believes to be confidential. The Offeror must submit in writing

specific detailed reasons, including any relevant legal authority, stating why the Offeror believes the material to be confidential. Vague and general claims as to confidentiality will not be accepted. Mesa County will be the sole judge as to whether a claim is general and/or vague in nature. All submittals and parts of submittals which are not marked as confidential will be automatically considered public information after the contract is awarded. Other submittals or parts of submittals may be considered public information pursuant to Colorado Law.

1.7 AMENDMENT

In the event that it becomes necessary to revise any part of this RFQ, or if additional information is necessary to enable the Offeror to make an adequate interpretation of this RFQ, an addendum to the RFQ will be provided to each potential Offeror who has obtained an RFQ. Addenda to this RFQ may be issued at any time prior to the time set for receipt of the Statement of Qualifications. The Offerors are required to acknowledge receipt of any addenda by submitting a signed copy of each addendum issued. Signed copies must be submitted as part of the signed Statement of Qualifications submittal.

1.8 WITHDRAWAL OR MODIFICATION OF OFFERS

Any Offeror may modify or withdraw an offer in writing at any time prior to the deadline for submission of an offer (see 1.2 above) unless otherwise required in the RFQ. Any request for withdrawal of an offer must be signed by the individual who signed the initial submittal.

1.9 ACCEPTANCE

Any offer received shall be considered an offer, which may be accepted by Mesa County and City of Grand Junction based on initial submission without discussions or negotiations.

By submitting a Statement of Qualifications in response to this solicitation the Offeror agrees that any submittal it submits may be accepted by Mesa County at anytime within 90 days from the closing (see 1.2 above).

Mesa County and City of Grand Junction reserves the right to reject any portion or the entire submittal and to waive informalities and minor irregularities in submittals received, and/or to accept any portion of the submittal if deemed in the best interest of Mesa County and City of Grand Junction. Failure of the Offeror to provide in its offer any information requested in the RFQ may result in rejection for non-responsiveness.

1.10 PREPARATION COST

The cost of preparation is not a reimbursable cost. Statement of Qualifications preparation costs and presentation costs shall be at the Offeror's expense and are the Offeror's sole responsibility.

1.11 AWARD

It is the intent of Mesa County and City of Grand Junction to select the firm best qualified and technically able to provide the required services within the project's proposed schedule. Selection of a firm will be made as set forth in Section IV.

1.12 CONTRACT ADMINISTRATION

Mesa County Public Works shall be responsible for administration of the contract for compliance and performance with the interpretation of terms and obligations, scope, schedule, and budget. **Please Note: This is a joint project between Mesa County and the City of Grand Junction.** The awarded firm will submit all progress reports to Mesa County and City of Grand Junction, however in billing, the awarded firm will submit two invoices for each pay request split between Mesa County and the City of Grand Junction. Mesa County will forward the City's portion directly to them.

1.13 SUBSTANTIATIVE SUBMITTALS

The Offeror shall certify (a) that his/her submittal is genuine and is not made in the interest of, or on behalf of, any undisclosed person, firm, or corporation; (b) that he/she has not directly or indirectly induced or solicited any other Offeror to put in a false or sham bid; (c) that he/she has not solicited or induced any other person, firm, or corporation from submitting a Statement of Qualifications; and (d) that he/she has not sought by collusion to obtain for himself/herself any advantage over any other Offerors or over Mesa County.

1.14 GOVERNING LAW

The laws of the State of Colorado shall govern any contract executed between the successful consultant and Mesa County. Further, the place of performance and transaction of business shall be deemed to be in the County of Mesa, State of Colorado, and in the event of litigation, the exclusive venue and place of jurisdiction shall be the District Court of the Twenty-First Judicial District, Mesa County, Colorado.

1.15 SCHEDULE OF EVENTS

The schedules of events are as follows:

Advertise Request for Qualifications	7/11 & 14/ 21
Document Available	7/12/21
Pre-Submittal Conference	7/22/21
Written Questions Due Date	7/27/21
Submittal Due Date	8/4/21
Notice of Consultant Selection for Interviews (estimate)	8/11/21
Consultant Presentations and Interviews (estimate)	8/16-19/21
Scope and Fee Negotiations with Selected Consultant (estimate)	TBD
Award of Contract (estimate)	TBD

Contract Presented to the BoCC (estimate)	9/13/21
Kick-Off Meeting (estimate)	9/21/21
Final Construction Plans and Contract Documents Due	TBD

1.16 INQUIRIES

Technical questions about the scope of services, budget and finance, or other project specific question regarding this RFQ shall be in writing and directed to Kevin King. All procurement questions concerning the RFQ process or any contractual questions shall be directed to Connie Hahn. A written response to any inquiry will be provided in the form of an Addendum to the solicitation to each Offeror. All questions shall be submitted in writing no later than seven (7) calendar days prior to the deadline for submission of offers. Questions shall not be permitted after this time, including that time between Statement of Qualification submission, presentations and final selection of a Consultant. Verbal inquiries will not be accepted.

Kevin King
Senior Engineer
200 S. Spruce
P.O. Box 20,000
Grand Junction, CO 81502-5013
970.255.7147
kevin.king@mesacounty.us

Connie Hahn
Operations Manager
200 S. Spruce
P.O. Box 20,000
Grand Junction, CO 81502-5013
970.244.1812
connie.hahn@mesacounty.us

WRITTEN QUESTIONS RELATED TO THIS RFQ SHOULD ONLY BE DIRECTED TO THE MESA COUNTY PUBLIC WORKS DEPARTMENT. ANY CONTACT WITH OTHER MESA COUNTY AND CITY OF GRAND JUNCTION DEPARTMENTS BY YOUR FIRM WILL BE CONSIDERED GROUNDS TO DISQUALIFY YOUR FIRM'S RESPONSE TO THIS RFQ.

SECTION II MINIMUM SPECIFICATIONS

2.0 SUMMARY OF INTENT

The Public Works Department of Mesa County is requesting Statements of Qualifications from Consultants interested in performing the necessary tasks to prepare improvement alternatives and develop construction plans and specifications for the 29 Road Interchange at I-70, NEPA/1601 project to a level necessary for approval of an Interchange Access Request.

The successful Consultant must be prepared to perform services as outlined in Section II. The submittals will be evaluated by Mesa County and City of Grand Junction. It is the County's goal to select a Consultant who will provide the highest quality of customer service, technical expertise and project management. The award of the contract will be based on the evaluation criteria outlined in Section IV of this RFQ.

2.1 SCOPE OF WORK

This project will continue from the approved Planning Environmental Linkage (PEL) Study Report, September 2020 and follow Colorado Department of Transportation (CDOT) guidelines for their 1601 and NEPA process through Federal Highway Administration approval of an Interchange Access Request.

The PEL Study Report summarizes the findings and recommendations for the project. The study was closely coordinated with local, state, and federal resource agencies. The environmental overview and resource agency input compiled in the PEL study process should be used to scope for the NEPA evaluation. The traffic forecasts in the PEL study are from the 2040 Mesa County Regional Travel Model (MCRTM) available at the beginning of the study. The MCRTM was updated to extend projections to 2045. It is expected updated traffic and safety data and updated traffic forecasts will be required for the area surrounding the interchange, as well as the adjacent interchanges, to identify operational and safety benefits and impacts along I-70 as part of the 1601 and NEPA processes.

Prior to starting the NEPA documentation, a brief technical memorandum describing the PEL-to-NEPA process will reference the PEL Report and provide a brief summary of required updates to technical information and preferred alternative confirmation to substantiate the scope proceeding into the NEPA documentation. The Consultant shall take into consideration all work previously completed in the 29 Road Interchange at I-70 PEL Study in the process of completing the 1601 and NEPA processes. It is important that the areas stipulated in the Federal Highway Administrations approval letter dated May 19, 2021 as needing further analysis be addressed early in the process. The potential consultant should address where the funding application process and funding

confirmation process can be incorporated into the overall project schedule without impediment of the overall project progress. Mesa County and the City of Grand Junction have committed respectable funding amounts toward this project but current commitments are not enough to totally fund the construction of the interchange.

Project Purpose and Need

During the PEL study process, a project Purpose and Need was developed in accordance with Council of Environmental Quality NEPA regulations (40 CFR 1506.13a). The Purpose and Need Statement was developed and coordinated with project stakeholders and the general public, with approval of CDOT and FHWA.

Purpose

The purpose of the project is to enhance the region's transportation network to improve local and regional connectivity and to provide enhanced access to/from I-70 to planned land use.

Need

Improved access to I-70 is needed to:

- Address limited transportation network connectivity with no central north-south arterial corridor with access to/from I-70; and
- Provide transportation infrastructure needed to support planned land use adjacent to and north of I-70.

Goals of enhanced access to/from I-70 between Horizon Drive and I-70B are to:

- Be consistent with local and regional plans
- Improve network capacity
- Improve safety for all modes
- Balance local access and regional mobility
- Enhance local multimodal travel options along planned Active Transportation Corridors
- Avoid, minimize, or mitigate environmental impacts
- Complement local community surroundings

The PEL study information should be presented in NEPA in a similar fashion as it was used in the PEL Study Report. The interchange 1601 process and NEPA study should build on the Purpose and Need and goals developed by the PEL study

2.2 PROJECT MANAGEMENT AND COORDINATION

Project management, coordination and other project requirements will be determined with selected consultant during the scope and fee negotiation phase.

2.3 PUBLIC INVOLVEMENT

Consultant shall be responsible for the planning, preparation, and conduct of all activities pertaining to public involvement including conducting public open house meetings. The facilitation of the public open house includes meeting location and logistics, advertising and invitational materials, agenda, presentation and handout materials for participants and local media. The consultant shall prepare and distribute an open house summary of comments and activities. Mesa County and City of Grand Junction shall review and approve all open house planning prior to its conduct. Stakeholder involvement and coordination will be an important component throughout the duration of the project. Stakeholder engagement should build upon previously completed work and relationships from the 29 Road Interchange at I-70 PEL Study and other area projects.

The involvement of community members was emphasized throughout the PEL study process and feedback was solicited at key decision points to guide the evaluation and shape the study recommendations. As the project moves forward, the unique needs and character of the community, along with input received during the outreach conducted with the PEL process, will be considered.

The successful consultant shall continue to work with Mesa County and the City of Grand Junction to maintain information on County and City websites as coordinated through their information and communications managers.

The number, place and type of open houses will be determined during the scoping and fee negotiations phase.

2.4 ENGINEERING

The work accomplished by the Consultant shall include all professional design services required for approval of an Interstate Interchange Access Request along with any plans and cost estimates necessary to facilitate applications for various State and Federal funds.

The consultant will be required to provide the final plan AutoCAD files to the County and City for their use.

The successful consultant should demonstrate experience and documented success through all phases of creating a new interstate access and demonstrate past and projected efficiency in non-replication of effort while navigating the numerous required agency approvals.

SECTION III SUBMITTAL CONTENT

3.0 SUMMARY

Mesa County and City of Grand Junction will be using the evaluation criteria set forth in Section IV of this RFQ to make the award of this contract. All submittals to Mesa County Public Works shall be in a sealed envelope marked: 29 Road Interchange at I-70, NEPA/1601 - RFQ-21-03045

3.1 SUBMITTAL FORMAT

The Statement of Qualifications and Letter of Intent shall include the information in the format outlined in this RFQ and be limited to no more than twenty five (25) pages. The submittal may be printed on double sided pages; however, each printed side shall be counted as one page toward the limit of twenty five (25). The following pages are exempt from this requirement: cover page, Financial and Exception, Certification of Immigration Compliance Agreement Statement in Section V, signed addenda if issued, table of contents, resumes and references. The text and all supporting information must be provided using 10 point font or larger. Aside from the required pdf copies of the submittal items (as required in Section 1.3), the Statement of Qualifications shall not include electronic media.

We recommend that you include concise, but complete information about your firm, emphasizing why you believe your firm to be uniquely qualified for this project. Short listed firms will be required to make a formal, in person presentation to the Selection Committee. Mesa County and City of Grand Junction may make a selection of the successful Offeror based on ranking of the presentations without consideration of rankings from the original submittals.

3.2 SUBMITTAL REQUIREMENTS

Submittals shall contain the experience and technical qualifications of the Offeror in relationship to the Scope of Work. Along with a Letter of Intent, the submittal shall contain the following:

- Company Background and Overview
- Team Personnel and Technical Expertise
- Ability to Meet Project Schedule
- Previous Projects Similar in Scope
- Familiarity with the Project and Project Area
- Project Approach and Proposed Schedule
- Quality Assurance Methods
- References
- Attachment A - Financial and Exceptions Statement
- Attachment B – Hourly Rate Schedule
- Attachment C - Certification of Immigration Compliance

- Signed Addenda, if applicable

3.3 COMPANY BACKGROUND AND OVERVIEW

Submit a general description of the company's background and experience. Discuss your firm's knowledge and experience in providing the services required by the scope of this RFQ. Include any other information that you feel is appropriate to assist the Selection Committee in selecting your firm for the project.

3.4 TEAM PERSONNEL AND TECHNICAL EXPERTISE

The Statement of Qualifications should contain information that supports your firm's capacity to accomplish the services in the required time frame. Quality personnel are a key component to the successful completion of the project and will be an important factor in the decision for awarding this contract. Information provided shall include but is not limited to:

- Organizational chart of company and/or project team
- Identification of key personnel and home office location(s)
- Professional qualifications, resumes and functions of personnel who will be assigned to the project
- Specific related project experience of personnel
- Personnel availability and time commitment proposed to meet the project schedule

The Statement of Qualifications should also include a description of the personnel's technical expertise as demonstrated by:

- The professional qualifications and experience necessary for the satisfactory performance of the services, to include any necessary licenses and registrations.
- The company's/team's past performance on other contracts in terms of size, scope and quality of services and compliance with schedules. The Selection Committee may solicit from previous clients including other government agencies or any available sources any relevant information concerning the consultant's and key personnel's records of past performance.

Mesa County reserves the right to re-negotiate or terminate the contract if either of the following occurs:

- There is a significant (50%) change in the consultant's key personnel.
- The engineer of record is changed during the performance of the contract.

In the event the consultant desires to change any key personnel during the contract period the consultant must submit for approval a written request demonstrating extraordinary circumstances prior to such change. In addition, Mesa County and City of Grand Junction

may remove any key personnel from the consultant's design team if that person is deemed unsuitable or a hindrance to the cooperative completion of the Project.

3.5 ABILITY TO MEET PROJECT SCHEDULE

Submit a description of the staffing availability and the measures your firm proposes to implement in order to meet the project schedule described in this RFQ.

3.6 PREVIOUS PROJECTS SIMILAR IN SCOPE

Submit a list of three similar projects conducted by your firm. From the personnel assigned to those projects, list those that will be assigned to this project. Include project name, project type, personnel assigned from your team, your firm's role in the project, location, estimated construction cost and contact information for the client.

3.7 FAMILIARITY WITH PROJECT AND PROJECT AREA

Discuss the project team's knowledge and experience as it relates to this project or the project location. This discussion should highlight your team's knowledge as it relates to this project specifically, rather than describing relevant knowledge gained from similar projects. Include any experience with previous designs, reports, involved agencies and locations associated directly with this project and the project scope.

3.8 PROJECT APPROACH AND PROPOSED SCHEDULE

In order to evaluate the depth of your technical expertise, please provide detailed information regarding each of the following areas:

- The team's understanding of the general project scope
- Overall philosophy - How does your firm approach projects of this type?
- Goals and methodology
- Challenges and problems anticipated
- Creative solutions and/or lessons learned
- Provide a proposed schedule and sample work plan that provides a clear description of the scope of work that will be accomplished within the project timeframe.

The Statement of Qualifications should not reiterate the project scope provided in this RFQ, but should instead illustrate the team's understanding of the tasks that would be required to meet the scope of the project and present the team's proposed approach to complete these tasks.

3.9 QUALITY ASSURANCE METHODS

Quality of the work product at the time delivered is essential in reducing the time delays caused by extensive and unnecessary County review. It is the duty of the Project Team to ensure that deliverables have been thoroughly reviewed and any errors are corrected prior to delivery. It shall not be the duty of the County Project Manager or any reviewing agency to perform quality assurance during the County review period.

The Offeror should include a detailed description of the methods proposed for quality assurance of project deliverables. This discussion should include a description of how your firm successfully handled quality assurance on a previous similar project.

The County Project Manager reserves the right to require certification in writing from the consultant at the time of product delivery that the quality assurance methods fulfilled according to the methods described in the Statement of Qualifications.

3.10 REFERENCES

Provide a list of clients and references, including name, address and telephone number.

3.11 EXCEPTIONS

See Attachment A – Financial and Exception Statement in Section V and indicate that there are no exceptions taken to any of the terms, conditions or specifications of these RFQ documents. Exceptions taken to these documents or contracts must be clearly stated on a separate sheet of paper and returned with your submittal.

Note: All potential Offerors are advised that the exceptions taken may be considered during the evaluation phase which may affect the final scoring of submittals. Offerors stipulating that the County must use their contract or agreement may be determined non-responsive and their submittal determined unacceptable.

3.12 INSURANCE CLARIFICATION

The selected Consultant shall require all subcontractors and sub-subcontractors to maintain during the term of this agreement; Commercial General Liability insurance, Comprehensive Automobile Liability insurance, and Workers' Compensation and Employers' Liability insurance in the same manner as specified for Consultant. The Consultant shall furnish subcontractors' certificates of insurance to the County, with a copy to the County's Contract Administrator, immediately upon request. Please refer to Attachment C.

SECTION IV EVALUATION CRITERIA

4.0 EVALUATION CRITERIA

The following criteria will be used in the evaluation of the Statement of Qualifications:

- Company Expertise and Experience with NEPA/1601 Process
- Company Personnel and Technical Expertise
- Documented Successful Completion of Projects Similar in Scope
- Familiarity and Responsiveness to the Project and Project Area
- Project Approach and Proposed Schedule
- Quality Assurance Methods

Submittals will be evaluated on the criteria listed above. The Offerors with the highest scores will then proceed for further evaluation.

The County reserves the right to reject any and all Statement of Qualifications and to waive any formality in Statement of Qualifications received, to accept or reject any or all of the items in the Statement of Qualifications, and award the job in whole or in part, if it is in the best interest of the County.

4.1 SELECTION COMMITTEE

A Selection Committee will screen all submittals. Submittals will be evaluated based on completeness and the evaluation criteria as outlined above. The Selection Committee will determine which submittals are acceptable or unacceptable. The County, in writing will notify participating firms whose submittals are deemed unacceptable. Those firms offering submittals deemed to be acceptable by the selection committee will be evaluated on the criteria outlined in 4.0.

4.2 INTERVIEW

Initial ranking of Offerors will be performed based upon the written Statement of Qualifications received based on the criteria described in 4.0. A selection may be made based upon the Statement of Qualifications. If the selection committee decides to interview a short list consisting of the top Offeror(s) as rated by the Statement of Qualifications will be developed. Those short listed Offerors may be requested to give a presentation and interview for the selection committee to determine the final selection. If interviews with more than one firm are requested scores and ranks from the initial ranking will not carry over into the presentation and interview stage of the selection process but will be reset for the short listed Offerors. The short listed Offeror(s) will be scored and re-ranked based on their presentations and response to interview questions after the presentations. It may be possible the selection committee may request an interview with a single firm prior to final selection solely to clarify interpretation of the Statement of Qualifications.

The Offeror with the highest ranking will be selected to perform the required services (hereinafter the Consultant) and will be notified by telephone and in writing. Those Offerors who are not selected will be notified in writing. Questions regarding the Statement of Qualifications received and the evaluation of those submittals and the following presentations will be permitted only after the Contract for award has been fully executed.

4.3 AWARD OF CONTRACT

Once a Consultant is selected, Mesa County and City of Grand Junction will enter into price negotiations with the Consultant to obtain a fair and reasonable price for the anticipated work. It is anticipated that a pre-negotiation audit will be prepared for price negotiation of this contract. In the event the selected Consultant and Mesa County and City of Grand Junction can't agree on a contract price, Mesa County and City of Grand Junction will begin price negotiations with the second highest scoring qualified Consultant. This process will continue until a contract price is successfully negotiated pursuant to C.R.S.A. § 24-30-1404.



**MESA
COUNTY**

PUBLIC WORKS DEPARTMENT

29 ROAD INTERCHANGE

AT I-70, NEPA/1601

RFQ-21-03045 | AUGUST 4, 2021



SUBMITTED BY:



**FELSBURG
HOLT &
ULLEVIG**



August 4, 2021

Connie Hahn
Operations Manager
Mesa County Public Works
200 S. Spruce
P.O. Box 20,000
Grand Junction, CO 81502-5013

Reference: 29 Road Interchange at I-70, NEPA/1601 Project; RFQ-21-03045

Dear Ms. Hahn and Members of the Selection Committee:

Your visionary planning efforts for the vital 29 Road Corridor date back decades, and a significant component of this vision is the interchange at I-70 that will serve as a critical link in the transportation system of Grand Junction. The work on the PEL has provided the groundwork for the critical next step to complete the vision, the NEPA and 1601 Process. Keys to this next step is having a team that is qualified and experienced in these processes, is capable of guiding this multidisciplinary project to its successful completion and will work with you as a solid project partner.

