



LETTER OF INTENT

Date: September 19, 2019

Company: Stolfus & Associates, Inc.

Project: Access Control Plan Design/Development Patterson Road within City Limits
(RFP-4678-19-DH)

Based upon review of the proposals received for Access Control Plan Design/Development Patterson Road within City Limits (RFP-4678-19-DH), your company has been selected as preferred proposer of this solicitation process. It is the intent of the City of Grand Junction to award the aforementioned contract to your company as is listed in the RFP documents and your proposal response.

This contract must be approved by the City Manager prior to award and a contract being issued.

Please feel free to contact me with any questions at 970-244-1545.

Thank you and Best Regards

A handwritten signature in black ink, appearing to read "Duane Hoff Jr.", written in a cursive style.

Duane Hoff Jr., Senior Buyer



CITY OF GRAND JUNCTION, COLORADO

CONTRACT

This CONTRACT made and entered into this 30th day of October, 2019 by and between the City of Grand Junction, Colorado, a government entity in the County of Mesa, State of Colorado, hereinafter in the Contract Documents referred to as the "Owner" and Stolfus & Associates, Inc. hereinafter in the Contract Documents referred to as the "Firm."

WITNESSETH:

WHEREAS, the Owner advertised that sealed Responses would be received for furnishing all labor, tools, supplies, equipment, materials, and everything necessary and required for the Project described by the Contract Documents and known as Access Control Plan Design/Development RFP-4678-19-DH.

WHEREAS, the Contract has been awarded to the above named Firm by the Owner, and said Firm is now ready, willing and able to perform the Services specified in accordance with the Contract Documents;

NOW, THEREFORE, in consideration of the compensation to be paid the Firm, the mutual covenants hereinafter set forth and subject to the terms hereinafter stated, it is mutually covenanted and agreed as follows:

ARTICLE 1

Contract Documents: It is agreed by the parties hereto that the following list of instruments, drawings, and documents which are attached hereto, bound herewith, or incorporated herein by reference constitute and shall be referred to either as the "Contract Documents" or the "Contract", and all of said instruments, drawings, and documents taken together as a whole constitute the Contract between the parties hereto, and they are fully a part of this agreement as if they were set out verbatim and in full herein:

The order of contract document governance shall be as follows:

- a. The body of this contract agreement
- b. Solicitation Documents for the Project; **Access Control Plan Design/Development;**
- c. Firms Response to the Solicitation
- d. Services Change Requests (directing that changed Services be performed);
- e. Field Orders
- f. Change Orders.

ARTICLE 2

Definitions: The clauses provided in the Solicitation apply to the terms used in the Contract and all the Contract Documents.

ARTICLE 3

Contract Services: The Firm agrees to furnish all labor, tools, supplies, equipment, materials, and all that is necessary and required to complete the tasks associated with the Services described, set forth, shown, and included in the Contract Documents as indicated in the Solicitation Document.

ARTICLE 4

Contract Time: Time is of the essence with respect to this Contract. The Firm hereby agrees to commence Services under the Contract on or before November 15, 2019. Project completion shall be negotiated, coordinate, and agreed upon by both Firm and Owner.

ARTICLE 5

Contract Price and Payment Procedures: The Firm shall accept as full and complete compensation for the performance and completion of all of the Services specified in the Contract Documents, the Not to Exceed amount of **One Hundred Ninety-Nine Thousand Seven Hundred Thirty-Eight and 00/100 Dollars (\$199,738.00)**. If this Contract contains unit price pay items, the Contract Price shall be adjusted in accordance with the actual quantities of items completed and accepted by the Owner at the unit prices quoted in the Solicitation Response. The amount of the Contract Price is and has heretofore been appropriated by the Grand Junction City Council for the use and benefit of this Project. The Contract Price shall not be modified except by Change Order or other written directive of the Owner. The Owner shall not issue a Change Order or other written directive which requires additional Services to be performed, which Services causes the aggregate amount payable under this Contract to exceed the amount appropriated for this Project, unless and until the Owner provides Firm written assurance that lawful appropriations to cover the costs of the additional Services have been made.

Unless otherwise provided in the Solicitation, monthly partial payments shall be made as the Services progresses. Applications for partial and Final Payment shall be prepared by the Firm and approved by the Owner in accordance with the Solicitation.