FHU is this team. We will assist you to help navigate the NEPA/1601 process, build consensus amongst priorities and partners, receive the necessary approvals to move forward, and help in finding the needed funding. Mesa County and Grand Junction deserve to have a trusted partner to deliver this project. We bring an in-depth understanding of your project needs and we will provide:

Project Understanding: The FHU team understands the short- and mid-term Context Sensitive needs of the project area. Needs include traffic data collection, updating the 2045 travel demand model, alternative analysis, System Level Study requirements, access management, environmental justice populations, other environmental considerations, and most of all funding needs and timing of these commitments.

Ability to Implement a Vision: We have also the understanding of the importance of ensuring that all stakeholders have the Shared Vision of a new interchange at 29 Road. The alternative process is designed specifically to fully leverage the valuable work completed in the PEL and finalize the interchange location.

Latest 1601 Experience: Our team has worked with the latest 1601 Guidance and understands how to develop documentation that addresses the requirements, as well as the vision of CDOT leadership.

NEPA Expertise: We will leverage our valuable experience in developing implementation plans in NEPA-ready studies and in bringing these projects to fruition by identifying funding opportunities and delivering construction-ready design.

Project Leadership: FHU's Project Leadership Team's experience includes PELs, 1601s, NEPA planning studies requiring extensive public engagement, and multimillion dollar infrastructure design projects. We understand the needs for each step along the way. The strength of our team is our experience in navigating NEPA, 1601 (the new version) and Interstate Access Requests. Alex Pulley, our Project Manager, along with Paul Brown's experience in Grand Junction are the key people to make it happen and have the credentials and skills. Surrounding them is a team with exceptional experience and technical talents. Most can be found with FHU staff but we have brought in key sub-consultants for their technical skills and local western slope relationships.

Having the right skills and experience is important; however, providing the right approach is critical. The most effective projects are ones with stakeholders sharing a common vision and all 'pushing' in the same direction. This result does not happen naturally, it requires effort, understanding, and staying implementation focused.

Fully leverage the work in the PEL

Our approach to this project is built on fully leveraging the work completed to date in the PEL, harvesting pertinent information, supplementing it with additional analysis and packaging it into the appropriate NEPA documentation for review and approval. We have worked on, and completed, nine PEL studies that have advanced into 26 NEPA studies. We pride ourselves on our ability to translate results from planning studies into tangible results in NEPA.

The ability to achieve this effectively is shown by CDOT's trust in FHU by having us update the PEL Handbook, developing/conducting PEL training, updating the CDOT NEPA manual, and developing/conducting trainings to CDOT staff on Environmental Project Managers.

Fresh Look at the Critical First Step

The PEL did not define the single preferred alternative and doing so will be an early deliverable of the project. Through our discussions with you and your project partners, we understand that the crucial first step in this project is to document the focus on one single interchange alternative. The biggest challenge with this step is to provide the necessary documentation and rationale for CDOT and FHWA to agree to the single location, which is clearly stated in the RFQ and PEL as 29 Road.

Access approval must be received from CDOT through the newly revised 1601 process and the FHWA Interstate Access Request. We realize the goal is to fully fund the construction of the interchange and our approach speaks to strategies that will be explored to put the project in an advantageous funding position.

We believe that FHU is uniquely suited for this critical first step because we can provide a trusted, fresh look at the decision making, but with a wealth of local history that affected decision making in the past.

Build Consensus and Deliver Results

Being able to ensure that a project has sufficient momentum behind it requires a balanced approach of understanding all stakeholders' requirements and presenting a project and approach that addresses those needs. We have worked on many projects where stakeholders have been diametrically opposed but have agreed to a solution that still achieves the project goals.

Based on our project understanding, combined with a carefully selected team of FHU personnel, we submit this proposal with a commitment to excellence and confidence that we are the team that can deliver the vision for 29 Road. With this project, we hope to join in the journey of the 29 Road vision.

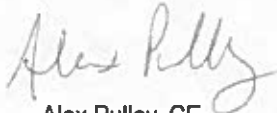
We acknowledge receipt of Addenda 1, 2 and 3. If you have any questions, please contact us at 303-721-1440, or via email at patrick.stein@fhueng.com or alex.pulley@fhueng.com. We thank you for the opportunity and look forward to hearing from you.

Sincerely,

FELSBURG HOLT & ULLEVIG



Patrick Stein, PE
Principal-in-Charge



Alex Pulley, CE
Project Manager

COMPANY BACKGROUND AND OVERVIEW



COMPANY BACKGROUND AND OVERVIEW

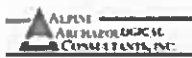


Felsburg Holt & Ullevig (FHU) is a multidisciplinary consulting firm specializing in civil engineering design, environmental services, structural design, construction management, transportation planning, multimodal planning, traffic engineering, transportation operations and safety, water resource engineering, landscape architecture, and rail/transit services. The philosophy of the firm is to provide high quality professional services on a wide range of transportation and design projects, with emphasis on developing creative, cost-effective, and environmentally sensitive solutions. We are committed to conceiving the best project for you and the surrounding community.

For more than 35 years, the company's business plan has been to maintain a highly qualified professional and technical staff. FHU has grown to a current full-time staff of more than 170 employees. FHU's professional services encompass the spectrum of transportation and related civil engineering design. Our Greenwood Village headquarters contains more than 100 employees including civil design engineers, structural engineers, construction management specialists, multimodal transportation planners, traffic engineers, environmental scientists, landscape architects, GIS specialists, technicians, and graphic designers. In addition to the technical and analytical skills necessary for successful project completion, the firm also provides supplementary support services essential for project implementation, including community involvement, public presentation, and governmental processing services, often combined in single project efforts similar to the 29 Road Interchange at I-70, NEPA/1601 Project.

FHU is a mid-sized firm offering the full-service range of larger companies with the responsive and personalized service of smaller companies. We have ample capacity to perform the work required for the 29 Road project and have taken care to commit a team that has the appropriate expertise, availability, and capacity for the work required. We take our resource commitments seriously and affirm that this project will be a priority for proposed team members.

SUBCONSULTANTS



Alpine Archaeological Consultants, Inc. is full-service archaeological consulting firm headquartered in Montrose, Colorado, that helps clients implement their projects through compliance with historic preservation laws. Founded in 1988, Alpine's professional staff has extensive experience in cultural resource consulting.



Clanton and Associates Inc. is an award-winning design firm that specializes in sustainable lighting design. The firm has been committed to environmentally sensitive design since 1981. The firm has successfully developed outdoor urban lighting designs to illuminate streetscapes, pedestrian malls, architectural facades, town squares, landscape features, public art, bridges, roadways, and parking areas.



Established in 1994, **Goodbee & Associates, Inc.** is a technical consulting firm providing civil engineering, landscape architecture, and environmental compliance. Goodbee specializes in subsurface utility engineering (SUE), wet and dry utility design; utility coordination consistent with ASCE 38; landscape design; streetscape design, park and trail design; roundabouts; bridge and wall aesthetics; visual impact analysis; hazardous materials assessments; and other NEPA compliance services. Goodbee is a Colorado based, women-owned small business certified as a Disadvantaged Business Enterprise (DBE) and CDOT ESB.



Paleo Solutions, Inc. was established in 2004 and specializes in providing paleontological resource impact evaluations, impact mitigation and monitoring plans, field surveys, construction monitoring, fossil salvage, and fossil preparation, identification, and analysis.

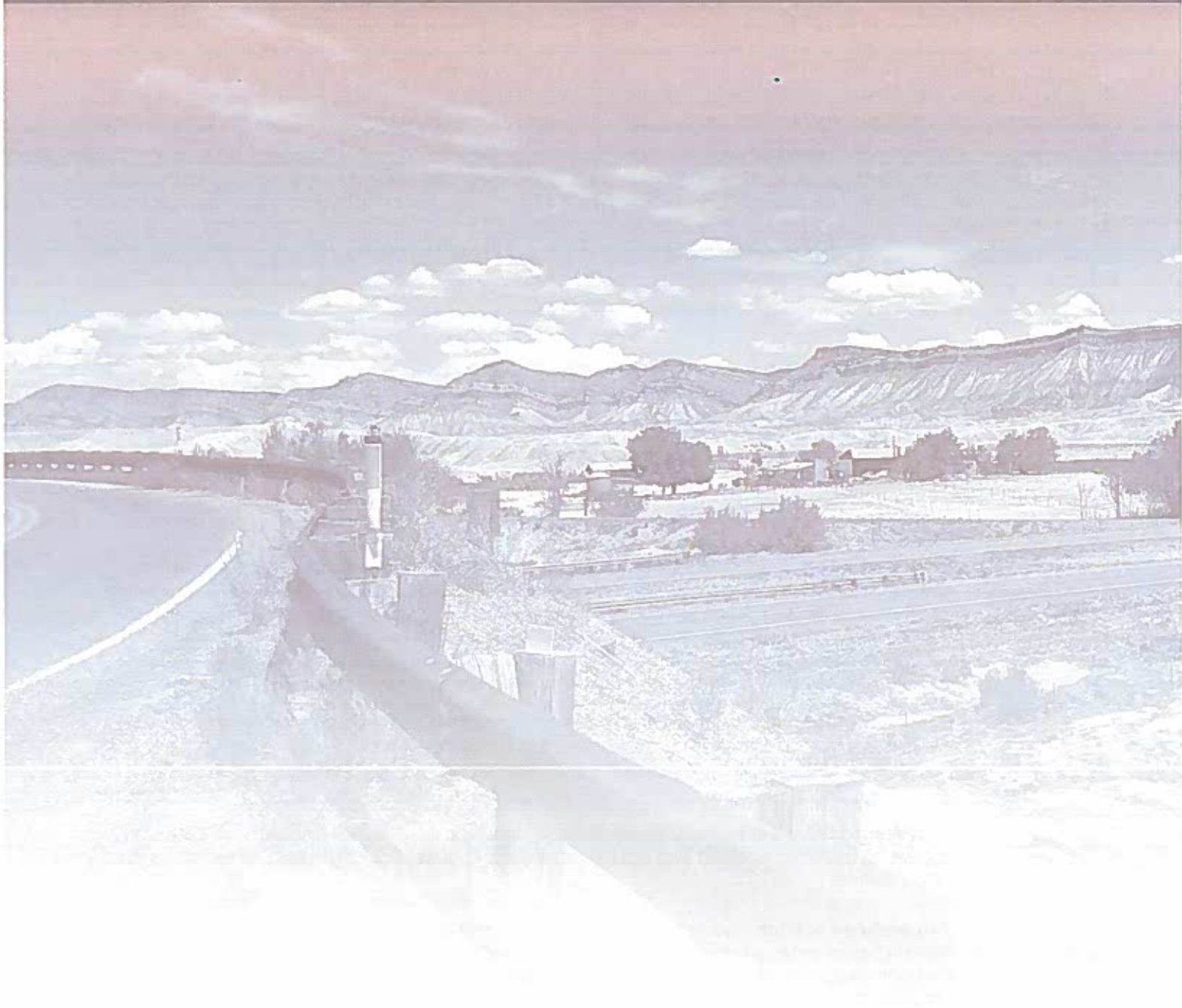


SurvWest LLC. is a diversified engineering firm specializing in surveying and mapping; subsurface utility engineering (SUE); utility coordination; and real estate and right-of-way acquisitions and relocations for public and private clientele.



Yeh and Associates, Inc. is a full-service geotechnical engineering and construction management firm based in Denver and established in 1999. Its geotechnical engineering experience includes pavement and foundation design, site investigation and geologic hazards. Yeh is experienced in working with numerous local and state agencies and its work includes city and county road corridors, major highways, and large-scale emergency projects. Its professional staff is familiar with a wide range of geologic and geotechnical settings, roadway construction elements, and contracting environments.

TEAM PERSONNEL AND TECHNICAL EXPERTISE



TEAM PERSONNEL AND TECHNICAL EXPERTISE

FHU EXPERIENCE

Since our inception, FHU has been a leader in transportation planning, design, and implementation across Colorado and the Mountain West Region. A substantial part of our success is our ability to document the benefits and implications of new interchanges or modifications to existing interchanges on the highway system, including interstates.

1601 System Level Studies

FHU provides Mesa County and the Grand Junction with a wealth of experience in the documentation of the effects of new and modified interchanges on the state highway system. We have routinely combined this effort of analyzing and documenting traffic effects to the transportation system with NEPA and ultimately, with design. We hope to provide this experience and expertise to you for the 29 Road Project. Below is a list of some of the 1601 System Level Studies that we have completed that are similar to the 29 Road Project:

- ◆ I-76/WCR 8 Interchange Environmental Compliance & 1601 – Ongoing
- ◆ I-25/SH 21 Interchange Environmental Compliance & Final Design
- ◆ US 85/WCR 44 Interchange Environmental Compliance & 1601
- ◆ US 6 Bridges Design-Build Environmental Compliance & Final Design
- ◆ I-25/Broadway Interchange NEPA & Final Design
- ◆ I-25/Santa Fe Interchange Complex NEPA & Final Design
- ◆ I-70/32nd Avenue Interchange Project NEPA & Final Design
- ◆ I-225/Colfax Ave Interchange NEPA & Final Design
- ◆ I-25/136th Interchange NEPA & Final Design

Interchange Access Requests

FHU has a rich experience with preparing Interchange Access Requests (IARs) throughout the state and region. While these requests are similar to the Colorado 1601 Process, they do require unique consideration of FHWA guidance.

Our approach includes the incorporation of IAR requirements and FHWA coordination early in the project. Our goal is to ensure that any FHWA concerns or requests are integrated into our process as early as possible.

We have completed 13 successful IAR studies for new interchanges that encompassed 18 interchanges. They include:

- ◆ I-70/E-470 (3 interchanges)
- ◆ I-25/Plum Creek
- ◆ I-25/N. Meadows
- ◆ I-25/144th Avenue
- ◆ I-25/136th Avenue
- ◆ I-70/32nd Avenue
- ◆ I-25/Valley Highway (4 interchanges)
- ◆ I-225/Alameda
- ◆ I-225/17th Place
- ◆ I-80/I-76 (Nebraska)
- ◆ NDOR I-680 (Nebraska)
- ◆ I-90 Exit 46 (South Dakota)
- ◆ I-90 Exit 63 (South Dakota – soon to be approved)

In addition to this list, we have completed over 10 minor interchange modification requests (MIMR).

Mesa County and the City of Grand Junction can rest assured that FHU has the adequate history and experience to deliver an IAR for the 29 Road Project.

Our IAR experience has shown that early coordination with FHWA traffic experts is key to keeping a project on schedule and minimizing hiccups later in the project.

WHY THE FHU TEAM?

- Project area knowledge and experience including the Mesa County Transit Plan and Riverside Parkway
- Extensive CDOT 1601 and FHWA IAR Experience
- Public involvement and stakeholder coordination/consensus building experts
- Experts in environmental resource clearances and permitting with significant PEL, CATEX, EA and EIS experience
- Grant application support for agencies
- Recognized innovators on major transportation projects
- Award-winning large-scale multidisciplinary design projects
- Extensive Transit Planning experience in Mesa County to assist with new CDOT TDM requirements
- Leaders in transportation planning, traffic operations & safety analysis and design
- Only commercially licensed user of Vision Zero Suite (VZS) safety analysis software used by CDOT
- ITS innovation & advanced mobility experts
- Leader in developing CDOT Environmental Manuals and conducting CDOT training sessions

NOTABLES

- Alex has advanced multiple interchange projects directly from PEL into NEPA and 1601
- FHU completed the first Template EA in Region 3
- FHU helped develop CDOT's first NEPA and PEL Manuals
- Amanda has conducted Environmental Project Manager and Categorical Exclusion Trainings TO CDOT Staff

NEPA Documentation

FHU has a highly qualified and experienced in-house team of environmental specialists and NEPA experts with a long history of project delivery through completion of NEPA Documentation for major interchanges. FHU has the experience, resources, and capacity to successfully complete any NEPA Class of Action. Building on the work that was completed for the PEL study, FHU's environmental scientists and engineers will work closely with each other to ensure that the advancement of the engineering and environmental clearances are in lock-step to achieve efficient project delivery.

Fully leverage the work in the PEL

We understand the time and resources it takes to conduct a PEL study and the desire to not let any of that effort go to waste. FHU is skilled at successfully making that transition from PEL to 1601/NEPA through a thorough understanding of the shelf life of clearances and permits, and have accomplished this many times. The following table provides a list of PEL project that have made the transition from PEL to NEPA:

The ability to achieve this effectively is shown by CDOT's trust in FHU by having us update the PEL Handbook, developing/conducting PEL training, updating the CDOT NEPA manual, developing/ conducting trainings to CDOT staff on Environmental Project Managers.

PEL Study	NEPA Transition
Arapahoe Road (SH 88) (I-25 to Parker Road) Corridor Study, Arapahoe County, Colorado (FHU Major Subconsultant)	<ul style="list-style-type: none"> ◆ Environmental Assessment (EA) 2012/Finding of No Significant Impact (FONSI) – 2013 ◆ Preliminary/Final Engineering Design – 2015/2016 Construction – 2017
Federal Boulevard (SH 88) (5th Avenue to Howard Place) PEL Study, City and County of Denver, Colorado, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ 5th Avenue to 7th Avenue Project ◆ 7th Avenue to Howard Place Project
US 50 West PEL Study (Swallows Road to Baltimore Avenue), CDOT Region 2, (By Separate Consultant)	<ul style="list-style-type: none"> ◆ US 50 West Purcell Blvd to Wills Blvd ◆ US 50 West Wills Blvd to BNSF Railroad Acceleration Lane ◆ US 50 West Wills Blvd to McCulloch Blvd ◆ MS4 Regional Ponds
I-70 Vail Underpass PEL Study, Town of Vail, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ Non-Programmatic CatEx – 2015 ◆ Preliminary/Final Engineering Design (FHU Prime Consultant) – 2015 ◆ Construction - 2016
N I-25 PEL Study, CDOT Region 1, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ I-25 N (US 36 to 104th Avenue) NEPA and Preliminary Design (FHU) - Ongoing
SH 7 PEL Study (Brighton to Lafayette), CDOT Region 1, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ SH 7/119th Street/120th Street Intersection ◆ I-25/SH 7 Interchange ◆ CO 7 Corridor Development Plan (Brighton to Boulder) 2021 (FHU Major Subconsultant)
Hancock Expressway / Academy Boulevard PEL Study, City of Colorado Springs, CDOT Region 2 (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ Programmatic CatEx and Preliminary/Final Engineering Design (FHU)
I-225 PEL Study (Yosemite Street to I-25), CDOT Region 1, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ Shelved Documented CatEx (FHU) – 2015 ◆ Preliminary/Final Engineering Design (FHU/CDOT Blended Team) – 2015 ◆ I-225 (Yosemite to I-25) Pilot Project ◆ Programmatic CatEx (FHU) - 2017
US 85 PEL Study (I-76 to Wyoming), CDOT Region 4, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ US 85 (I-76 to 124th Avenue) NEPA and Preliminary Design (FHU) – Ongoing ◆ US 85/Peckham Interchange NEPA (FHU) – 2020 ◆ US 85/WCR Closures NEPA (FHU) - 2019 ◆ Street NEPA (CDOT/FHU) – 2020 ◆ US 85/WCR 20 Access Permit (FHU) - 2021
SH 66 PEL Study and Access Control Plan, CDOT Region 4, (FHU Prime Consultant)	<ul style="list-style-type: none"> ◆ SH 66 Widening from US 287 to Hover Street (by separate consultant)

We have used this knowledge to show what we believe is the screening and evaluation process for the 29 Road Project. We have shown the evaluation factors and categories that CDOT and FHWA will require to focus on one interchange in the 1601 and NEPA.

I greatly appreciate FHU's adaptability, responsiveness, and reliability to continue to deliver the CDOT NEPA Manual. I am happy to recommend Kevin and Amanda for any future work involving the CDOT NEPA process and would address any questions regarding FHU's excellent ongoing performance on the CDOT NEPA Manual."

David Singer

CDOT EPB Environmental Policy and Biological Resources Section Manager

January 29, 2021

PROJECT TEAM

This team will be led by Alex Pulley and assisted by Amanda Cushing, who are both uniquely qualified to manage this project:

Project Leadership: Alex's project management and technical leadership experience includes PELs, 1601s, NEPA planning studies requiring extensive public engagement, and multimillion dollar infrastructure design projects.

NEPA Experience: Alex brings invaluable experience in developing implementation plans in NEPA-ready studies and in bringing these projects to fruition by identifying funding opportunities and delivering construction-ready design. Amanda has been teaching courses to CDOT Staff on implementing NEPA clearances.

Latest 1601 Experience: FHU has been working with the latest 1601 Guidance and understands how to develop documentation that addresses the requirements, as well as the vision of CDOT leadership.

Project Management: Alex understands management needs, including project schedule requirements, project deliverables and milestones, communication needs, the CDOT 1601 process, and the environmental clearances and permits process and future construction funding needs. He brings an understanding of resource allocation within a project with competing interests. His project management experience includes coordinating with relevant, ongoing projects to ensure successful delivery.

Project Understanding: FHU understands the technical needs of the project area. Needs include traffic data collection, updating the 2045 travel demand model, alternative analysis, System Level Study requirements, access management, environmental justice populations and other environmental considerations, and most of all funding needs and timing of these commitments.

Implementing a Vision: Alex also understands the importance of ensuring that all stakeholders have the Shared Vision of a new interchange at 29 Road. The alternative process is designed specifically to fully leverage the valuable work completed in the PEL and finalize the interchange location.

Recognizing the need for effective stakeholder coordination and consensus building within an efficient schedule, we propose a leadership team of highly experienced specialists who bring extensive experience in the project area. Alex will be supported by Amanda Cushing; Paul Brown PE, PTOE; Cady Dawson, AICP; John Dibble, PE; and Rick Erjavec, PE.

COMMITMENT OF STAFF

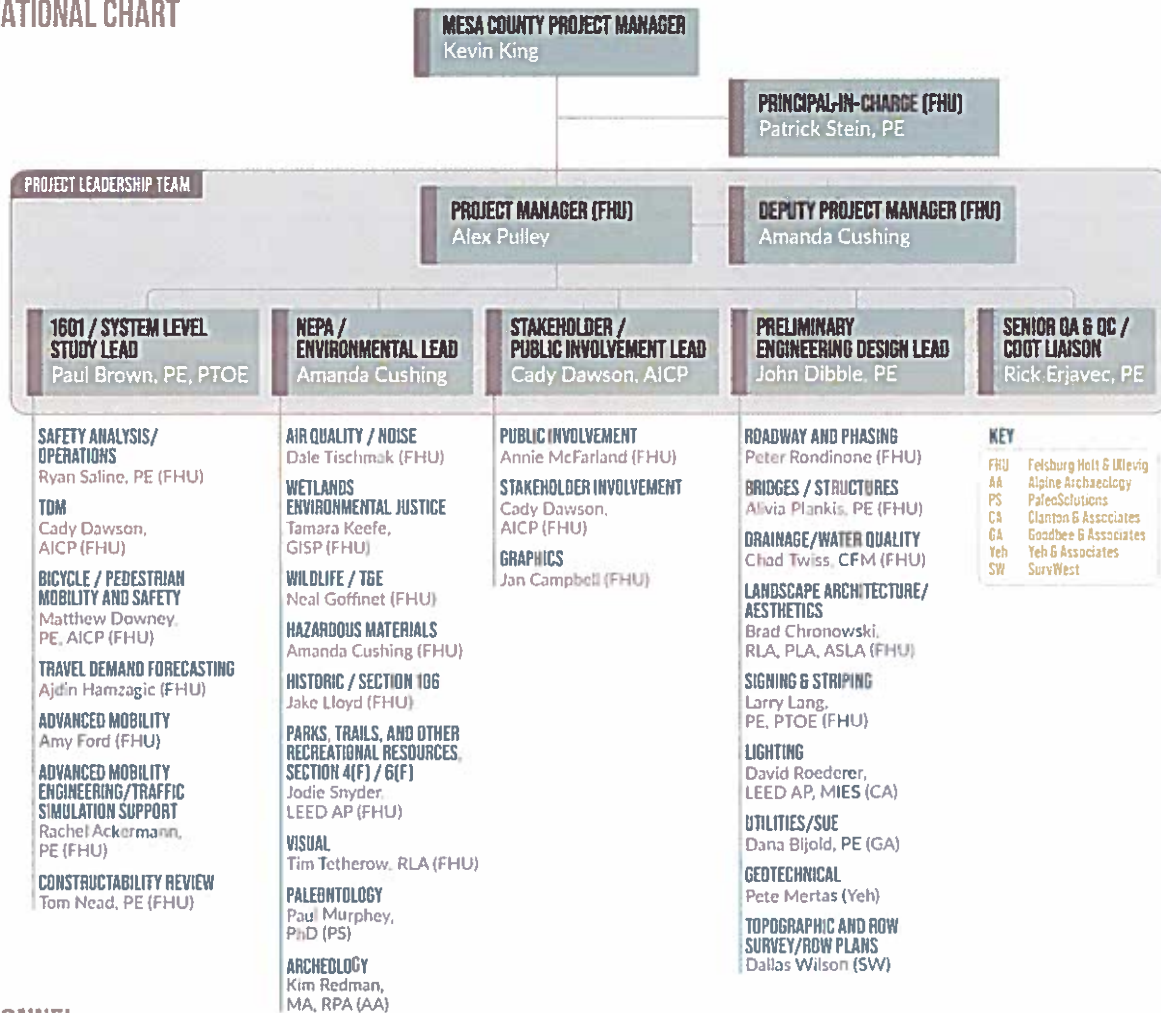
At FHU, we pride ourselves on the longevity of our key staff members. We have staffed this project with an eye for consistency and commitment to this project. Our project leadership team has been built around established company leaders and those who have proven to be long-term employees. The proposed project manager, Alex Pulley, is an owner in the firm and we can guarantee that Alex will be your project manager at the end of the project.

In addition to having the commitment of key staff, FHU has an enormous depth of staff who can supplement the staff shown. We are confident that we have the necessary staff and depth of skills to take this project to fruition.

FHU's Deputy Project Manager and Environmental Lead, Amanda Cushing, has taught both the Categorical Exclusion and Project Manager trainings to CDOT environmental staff.

FHU's resident Noise and Air Quality specialists, Dale Tischmak and Jodie Snyder, were the primary authors of CDOT's 2020 Noise Analysis and Abatement Guidelines and 2019 Air Quality Project-Level Analysis Guidance.

ORGANIZATIONAL CHART



KEY PERSONNEL



ALEX PULLEY, CE | PROJECT MANAGER | AVAILABILITY 90%; TIME COMMITMENT 100%

Alex's experience in managing project transitions from PELs to 1601/NEPA will be invaluable during the 29 Road project. Alex served as the Deputy Project Manager for the longest PEL Study (62-miles) in CDOT history and worked tirelessly to move three interchanges directly into the NEPA/1601/Design (US 85/Weld County Road (WCR) 44; US 85/120th Avenue; US 85/104th Avenues). He has a very clear understanding of how to leverage the information developed in a PEL. He served as the Project Manager for another corridor PEL and set the stage for a widening project moving directly into design and NEPA. Not only does Alex have the necessary PEL-to-NEPA/1601 experience, but he is also implementing the latest CDOT 1601 Guidelines on a new 3rd Party Interchange onto an interstate. He has taken this experience and applied it to the 29 Road Process. He understands the need to gain consensus with technical specialists and how that relates to overall advancement of a project.

As your consultant Project Manager, Alex will ensure that all phases of the project are advancing towards the ultimate goal of a new interchange at 29 Road and I-70. He will focus on ensuring that decisions and evaluation in the PEL will not backslide into needless evaluations and analyses.

US 85 / WELD COUNTY ROAD 44 INTERCHANGE 1601

After the completion of the US 85 PEL, which Alex served as the Deputy Project Manager, he worked with CDOT to advance a new interchange at US 85 and WCR 44 through the 1601 System Level Study and NEPA processes. Alex fully leveraged the information from the PEL into the swift approval of the 1601 System Level Feasibility Study. This is proof that Alex has the knowledge and experience to swiftly transition a project from a PEL to 1601 and NEPA.

"It's been a joy working with Alex and the FHU team. It's clear that they value stakeholder input, and for that reason, I see them as trusted advisors. FHU is innovated in making the process efficient and effective for all involved."

— Colleen G. Whitlow,
Mayor Town of Mead, CO

"I had the pleasure of working on a new grade-separated intersection with FHU on US-85 and Weld County Road 44. The FHU team worked diligently through challenging coordination with local agencies and partners to deliver a Systems Level Study and 1601 for our project. I appreciated their diligence, attention to detail, and communication throughout the process."

— Chad Hall
CDOT Region 4 Project Manager

**PAT STEIN, PE | PRINCIPAL-IN-CHARGE | AVAILABILITY 50%; TIME COMMITMENT 100%**

Pat, a Principal at FHU with a structural engineering background, brings more than 15 years of involvement in complex multiagency interchange projects. His experience includes delivering projects in Summit and Eagle Counties, and he is excited to navigate the unique challenges in Mesa County on this project. Pat's unique experience provides the vision to support Alex with key decisions and strategies for the advancement of the 29 Road project. He will also ensure the required resources are focused and available for the duration of this project.

Patrick Stein was instrumental as the Design Lead, providing consistent creative design solutions while consistently engaging the stakeholder group. FHU's consistent leadership through the project was an enormous asset that is rare in our industry, and the project-first attitude of Pat and his team was a great fit for the project."

— Steve Coggins,
39th Ave Greenway

I-25/POWERS BOULEVARD INTERCHANGE

Pat recently led the design of this \$50 million interchange in Colorado Springs. This fully directional interchange project required significant coordination with the City and CDOT, which included the 1601/IAR process with FHWA, and significant coordination with the US Air Force Academy. Our devoted multidiscipline leadership team navigated the permitting and clearance process, while leveraging a complex funding solution that included developer and grant funds.

**AMANDA CUSHING | DEPUTY PM/ENVIRONMENTAL LEAD | AVAILABILITY 90%; TIME COMMITMENT 100%**

With a previous employer, Amanda was a critical team member on an I-70 interchange and knows the opportunities for process improvement and the importance of quality assurance. As a planner, Amanda has a gift for organizing the critical details needed for a project of this magnitude and as a nearly 20-year veteran within the environmental field, she has developed processes to help move projects along to completion. She can foresee when issues may arise with the public and begins to find an effective solution. Amanda feels that the most important detail of project management is communication with the entire team, including client partners. During her time at FHU, she has collaborated with CDOT on opportunities through the development of the CatEx Training and the Environmental Project Manager Training for CDOT, local agency, and consultant staff.

As Deputy Project Manager, Amanda will assist Alex in executing and monitoring project activities, managing schedule changes, coordinating project priorities, and preparing status reports. With nearly 20 years of experience, she understands what is needed to keep a project on schedule and is committed to seeing this project through to completion.

Amanda's skills at CDOT environmental clearances are shown by her developing and conducting trainings to CDOT staff on how to conduct Categorical Exclusions and how to be an Environmental Project Manager.

I-70 AND KIPLING INTERCHANGE, COLORADO DEPARTMENT OF TRANSPORTATION, WHEAT RIDGE, CO

The preliminary design of the project was based on the transportation planning, alternatives evaluation, and community outreach conducted during the I-70 and Kipling Interchange PEL Study. Amanda completed the hazardous materials evaluation, evaluated the study area for EJ communities, and reviewed community and public well information as part of the preliminary design of the I-70 and Kipling Street interchange. Amanda was also responsible for ensuring consistency across all technical memoranda.

I-70 WEST VAIL PASS AUXILIARY LANES, EAGLE AND SUMMIT COUNTIES

This project reviewed improvements that were necessary to address safety concerns and operational issues due to steep grades, tight curves, and speed differentials between vehicle types. Amanda acted as a resource specialist for both hazardous materials and Environmental Justice.

**JOHN DIBBLE, PE | PRELIMINARY ENGINEERING DESIGN | AVAILABILITY 85%; TIME COMMITMENT 100%**

As a kid, John would get on his bike and ride up 29 ½ Rd, west of G Road, and down 29 Road, over and over again. This area was his backyard for 20 years. With a passion for the Grand Junction community, John understands the needs for this interchange to serve residents' access to I-70.

John graduated from Colorado School of Mines with his BS in Civil Engineering, and transportation was his forte. He has logged 14,000 project hours of design since starting at FHU in 2012, and has designed several interchanges from conceptual PEL studies to construction of several interchanges along E-470. John has an eye for detail and can lead a team to complete construction-ready packages on schedule.

John understands how Graff Dairy to Grand Mesa Little League and all the residences and businesses along this corridor can benefit from this long overdue interchange.

John will lead the overall design process and coordinate among each discipline.

Both [Dean Bradley] and Michelle Stevens as Project Managers, John Dibble as a strong Deputy Project Manager, and the multitude of design teams, from drainage, roadway, and structures, performed the work professionally, efficiently and with outstanding competence. Managing all aspects of such complex projects, including a multitude of sub-consultants, is duly noted and much appreciated."

— Jim Brady, PE
E-470 Highway Authority

E-470 WIDENING FROM QUINCY TO I-70, E-470 PUBLIC HIGHWAY AUTHORITY, ARAPAHOE COUNTY, CO

John served as the Deputy Project Manager for widening the E-470 tollway to three lanes in each direction for an 8-mile segment from the Quincy Avenue Interchange through the I-70 Interchange to just north of Smith Road and the UPRR crossing. His duties included leading the design for all the roadway widening, as well as a new trail from Quincy Avenue to 6th Avenue Parkway using a Construction Manager/General Contractor (CMGC) project delivery method. John also worked with the contractor and owner to incorporate design details to improve the cost and efficiency of the construction.

**PAUL BROWN, PE, PTOE | 1601 / SYSTEM LEVEL STUDY LEAD | AVAILABILITY 80%; TIME COMMITMENT 100%**

Paul is a senior transportation engineer with over 30 years of experience in a variety of transportation projects. His background is ideally suited to interstate interchange studies, where the focus is on freeway traffic flows, arterial traffic flows, and alternatives for connecting them. He has worked on some of the most transformational projects in Grand Junction, including Riverside Parkway and the I-70B / 29 Road interchange. In the time since these efforts were completed, Paul has completed an Interchange Modification Justification Report (similar to CDOT's IAR process) at I-90 Exit 63 in Box Elder, South Dakota.

Paul brought his background and expertise to the US 50 / Riverside Parkway interchange during the **Riverside Parkway project** and the more recent **I-70B / 29 Road interchange project**. He will use this knowledge to lead the 1601 and System Level Study efforts for your team. Since the Riverside Parkway and I-70B / 29 Road efforts were completed, CDOT has updated their Interchange Approval Policy Directive. Paul is currently working with FHU teams applying the new guidance on two new interchange projects in the Denver metropolitan area and will bring lessons learned from these efforts to the I-70 / 29 Road Project.

Paul's background in Grand Junction, including the Riverside Parkway and I-70B / 29 Road Interchange projects, will bring local history and knowledge to the I-70 / 29 Road Project.

I-90 EXIT 63 INTERCHANGE MODIFICATION JUSTIFICATION REPORT (IMJR), BOX ELDER, SD

The South Dakota Department of Transportation (SDDOT) plans to reconstruct the I-90 Exit 63 interchange at Highway 1416 in Box Elder. The existing interchange is in a rapidly growing area and does not meet current FHWA design criteria. The planned project will add missing ramps, improve operations, and bring the interchange up to current design standards. FHU is preparing the IMJR and Paul managed the traffic operations and local access evaluations in support of the interchange reconstruction.

29 ROAD/I-70B INTERCHANGE, GRAND JUNCTION, CO*

This project included a new half-mile arterial segment of 29 Road, including an interchange with I-70B and a grade separation at the Union Pacific Railroad (UPRR) freight yard. As part of preliminary design and NEPA analyses, Paul was responsible for traffic data collection, operational analyses, and documentation of CDOT's 1601 interchange approval process. During design, he oversaw traffic signal and signing & striping design for three signals. He also supported development of construction staging options for the I-70B interchange and developed the related MOT plans.

**Prior to FHU*

**CADY DAWSON, AICP | PUBLIC INVOLVEMENT | AVAILABILITY 80%; TIME COMMITMENT 100%**

Cady has nearly 20 years of multimodal transportation planning experience, with particular emphasis on transit planning. Cady is adept at developing public outreach plans that effectively translate technical project data into easy to understand public friendly terms. Her creative style and personal touch translate to thoughtful and tailored public involvement approaches that result in projects that are well supported by the community.

ARAPAHOE COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN, ARAPAHOE COUNTY CO

Cady served as the Deputy Project Manager for the Bicycle and Pedestrian Master Plan, which creates a vision for the future that was developed through consensus with local and regional stakeholders both urban and rural. Cady led and managed an extensive public involvement process to inform the community about the project, gather input about public concerns and opportunities, gain consensus on the identified network, and inform project prioritization for the short-, mid-, and long-term.

"I just got the Executive Summary and I am EXTREMELY IMPRESSED. I just wanted to take a minute and THANK YOU ALL so much for the hard work and countless hours you have poured into this project, it really shows!!!"

*— Ray Wise
Arapahoe County
Open Space Planner*

**RICK ERJAVEC, PE | SENIOR QA/QC; CDOT LIAISON | AVAILABILITY 80%; TIME COMMITMENT 100%**

Rick has 33 years of transportation experience managing projects from inception through budgeting, safety and feasibility studies, environmental clearance documentation, development of design plans, specification and estimate packages and construction oversight. Before joining FHU in 2013, Rick was a Resident Engineer for CDOT, where he managed multiple widening projects along the I-225 corridor taking projects through the planning, NEPA, design and construction phases. Projects included a new interchange at 17th Place and reconfigurations of the Colfax Avenue, 6th Avenue, Mississippi Avenue, Iliff Avenue and Parker Road interchanges.

Rick will serve as Senior Advisor, Liaison with CDOT and provide quality assurance. Rick will benefit the 29 Road Project by leveraging his extensive CDOT experience to ensure the necessary CDOT approval steps are taken. Rick's "on-the-ground" experience as a Resident Engineer provides him with the knowledge of the nuances of everyday project challenges.

I-70 VAIL UNDERPASS

As a Senior Engineer and Project Manager with FHU, Rick managed the I-70 Vail Underpass Project. During the PEL process, the Town of Vail, in cooperation with CDOT, applied for and received RAMP funding for the project. As the Project Manager, Rick led the consultant team to complete the alternatives analysis at 13 locations, System Level Feasibility Study, MIMR, NEPA clearance documentation, public involvement, design, and services after design. Rick accelerated the planning, clearance document and design schedules to meet the RAMP funding deadline and delivered the project using the CMGC project delivery method.

"You and your team efficiently transitioned the project from the PEL process into NEPA, working with the Town of Vail, CDOT and FHWA to obtain the needed environmental clearance to clear the project and develop plans in time to meet the aggressive Ramp Schedule."

*— Thomas Kassmel,
Town of Vail, Town Engineer*

ABILITY TO MEET PROJECT SCHEDULE



ABILITY TO MEET PROJECT SCHEDULE

Keeping the 29 Road Project on schedule is of importance to both Mesa County and Grand Junction. Alex's approach includes realistic expectations for agency review timelines and encourages partnership with each agency through continuous communication and providing feedback or additional information in a timely manner. Recognizing there are limited staff at the agencies of jurisdiction authorized to provide review, Alex and Amanda offer to assist through phone calls or email communication to not only engage but remind involved personnel of the level of review effort and need for feedback within the schedule timeline.

A proposed project schedule was developed and is included on page 24. This schedule assumes conservative timelines for agency reviews and processes. There are opportunities for efficiencies in some of the task timelines, depending upon decisions; however, for the purposes of planning, a more conservative schedule will allow for realistic expectations in the event decisions do require more extensive review and procedural tasks.

One of the key components to achieving schedule compliance is ensuring that all of your project partners are apprised of progress and decisions made along the way. Stakeholder staff turnover can result in the desire to revisit decisions that have already been made. This can result in the loss of valuable time and resources. We propose using a multifaceted website geared toward ensuring that all the Stakeholders are informed about the project. It will be a website dedicated to the project and will be available to all of Mesa County and Grand Junction Leadership, as well as CDOT Region 3 and the FHWA. This website will be used to demonstrate our progress and will be used to hold ourselves accountable.

This website will be based on the agreed upon schedule and the topics of each meeting, as we have identified in the schedule. This allows for stakeholders to be forward looking to ensure they are present when issues pertaining to their interests are discussed and decided upon.

As the project advances, the website will be updated to include all the materials presented at each meeting, along with the meeting minutes and Action Item Log. It will serve as both a record on the decisions made, but also as a way for stakeholders and your leadership apprised of the team's progress and commitment to the schedule. The website will eventually serve as a repository of key project materials and decisions.

Initiation of early scoping and continued coordination with CDOT during development of environmental documentation will minimize the risk of CDOT asking for clarifications, which can prolong the time it takes to receive the NEPA decision document.