ARTICLE 6

Contract Binding: The Owner and the Firm each binds itself, its partners, successors, assigns and legal representatives to the other party hereto in respect to all covenants, agreements and obligations contained in the Contract Documents. The Contract Documents constitute the entire agreement between the Owner and Firm and may only be altered, amended or repealed by a duly executed written instrument. Neither the Owner nor the Firm shall, without the prior written consent of the other, assign or sublet in whole or in

part its interest under any of the Contract Documents and specifically, the Firm shall not assign any moneys due or to become due without the prior written consent of the Owner.

ARTICLE 7

Severability: If any part, portion or provision of the Contract shall be found or declared null, void or unenforceable for any reason whatsoever by any court of competent jurisdiction or any governmental agency having the authority thereover, only such part, portion or provision shall be effected thereby and all other parts, portions and provisions of the Contract shall remain in full force and effect.

IN WITNESS WHEREOF, City of Grand Junction, Colorado, has caused this Contract to be subscribed and sealed and attested in its behalf; and the Firm has signed this Contract the day and the year first mentioned herein.

The Contract is executed in two counterparts.

CITY OF GRAND JUNCTION, COLORADO

DocuSigned by:
By: Duane Hoff Jr., Senior Buyer - City of Grand Junction 11/13/2019 | 14:26 MST
Duane Hoff Jr., Senior Buyer Date

Stolfus & Associates, Inc.

DocuSigned by:
By: Elizabeth Stolfus - Stolfus & Associates, Inc. 11/13/2019 | 13:25 PST
Elizabeth Stolfus - Stolfus & Associates, Inc. Date



**Request for Proposal
RFP-4678-19-DH**

**Access Control Plan Design/Development
Patterson Road within City Limits:
I-70 Business/23.75 Road to Lodgepole (30.75 Road)**

RESPONSES DUE:

September 11, 2019 prior to 3:30 PM

Accepting Electronic Responses Only

**Responses Only Submitted Through the Rocky Mountain E-Purchasing System
(RMEPS)**

<https://www.rockymountainbidsystem.com/default.asp>

(Purchasing Representative does not have access or control of the vendor side of RMEPS. If website or other problems arise during response submission, vendor **MUST** contact RMEPS to resolve issue prior to the response deadline. 800-835-4603)

PURCHASING REPRESENTATIVE:

Duane Hoff Jr., Senior Buyer

duaneh@gjcity.org

970-244-1545

This solicitation has been developed specifically for a Request for Proposal intended to solicit competitive responses for this solicitation, and may not be the same as previous City of Grand Junction solicitations. All offerors are urged to thoroughly review this solicitation prior to submitting. Submittal by **FAX, EMAIL or HARD COPY IS NOT ACCEPTABLE** for this solicitation.

REQUEST FOR PROPOSAL

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REQUEST FOR PROPOSAL

SECTION 1.0: ADMINISTRATIVE INFORMATION & CONDITIONS FOR SUBMITTAL

- 1.1 Issuing Office:** This Request for Proposal (RFP) is issued by the City of Grand Junction. All contact regarding this RFP is directed to:

RFP QUESTIONS:

Duane Hoff Jr., Senior Buyer
duaneh@gjcity.org

- 1.2 Purpose:** The purpose of this RFP is to obtain proposals from qualified professional design/engineering firms to provide design services for the development of an access control plan for Patterson Road within City Limits: I-70 Business/23.75 Rd to Lodgepole (30.75 Road).
- 1.3 The Owner:** The Owner is the City of Grand Junction, Colorado and is referred to throughout this Solicitation. The term Owner means the Owner or his authorized representative.
- 1.4 Compliance:** 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. Should the Owner omit anything from this packet which is necessary to the clear understanding of the requirements, or should it appear that various instructions are in conflict, the Offeror(s) shall secure instructions from the Purchasing Division prior to the date and time of the submittal deadline shown in this RFP.
- 1.5 Submission:** Please refer to section 5.0 for what is to be included. ***Each proposal shall be submitted in electronic format only, and only through the Rocky Mountain E-Purchasing website (<https://www.rockymountainbidsystem.com/default.asp>). This site offers both “free” and “paying” registration options that allow for full access of the Owner’s documents and for electronic submission of proposals. (Note: “free” registration may take up to 24 hours to process. Please Plan accordingly.)*** Please view our “**Electronic Vendor Registration Guide**” at <http://www.gjcity.org/business-and-economic-development/bids/> for details. For proper comparison and evaluation, the City requests that proposals be formatted as directed in Section 5.0 “Preparation and Submittal of Proposals.” Submittals received that fail to follow this format may be ruled non-responsive. (Purchasing Representative does not have access or control of the vendor side of RMEPS. If website or other problems arise during response submission, vendor **MUST** contact RMEPS to resolve issue prior to the response deadline. **800-835-4603**).
- 1.6 Altering Proposals:** Any alterations made prior to opening date and time must be initialed by the signer of the proposal, guaranteeing authenticity. Proposals cannot be altered or amended after submission deadline.
- 1.7 Withdrawal of Proposal:** A proposal must be firm and valid for award and may not be withdrawn or canceled by the Offeror for sixty (60) days following the submittal deadline date, and only prior to award. The Offeror so agrees upon submittal of their proposal. After award this statement is not applicable.