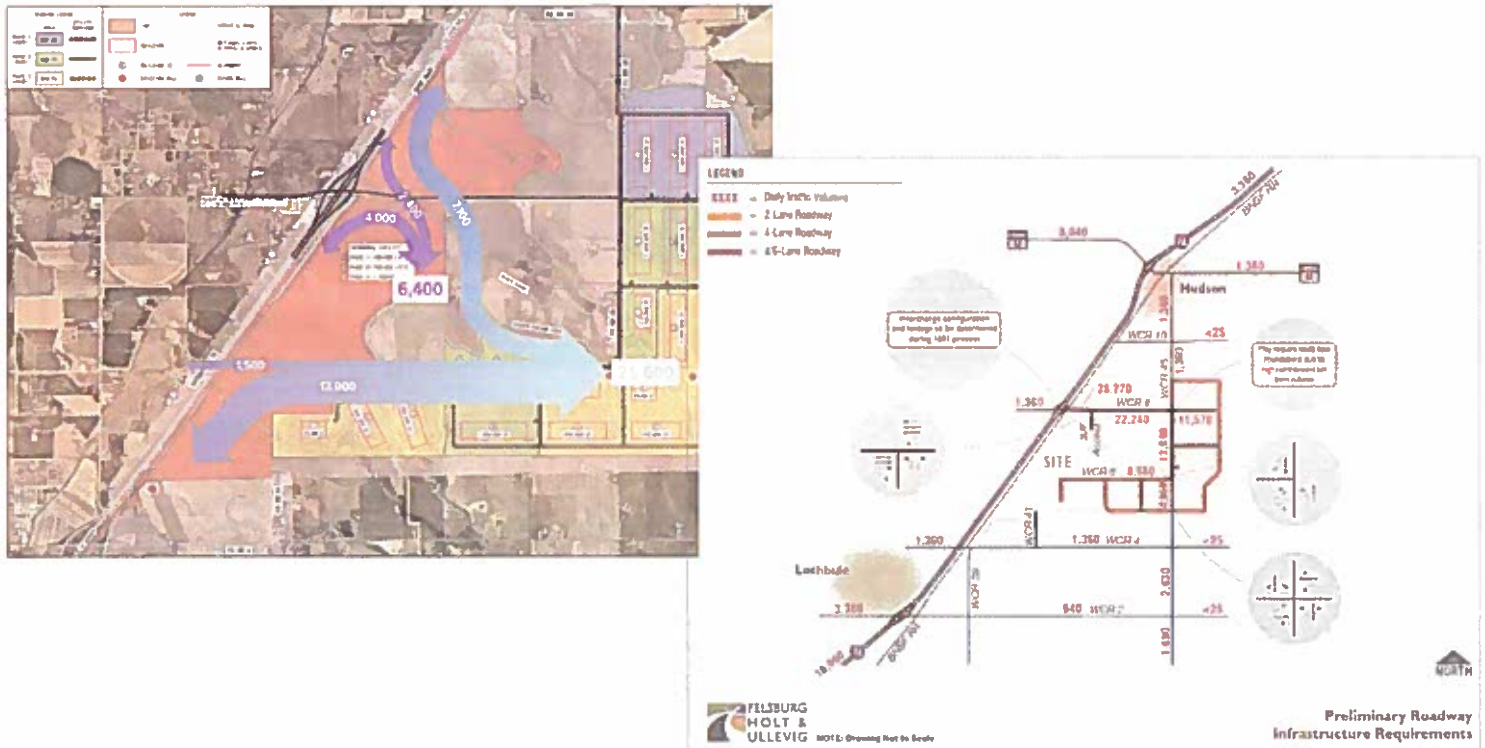
Alex and Amanda will revisit the schedule and the published website at key junctures to ensure that the progress is being made and no critical steps are lagging. We will utilize an in-depth Gantt style schedule that has tasks linked and provides the necessary review time for internal reviews, as well as agency reviews. This benefits Mesa County and Grand Junction by knowing that if one task slides, the longer-term repercussions on the critical path will be identified and managed accordingly.



PREVIOUS PROJECTS SIMILAR IN SCOPE



PREVIOUS PROJECTS SIMILAR IN SCOPE



I-76 / WCR 8 INTERCHANGE, WELD COUNTY, COLORADO

FHU was selected by the Burlington Northern Santa Fe Railway (BNSF) to complete the CDOT 1601 Process, FHWA Interchange Access Request, and NEPA Process for a new interchange on I-76 and Weld County Road (WCR) 8. This interchange is required because of a new Logistics Park and Intermodal Facility along the BNSF railroad line.

The 1601 process was initiated during the finalization of the latest 1601 Guidance by CDOT and in fact, this project added in the finalization of the CDOT Guidance. The project entails traffic data collection, analysis, alternative evaluation, and Systems Level Study preparation. The NEPA process includes environmental field data collection, alternative analysis, impact assessment, mitigation identification/tracking, and NEPA documentation. It is assumed that a Documented CatEx is needed.

The FHU team initiated an in-depth process that includes close coordination with CDOT Region 4, FHWA, DRCOG, Weld County, the Town of Hudson, and the Town of Loebue to ensure that traffic information collected and analyzed is acceptable and will be sufficient for both the 1601 and IAR approvals. The FHU process is intended to create the most efficient approval process, as possible.

- ◆ Cost Control – FHU was able to identify multiple steps within the process to combine into cost savings.
- ◆ Schedule Control –Because of new NEPA Air Quality requirements from SB 260, FHU adjusted the schedule to ensure that the project would be 'grandfathered' into the previous requirements.
- ◆ Quality of Work –Leveraged project consultant partners to provide checks of work products and independently verify concepts.

How does this relate to 29 Road?

- ◆ This interchange is a 3rd party-initiated project that is a new interchange onto an interstate highway.
- ◆ FHU worked to ensure that all stakeholders in the process have been heard and accommodated.
- ◆ We have been working on up-to-the-minute changes on the 1601 Guidance.



TEAM

Alex Pulley – Project Manager
Amanda Cushing – Hazmat Specialist
Rick Erjavec – Roadway Design Lead
Paul Brown – Traffic Lead



COST

Estimated Construction Costs:
N/A
Estimated FHU Fee: \$864,165



CLIENT CONTACT

Lacy Kreger
BNSF Railway
817.867.6845
lacey.kreger@bnsf.com



US 85 / 120TH INTERCHANGE, COMMERCE CITY, COLORADO

FHU was hired by CDOT to develop an Environmental Assessment (EA) and 30% design for two new interchanges along US 85 between I-76 and 124th Avenue in Adams County Colorado. The US 85 (I-76 to 124th Avenue) project was identified as a priority project in the US 85 Planning and Environmental Linkages (PEL) study that was conducted for 62 miles of US 85 between I-76 in Commerce City and Weld County Road 100 in the Town of Nunn, Colorado.

Currently, FHU is working towards the finalizing of the NEPA documentation with preparation of an Environmental Assessment (EA) and associated technical reports, a Finding of No Significant Impact (FONSI), and 30% level engineering design plans for construction of two new interchanges at US 85/104th Avenue and US 85/120th Avenue, as well as reconstruction of the US 85/112th Avenue intersection and closure of the US 85/124th Avenue intersection.

FHU conducted an extensive and collaborative alternatives development and evaluation process, involving FHWA, CDOT Region 1, DRCOG, Adams County, and the Cities of Commerce City, Brighton, and Thornton, that resulted in identification of a Proposed Action. FHU oversaw travel demand and traffic operations analysis, conceptual and 30% engineering design, environmental resource analysis, resource and local agency coordination, public outreach, NEPA document preparation, and coordination with the Union Pacific Railroad (UPRR) and the Fulton Irrigation Ditch.

- ♦ **Cost Control** – The FHU team was able to save enough fee to advance the design past the 30% stage.
- ♦ **Schedule Control** – The FHU team had to contend with layoffs at the UPRR, which would have negatively affected schedule, but was able to successfully advance design while the UPRR was still reviewing earlier plans.
- ♦ **Quality of Work** – The FHU team developed a QC Checklist that scrutinized the roadway model at multiple points prior to the official independent review which enhanced the quality of the final deliverable.

How does this relate to 29 Road?

- ♦ This project moved directly from a PEL into NEPA/Preliminary Design
- ♦ Two new interchanges along a major highway
- ♦ Required substantial coordination with multiple stakeholders

I have been consistently impressed with [FHU's] knowledge of the project and the dedication to the process. FHU has shown innovation in their design strategies, always keeping in my mind the quickest and safest ways to get people and goods to their destinations. This group of professionals bring enthusiasm to every setting whether it is a progress meeting or a public setting.

–Patricia McKinney-Clark; CDOT Region 1



TEAM

Alex Pulley – Environmental Lead
Amanda Cushing – Section 4f
Dale Tischmak – Air Quality / Noise
Annie McFarland – Public Involvement



COST

Estimated Construction Costs:

N/A

Estimated FHU Fee: \$3.1 million



CLIENT CONTACT

Katie Dawson, PE
Colorado Department of
Transportation
720.497.6960
katie.dawson@state.co.us



I-25 / POWERS BOULEVARD INTERCHANGE, COLORADO SPRINGS, COLORADO

Copper Ridge Metro District selected FHU to complete the preliminary and final design of a fully directional interchange at SH 21 and I-25 north of Colorado Springs. FHU supported this effort by conducting traffic, survey, roadway and structural design, drainage, water quality, NEPA, and environmental permitting services. This new connection to I-25 links with the Powers Boulevard beltway around the eastern limits of the City of Colorado Springs. FHU completed the design of six bridges, numerous retaining walls, roadway and detour design, all storm drainage and water quality aspects of the project including a CLOMR for the realignment of Smith Creek.

The FHU Team assisted in the development of the necessary 1601 and IAR documentation for approval by CDOT and FHWA, respectively.

The FHU team was required to closely coordinate with many stakeholders including CDOT traffic, CDOT engineering, CDOT environmental, US Air Force Academy, the US Fish and Wildlife Service, and the US Army Corps of Engineers.

FHU was successful in obtaining \$1.9 million dollars for permanent water quality mitigation pool funding from CDOT to design and construct the two new full spectrum detention facilities for the project. Design was completed in the summer of 2019 and the project is under construction.

FHU successfully obtained permits from the US Fish and Wildlife Service and US Army Corps of Engineers for threatened/endangered species and wetland impacts, respectively. This project required extensive coordination with many stakeholders for this permitting effort, including the US Air Force Academy. These permits addressed substantial effects to the Prebles' Meadow Jumping Mouse (PMJM) and wetlands resources. Through the permitting process, stream restoration and wetland creation and enhancements resulted in improved environmental conditions.

- ◆ **Cost Control** – Completed the design and permitting for under 4% of the construction budget. Project was awarded within 2% of the Engineer's estimate.
- ◆ **Schedule Control** – Achieved permitting and ROW agreements with Federal Agencies, allowing the project to begin less than a year from beginning the final design of the project.
- ◆ **Quality of Work** – Leveraged independent QC review of plans from owner representative, with limited changes in design required.

How does this relate to 29 Road?

- ◆ New interchange onto an interstate by a 3rd party
- ◆ Required a 1601 and an IAR
- ◆ Multiple challenging stakeholders



TEAM

Pat Stein – Project Manager
Alex Pulley – Environmental
Alivia Plankis – Structures
Chad Twiss – Water Resources



COST

Estimated Construction Costs:

\$54 Million

Estimated FHU Fee: \$2.8 million



CLIENT CONTACT

Timothy R. Mitros, PE;
Copper Ridge Metro District;
719-531-0707 ext 107;
tim@executive-company.com

FAMILIARITY WITH PROJECT AND AREA



FAMILIARITY WITH PROJECT AND PROJECT AREA

The City of Grand Junction and Mesa County embarked on a long-range vision to build a southern connector through the Grand Junction area 20 years ago. The first step in this vision was the City's development of a 6.8-mile portion of this loop road along downtown Grand Junction's southern edge. Known as Riverside Parkway, this locally funded 3-lane and 5-lane facility connects 24 Road to 29 Road and includes an interchange at US 50 / South Fifth Street (a CDOT state highway). Our 1601 / System Level Study lead, Paul Brown, led the efforts to define the transportation impacts of the Riverside Parkway project and is intimately familiar with the many transportation planning efforts that led to the completion of this successful facility. Efforts included completion of the traffic analyses for the 1601 and NEPA processes for the Riverside Parkway / US 50 interchange.

After the Riverside Parkway project was complete, Grand Junction teamed with Mesa County to construct the I-70B / 29 Road interchange that connects 29 Road (the eastern end of Riverside Parkway) to I-70B over the Union Pacific Railroad and the Fruitvale Ditch. Again, the connection with I-70B required a CDOT 1601 and NEPA process, and Paul led the efforts to define the transportation impacts for the new interchange.

Both the 2010 Grand Valley Circulation Plan and the Grand Junction 2018 Circulation Plan show 29 Road as a primary arterial in the Grand Junction urban development area. Your recent land use planning efforts along 29 Road will support this connection along 29 Road between I-70 and the completed projects to the south. The 29 Road / I-70 interchange is the next logical step in this process. Paul is excited to help you further your vision for the region through this effort.

Grand Valley MPO

Understanding multimodal connections and needs related to the preferred alternative is a critical aspect of supporting this project, as well as the travel demand management (TDM) requirements related to the 1601 approval process. Team member Cady Dawson served as the Project Manager for the development of Grand Valley Transit's Strategic Plan, which was completed in 2018 and sets a strategic 1-to-10-year vision for the region's transit network. Cady also led the development of CDOT's 2045 Statewide Transit Plan, coordinated with the GVMPO to ensure strategic alignment with the MPO's regional transportation plan, and coordinated outreach efforts to maximize input and continuity across planning efforts. Cady's experience working with key stakeholders in the region and her extensive consensus building experience will position the project for success.

PROJECT AREA KNOWLEDGE

The following graphic depicts the major traffic movement patterns that were identified in the PEL and that we feel are important in the advancement of the project. As shown in the graphic below, the proposed interchange will enhance connectivity between I-70 and the neighborhoods south of the interstate between 27½ Road and 32 Road. East-west mobility in these areas is limited by physical barriers such as the Matchett Regional Park and Lewis Wash. Providing the new interchange will reduce reliance on Patterson Road and the adjacent I-70 interchanges for these trips.



All projects have their own unique challenges and we have highlighted those that we feel warrant a description of our approach in addressing these challenges.

PROJECT APPROACH



PROJECT APPROACH AND PROPOSED SCHEDULE

This section provides a description of our overall philosophy regarding the 29 Road Project that sets the foundation for the following section that discusses in more detail the specifics to our approach to completing the project.

OVERALL PHILOSOPHY

The most effective projects are ones with stakeholders sharing a common vision and all 'pushing' in the same direction. This result does not happen naturally, it requires effort, understanding, and staying focused on desired outcomes. Each one of these components requires a unique blend of local knowledge, ability to gain consensus, experience of moving a project from one phase to the next, and most importantly, in the case for this project taking a fresh look at the critical first step.

We have the skills and the knowledge of PEL, 1601, IAR, and NEPA to get the project through CDOT headquarters and FHWA so that the project will be 'shovel worthy' and in a position to garner focus for funding.

Keep an Eye on Emerging Requirements

It is critical for the success of this project to anticipate any upcoming challenges that could affect the project outcome or delay the project. For example, the current CDOT leadership is focused on ensuring multimodal considerations (through the new Transportation Demand Management (TDM) requirements in the 1601 Guidance) and greenhouse gas emissions are being addressed. We understand this and have built our team and approach with this in mind. Cady Dawson managed the recently accepted CDOT Statewide Transit Plan and has worked closely with Grand Valley Transit and will assist us early with ensuring we have the necessary focus to clear this hurdle. Additionally, Dale Tischmak and Jodie Snyder are the recognized statewide experts in transportation air quality analyses. They have literally written the book for CDOT on how to conduct these analyses and are actively engaged with CDOT to address the new greenhouse gas legislation.

Fresh Look at the Critical First Step

Through our discussions with you and your project partners, we understand that the crucial first step in this project is to

document the focus on one single interchange alternative. The biggest challenge with this step is to provide the necessary documentation and rationale for CDOT and FHWA to agree to the single location and as clearly stated in the RFQ and PEL is at 29 Road.

Our proposed evaluation criteria and screening process (shown on page 20) was designed to leverage the information in the PEL, update with the 2045 Travel Demand Model, and quickly get a single location. The evaluation and screening criteria that we have presented have been well thought out that thoroughly weighs the benefits and challenges of each interchange location but will show clear differences between the two locations.

FHU's benefit to the County and the City is that while we have a rich experience in taking projects from PEL to 1601/NEPA, we are not inherently tied to the PEL. This provides CDOT and FHWA with the assurance that we are providing a thorough and unbiased approach, while still advancing the project.

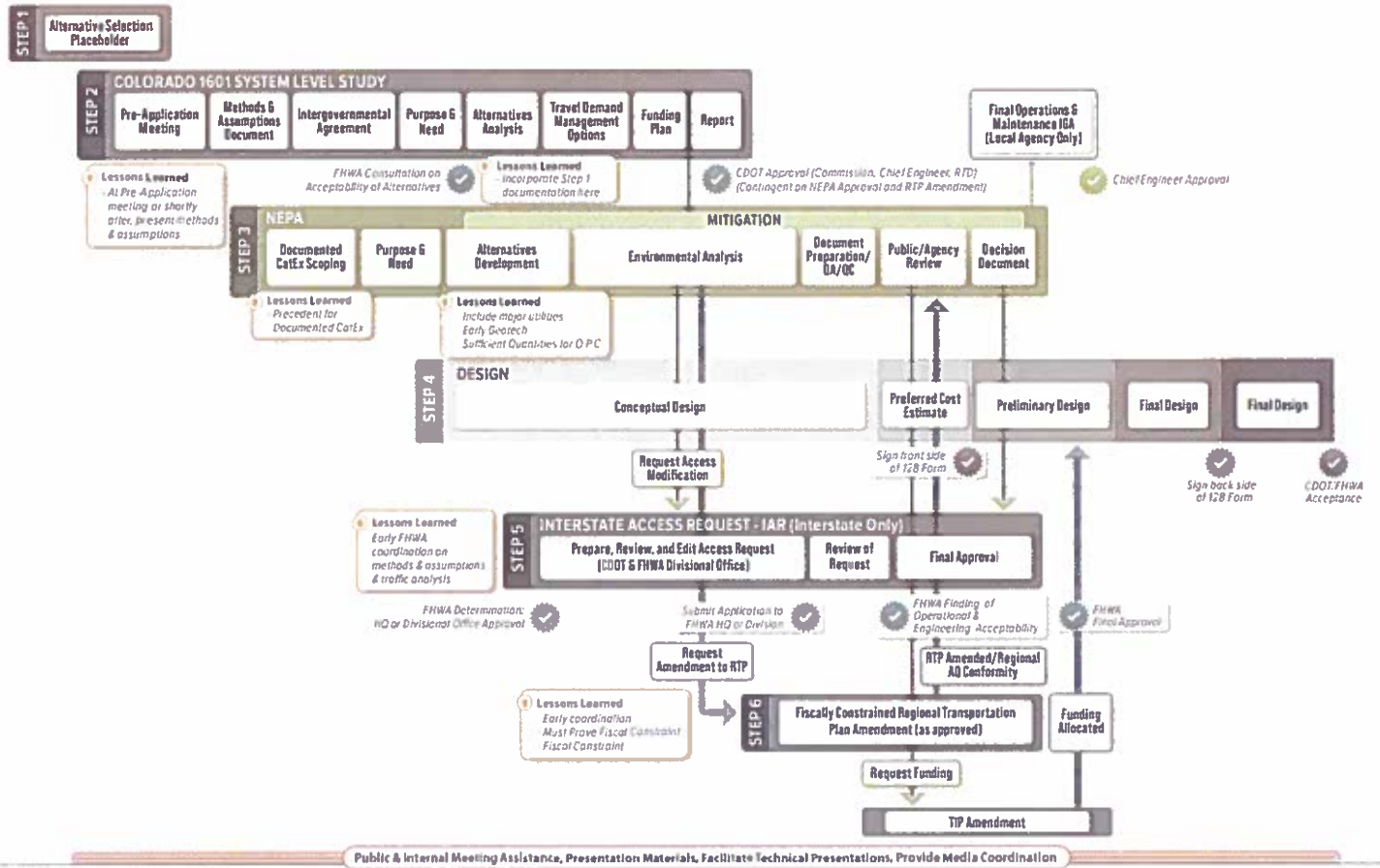
GOALS AND METHODOLOGY

FHU has created detailed a workflow that speaks to the interconnectedness of the the 1601, NEPA, IAR, Design, and Regional Transportation Plan Amendment processes (see figure on Page 17).. It also provides an indication what tasks can be conducted simultaneously. This process has been developed and refined over the years to ensure that critical steps are being identified and evaluated at the correct time. Most importantly, it also identifies where Decision Points and necessary approvals from CDOT, FHWA, and Grand Valley MPO are needed. Additionally, we have also identified some of the lessons learned over time on this graphic and how they can be applied to the 29 Road Project.

A new interchange on the State Highway System, not to mention, on an Interstate can be a daunting undertaking. This process, as shown on page 17, has assisted many of our clients through the process and we use this as our baseline to develop our schedule and manage our projects. We hope this will be a similar assistance to the County and the City.



1601 AND NEPA COMBINED PROCESS CHART



Transition from PEL to NEPA

As indicated in the RFQ, there is a need to document the transition from PEL-to-NEPA. This is critical step to reduce the number of interchange locations to one single location. By developing a comparative evaluation and screening matrix and utilizing the screening criteria shown below we will be able to quickly move from two interchange locations to one. The information can be utilized in both the NEPA and 1601 documentation. We have utilized criteria like these in the past that have been approved by both CDOT and FHWA.

The Screening Criteria we have developed and highlighted should be sufficient to document the decision to focus the rest of the study to the single interchange location at 29 Road. We have also provided a comparison graphic of the conceptual design we created at the two locations and how they might be analyzed. Following this analysis, the documentation of the analysis will be sent to CDOT and FHWA for their concurrence. The remainder of the project will then focus on the single interchange location at 29 Road.

We believe that FHU is uniquely suited for this critical first step because we can provide a trusted, fresh look at the decision making with a wealth of local history that affected decision making in the past.

PROPOSED ALTERNATIVE SCREENING CRITERIA

Category	Criteria	Performance Measure
Physical / Planning	Does road south of I-70 have appropriate accesses for enhanced arterial?	Number of direct access points
	Does road south of I-70 have dedicated ROW for enhanced arterial?	Current ROW width
		Typical building setback
	Does Interchange meet adequate spacing requirements?	Measure of distance between ramps
	Can buses be accommodated along the roadway?	Space for future bus stops
Traffic / Safety	Which road south of I-70 can handle the most volume?	Distance of ramps to known safety issues on I-70
		Existing and future daily traffic volume
		Existing and future peak hour level of service (LOS)
		Existing and future level of stress for bicycles and pedestrians
	Can the interstate handle additional local traffic on the interstate?	Number of access points
		Current I-70 operations (LOS)
		Future I-70 operations (LOS)
	Does the proximity of I-70 curve and the ramps create a safety concern?	Interchange spacing
		Existing crash history by milepost
	Are any potentially sensitive areas located along roadway?	Projected safety conditions by milepost
		Number of schools along roadway
		Number of designated school zones along roadway
		Number of trail crossings along roadway
TDM	How does it enhance the proposed Mobility Hub near downtown?	Number of parks along roadway
		Number of routes and frequency of service along roadway
	Enhanced transit service opportunities	Most direct pathway to Mobility Hub
		Demand to/from adjacent land use
		Travel speed/delays and/or ability to make stops
	Enhanced bicycle mobility opportunities	Stop availability and/or access for peds and bicyclists
		Presence or ability for bicycle lanes
	Enhanced pedestrian mobility and connectivity opportunities	Connectivity/safe crossing opportunities
		Connectivity/safe crossing opportunities

PROPOSED ALTERNATIVE SCREENING CRITERIA, CONT.

Category	Criteria	Performance Measure
Funding	Does location create additional funding opportunities?	Potential funding partners located adjacent to interchange location.
Community Context	Do changes affect the residential character of the area?	Design and operational context related to local community surroundings
Environmental Considerations	Impacts on environmental and cultural resources within the built and natural environment	Presence of Environmental Justice Communities along roadway
		Location effect on greenhouse gas emissions?
		Adverse noise impacts to residential receptors

The following sections highlight our approach and the key steps in the 1601 and NEPA Process. These sections are found on the process graphic presented on page 17.

Stakeholder Engagement & Consensus Building

A critical first step in our process will be meeting with key stakeholders to discuss the project and alternatives and any critical issues. We want to understand up-front what different stakeholders see as the strengths, weaknesses, and opportunities of each alternative and to bring all participants to consensus. To start this process, our team will conduct one-on-one interviews with staff from the following agencies (at a minimum):

- ◆ Mesa County Public Works
- ◆ Mesa County Regional Transportation Planning Office (GVMPO)
- ◆ City of Grand Junction
- ◆ CDOT Region 3
- ◆ CDOT HQ
- ◆ FHWA
- ◆ Key business/agency stakeholders (e.g., Grand Junction Economic Partnership, Horizon Drive Business Improvement District, Grand Junction Regional Airport)

The one-on-one interviews will allow for stakeholders to provide candid responses and perspective on the PEL process, input on the alternatives, and what it will take to move forward as a region in support of the preferred alternative.

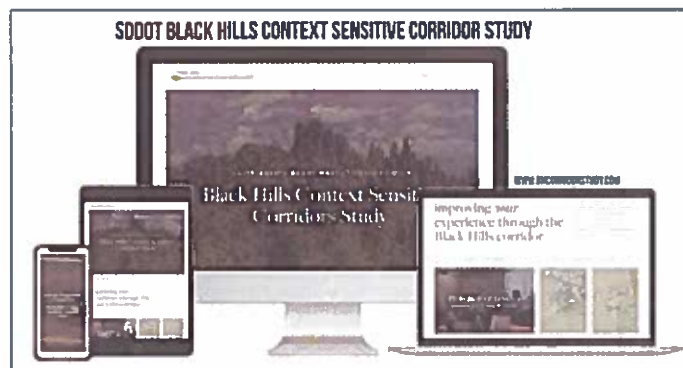
The information gathered from the key stakeholders will provide input for the project team to understand where any potential stumbling blocks exist to support further conversation and ensure that consensus can be gained on a preferred alternative. After synthesizing input from the stakeholder interviews, the project team will conduct a half-day work session with staff from key stakeholder agencies to discuss what was heard regarding the strengths, weaknesses and opportunities of the alternatives and facilitate a discussion to come to consensus on a preferred alternative. It is important that consensus is built and that all participants can support the preferred alternative and agree that there are no fatal flaws. For this project to be successful, consensus building will be the most important first step of the project to ensure broad support and to position the County and City for future growth, development, and economic prosperity in the future.

As needed throughout the project, our team commits to hosting collaborative work sessions to build consensus with key stakeholders. This includes coming to consensus on the preferred alternative, review and dialogue about key design elements, and ensuring that the project is positioned for success at the close of the 1601, IAR, and NEPA efforts.

Public Involvement

Successful projects that easily transition into implementation have a common thread – they are rooted in a meaningful engagement process that fosters stakeholder and public supported outcomes that work toward achieving the project's main goal of increasing safety.

More than ever, digital tools and virtual meeting platforms are important methods to a successful engagement process. However, these must be leveraged with more traditional methods such as infographics, visualizations, social media posts, and targeted mailings to reach all segments of the community.

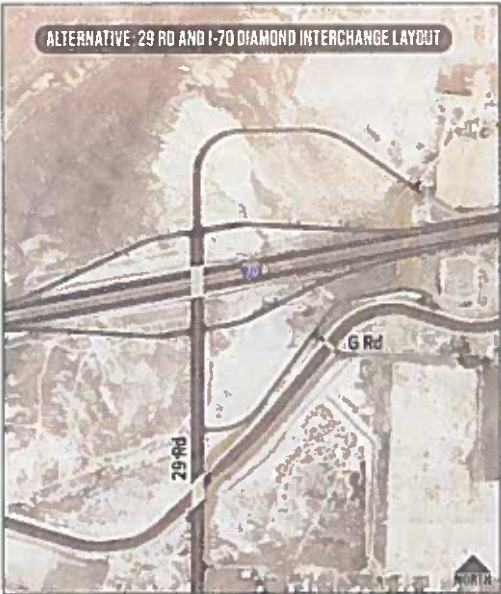





Public Involvement Plan

At the onset of the project, we will meet with the staff team and the existing project planning consultant team to develop a Public Involvement Plan (PIP). The PIP will describe the public engagement tools, identify responsibilities, define the various roles, and identify the timeline for successful completion of the project outreach activities.

We recommend that the engagement strategy be broken into two approaches that will run parallel. The first set of tools will focus on disseminating accurate and timely information to the general public; the second approach will focus on engaging project stakeholders such as businesses and property owners.

PROPOSED SCREENING EVALUATION OF INTERCHANGES AT 29 ROAD AND 30 ROAD

ALTERNATIVE: 29 RD AND I-70 DIAMOND INTERCHANGE LAYOUT	CATEGORY	CRITERIA	PERFORMANCE	
			29 RD	30 RD
	PHYSICAL/PLANNING	Does road south of I-70 have appropriate accesses for enhanced arterial?	●	●
		Does road south of I-70 have dedicated ROW for enhanced arterial?	●	●
		Does interchange meet adequate spacing requirements?	●	●
		Can lanes be accommodated along the roadway?	●	●
	TRAFFIC/SAFETY	Does the road have the capacity to handle additional volume from I-70, balancing access and mobility?	●	●
		Can the operations of I-70 be maintained with the new interchange?	●	●
		Is there sufficient sight distance between the interchange ramps and I-70 curves?	●	●
	TDM	Does interchange location tie into existing bus systems?	●	●
		Enhanced transit service opportunities	●	●
		Enhanced pedestrian mobility and connectivity opportunities	●	●
	FUNDING	Does location create additional funding opportunities?	●	●
	COMMUNITY CONTEXT	Do changes affect the residential character of the area?	●	●
	ENVIRONMENTAL CONSIDERATIONS	Impacts on environmental and cultural resources within the built and natural environment	●	●

Public Project Website

The public project webpage will be different than the stakeholder website, it will serve as the project's information portal and will host project videos, technical information, links to additional resources, project background information, upcoming public input opportunities, and contact information. This webpage will be hosted on Lakewood Together and will be visually appealing and provide timely and accurate project updates.

Project Video

Instead of hosting an in-person open house meeting that requires attendees to block off a specific day and time on their calendar, we propose creating a project video that can be viewed at any point during the comment period. The video will be hosted on the project website and provide information on the project background, goals, and draft designs. It will be accompanied by a comment card where viewers can provide their feedback.

Audience	Goal of Engagement	Engagement Tools
Traveling public Transit users Area residents	Inform the broader public of the project goals, provide accurate and timely project updates and seek high-level input to help refine the design	Social media updates Digital flyers Flyers at bus stops and community gathering locations Press releases Project video and comment card Visuals and graphics

Methods and Assumptions Document

The development of a methods and assumptions (M&A) document is crucial to the success of the 1601 process. It allows the applicant to work with stakeholders and reviewers to define the analysis and data collection scope up front. This reduces the need for costly rework based on stakeholder and review input later in the process. FHU's experience with this process will allow us to develop an M&A document that includes an appropriate level of detail to guide the I-70 / 29 Road technical analyses to a successful, timely completion. We envision key elements in the I-70 / 29 Road M&A document will include pandemic effects of traffic data collection, travel demand model updates since the completion of the PEL, and changes in crash data related to recent I-70 median improvements.

System Level Study Documentation

The CDOT 1601 Policy and Procedural Directives (the 1601 process) outline the efforts required to plan for a new interchange along Colorado's interstates and state highways. The results of the 1601 process can also be used to fulfill FHWA's Policy on Access to the Interstate System. These efforts will be a key to obtaining approvals for your planned interchange along I-70. The FHU team brings years of 1601 process experience to Mesa County and the City of Grand Junction as part of this proposal. We are aware that CDOT's 1601 guidance was updated earlier this year, and that the FHWA guidance was updated in 2017. We currently have two active 1601 projects that are using the current process and guidance and can bring lessons learned to your I-70 / 29 Road project. Based on our experience, we have highlighted several key steps in the 1601 process that we feel will be crucial to an approved interchange at 29 Road.

Pre-Application Meeting

The pre-application meeting is the first opportunity for stakeholders to meet and discuss the 1601. As such, it is crucial to project success. In our coordination with I-70 / 29 Road interchange stakeholders, we have heard differing points of view about the project, and these divergent opinions can irreparably delay a project. To help foster the success of the 1601

We recently completed an M&A document for the I-76 / WCR 8 project that involved CDOT, FHWA, Weld County, and the Town of Hudson. A key element of this process was gaining consensus on the travel demand model to be used since both CDOT and the Denver Regional Council of Governments models cover the project area.

process, we would reach out proactively to key stakeholders prior to the meeting, reflect key concerns in the meeting agenda when appropriate, and develop a plan to move issues toward resolution during the project. Elements of this plan could then be incorporated in the 1601 process, ensuring that stakeholder voices are not only heard, but are a part of the decision making process.. This will reduce conflicts later in the project, saving time and budget.

Alternatives Development and Evaluation

We understand that the I-70 / 29 Road PEL process focused on an I-70 interchange at 29 Road based on previous regional planning efforts. However, the consideration of an interchange at 30 Road was included in the PEL based on input from CDOT and FHWA. We will work closely with your team and project stakeholders to carefully evaluate the technically feasible alternatives that were included as PEL. This will include developing screening criteria with stakeholder buy-in, applying the criteria in a balanced manner, and fully documenting both the process and the outcomes. Our goal will be to ensure that the selected alternative balances the needs of I-70, the arterial network, and the community.

TDM STRATEGIES

Transportation Demand Management (TDM) has been a strategy employed across Colorado and the nation for decades to manage congestion. The forthcoming TDM policy element of CDOT's 1601 Interchange Approval Process (IAR) provides new guidance and direction to meet urban and rural demand management goals associated with new interchanges.

The three percent trip reduction goal and associated scoring elements set forth in the policy provide a framework for our team and will allow us to proactively integrate TDM strategies in the planning and design process for the future I-170 and 29 Road interchange.

Potential TDM Strategies include:

Transit Service Expansion/Modifications

Currently, Grand Valley Transit does not provide service adjacent to 29 Road north of Patterson. However, there is an opportunity to consider expansion of Route 1, Route 2, and Route 5 to provide more direct service from the interchange area. Route 1 could be expanded to provide a direct connection to the Horizon Drive business area from the I-70 and 29 Road interchange and Route 5 expansion would provide direct service to Downtown Grand Junction. While Route 2 currently provides direct connections between two major Transfer Centers and impacting the speed and reliability of that route would analysis to determine feasibility; a peak period deviated fixed route or microtransit service could be implemented to better serve and connect residents and the planned commercial area north of I-70 to minimize the need for single occupant vehicle commute trips. Additionally, any future development will need to be coordinated with Grand Valley Transit to determine viability of transit expansion to support TDM goals.

Mobility Hub

The provision of a micro-mobility hub at the I-70 and 29 Road interchange provides an opportunity to leverage transportation demand management strategies and to make the use of alternative modes easier and more attractive for those that live and work in the vicinity of the interchange. A mobility hub at the interchange could include bike/car share programs, transit shelters and next bus information, bicycle and pedestrian facilities that are comfortable to encourage first and last mile connectivity via biking and walking, and EV charging.

Bicycle and Pedestrian Facilities

Critical to the success of TDM programs, is ensuring that the use of active transportation for all, or part of a trip, is comfortable, safe, and a viable alternative. Currently, 29 Road north of Patterson does not have sidewalks, multi-use paths, or on-street bicycle facilities. To promote access to the existing transit system and to a potential future Mobility Hub at the interchange, emphasis must be given to active transportation. The provision of bike and ped facilities will encourage use of alternative modes for short trips and minimize vehicle use for first and final mile trips to access transit. Additionally, all future development in the area – especially the commercial uses planned for north of I-70, must integrate bicycle and pedestrian facilities.

Ridematching/Rideshare Programs

While current Grand Valley Transit service does not extend north of Patterson Road, an opportunity exists to incentivize carpooling and/or the use of ridesharing through an incentivization program. For residents that live north of Patterson Road, a peak period service could be implemented to connect people with the transit network to avoid additional trips on the interstate.

NEPA Documentation

FHU believes that the 29 Road Project can be cleared with a Documented Categorical Exclusion. There is precedent within CDOT that an interchange entering NEPA directly out of a PEL

FHU Believes in TDM

FHU is currently developing a customized TDM Plan for our Denver South Headquarters office to promote the use of alternative modes of transportation for commuting. Our program focuses on strategies to support trip reduction (e.g., the provision of 100 percent employer paid RTD ECO Passes and a company bike share program) and supports GHG reduction goals set forth in HB 19-1261. Our team of in-house experts is poised to craft a TDM strategy for the I-170 and 29 Road interchange utilizing our TDM Toolbox and creative strategies to meet statewide goals and policies.

can be cleared in this fashion. The US 85 / WCR 44 interchange was cleared using a Documented CatEx. This clearance type will save time and money over a more robust analysis, such as an Environmental Assessment. We will also be able to leverage the initial alternative analysis of eliminating the 30 Road alternative.

The PEL study identified the appropriate environmental resources for a high-level review and provided the next steps for a full environmental evaluation.

Prior to identification of the Proposed Action and NEPA Class of Action, and using the information gathered during the PEL study, the FHU team will supplement the research completed for the PEL study, as necessary, and package it into NEPA technical reports for submittal to the various CDOT resource specialists for clearance. The FHU team will immediately prepare the NEPA Documentation for submittal upon identification of the Proposed Action and the NEPA Class of Action.

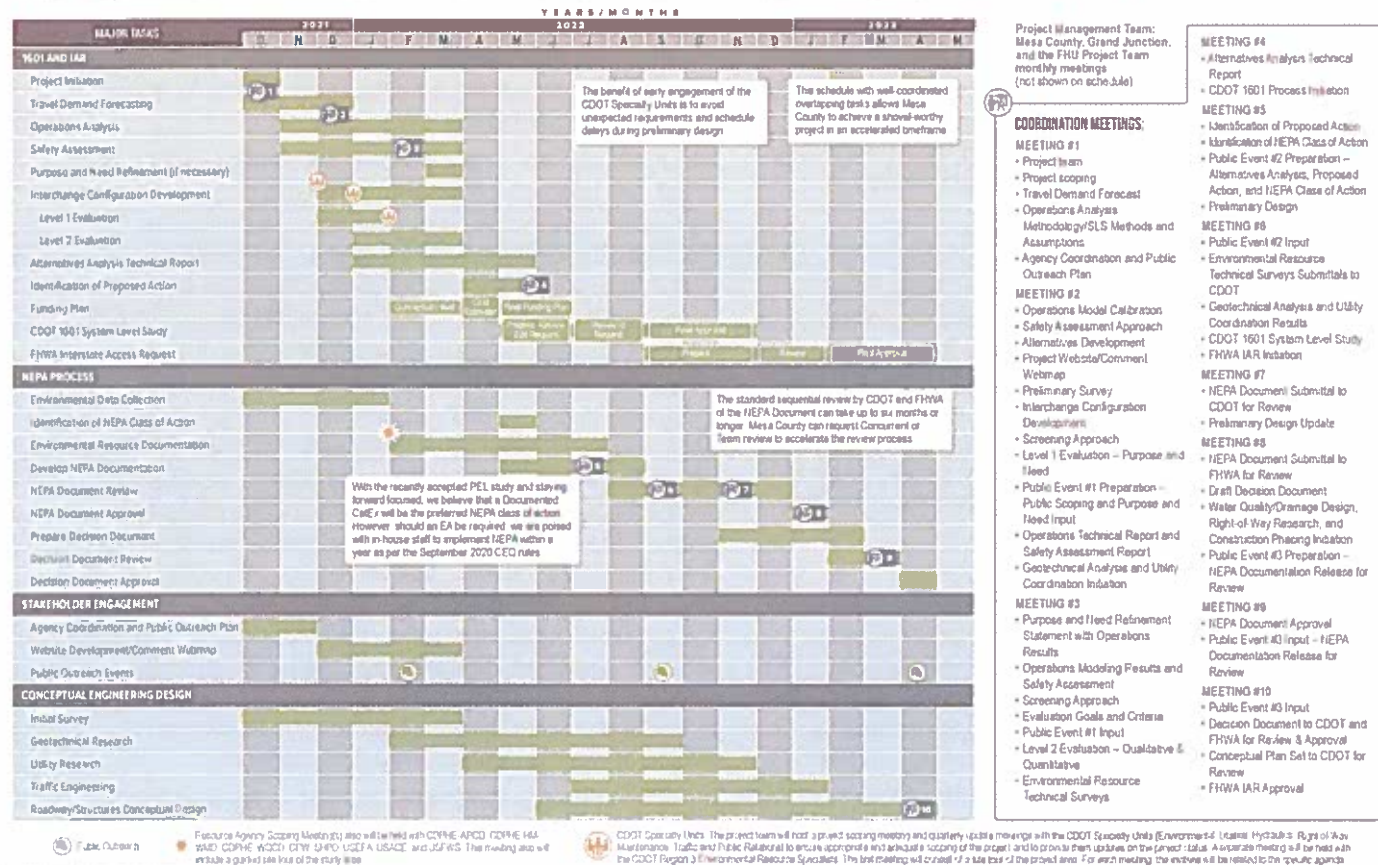
Historic resources are one of a few environmental resources that can impact a project's schedule given the time required for a thorough review by outside agencies – the Colorado State Historic Preservation Office and the Mesa County Historical Society. The removal of the bridge over the Government Highline Canal is a historic resource that will require a full evaluation as this bridge was determined to be Officially Eligible nearly 40 years ago and removing this bridge may spur a Section 4(f) use. FHU's historian, Jake Lloyd, has developed relationships with the CDOT historians that are unmatched by others. To alleviate unnecessary delay, our team will initiate the Historic analysis early in the process to allow for agency review and comment.

The other resources identified as crucial for clearance for this project are some for which FHU is widely viewed as the expert: noise, air quality, and environmental justice (EJ). FHU is well-known in the state of Colorado as the foremost professional for noise and air quality and is many times also included on our competitors' teams.

Furthermore, multiple members of the FHU staff have completed EJ evaluations and have developed mitigation strategies for affected communities.