- 1.8 Acceptance of Proposal Content:** The contents of the proposal of the successful Offeror shall become contractual obligations if acquisition action ensues. Failure of the successful Offeror to accept these obligations in a contract shall result in cancellation of the award and such vendor shall be removed from future solicitations.
- 1.9 Addenda:** All questions shall be submitted in writing to the appropriate person as shown in Section 1.1. Any interpretations, corrections and changes to this RFP or extensions to the opening/receipt date shall be made by a written Addendum to the RFP by the City Purchasing Division. Sole authority to authorize addenda shall be vested in the City of Grand Junction Purchasing Representative. Addenda will be issued electronically through the Rocky Mountain E-Purchasing website at www.rockymountainbidsystem.com. Offerors shall acknowledge receipt of all addenda in their proposal.
- 1.10 Exceptions and Substitutions:** All proposals meeting the intent of this RFP shall be considered for award. Offerors taking exception to the specifications shall do so at their own risk. The Owner reserves the right to accept or reject any or all substitutions or alternatives. When offering substitutions and/or alternatives, Offeror must state these exceptions in the section pertaining to that area. Exception/substitution, if accepted, must meet or exceed the stated intent and/or specifications. The absence of such a list shall indicate that the Offeror has not taken exceptions, and if awarded a contract, shall hold the Offeror responsible to perform in strict accordance with the specifications or scope of services contained herein.
- 1.11 Confidential Material:** All materials submitted in response to this RFP shall ultimately become public record and shall be subject to inspection after contract award. **“Proprietary or Confidential Information”** is defined as any information that is not generally known to competitors and which provides a competitive advantage. Unrestricted disclosure of proprietary information places it in the public domain. Only submittal information clearly identified with the words **“Confidential Disclosure”** and uploaded as a separate document shall establish a confidential, proprietary relationship. Any material to be treated as confidential or proprietary in nature must include a justification for the request. The request shall be reviewed and either approved or denied by the Owner. If denied, the proposer shall have the opportunity to withdraw its entire proposal, or to remove the confidential or proprietary restrictions. Neither cost nor pricing information nor the total proposal shall be considered confidential or proprietary.
- 1.12 Response Material Ownership:** All proposals become the property of the Owner upon receipt and shall only be returned to the proposer at the Owner’s option. Selection or rejection of the proposal shall not affect this right. The Owner shall have the right to use all ideas or adaptations of the ideas contained in any proposal received in response to this RFP, subject to limitations outlined in the entitled “Confidential Material”. Disqualification of a proposal does not eliminate this right.
- 1.13 Minimal Standards for Responsible Prospective Offerors:** A prospective Offeror must affirmably demonstrate their responsibility. A prospective Offeror must meet the following requirements.
- Have adequate financial resources, or the ability to obtain such resources as required.

- Be able to comply with the required or proposed completion schedule.
- Have a satisfactory record of performance.
- Have a satisfactory record of integrity and ethics.
- Be otherwise qualified and eligible to receive an award and enter into a contract with the Owner.

1.14 Open Records: Proposals shall be received and publicly acknowledged at the location, date, and time stated herein. Offerors, their representatives and interested persons may be present. Proposals shall be received and acknowledged only so as to avoid disclosure of process. However, all proposals shall be open for public inspection after the contract is awarded. Trade secrets and confidential information contained in the proposal so identified by offer as such shall be treated as confidential by the Owner to the extent allowable in the Open Records Act.

1.15 Sales Tax: The Owner is, by statute, exempt from the State Sales Tax and Federal Excise Tax; therefore, all fees shall not include taxes.

1.16 Public Opening: Proposals shall be opened in the City Hall Auditorium, 250 North 5th Street, Grand Junction, CO, 81501, immediately following the proposal deadline. Offerors, their representatives and interested persons may be present. Only the names and locations on the proposing firms will be disclosed.

SECTION 2.0: GENERAL CONTRACT TERMS AND CONDITIONS

2.1. Acceptance of RFP Terms: A proposal submitted in response to this RFP shall constitute a binding offer. Acknowledgment of this condition shall be indicated on the Letter of Interest or Cover Letter by the autographic signature of the Offeror or an officer of the Offeror legally authorized to execute contractual obligations. A submission in response to the RFP acknowledges acceptance by the Offeror of all terms and conditions including compensation, as set forth herein. An Offeror shall identify clearly and thoroughly any variations between its proposal and the Owner's RFP requirements. Failure to do so shall be deemed a waiver of any rights to subsequently modify the terms of performance, except as outlined or specified in the RFP.

2.2. Execution, Correlation, Intent, and Interpretations: The Contract Documents shall be signed by the Owner and Firm. By executing the contract, the Firm represents that they have familiarized themselves with the local conditions under which the Services is to be performed, and correlated their observations with the requirements of the Contract Documents. The Contract Documents are complementary, and what is required by any one, shall be as binding as if required by all. The intention of the documents is to include all labor, materials, equipment, services and other items necessary for the proper execution and completion of the scope of services as defined in the technical specifications and drawings contained herein. All drawings, specifications and copies furnished by the Owner are, and shall remain, Owner property. They are not to be used on any other project.

2.3. Permits, Fees, & Notices: The Firm shall secure and pay for all permits, governmental fees and licenses necessary for the proper execution and completion of the services. The Firm shall give all notices and comply with all laws, ordinances, rules, regulations and orders of any public authority bearing on the performance of the services. If the Firm

observes that any of the Contract Documents are at variance in any respect, he shall promptly notify the Owner in writing, and any necessary changes shall be adjusted by approximate modification. If the Firm performs any services knowing it to be contrary to such laws, ordinances, rules and regulations, and without such notice to the Owner, he shall assume full responsibility and shall bear all costs attributable.

- 2.4. Responsibility for those Performing the Services:** The Firm shall be responsible to the Owner for the acts and omissions of all his employees and all other persons performing any of the services under a contract with the Firm.
- 2.5. Payment & Completion:** The Contract Sum is stated in the Contract and is the total amount payable by the Owner to the Firm for the performance of the services under the Contract Documents. Upon receipt of written notice that the services is ready for final inspection and acceptance and upon receipt of application for payment, the Owner's Project Manager will promptly make such inspection and, when they find the services acceptable under the Contract Documents and the Contract fully performed, the Owner shall make payment in the manner provided in the Contract Documents. Partial payments will be based upon estimates, prepared by the Firm, of the value of services performed and materials placed in accordance with the Contract Documents. The services performed by Firm shall be in accordance with generally accepted professional practices and the level of competency presently maintained by other practicing professional firms in the same or similar type of services in the applicable community. The services and services to be performed by Firm hereunder shall be done in compliance with applicable laws, ordinances, rules and regulations.
- 2.6. Protection of Persons & Property:** The Firm shall comply with all applicable laws, ordinances, rules, regulations and orders of any public authority having jurisdiction for the safety of persons or property or to protect them from damage, injury or loss. Firm shall erect and maintain, as required by existing safeguards for safety and protection, and all reasonable precautions, including posting danger signs or other warnings against hazards promulgating safety regulations and notifying owners and users of adjacent utilities. When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect, or misconduct by the Firm in the execution of the services, or in consequence of the non-execution thereof by the Firm, they shall restore, at their own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding, or otherwise restoring as may be directed, or it shall make good such damage or injury in an acceptable manner.
- 2.7. Changes in the Services:** The Owner, without invalidating the contract, may order changes in the services within the general scope of the contract consisting of additions, deletions or other revisions. All such changes in the services shall be authorized by Change Order/Amendment and shall be executed under the applicable conditions of the contract documents. A Change Order/Amendment is a written order to the Firm signed by the Owner issued after the execution of the contract, authorizing a change in the services or an adjustment in the contract sum or the contract time.
- 2.8. Minor Changes in the Services:** The Owner shall have authority to order minor changes in the services not involving an adjustment in the contract sum or an extension of the contract time and not inconsistent with the intent of the contract documents.