When reviewing the study area utilized for the EJ evaluation in the PEL's Corridor Conditions Report, it appears that the study area may not have captured all of the users of the transportation facility; the evaluation has to satisfy the "full and fair participation by all affected communities in the transportation decision-making process." This detail is well understood by our resource specialists.

The following schedule has been built upon our knowledge and experience with similar projects and is closely tied with our process graphic. We have included standard agency review times to provide a realistic and attainable schedule. We have also outlined the key Coordination Meetings and topics. These will be populated on the website previously described and meeting materials and decisions from those meetings will be documented there.



QUALITY ASSURANCE METHODS



QUALITY ASSURANCE METHODS

FHU HAS BUILT ITS REPUTATION ON PRODUCING QUALITY DELIVERABLES AND VALUING THE QUALITY CONTROL PROCESS AS AN ESSENTIAL PART OF OUR PROJECT DELIVERY. THIS CAN ONLY BE DONE BY FULLY UNDERSTANDING YOUR QUALITY EXPECTATIONS AND BY IMPLEMENTING AND EXECUTING THE QUALITY CONTROL APPROACH DESCRIBED HEREIN. FHU HAS WELL-ESTABLISHED WORKING RELATIONSHIPS WITH OUR SUBCONSULTANTS AND THEY ARE FAMILIAR WITH OUR PROJECT CONTROL PROCESS.

PROJECT CONTROL METHODS

Alex Pulley, our Project Manager, with the support of Amanda Cushing, Deputy Project Manager, and Pat Stein, our Principal-in-Charge, will be responsible for delivering a quality project, on time, and within budget. Alex's management style lends itself to successful project control. He believes a well-planned and well-communicated project leads to success. Transparency and ethics are at the heart of every project.

COST CONTROL

Alex consistently monitors project expenditures against project product to keep the budget in line with project delivery. This allows for immediate identification of any variations and the discussion of issues to keep within approved budgets. He will provide monthly status of project progress and budget expenditures to the City's Project Manager and communicate regularly to be certain the City's project expectations are met.

QUALITY CONTROL

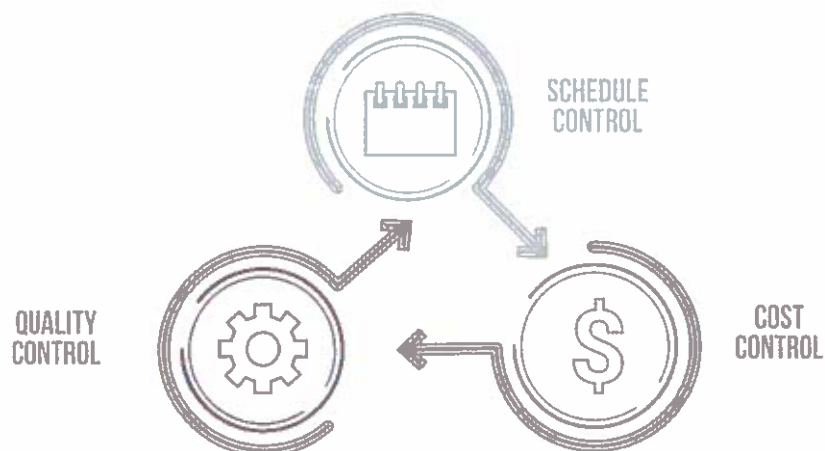
Quality is Everyone's Responsibility

Quality Control is part of FHU's culture, extending to our subconsultant teaming partners. At FHU, we believe that quality is everyone's responsibility. For this project, we have assigned a key staff member, Rick Erjavec, the role of QC Manager. Rick's experience as a senior roadway engineer and former CDOT Resident Engineer provides him with the practical 'boots-on-the-ground' understanding of how to implement QC processes. Alex and Rick will develop a project-specific quality control plan to ensure that the project stays on track. The plan will be based on FHU's Total Quality Management Protocols (TQMP).

Four levels of quality reviews will be included:

1. Individuals review their own work.
2. A team technical specialist will first review planning and environmental evaluations. That specialist will look for technical soundness, content accuracy, messaging, and process. Our technical editor will then conduct a second review. She will review for grammar, consistency, format, and readability. Before key deliverables are disseminated to the public or stakeholders, a Senior Advisor will provide a fresh set of eyes for a final review.
3. Our design deliverables will follow a comparably rigorous quality control process based on FHU's TQMP. The process includes conducting independent deliverable reviews by a peer, with the appropriate area of expertise and licensure, for accuracy and adherence to FHU QC protocols and CDOT standards.
4. Senior staff will conduct detailed reviews of deliverables for conformance to project standards, plus checks for inconsistencies among specialties.

Quality control checks will be completed for all deliverables, including exhibits, plans, specifications, reports, quantity calculations and cost estimates.



REFERENCES





REFERENCES



Chad Hall
Project Manager
Colorado Department of Transportation
chad.hall@state.co.us
303.757.9011

"I had the pleasure of working on a new grade-separated intersection with FHU on US-85 and Weld County Road 44. The FHU team worked diligently through challenging coordination with local agencies and partners to deliver a Systems Level Study and 1601 for our project. I appreciated their diligence, attention to detail, and communication throughout the process."

Chad Hall, PE
Project Manager, CDOT Region 4



James Zufall
Region 4 Project Manager
Colorado Department of Transportation
jamesd.zufall@state.co.us
970.350.2368

"I had the had the pleasure of working with Alex Pulley, Jodie Snyder, Kelly Ledbetter and others from the FHU team in the development of the SH 66 Planning and Environmental Linkages study. They expertly navigated all challenges, while innovating new processes that can be implemented on future PEL's nationwide. I highly recommend the FHU team for their adaptability, precise nature, and talent displayed in navigating a complex project featuring a diverse group of stakeholders, all while maintaining schedule and operating within budget."

James Zufall
Project Manager, CDOT Region 4



Lacy Kreger
Director, Economic Development
BNSF Railway
lacy.kreger@bnsf.com
817.867.6845

"I have thoroughly enjoyed working with the FHU team on our project in Weld County. FHU brings great value to the project given their in depth knowledge of the 1601 Interchange Approval Process, strong communication skills, and leadership abilities. I know that the project is in good hands with them as the project manager."

Lacy Kreger
Director, Economic Development, BNSF Railway



Louis E. Keen, PE
Resident Engineer
Colorado Department of Transportation
louis.keen@state.co.us
970.506.4954

"FHU is a highly reliable team player, they have helped me deliver several projects, on-time and on-budget."

Louis E. Keen, PE
Resident Engineer, CDOT Region 4

APPENDIX - RESUMES





PAT STEIN, PE | PRINCIPAL-IN-CHARGE

EDUCATION

MS, Structural Engineering, Iowa State University, 2004
BS, Civil Engineering, Iowa State University, 2003

REGISTRATION

Professional Engineer – CO, IA, NE, WY

Named a Principal in 2015, Pat regularly serves as Principal-in-Charge on design projects, ensuring FHU resources and teams are committed to and focused on the success of the project. He has more than 15 years of involvement in complex multi-agency intersection projects and as the PIC, will support Quality Assurance, staff allocation and scheduling strategies to ensure projects stay on-track with client needs.

PROJECT EXPERIENCE

SH 21 POWERS BLVD / I-25 INTERCHANGE, COLORADO SPRINGS, CO

This \$50 million interchange with Interstate 25 in Colorado Springs is a vital link on the Powers Boulevard corridor and provides the north Colorado Springs area access to key development and residential neighborhoods. Pat served as the Project Manager for this project, which advanced the EA design to Advertisement plans, including 6 bridges, numerous MSE retaining walls, and multiple water quality ponds. The project also included multiagency coordination among Copper Ridge Metro District, City of Colorado Springs, CDOT Region 2, and the US Air Force Academy. The project was awarded within 4% of the Engineer's Estimate.

39TH AVENUE GREENWAY DESIGN-BUILD, DENVER, CO

This \$80 million Design-Build project in north Denver implemented two portions of Denver's Platte to Park Hill program, providing key drainage infrastructure to reduce flood risk to multiple neighborhoods. As the Design Manager, Pat oversaw multiple design experts to implement an open channel greenway, park and plaza elements, Denver's first shared street, and improved bike/pedestrian mobility throughout the project limits.



ALEX PULLEY, CE | PROJECT MANAGER

EDUCATION

BS, Biology, Environmental Management, Pittsburg State University, 1997

CERTIFICATION

Certified Ecologist

Alex is an FHU Principal with 24 years of experience in the transportation and environmental consulting industry. A biologist by training he has broadened his skills to managing projects from conception to construction. His broad experience makes Alex an excellent multi-disciplinary Project Manager. He has managed large environmental permitting efforts through design and construction, as well as long-range transportation planning projects and design projects. This experience provides Alex with an extremely unique perspective and ability to carry projects to the next step to fruition. He has served as a technical specialist and project manager focused on NEPA, wetlands, threatened and endangered species, Planning and Environmental Linkages, 1601 Studies, Preliminary, and Final Design.

PROJECT EXPERIENCE

I-76 / WELD COUNTY ROAD 8 INTERCHANGE, BURLINGTON NORTHERN / SANTA FE (BNSF) RAILWAY

As the project manager, Alex works closely with the BNSF to advance a new interchange on I-76 to serve a new BNSF facility north and east of the Denver Metropolitan Area. This project involves implementing the latest 1601 procedures, conducting an IAR, and NEPA documentation. Alex has ensured effective coordination between all parties and established the groundwork for a successful project.

US 85 PLANNING AND ENVIRONMENTAL LINKAGES STUDY, I-76 TO NUNN, CDOT REGION 4

Served as the Deputy Project Manager for the largest Planning and Environmental Linkages (PEL) Study undertaken by CDOT. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between I-76 and the Town of Nunn. The vision for the corridor is to identify the safety and operational needs along US 85 and determine its short-term and long-term transportation priorities. The project includes working with a multitude of stakeholders along the corridor and the Technical Advisory Committee. Alex is also leading the environmental analyses for the project to ensure that subsequent projects are prepared for NEPA documentation.

29 ROAD INTERCHANGE AT I-70 NEPA/1601 PROJECT

RESUMES



AMANDA CUSHING | DEPUTY PROJECT MANAGER/NEPA LEAD

EDUCATION

BA, Environmental Studies with a Minor in Geology, Temple University, 2002

With more than 20 years of experience, Amanda's specialty area is hazardous materials evaluations, but over the past several years, she has become more adept in general National Environmental Policy Act (NEPA) environmental compliance. She has worked directly on documentation for hazardous materials, environmental justice, Section 4(f) and 6(f), and Section 404 permitting. She is experienced in writing and reviewing NEPA documentation, managing environmental staff and NEPA documents, agency coordination, public involvement, and post-NEPA mitigation compliance and tracking. Amanda has worked with a variety of clients for transportation projects on both the public and the private sides and sees that the necessary documentation is completed to deliver a successful project.

PROJECT EXPERIENCE

CDOT SH 66 PLANNING AND ENVIRONMENTAL LINKAGES STUDY AND RESILIENCY ASSESSMENT, BOULDER AND WELD COUNTIES, CO

Amanda served as a project team member for the SH 66 (PEL) Study and Resiliency Assessment. For the PEL study, Amanda helped complete alternatives analysis and ensured collaboration with project stakeholders and local communities. For the Resiliency Assessment, Amanda assisted with developing a planning-level process CDOT can use to assess risk, vulnerability, and consequences from natural and human-induced threats. The project team included outcomes of this assessment in the PEL recommendations to inform future decision-making regarding project funding and prioritization. The project also included the development of an Access Control Plan.

HAZARDOUS MATERIALS EVALUATIONS, VARIOUS LOCATIONS

Amanda has conducted hazardous materials evaluations for projects throughout Colorado, including:

- Watson Roundabout, Breckenridge, CO
- Sand Creek Trail, Colorado Springs, CO
- JC 73, Jefferson County, CO
- Crystal Valley Interchange, Castle Rock, CO
- Variable Messaging Signs, City and County of Denver, CO
- Hazel and Iowa Drainage Improvements, City and County of Denver, CO
- SH 7 and 119, City of Lafayette, CO
- Adams County Signals, Adams County, CO



PAUL BROWN, PE, PTOE | 1601/SYSTEM LEVEL STUDY LEAD

EDUCATION

BS, Civil Engineering, New York University, 1990

REGISTRATION/CERTIFICATION

Professional Engineer – NY

Professional Traffic Operations Engineer

Paul is a senior transportation engineer with 30 years of experience in a wide variety of transportation projects. His traffic engineering background includes traffic analyses, parking studies, trip generation, microsimulations, and construction traffic control. He has participated in numerous transportation projects from minor intersection improvements to major interstate reconstruction efforts. Tasks have included alternatives evaluation for different intersection types, determination of required laneage, preparation of appropriate access control measures in developed areas, bicycle and pedestrian mobility input, and oversight of traffic operations analyses.

PROJECT EXPERIENCE

29 ROAD/I-70B INTERCHANGE, GRAND JUNCTION, CO*

This project included a new half-mile arterial segment of 29 Road, including an interchange with I-70B and a grade separation at the Union Pacific Railroad (UPRR) freight yard (8 tracks). The bridge over the UPRR and I-70B is 875 feet long. The at-grade connection to I-70B is provided by a Florida T intersection. As part of preliminary design and NEPA analyses, Paul was responsible for traffic data collection, operational analyses, and documentation of both the environmental assessment and CDOT's 1601 interchange approval process. During design, he oversaw traffic signal and signing & striping design for three signals, including a Florida T. He also supported development of construction staging options for the I-70B interchange and developed the related MOT plans.

I-90 EXIT 63 INTERCHANGE MODIFICATION JUSTIFICATION REPORT (IMJR), BOX ELDER, SD

The South Dakota Department of Transportation (SDDOT) has plans to reconstruct the I-90 Exit 63 interchange at Highway 1416 in Box Elder. The existing interchange is in a rapidly growing area of Box Elder and does not meet current Federal Highway Administration design criteria. The planned project will add missing ramps, improve operations, and bring the interchange up to current design standards. FHU is preparing the IMJR for SDDOT. Paul managed the traffic operations and local access evaluations in support of the interchange reconstruction.

*prior to FHU



CADY DAWSON, AICP | STAKEHOLDER/PUBLIC INVOLVEMENT LEAD

EDUCATION

BA, English, Minor, Spanish University of Arizona, 1999

CERTIFICATION

American Institute of Certified Planners

Cady has nearly 20 years of multimodal transportation planning experience, with particular emphasis on transit planning. Cady is adept at developing public outreach plans that effectively translate technical project data into easy to understand public friendly terms. Her creative style and personal touch translate to thoughtful and tailored public involvement approaches that result in projects that are well supported by the community.

PROJECT EXPERIENCE

RTD REGIONAL BUS RAPID TRANSIT (BRT) FEASIBILITY STUDY, DENVER, CO

Cady served as the stakeholder and public engagement lead for RTD's Regional BRT Feasibility Study. She developed the Public Involvement Plan and was been instrumental in the implementation of all activities, including development of website content, social media campaigns, local agency surveys, one-on-one meetings, public meetings, and regular updates to regional partners and stakeholders. Cady also served as the planning lead for the evaluation and analysis of potential BRT corridors, which allowed her to easily translate complex information as needed for public and stakeholder distribution.

2045 CDOT STATEWIDE TRANSIT PLAN, CO

Cady served as Project Manager for CDOT's 2045 Statewide Transit Plan and 10 regional transit plans for Colorado's rural Transportation Planning Regions. She managed extensive documentation of existing conditions statewide, demographic and Title VI analysis, identification of gaps and needs, development of visions, goals, objectives, and performance measures, financial modeling, capital and operating project identification, and stakeholder and public engagement. The Statewide Transit Plan was updated in coordination with the State's 2045 Statewide Transportation Plan, resulting in a fully integrated and complex multimodal planning process.



JOHN DIBBLE, PE | PRELIMINARY ENGINEERING DESIGN LEAD

EDUCATION

BS, Engineering, Civil Specialty, Colorado School of Mines, 2011

REGISTRATION

Professional Engineer - CO

John has served as a roadway discipline lead on several interchanges, highway widening, and highway system projects. He has also designed several bike and pedestrian trails, along with other roadway projects ranging from conceptual planning efforts to large-scale PEL alternative studies. His design expertise includes geometric, roadway, and cross-section design, using AutoCAD, Civil3D, MicroStation, AutoTURN, InRoads, and other CAD software for layout, design, and earthwork approximations. He also has experience and coordination with stormwater design, traffic design, and construction phasing.

PROJECT EXPERIENCE

E-470 & 38TH AVENUE INTERCHANGE - PRIVATE, AURORA, CO (2018-IN PROGRESS)

John serves as the Roadway Designer for a diamond interchange at 38th over E-470. John is responsible for the geometric layout, typical sections, roadway design, roadway profiles, and ramp modeling/proposed grading using InRoads. His experience working with E-470 and modeling expertise allowed him to step in after 30% design to allow the team to meet a strict schedule deadline.

US 85 AUXILIARY LANES AT WCR 98, DENVER AND WELD COUNTY, CO

For this project, FHU was responsible for design, traffic, and drainage and floodplain analysis. Serving as the Deputy Project Manager and Design Lead, John provided roadway plans, corridor modeling, and design calculations. The intersection improvements at US 85 and WCR 98 were mitigation for nearby road closures as part of CDOT's Weld County Railroad Closure project. Due to the terms of CDOT's agreement with Union Pacific Railroad, these intersection improvements followed a strict design schedule.

E-470 AND QUEBEC STREET INTERCHANGE, THORNTON, CO

Completed on behalf of the E-470 Public Highway Authority, this standard diamond interchange construction for the E-470 and Quebec Street interchange was designed to be compatible with an ultimate configuration of a diverging diamond interchange. As the Roadway Lead, John was responsible for the geometric layout, roadway layout, roadway profiles, and ramp modeling using InRoads. He drafted most of the roadway sheets and coordinated with the drainage, traffic, and bridge disciplines for each plan set submitted.

29 ROAD INTERCHANGE AT I-70, NEPA/ISOT PROJECT



RICK ERJAVEC, PE | SENIOR QA/QC | CDOT LIAISON

EDUCATION

BS, Civil Engineering, Colorado State University, 1985

REGISTRATION

Professional Engineer – CO

Rick has 33 years of transportation design and construction experience, including 10 years as the CDOT Resident Engineer for the southeast section of the Denver metropolitan area. His work includes taking projects from inception through budgeting; obtaining environmental clearances; design and development of plans, specifications and estimate packages; advertisement of bid documents to completing construction of minor to major transportation projects. His experience includes everything from local and state park roads and street resurfacing to total reconstruction of interstates and complex interchanges.

PROJECT EXPERIENCE

SH224 SAFETY IMPROVEMENTS, COLORADO DEPARTMENT OF TRANSPORTATION REGION 1, (ADAMS COUNTY, COLORADO)

Rick served as the project manager for the SH224 corridor and intersection safety improvements including new intersection configurations at York Street and US 6 with new signals, pedestrian sidewalks and curb ramps, widening for new turn lanes, and new continuous corridor lighting. In coordination with Adams County, the project was designed to complement the County's scheduled corridor improvements at the York Street intersection.

I-70 VAIL UNDERPASS, TOWN OF VAIL AND THE COLORADO DEPARTMENT OF TRANSPORTATION, COLORADO

Rick served as the project manager for this multi-agency interstate underpass project, which included the oversight of the analysis of the possible locations, intersection configuration optimization and safety analysis, noise analysis and environmental clearance, ROW plan preparation and design. The design included two new I-70 bridges, multiple retaining walls, compact roundabout design, major utility relocations, and an extensive public involvement process. He was responsible for managing the project using the Construction Management General Contractor (CMGC) project delivery method.



RYAN SALINE, PE | SAFETY ANALYSIS / OPERATIONS

EDUCATION

MS, Civil Engineering, University of California, Berkeley, 2017

BS, Civil Engineering, Valparaiso University, 2016

REGISTRATION

Professional Engineer – CO

Ryan has been involved in numerous traffic analysis projects for both public and private sector clients, including freeway operations analyses, lane closure strategies, safety assessments, and traffic forecasting. He has developed transportation assessments and has coordinated and assisted on traffic impact studies to satisfy requirements of local agencies including commercial, and residential uses. Ryan is proficient in numerous transportation software platforms that facilitate successful and efficient project deliveries including Synchro/SimTraffic, Vistro, Vissim, TransModeler, Sidra, ArcGIS, Highway Capacity Software, FREEVAL, and Vision Zero Suite.

PROJECT EXPERIENCE

HWY 392/LARIMER CR 5 INTERSECTION ALTERNATIVES EVALUATIONS, TOWN OF WINDSOR, CO

The Town of Windsor requested traffic evaluation of the Hwy 392/LCR 5 intersection to determine and prioritize potential improvements which would add capacity to the intersection. Ryan provided assessments of existing configuration of the intersection and evaluated the effect of potential projects on traffic operations for existing traffic conditions. Additionally, Ryan forecasted future traffic volumes to determine how long each proposed improvement could provide acceptable traffic operations. Finally, Ryan used microsimulation to examine the impacts of right-turning vehicles downstream of the intersection to determine the best location to reduce the cross-section of Hwy 392 to the existing configuration.