- 2.9. Uncovering & Correction of Services:** The Firm shall promptly correct all services found by the Owner as defective or as failing to conform to the contract documents. The Firm shall bear all costs of correcting such rejected services, including the cost of the Owner's additional services thereby made necessary. The Owner shall give such notice promptly after discover of condition. All such defective or non-conforming services under the above paragraphs shall be removed from the site where necessary and the services shall be corrected to comply with the contract documents without cost to the Owner.
- 2.10. Acceptance Not Waiver:** The Owner's acceptance or approval of any services furnished hereunder shall not in any way relieve the proposer of their present responsibility to maintain the high quality, integrity and timeliness of his services. The Owner's approval or acceptance of, or payment for, any services shall not be construed as a future waiver of any rights under this Contract, or of any cause of action arising out of performance under this Contract.
- 2.11. Change Order/Amendment:** No oral statement of any person shall modify or otherwise change, or affect the terms, conditions or specifications stated in the resulting contract. All amendments to the contract shall be made in writing by the Owner.
- 2.12. Assignment:** The Offeror shall not sell, assign, transfer or convey any contract resulting from this RFP, in whole or in part, without the prior written approval from the Owner.
- 2.13. Compliance with Laws:** Proposals must comply with all Federal, State, County and local laws governing or covering this type of service and the fulfillment of all ADA (Americans with Disabilities Act) requirements. Firm hereby warrants that it is qualified to assume the responsibilities and render the services described herein and has all requisite corporate authority and professional licenses in good standing, required by law.
- 2.14. Debarment/Suspension:** The Firm hereby certifies that the Firm is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Governmental department or agency.
- 2.15. Confidentiality:** All information disclosed by the Owner to the Offeror for the purpose of the services to be done or information that comes to the attention of the Offeror during the course of performing such services is to be kept strictly confidential.
- 2.16. Conflict of Interest:** No public official and/or Owner employee shall have interest in any contract resulting from this RFP.
- 2.17. Contract:** This Request for Proposal, submitted documents, and any negotiations, when properly accepted by the Owner, shall constitute a contract equally binding between the Owner and Offeror. The contract represents the entire and integrated agreement between the parties hereto and supersedes all prior negotiations, representations, or agreements, either written or oral, including the Proposal documents. The contract may be amended or modified with Change Orders, Field Orders, or Amendment.
- 2.18. Project Manager/Administrator:** The Project Manager, on behalf of the Owner, shall render decisions in a timely manner pertaining to the services proposed or performed by

the Offeror. The Project Manager shall be responsible for approval and/or acceptance of any related performance of the Scope of Services.

- 2.19. Contract Termination:** This contract shall remain in effect until any of the following occurs: (1) contract expires; (2) completion of services; (3) acceptance of services or, (4) for convenience terminated by either party with a written *Notice of Cancellation* stating therein the reasons for such cancellation and the effective date of cancellation at least thirty days past notification.
- 2.20. Employment Discrimination:** During the performance of any services per agreement with the Owner, the Offeror, by submitting a Proposal, agrees to the following conditions:
- 2.20.1. The Offeror shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, disability, citizenship status, marital status, veteran status, sexual orientation, national origin, or any legally protected status except when such condition is a legitimate occupational qualification reasonably necessary for the normal operations of the Offeror. The Offeror agrees to post in conspicuous places, visible to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination clause.
 - 2.20.2. The Offeror, in all solicitations or advertisements for employees placed by or on behalf of the Offeror, shall state that such Offeror is an Equal Opportunity Employer.
 - 2.20.3. Notices, advertisements, and solicitations placed in accordance with federal law, rule, or regulation shall be deemed sufficient for the purpose of meeting the requirements of this section.
- 2.21. Immigration Reform and Control Act of 1986 and Immigration Compliance:** The Offeror certifies that it does not and will not during the performance of the contract employ illegal alien services or otherwise violate the provisions of the Federal Immigration Reform and Control Act of 1986 and/or the immigration compliance requirements of State of Colorado C.R.S. § 8-17.5-101, *et seq.* (House Bill 06-1343).
- 2.22. Ethics:** The Offeror shall not accept or offer gifts or anything of value nor enter into any business arrangement with any employee, official, or agent of the Owner.
- 2.23. Failure to Deliver:** In the event of failure of the Offeror to deliver services in accordance with the contract terms and conditions, the Owner, after due oral or written notice, may procure the services from other sources and hold the Offeror responsible for any costs resulting in additional purchase and administrative services. This remedy shall be in addition to any other remedies that the Owner may have.
- 2.24. Failure to Enforce:** Failure by the Owner at any time to enforce the provisions of the contract shall not be construed as a waiver of any such provisions. Such failure to enforce shall not affect the validity of the contract or any part thereof or the right of the Owner to enforce any provision at any time in accordance with its terms.

- 2.25. Force Majeure:** The Offeror shall not be held responsible for failure to perform the duties and responsibilities imposed by the contract due to legal strikes, fires, riots, rebellions, and acts of God beyond the control of the Offeror, unless otherwise specified in the contract.
- 2.26. Indemnification:** Offeror shall defend, indemnify and save harmless the Owner and all its officers, employees, insurers, and self-insurance pool, from and against all liability, suits, actions, or other claims of any character, name and description brought for or on account of any injuries or damages received or sustained by any person, persons, or property on account of any negligent act or fault of the Offeror, or of any Offeror's agent, employee, sub-contractor or supplier in the execution of, or performance under, any contract which may result from proposal award. Offeror shall pay any judgment with cost which may be obtained against the Owner growing out of such injury or damages.
- 2.27. Independent Firm:** The Offeror shall be legally considered an Independent Firm and neither the Firm nor its employees shall, under any circumstances, be considered servants or agents of the Owner. The Owner shall be at no time legally responsible for any negligence or other wrongdoing by the Firm, its servants, or agents. The Owner shall not withhold from the contract payments to the Firm any federal or state unemployment taxes, federal or state income taxes, Social Security Tax or any other amounts for benefits to the Firm. Further, the Owner shall not provide to the Firm any insurance coverage or other benefits, including Workers' Compensation, normally provided by the Owner for its employees.
- 2.28. Nonconforming Terms and Conditions:** A proposal that includes terms and conditions that do not conform to the terms and conditions of this Request for Proposal is subject to rejection as non-responsive. The Owner reserves the right to permit the Offeror to withdraw nonconforming terms and conditions from its proposal prior to a determination by the Owner of non-responsiveness based on the submission of nonconforming terms and conditions.
- 2.29. Ownership:** All plans, prints, designs, concepts, etc., shall become the property of the Owner.
- 2.30. Oral Statements:** No oral statement of any person shall modify or otherwise affect the terms, conditions, or specifications stated in this document and/or resulting agreement. All modifications to this request and any agreement must be made in writing by the Owner.
- 2.31. Patents/Copyrights:** The Offeror agrees to protect the Owner from any claims involving infringements of patents and/or copyrights. In no event shall the Owner be liable to the Offeror for any/all suits arising on the grounds of patent(s)/copyright(s) infringement. Patent/copyright infringement shall null and void any agreement resulting from response to this RFP.
- 2.32. Venue:** Any agreement as a result of responding to this RFP shall be deemed to have been made in, and shall be construed and interpreted in accordance with, the laws of the City of Grand Junction, Mesa County, Colorado.
- 2.33. Expenses:** Expenses incurred in preparation, submission and presentation of this RFP are the responsibility of the company and can not be charged to the Owner.