QUINCY/E-470 RAMP RECONFIGURATION, ARAPAHOE COUNTY, CO

Due to the reconstruction of the Quincy Avenue/Gun Club Road intersection in Aurora, Colorado, Arapahoe County is investigating alternatives for the northbound access ramps at the Quincy Avenue/E-470 interchange. Ryan used VISSIM software to develop microsimulation models of different interchange alternatives using forecasted traffic volumes and determined methods of effectiveness for each alternative including intersection level of service and average delay through the network.



MATTHEW DOWNEY, PE | BICYCLE/PEDESTRIAN MOBILITY & SAFETY

EDUCATION

MS, Civil and Environmental Engineering, Portland State University, 2015
BS, Civil Engineering, Iowa State University, 2013

REGISTRATION

Professional Engineer – CO

Matthew has been involved in both design and planning projects, with experience in multimodal planning, on- and off-street bicycle facility design, and public involvement. He is a key member of FHU's multimodal planning practice area, having built a strong portfolio of developing recommendations for bicycle and pedestrian facility improvements, both at the corridor and network level; assessing existing conditions for bicyclists using Level of Traffic Stress analysis; and engaging with key stakeholders and community members.

PROJECT EXPERIENCE

SOUTH PLATTE CONNECTIONS STUDY, ARAPAHOE COUNTY, CO

FHU worked with Arapahoe County to identify projects that will enhance east-west bicycle and pedestrian connectivity to the Mary Carter Greenway between Mineral Avenue and Dartmouth Avenue, where US 85, several rail lines, and the South Platte River all present significant barriers to access. Matthew, as the Lead Planner, was heavily involved in all study facets. He worked collaboratively with the project team to identify and evaluate project ideas, led the development of conceptual design and cost estimates for ideas ranging from underpasses and trail connections to on-street bike lanes and wayfinding programs, and engaged with the public and key stakeholders throughout the process. Several recommended projects have since moved into further stages of design.

INVERNESS DRIVE WEST BIKEPATH CONCEPTUAL DESIGN, ARAPAHOE COUNTY, CO

FHU worked with Arapahoe County to prepare conceptual design for a low-stress bicycle facility along Inverness Drive West. The project included an alternatives evaluation of several concepts for providing a low-stress facility along the corridor, including implementation of traffic calming elements. Matthew served as the lead planner and engineer for developing and evaluating the conceptual alternatives and led stakeholder engagement efforts. He also managed an additional phase of detailed traffic analysis and public engagement, wrote a successful grant application for federal construction funding, and is currently managing the preliminary and final design effort.



AJDIN HAMZAGIC | TRAVEL DEMAND FORECASTING

EDUCATION

BS, Civil Engineering, Saint Louis University, 2015

Ajdin joined FHU after spending the previous four years working with the travel demand model for the East-West Gateway Council of Governments in St. Louis. Ajdin has experience with all aspects of the travel demand model including the maintenance and creation of new model applications, the editing of highway and transit networks as well as all other input files, including demographic data. Ajdin has experience working with private and public sector organizations and stakeholders to create and establish model scenarios, methodologies and travel demand models. His software skills include Citilabs CUBE Voyager, ArcGIS, TransCAD, Power BI, TRIMMS, Synchro, PTV VISSUM and Python.

PROJECT EXPERIENCE

I-70 AIRPARK-WATKINS INTERCHANGES STUDY, ARAPAHOE COUNTY, CO

To prepare for CDOT's I-70 corridor plan, that will envision the mainline roadway needs east of E-470, Arapahoe County wanted to analyze the Airpark-Watkins interchanges for future needs and to coordinate with CDOT's future I-70 corridor plan. Various scenarios were completed to paint the most accurate picture of possibilities for this intersection and the surrounding region. To evaluate proportions of interchange traffic contributions, from various subareas, and assist in cost allocations, select link runs were performed. All travel demand model forecasts were created in co-ordination of various previous and current studies for this region. Model outputs for all scenarios were adjusted using NCHRP 765 technique. Reports for the scenarios were prepared to give a summary of all findings.

WESTMINSTER TRANSPORTATION & MOBILITY PLAN, CITY OF WESTMINSTER, CO

Ajdin served as the traffic modeler for this project where he created 2020 and 2040 travel demand model runs that entailed confirming fiscally constrained projects from local, state, and federal laws; validating centroid connector placement for correct network loading, and confirming 2020 and 2040 land use data. He also adjusted model volumes based on the NCHRP 765 process, calculated volume to capacity ratios for both 2020 and 2040 daily volumes, and provided analysis to find current and predict future roadway capacity issues.



AMY FORD | ADVANCED MOBILITY

EDUCATION

MA, Public Administration, University of Colorado, Denver, 1997
BA, English, University of Colorado, Boulder, 1995

Amy is leading advanced mobility at FHU where she focuses on the integration of transportation technology services such as automated and connected vehicles, cooperative intelligent transportation systems (ITS), electrification, on demand mobility and emerging technologies. She formerly led the strategic direction and activities of the Mobility on Demand (MOD) Alliance and Intelligent Transportation Society of America's policy programs focused on transportation technology and mobility. Before working with ITS America, Amy served as the Chief of Advanced Mobility for the Colorado Department of Transportation, where she was responsible for accelerating innovation programs, policies and projects, such as connected and autonomous vehicles, mobility operations, workforce of the future, communications and other transportation technologies.

PROJECT EXPERIENCE

REIMAGINE RTD, REGIONAL TRANSPORTATION DISTRICT, DENVER, CO

Amy is leading individual plan development including Mobility on Demand, Mobility as a Service, Parking and future-forward transit agencies for Reimagine RTD, the Mobility Plan for the Future, a long-term strategic plan that will act as a roadmap for RTD. When complete, Reimagine RTD will identify comprehensive, forward-thinking strategies to better connect people to the places they want and need to go. The planning effort will review best practices from other transit agencies and technology innovators, build on existing capital investments in the District, and incorporate stakeholder and community feedback on how to allocate RTD's resources.

TRANSPORTATION MASTER PLAN, CITY OF CENTENNIAL, CO

In assisting the City of Centennial in updating its Transportation Master Plan, Amy guided and led innovation strategy development. She also facilitated an Innovation Workshop, which not only identified the trends and advances reshaping transportation and mobility but aligned those opportunities with Centennial's transportation goals and strategies for the future. Work also included identifying pathways and guidance on infrastructure, mobility service, data and sustainability strategies to enhance the Transportation Master Plan.



RACHEL ACKERMANN, PE | ADVANCED MOBILITY ENGINEERING/TRAFFIC SIMULATION SUPPORT

EDUCATION

BMSE, Interdisciplinary Engineering – Systems Engineering, Purdue University, 2020
BS, Civil Engineering, University of Colorado-Denver, 2014
BA, Environmental Studies, University of Colorado-Boulder, 2010

REGISTRATION

Professional Engineer – CO, WY

Rachel has more than 7 years of traffic engineering and transportation operations experience working on corridor studies and design projects in the Denver metro area. Rachel has served as the Lead Traffic Engineer developing microsimulation models for interchange alternatives evaluation in support of the I-25/SH 7 Record of Decision Revision and Reevaluation. As the Traffic Engineer on the I-25 North – US 36 to SH 7 project team, Rachel developed a TransModeler microsimulation model of the proposed continuous improvements on I-25 between US 36 and 104th Avenue to evaluate freeway operations (including the dynamic relationship with the managed lane facilities). Rachel uses a wide spectrum of software applications for successful project delivery, including Synchro, Vistro, Vissim, Highway Capacity Software, Traffix, TransCAD, TransModeler and ArcGIS.

PROJECT EXPERIENCE

DENVER SMART CITIES ADVISORY SERVICES, DENVER, CO

The Smart Cities Advisory Services on-call task order includes several subtasks to support Denver in developing a mobility hub framework that integrates existing transportation planning efforts. Rachel served as the Project Manager for this effort, which also assessed the City's Transit Advertising Program and opportunities to expand revenue generating opportunities to fund Smart City investments. The study also created an innovation pilot framework for Denver to evaluate and implement Smart City pilot projects.

I-25/SH 7 RECORD OF DECISION REVISION AND REEVALUATION, CDOT REGION 4, CO

CDOT Region 4 retained FHU to conduct a Revision and Reevaluation for the North I-25 Environmental Impact Statement Record of Decision (ROD). The ROD identified a partial cloverleaf interchange at SH 7 and I-25. Subsequent analyses by CDOT and local agencies, with updated 2040 traffic volumes, indicated that a diverging diamond interchange could accommodate future traffic volumes and be implemented at a lower cost. As the Traffic Engineer, Rachel developed the VISSIM microsimulation models used to evaluate interchange alternatives for the I-25 and SH 7 interchange to understand the differences in traffic delays, queuing, and capacity among the partial cloverleaf, diverging diamond, and No Action alternatives. The model was calibrated to existing conditions and provided measures of effectiveness to compare the benefits of each configuration.

29 ROAD INTERCHANGE AT I-70, NEPA/1601 PROJECT



TOM NEAD, PE, CCM | CONSTRUCTIBILITY REVIEW

EDUCATION

MS, Civil Engineering, Construction Engineering and Management, University of Colorado at Denver 2018
BS, Civil Engineering, University of Hartford, 1991

REGISTRATION/CERTIFICATION

Professional Engineer – CO
Certified Construction Manager

Tom has 30 years of engineering experience, specializing in project management of the construction phase of transportation projects. Tom participates in the design process by performing quality control on contract documents, constructability reviews, construction cost estimation, initial CPM schedule preparation, specification writing and value engineering reviews.

PROJECT EXPERIENCE

I-25 AT 54TH POWERS INTERCHANGE, COLORADO SPRINGS, COLORADO

Project Manager for this \$50M major interchange project for the Copper Ridge Metro District near the Air Force Academy in Colorado Springs. He manages a resident project engineer who manages the day to day activities on the project, and a team of inspectors and subconsultant materials testers. This project has 6 new bridges including 4 on I-25. The project is unique in having the storm drainage constructed under a separate contract being simultaneously constructed on the same site for CDOT. Tom coordinate CPM and weekly schedules between the two contractors to avoid stacking crews in the same location and to help the contractors be efficient.

I-25 / 144TH AVENUE INTERCHANGE, THORNTON AND WESTMINSTER, COLORADO

Due to the successful management of the project at I 25/136th Avenue, the cities of Thornton and Westminster elected to have Tom manage the second major interchange project in the corridor. Responsible for coordinating the construction of this \$20M project between the contractor, Xcel Energy, the adjacent Huron Street contractor, and the developer of The Orchard retail and entertainment center. Construction of the interchange was carefully managed to ensure that the access ramps to I 25 were completed at the time of the grand opening of The Orchard retail development.



DALE TISCHMAK | AIR QUALITY / NOISE

EDUCATION

MS, Chemistry, Montana State University, 1985
BA, Combined Sciences, Biology and Chemistry, Carroll College, 1981

Dale has more than 30 years of technical and management experience with environmental evaluation projects. At FHU, he provides technical expertise in several areas including noise analysis and air quality impact assessments. Dale is skilled in many of the computer models used in air and noise evaluations for transportation and environmental projects. He is proficient in data collection techniques and the NEPA process and is also well versed in the GIS technology critical for environmental studies of all kinds.

PROJECT EXPERIENCE

US 40 I-70 EDWARDS ACCESS ROAD, EDWARDS, COLORADO

Dale led the noise evaluation in support of CDOT staff for proposed improvements to approximately one mile of the I-70G road leading into Edwards.

I-70 EDWARDS ACCESS ROAD, EDWARDS, COLORADO

Dale led the noise evaluation in support of CDOT staff for proposed improvements to approximately one mile of the I-70G road leading into Edwards.

US 85 I-76 TO 124TH AVENUE ENVIRONMENTAL ASSESSMENT, COMMERCE CITY, COLORADO

Dale led noise and air quality evaluations for construction of two proposed interchanges and multiple intersection improvements for an Environmental Assessment for US 85 near 104th Avenue. A parallel and adjacent railroad corridor added complexity to the project.

I-225/COLFAX INTERCHANGE ENVIRONMENTAL ASSESSMENT REEVALUATION, AURORA, COLORADO

Dale managed the reevaluation of an Environmental Assessment for final design and construction on this I-225 interchange. The proposed project included a new viaduct and bridge at a new split-diamond interchange for the City of Aurora.



TAMARA KEEFE, GISP | WETLANDS

EDUCATION

BA, Elementary Education, University of Wyoming, 2001

BS, Wildlife and Fisheries Science, University of Wyoming, 1999

CERTIFICATION

Geographic Information Systems Professional

Tamara has over 20 years of professional experience as an environmental scientist and planner. Her knowledge and experience extends to biological field surveys, geographic information system (GIS) analysis, and documentation and compliance with federal, state, and local environmental statutes and regulations, including the National Environmental Policy Act (NEPA). Tamara regularly leads and supports the provision of technical reports and commonly participates on a multidisciplinary team in the development of environmental documents to summarize existing environmental conditions, develop theories, and recommend solutions.

PROJECT EXPERIENCE

IC 73 CORRIDOR STUDY, JEFFERSON COUNTY, CO

This project consisted of a corridor study and design for Jefferson County 73 from Buffalo Park Road to Plettner Lane in Evergreen. The project required a categorical exclusion (CatEx) in coordination with Colorado Department of Transportation (CDOT) Region 1. As the Environmental Planner/Scientist Lead, Tamara reviewed and produced technical reports in support of the CDOT CatEx. Tamara oversaw field surveys and environmental clearances, which included identifying wetlands and other Waters of the U.S.; habitat for federal threatened and endangered species; existing vegetation and wildlife; Senate Bill 40 resources; noxious weed locations; and migratory birds and raptor nests. She was also responsible for GIS analysis of impacts and alternatives.

I-25/POWERS BOULEVARD (SH 21) INTERCHANGE, PRIVATE CLIENT, COLORADO SPRINGS, CO

A development organization retained FHU to provide preliminary and final design of a fully directional interchange at SH 21 and I-25 at the north end of Colorado Springs. The interchange required a reevaluation of the Environmental Assessment completed by Colorado Department of Transportation (CDOT) Region 2. Tamara, as the Environmental Planner/Scientist, reviewed and produced technical reports for the environmental reevaluation. She coordinated with CDOT Region 2, as well as with the U.S. Army Corps of Engineers, for a Clean Water Act Section 404 Individual Permit and with Colorado Department of Public Health and Environment for a Clean Water Act Section 401 Water Quality Certification. She also coordinated with the U.S. Air Force Academy and U.S. Fish and Wildlife Service on a Biological Assessment for the endangered Preble's meadow jumping mouse to comply with the Endangered Species Act.



NEAL GOFFINET | WILDLIFE / T&E

EDUCATION

Graduate Certificate, Environmental Management, University of Denver, 2019

BS, Natural Resources and Environmental Science; Minor, Soil Science, Purdue University, 2013

Neal has been working in the environmental industry for more than 10 years. He has performed and submitted many environmental analysis documents, including environmental assessments (EAs) and categorical exclusions (CatExs/CEs) under the National Environmental Policy Act (NEPA). He has worked with water quality related permits and mitigation activities in both Colorado and Indiana, including Section 404 permits, wetland mitigation and monitoring plans, Waters of the U.S. determination reports, and erosion and sediment control plan design. Neal also has extensive experience conducting field work activities, such as wetland delineations, threatened and endangered species surveys, erosion and sediment control inspections, and mitigation monitoring.

PROJECT EXPERIENCE

US 85/104TH AVENUE & US 85/120TH AVENUE INTERCHANGES PROJECT, ADAMS COUNTY, CO

Neal is serving in an environmental support role for the construction of two new interchanges at US 85/104th Avenue and US 85/120th Avenue. He is currently assisting with the completion of an Environmental Assessment using the Colorado Department of Transportation Template EA format as part of the National Environmental Policy Act process. Other tasks included conducting field review of biological resources including wetlands, noxious weeds, Senate Bill 40 (SB 40) trees, migratory birds, and prairie dog colonies throughout the project area and helping draft the biological resources report.

POWERS (SH 21) & I-25 INTERCHANGE, COLORADO SPRINGS, CO

Neal served in an environmental support role for this new system-to-system interchange connecting to I-25 on the north end of Colorado Springs. He conducted wetland delineations and vegetation inventories. Other tasks included assisting in the preparation of a Biological Assessment for the impacts to the Preble's Meadow Jumping Mouse, as well the Individual Section 404 Permit for the impacts to area wetlands.



JAKE LLOYD | HISTORIC / SECTION 106

EDUCATION

BA, Architecture, Ball State University, 2006

BA, Environmental Design, Ball State University, 2006

Jake has 12 years of experience in environmental design and planning. His diverse background includes projects in architecture, historic preservation, landscape architecture, ecological restoration and invasive plant management, low-impact development, and environmental planning. At FHU, his project involvement includes Section 106/4(f) clearance and historic cultural resource surveys for NEPA projects, graphic design and digital illustrations for design proposals and presentations, landscape planting design for reclamation and mitigation projects, biological resource assessments, and wetland delineation field surveys.

PROJECT EXPERIENCE

6TH AVENUE PARKWAY EXTENSION ENVIRONMENTAL ASSESSMENT HISTORIC SURVEY - CDOT/CITY OF AURORA, COLORADO

FHU conducted Section 106 compliance for the CDOT for the 6th Avenue Parkway Extension Environmental Assessment, including the evaluation of eight sites along the proposed roadway extension project. Coordination with CDOT and the City of Aurora was required to evaluate the several design alternatives and potential impacts.

SOUTH WADSWORTH BLVD. AND WATERTON RD. INTERSECTION PROJECT HISTORIC SURVEY - CDOT/JEFFERSON COUNTY

Conducted Section 106 compliance for the CDOT for this intersection project. The project required review of five previously recorded resources, two of which were eligible to the National Register. FHU formulated determinations of eligibility and effects for all resources within the Area of Potential Effects, developed maps to illustrate proposed impacts, and prepared the consultation letter for the CDOT to coordinate with SHPO.

SH 7 AND 119TH STREET INTERSECTION IMPROVEMENTS PROJECT HISTORIC SURVEY - CDOT/CITY OF LAFAYETTE, COLORADO

Conducted Section 106 compliance for CDOT on the SH 7 and 119th Street intersection project east of the city of Lafayette. FHU surveyed eight properties that were deemed age-eligible for the National Register of Historic Places and reevaluated two existing historic sites that included segments of BNSF.



JODIE SNYDER, LEED AP | PARKS, TRAILS & OTHER RECREATIONAL RESOURCES / SECTION 4(F) / 6(F)

EDUCATION

MAS, Environmental Policy and Management, University of Denver, 2007

BA, Geography and Environmental Studies, Augustana College, 2004

CERTIFICATION

LEED® Accredited Professional

Jodie has 17 years of experience supporting and leading transportation, planning, and NEPA tasks. Her specialties include community and environmental impact analysis, traffic noise and air quality assessments, public outreach and coordination, planning and environmental linkage studies, and technical and plain language document production. She works closely with multidisciplinary teams coordinating and conducting spatial analysis and developing reports, maps, and other deliverables that comply with local, state, and federal requirements.

PROJECT EXPERIENCE

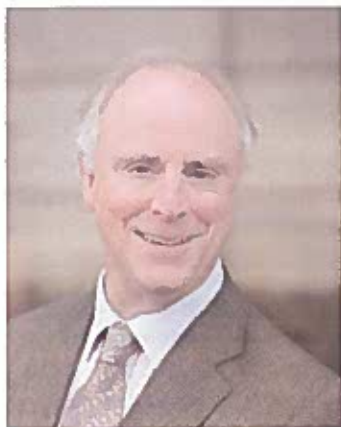
CDOT SH 66 PLANNING AND ENVIRONMENTAL LINKAGE STUDY AND RESILIENCY PLANNING

Jodie served as Deputy Project Manager, Environmental Task Lead, and Resiliency Task Lead for the State Highway 66 (PEL) Study. The process included evaluating existing and future corridor conditions, establishing purpose and need and related goals for the corridor, completing multimodal alternatives analysis, and ensuring collaboration with project stakeholders and local communities. Jodie oversaw development of the SH 66 PEL Corridor Conditions Report, establishing a streamlined, user-friendly way to present technical detail from our planning, transportation, and environmental baseline assessments. For the SH 66 PEL risk and resiliency assessment, Jodie co-led an effort to develop a planning-level process CDOT can use to assess risk, vulnerability, and consequence from natural and human-induced threats.

CDOT SH 9 IRON SPRINGS ALIGNMENT FINAL DESIGN, SUMMIT COUNTY, COLORADO

Jodie coordinated right-of-way and environmental analyses as they pertained to completing United States Standard Form 299. Submittal of Standard Form 299 was required to amend the existing highway easement deed between CDOT and the US Forest Service (USFS) to address realignment and widening of SH 9 near Dillon Reservoir. The project also included completing Standard Form 299 to amend a Special Use Permit between Summit County and USFS for realigning a portion of the Blue River Bikeway. The project will provide roadway safety benefits and water quality and drinking water protection benefits.