- 2.34. Sovereign Immunity:** The Owner specifically reserves its right to sovereign immunity pursuant to Colorado State Law as a defense to any action arising in conjunction to this agreement.
- 2.35. Public Funds/Non-Appropriation of Funds:** Funds for payment have been provided through the Owner's budget approved by the City Council/Board of County Commissioners for the stated fiscal year only. State of Colorado statutes prohibit the obligation and expenditure of public funds beyond the fiscal year for which a budget has been approved. Therefore, anticipated orders or other obligations that may arise past the end of the stated Owner's fiscal year shall be subject to budget approval. Any contract will be subject to and must contain a governmental non-appropriation of funds clause.
- 2.36. Collusion Clause:** Each Offeror by submitting a proposal certifies that it is not party to any collusive action or any action that may be in violation of the Sherman Antitrust Act. Any and all proposals shall be rejected if there is evidence or reason for believing that collusion exists among the proposers. The Owner may or may not, at the discretion of the Owner Purchasing Representative, accept future proposals for the same service or commodities for participants in such collusion.
- 2.37. Gratuities:** The Firm certifies and agrees that no gratuities or kickbacks were paid in connection with this contract, nor were any fees, commissions, gifts or other considerations made contingent upon the award of this contract. If the Firm breaches or violates this warranty, the Owner may, at their discretion, terminate this contract without liability to the Owner.
- 2.38. Performance of the Contract:** The Owner reserves the right to enforce the performance of the contract in any manner prescribed by law or deemed to be in the best interest of the Owner in the event of breach or default of resulting contract award.
- 2.39. Benefit Claims:** The Owner shall not provide to the Offeror any insurance coverage or other benefits, including Worker's Compensation, normally provided by the Owner for its employees.
- 2.40. Default:** The Owner reserves the right to terminate the contract in the event the Firm fails to meet delivery or completion schedules, or otherwise perform in accordance with the accepted proposal. Breach of contract or default authorizes the Owner to purchase like services elsewhere and charge the full increase in cost to the defaulting Offeror.
- 2.41. Multiple Offers:** If said proposer chooses to submit more than one offer, THE ALTERNATE OFFER must be clearly marked "Alternate Proposal". The Owner reserves the right to make award in the best interest of the Owner.
- 2.42. Cooperative Purchasing:** Purchases as a result of this solicitation are primarily for the Owner. Other governmental entities may be extended the opportunity to utilize the resultant contract award with the agreement of the successful provider and the participating agencies. All participating entities will be required to abide by the specifications, terms, conditions and pricings established in this Proposal. The quantities furnished in this proposal document are for only the Owner. It does not include quantities for any other jurisdiction. The Owner will be responsible only for the award for our jurisdiction. Other

participating entities will place their own awards on their respective Purchase Orders through their purchasing office or use their purchasing card for purchase/payment as authorized or agreed upon between the provider and the individual entity. The Owner accepts no liability for payment of orders placed by other participating jurisdictions that choose to piggy-back on our solicitation. Orders placed by participating jurisdictions under the terms of this solicitation will indicate their specific delivery and invoicing instructions.

2.43. Definitions:

- 2.43.1. "Offeror" and/or "Proposer" refers to the person or persons legally authorized by the Firm to make an offer and/or submit a response (fee) proposal in response to the Owner's RFP.
- 2.43.2. The term "Services" includes all labor, materials, equipment, and/or services necessary to produce the requirements of the Contract Documents.
- 2.43.3. "Firm" is the person, organization, firm or Firm identified as such in the Agreement and is referred to throughout the Contract Documents. The term Firm means the Firm or his authorized representative. The Firm shall carefully study and compare the General Contract Conditions of the Contract, Specification and Drawings, Scope of Services, Addenda and Modifications and shall at once report to the Owner any error, inconsistency or omission he may discover. Firm shall not be liable to the Owner for any damage resulting from such errors, inconsistencies or omissions. The Firm shall not commence services without clarifying Drawings, Specifications, or Interpretations.
- 2.43.4. "Sub-Contractor is a person or organization who has a direct contract with the Firm to perform any of the services at the site. The term Sub-Contractor is referred to throughout the contract documents and means a Sub-Contractor or his authorized representative.

2.44. Public Disclosure Record: If the Proposer has knowledge of their employee(s) or sub-proposers having an immediate family relationship with an Owner employee or elected official, the proposer must provide the Purchasing Representative with the name(s) of these individuals. These individuals are required to file an acceptable "Public Disclosure Record", a statement of financial interest, before conducting business with the Owner.

SECTION 3.0: INSURANCE REQUIREMENTS

3.1 Insurance Requirements: The selected Firm agrees to procure and maintain, at its own cost, policy(s) of insurance sufficient to insure against all liability, claims, demands, and other obligations assumed by the Firm pursuant to this Section. Such insurance shall be in addition to any other insurance requirements imposed by this Contract or by law. The Firm shall not be relieved of any liability, claims, demands, or other obligations assumed pursuant to this Section by reason of its failure to procure or maintain insurance in sufficient amounts, durations, or types.

Firm shall procure and maintain and, if applicable, shall cause any Sub-Contractor of the Firm to procure and maintain insurance coverage listed below. Such coverage shall be procured and maintained with forms and insurers acceptable to The Owner. All coverage shall be continuously maintained to cover all liability, claims, demands, and other obligations assumed by the Firm pursuant to this Section. In the case of any claims-made policy, the necessary retroactive dates and extended reporting periods shall be procured to maintain

such continuous coverage. Minimum coverage limits shall be as indicated below unless specified otherwise in the Special Conditions:

(a) Worker Compensation: Firm shall comply with all State of Colorado Regulations concerning Workers' Compensation insurance coverage.

(b) General Liability insurance with minimum combined single limits of:

ONE MILLION DOLLARS (\$1,000,000) each occurrence and
ONE MILLION DOLLARS (\$1,000,000) per job aggregate.

The policy shall be applicable to all premises, products and completed operations. The policy shall include coverage for bodily injury, broad form property damage (including completed operations), personal injury (including coverage for contractual and employee acts), blanket contractual, products, and completed operations. The policy shall include coverage for explosion, collapse, and underground (XCU) hazards. The policy shall contain a severability of interests provision.

(c) Comprehensive Automobile Liability insurance with minimum combined single limits for bodily injury and property damage of not less than:

ONE MILLION DOLLARS (\$1,000,000) each occurrence and
ONE MILLION DOLLARS (\$1,000,000) aggregate

(d) Professional Liability & Errors and Omissions Insurance policy with a minimum of:

ONE MILLION DOLLARS (\$1,000,000) per claim

This policy shall provide coverage to protect the Firm against liability incurred as a result of the professional services performed as a result of responding to this Solicitation.

With respect to each of Firm's owned, hired, or non-owned vehicles assigned to be used in performance of the Services. The policy shall contain a severability of interests provision.

3.2 Additional Insured Endorsement: The policies required by paragraphs (b), and (c) above shall be endorsed to include the Owner and the Owner's officers and employees as additional insureds. Every policy required above shall be primary insurance, and any insurance carried by the Owner, its officers, or its employees, or carried by or provided through any insurance pool of the Owner, shall be excess and not contributory insurance to that provided by Firm. The Firm shall be solely responsible for any deductible losses under any policy required above.

SECTION 4.0: SPECIFICATIONS/SCOPE OF SERVICES

41. General/Background: Patterson Road is a critical part of Grand Junction's transportation system. It serves as a major east-west arterial corridor and is an important public resource. Effective management is essential in order to improve the level of safety, reduce traffic congestion and improve the appearance and quality of this corridor. Access management is the systematic control of the location, spacing, design and operation of

driveways and street connections to the roadway. This includes the design of medians, turn lanes and traffic signals to benefit overall public mobility and balance the needs of all users.

An access management plan will benefit future development of properties along or near the corridor by providing the detail for property access and traffic flow to and from sites, as well as predictability and consistency in the development environment. Studies throughout the country have shown that access-managed corridors not only preserve the transportation functions of roadways but also help preserve property values and the economic viability of abutting development.

Traffic demands are projected to increase on Patterson Road and opportunities for addition right-of-way are limited. Access management is a vital tool for preserving capacity, maintaining traffic flow, increasing public safety, and reducing vehicular delay. Patterson Road (F Road) is eight and a half miles in length, extending from I-70 Business Loop near 24 Road to I-70 Business Loop near 32 Road. The segment on the east end that extends beyond City limits is controlled by Mesa County. This access control plan will only include the seven miles of Patterson Road that lies within City limits; from I-70B (equivalent to 23.75 Road) to Lodgepole Street (equivalent to 30.75 Road).

4.2. Special Conditions/Provisions:

4.2.1 Price/Fees: Project pricing shall be all inclusive, to include, but not be limited to: labor, materials, equipment, travel, design, drawings, engineering work, shipping/freight, licenses, permits, fees, etc