29 ROAD INTERCHANGE AT I-70 NEPA/1061 PROJECT



TIM TEHTEROW, PLA | VISUAL

EDUCATION

MLA, University of Pennsylvania, 1975

BA, Landscape Architecture, Art and Natural Sciences, University of Washington, 1970

REGISTRATION

Registered Landscape Architect

Tim's career has focused on environmental planning, NEPA project management, visual resource assessment, and collaborative decision-making for transportation, recreation, and energy projects. With more than 40 years of project experience in urban, rural and wilderness settings, he has managed numerous projects in compliance with the Council on Environmental Quality NEPA regulations under the jurisdiction of Federal Highway Administration, US Forest Service, and Bureau of Land Management. He has also participated in several state, county, and municipal approval processes. He is experienced in applying principles of visual resource management to project planning and design projects, and in providing expert testimony.

PROJECT EXPERIENCE

STATE HIGHWAY 66 PEL, VISUAL RESOURCES, COLORADO

Conducted a visual inventory for the Corridor Conditions Report. The study area for the visual resources inventory encompasses landscape character, community and recreation views, and visual quality within the SH 66 foreground and the influence of the background Rocky Mountain front range and Longs Peak viewsheds. Established a sequence of six landscape units from west to east based on the patterns of landforms, vegetation, water features, and development. Followed FHWA's Guidelines for the Visual Impact Assessment of Highway Projects to provide a link to future NEPA documentation. Project is ongoing.

I-25 NORTH US 36 TO 104TH AVENUE E.A. ADAMS COUNTY & THORNTON, COLORADO

Prepared Draft Visual Resources Report, following FHWA Guidelines for the Visual Impact Assessment Highways (2015). Project involves lane widening and bridge replacement improvement, in coordination with RTD's expansion of the 88th Avenue Park-n-Ride station. Mitigation strategies for ROW landscape treatment and regional trail screening. Project is ongoing.



ANNIE MCFARLAND | PUBLIC INVOLVEMENT

EDUCATION

MS, Human Dimensions of Natural Resource Management, Colorado State University, 2007

BS, Natural Resources Recreation & Tourism, Parks & Protected Area Management, Colorado State University, 2002

Annie specializes in assisting land management agencies and non-profits engage with their communities by facilitating the breakdown of barriers, garnering community ownership, developing winning solutions and enabling forward progress. Annie's experience spans over 20 years in which she has worked for both Federal and Local land management agencies as a Recreation Planner. During this time she has developed and facilitated numerous community engagement processes, master planning processes and strategic plans. She brings a unique background that can assist in the creation of effective community engagement strategies to support successful planning efforts.

PROJECT EXPERIENCE

JEFFCO TRAILS PLAN, JEFFERSON COUNTY, COLORADO

The JeffCo Trails Plan was a collaborative effort among Jefferson County Open Space and local parks and open space agencies and non-profit partners. The plan focuses on off-street trails and dovetail with the partner's existing on and off-street bicycle and pedestrian trail plans. It coalesced the information from these plans in one place to help identify gaps in the countywide trail network. Annie assisted with the stakeholder and public outreach including a series of focus group meetings, an interactive project website, and a series of pop-up events to seek input on missing trail connections identified as important by the community. A data-driven analysis, in combination with public input, was used to identify and prioritize trail projects for near term and long-term implementation.

SH 66 PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY, CDOT REGION 4, COLORADO

Annie lead the stakeholder involvement and public outreach process for the SH 66 corridor from Lyons to near Platteville. Her responsibilities included coordinating meetings with local technical advisors and elected officials from more than eight agencies and preparing individualized, local agency specific materials for each discussion. She organized multiple in-person open house meetings along the length of the project areas and developed print and electronic materials for distribution to residents, media outlets, local businesses, and other resource agencies.



PETER RONDINONE | ROADWAY & PHASING

EDUCATION

AS., Forest Management Technology, University of Maine

Peter is a Senior Designer with more than 30 years of experience in the civil engineering field. His experience includes design and preparation of highway construction, ROW, and utility plans. He has extensive knowledge of geometric design, utility coordination, Light Rail track design, and traffic control plans.

PROJECT EXPERIENCE

CDOT I-25 GAN, CASTLE ROCK-MONUMENT, CO

Preparation of utility plans and relocation design using SUE, survey and field verification. Meeting with utility companies to identify impacts and coordinate relocation work with CDOT and project contractor.

CDOT I-25/ARAPAHOE ROAD, CENTENNIAL, CO

Preparation of utility plans and relocation design using survey and field verification. Meeting with utility companies to identify impacts and coordinate relocation work with CDOT and project contractor.

CDOT I-225/YOSEMITE ST, CENTENNIAL, CO

Preparation of utility plans, conflict identification, and relocation design using survey and field verification.

CDOT 120TH AVE RECONSTRUCTION, BROOMFIELD, CO

Preparation of utility plans, conflict identification, and relocation design using survey and field verification.



ALIVIA PLANKIS, PE | STRUCTURES

EDUCATION

MS, Civil Engineering, Structural Emphasis, Colorado State University, 2012

BS, Civil Engineering, Iowa State University, 2010

REGISTRATION

Professional Engineer – CO, NE

Alivia has eight years of structural design experience with transportation projects for public and private clients. Her experience includes design of single and multi-span prestressed concrete superstructures, abutments, multi-column piers, pile bents, retaining walls, box culverts, and bridge preservation and maintenance. Her responsibilities have also included preparation of drawings and specifications, cost estimating, bridge rating, and review of shop drawings.

PROJECT EXPERIENCE

BAYOU GULCH OVER CHERRY CREEK BRIDGE REPAIRS, DOUGLAS COUNTY, COLORADO

Alivia is the Lead Structural Engineer and Project Manager for this two-phase project to address urgent repairs on the bridge. Working collaboratively with the County and a contractor, Alivia and the team delivered plans for the initial abutment repairs within two weeks for immediate construction. Through continued coordination and communication with the team, plans to repair the bridge approaches, joints, and overlay were also completed for anticipated construction beginning spring 2021.

SH 21 (POWERS BLVD) & I-25 INTERCHANGE, COLORADO SPRINGS, COLORADO

FHU was selected to complete preliminary and final design of a fully directional interchange at SH 21 and I-25 at the north end of Colorado Springs. The new connection to the interstate provides the next link in the vital Powers Boulevard beltway around the eastern limits of the city. The work included the design of 6 bridges, 5 of which Alivia performed either the original design or the independent design check on. She designed a 195-foot, single-span bridge with spliced and post-tensioned bulb-tee girders as well as a two-span curved bridge. Her independent design checks were for three single-span prestressed I-girder bridges. Her duties also included coordinating and reviewing plan development and rating two bridges.



CHAD TWISS, CFM | DRAINAGE / WATER QUALITY

EDUCATION

BS, Technology, Black Hills State University, 2000

CERTIFICATION

Certified Floodplain Manager

Chad has more than 20 years of experience in the design of water resources, water quality and erosion control. He has been responsible for numerous projects that include the preparation of several individual drainage studies, most of which included an erosion control plan. He is experienced with the varying federal, state and local erosion criteria. Chad has performed the erosion control and water quality design for a wide range of projects from small roadway widening projects to large interstate interchanges.

PROJECT EXPERIENCE

I-225/COLFAX INTERCHANGE IMPROVEMENTS, AURORA, COLORADO

As Project Engineer, provided design support to the Lead Drainage Engineer for a new interchange located adjacent to the Fitzsimons redevelopment in Aurora. Aided with the design of the five detention/water quality ponds, including forebays, trickle channels, micro-pools, outlet structures with orifice plates, and water quality perforations.

144TH AVENUE/I-25 INTERCHANGE, WESTMINSTER, COLORADO

Responsible for hydrologic and hydraulic analysis for roadway drainage and erosion control for this interchange design project on behalf of the City of Westminster. Designed more than 9,500 feet of storm sewer to drain the new interchange, 144th Avenue, portions of Washington Street, and offsite contributing flows. Responsible for the design of water quality facilities at the interchange and the ultimate outfall for the storm sewer prior to Big Dry Creek. Prepared the Conditional Letter of Map Revision based on Fill (CLOMR-F) for the McKay Lake Drainage Way crossing at Bull Canal. Completed mapping requirements for FEMA showing existing and proposed floodplain and floodway limits. Completed the CLOMR-F Report and documentation. Completed the hydrology/hydraulics report and storm water management plan.



BRAD CHRONOWSKI, ASLA, PLA | LANDSCAPE ARCHITECTURE / AESTHETICS

EDUCATION

BS, Landscape Architecture, Colorado State University, 1995

REGISTRATION

Registered Landscape Architect

Brad has 26 years of experience in municipal parks/open space planning and design. Before joining FHU, Brad was a Senior Landscape Architect with the City of Aurora. His project experience ranges from budgeting, conceptual design, open space planning, trail design, construction documents, detailing, site and planting plans, construction procurement strategies and construction management. Many of Brad's design and construction projects have been implemented in natural, sensitive, and aquatic environments. He has knowledge of formal and native plants, irrigation, seeding and wetland reclamation.

PROJECT EXPERIENCE

JEFFERSON COUNTY TRAILS PLAN, JEFFERSON COUNTY OPEN SPACE, CO

Jefferson County retained FHU to develop the County's first countywide trails plan. Serving as the Deputy Project Manager and Lead Trail Project Planner, Brad was engaged in the planning effort to interconnect the County's trail system in both urban and mountainous rural areas using the public and stakeholder engagement process to develop a data-based GIS map and project list. The proposed projects include regional and local trails, roadside paths and road crossings to assist in planning and funding their priority trail projects. Brad supported the trends analysis report, public input recording, trail project alignment and advancement, and stakeholder engagement. The adopted Plan is helping the County support and fund local and regional trail projects with its partners.

STANDLEY LAKE LOOP TRAIL ALIGNMENT, CITY OF WESTMINSTER, CO

Serving as Project Manager, Brad led the FHU team to complete the alternatives analysis for the final loop trail alignment around Standley Lake. The alternative analysis process was designed to select a trail corridor based on extensive evaluation criteria, including water quality, the Bald Eagle's nest, visitor experience, natural resources and constructability considerations. Following corridor selection, the team will consider trail user experience, natural habitat, safety, water quality and cost efficiency to develop the best trail alignment. FHU also provided permitting services for the Bald Eagle habitat and wetland permitting. The City of Westminster plans to create the trail and water crossing with volunteers in 2021.

29 ROAD INTERCHANGE AT I-70 NEPA/1601 PROJECT



LARRY LANG, PE, PTOE | SIGNING & STRIPING

EDUCATION

MS, Engineering, University of Texas at Austin, 1992
BS, Civil Engineering, Colorado State University, 1990

REGISTRATION/CERTIFICATION

Professional Engineer – CO
Professional Traffic Operations Engineer

Larry has over 28 years of diversified experience in the field of traffic engineering, transportation planning, and roadway design. As a Traffic Engineering Design Lead at FHU, his responsibilities have included client and subconsultant coordination, scheduling, preparation of specifications & project special provisions, engineering construction estimates, design oversight, plan development, plan QA/QC, and post design/construction services.

PROJECT EXPERIENCE

STATE HIGHWAY 31 (POWERS BLVD) & I-25 INTERCHANGE, COLORADO SPRINGS, COLORADO

Traffic Design Leader for a new \$50M interchange connection for SH-21 (Powers Blvd) with Interstate 25 in the northern area of Colorado Springs near the Air Force Academy. This is a vital highway link to the SH-21 corridor with access to a major commercial development area, as well as residential neighborhoods in the City. This project advanced the EA design to Advertisement plans and included advance interstate and highway guide signing, interchange traffic signals, multiple bridge structures, MSE retaining walls, and several water quality ponds. Multi-agency coordination was conducted between Copper Ridge Metro District, the City of Colorado Springs, CDOT Region 2, and the US Air Force Academy.

POWERS BLVD (SH-21) AND RESEARCH BLVD – DIVERGING DIAMOND INTERCHANGE, CDOT REGION 2, COLORADO SPRINGS, CO

Traffic Design Leader for the reconstruction of the existing intersection of Powers and Research Boulevard with a grade separated Diverging Diamond Interchange (DDI). Powers Boulevard (SH-21) is a major regional highway along the east side of Colorado Springs with both arterial intersections and interchanges along the corridor. This project required detail construction phasing and traffic control plans to ensure that traffic operations could be maintained along both Powers and Research Boulevards. This project included advance interstate and highway guide signing, interchange traffic signals, bridge structures, multiple storm sewer systems, erosion control, and extensive roadway improvements.



DEPARTMENT OF PUBLIC WORKS
Administration - Building - Engineering – Road and Bridge
Traffic - Fleet Management - Solid Waste Management

750 Main Street • P.O. Box 20,000 • Grand Junction, Colorado 81502-5013
Ph (970) 244-1765 Fax (970) 255-7171

ADDENDUM ONE
RFQ-21-03045
29 Road Interchange at I-70
NEPA/1601 Project

July 16, 2021

This amendment to the Request for Proposals for the above referenced project supersedes all contrary and conflicting information which is hereby supplemented or revised in certain particulars as follows:

Additional Information

The time for the July 22nd pre-proposal conference will be 9:00 A.M. MDT.

All remaining requirements of the Request for Proposals remain unchanged.

Provided By:


Kevin King
County Project Manager

THIS DOCUMENT IS THE PROPERTY OF MESA COUNTY. IT IS TO BE USED ONLY FOR THE PURPOSES FOR WHICH IT WAS ISSUED. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MESA COUNTY. A SIGNATURE OF THE COUNTY PROJECT MANAGER IS REQUIRED FOR ALL CHANGES TO THIS DOCUMENT.


Acknowledged By

Please note that as stated in Section 1.7 of the Request for Proposals a copy of this addendum, signed as acknowledged, must be included with your proposal. Failure to include a signed copy may result in rejection of your proposal.



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ADDENDUM TWO
RFQ-21-03045
29 Road Interchange at I-70
NEPA/1601 Project

July 27, 2021

This amendment to the Request for Proposals for the above referenced project supersedes all contrary and conflicting information which is hereby supplemented or revised in certain particulars as follows:

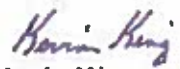
Changes:

Please add the following to Section 1.2 Submission of Qualifications:

The County will accept electronic submittal via email or FTP server instead of hard copies. Email should be sent to Connie Hahn, connie.hahn@mesacounty.us prior to the submission deadline.

All remaining requirements of the Request for Proposals remain unchanged.

Provided By:


Kevin King
County Project Manager


Acknowledged By

Please note that as stated in Section 1.7 of the Request for Proposals a copy of this addendum, signed as acknowledged, must be included with your proposal. Failure to include a signed copy may result in rejection of your proposal.



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ADDENDUM THREE
RFQ-21-03045
29 Road Interchange at I-70
NEPA/1601 Project

July 28, 2021

This amendment to the Request for Proposals for the above referenced project supersedes all contrary and conflicting information which is hereby supplemented or revised in certain particulars as follows:

Changes and Clarifications

Please add the following to Section 3.1 Submittal Format:

1. Up to 4 pages of the 25 page limit may be 11x17.
2. Tabs/Divider Pages will not count toward the page limit.
3. Attachment B (Hourly Rates) will not count toward the 25 page limit.

All remaining requirements of the Request for Proposals remain unchanged.

Provided By:

Kevin King
County Project Manager

Acknowledged By

Please note that as stated in Section 1.7 of the Request for Proposals a copy of this addendum, signed as acknowledged, must be included with your proposal. Failure to include a signed copy may result in rejection of your proposal.

MEMORANDUM OF UNDERSTANDING

between

The City of Grand Junction and Mesa County, Colorado for the PLANNING OF THE 29 ROAD AND 170 INTERCHANGE TO COMPLY WITH COLORADO DEPARTMENT OF TRANSPORTATION'S INTERCHANGE APPROVAL PROCESS POLICY (1601)

The parties to this Memorandum of Understanding ("AGREEMENT") are Mesa County, Colorado, a political subdivision of the State of Colorado, acting through the Board of County Commissioners of Mesa County, Colorado ("COUNTY"), and the City of Grand Junction, Colorado, a Colorado Municipality, acting through the City Council of the City of Grand Junction, Colorado ("CITY").

I. Introduction

Both the City and the County ("the Parties" or "Parties") have responsibilities for developing and implementing transportation plans and authorizing capital improvements under their respective jurisdictions. The Parties recognize that transportation related improvement decisions by one party effect similar decisions by the other and that cooperative planning and spending can maximize the community's resources that are available for improvements.

The Parties further recognize the need to make improvements to the 29 Road Corridor ("the Project"). Portions of the 29 Road Corridor from Patterson Road (F Road) to I-70 straddle the meandering City/County limits line. It is further recognized that it is in the best interests of the Parties to work cooperatively in the planning for the Project.

II. Purpose

The purpose of this AGREEMENT is to establish the lines of communications and responsibility for the various work items necessary to comply with the 1601 Colorado Department of Transportation's Interchange Approval Process Policy Directive ("1601") of 29 Road from Patterson Road (F Road), crossing I-70 and landing on a new connecting road north of I-70 to the airport. This AGREEMENT also establishes the intention of both the CITY and COUNTY to cooperatively fund their share of the Project.

CDOT's Interchange Approval Process Policy Directive was established to ensure fair and consistent treatment of proposals for new interchanges or major interchange improvements on state highways. The Policy Directive was amended in December 2004 (and reconfirmed in October 2008) and the Procedural Directive that implements it was issued in October 2005. The CDOT "1601 process" is applied to all state highways (interstates, other freeways and non-freeway facilities) and to all applicants (local governments, public highway authorities, and CDOT itself) to manage the location of interchanges so that the state highway system's mobility and level of service is preserved. Such interchanges and improvements cannot be constructed until the applicant completes all the steps of the 1601 process identified in the Procedural Directive.

This 1601 study is planned for completion by December 2023.

III. Procedure

Now, therefore, it is agreed that the Parties will:

- 1) Include funds in their respective budgets for the cost of the 1601 study, the Parties will make every effort to budget funds as shown below:

Project Budget:

Fund Source	2021	2022	2023	Total
City	\$200,000	\$600,000	\$418,118.50	\$1,218,118.50
County	\$200,000	\$600,000	\$418,118.50	\$1,218,118.50
TOTAL	\$400,000	\$1,200,000	\$836,237.00	\$2,436,237.00

- 2) The Parties agree to carry over any unexpended funds for the Project to the following year.
- 3) The COUNTY shall select and contract with a Consultant to prepare the 1601 study in accordance with CDOT and FHWA standards.
- 4) The CITY and COUNTY will co-manage the 1601 study. The Project Management Team will consist of the respective Public Works Director for both the CITY and COUNTY. The COUNTY will provide a Project Manager. The City will provide a representative. Both the City and County will perform their respective public relations coordinated through the Project Manager.
- 5) To minimize the effect of receiving revenue limitations under TABOR, the consultant contract may be written so that payments may be made directly to the consultant(s) by either the CITY or the COUNTY in amounts determined by mutual agreement of the Parties.
- 6) The CITY and the COUNTY may not necessarily pay exactly equal shares of every individual portion of the Project; however, both Parties agree that the total local share of the Project actual cost will be divided equally. Should either Parties receive a grant for this Project, the grant money will be applied to the project as a whole, thereby reducing each Parties shares equally. The Parties further agree that the total funding expected of either party will not exceed the amount shown in the table in paragraph 1) except by mutual, written modification of this AGREEMENT.
- 7) The Project will generally include 1601 study for construction of an interchange at 29 Road and 1-70 as well as construction of a principal arterial on 29 Road from Patterson north to the interchange and a connecting collector road to Horizon Drive. The general configuration of the design will not be changed except by mutual, written modification of this AGREEMENT. All work will be in accordance with FHWA and CDOT requirements / standards.

IV. Administration

- A) Nothing in this AGREEMENT will be construed as limiting or affecting in any way the authority or legal responsibility of the COUNTY and/or the CITY, or as binding either Party to perform beyond the respective authority of each, or as requiring either Party to assume or expend any sum in the excess of appropriations available.
- B) This AGREEMENT shall become effective when signed by the Parties hereto. The Parties may amend the AGREEMENT by mutual written attachment as the need arises. Any Party may terminate this AGREEMENT after 30 days notice in writing to the other in the intention to do so and fulfillment of all outstanding legal obligations.
- C) The COUNTY will advertise, receive proposals, and award the proposal upon recommendation of the Project Management Team. The COUNTY shall include all the terms and conditions regarding bonding, insurance and indemnification provisions as part of the COUNTY'S contract so that the Project is protected.

IN WITNESS WHEREOF, the parties herein have caused this document to be executed as of the date of the last signature shown below.

MESA COUNTY

Janet Rowland, Chair
Mesa County Board of Commissioners

ATTEST: Tina Peters, Clerk
Date:

CITY OF GRAND JUNCTION

C.B. McDaniel, Mayor
Grand Junction City Council

ATTEST: Wanda Winklemann, Clerk
Date:

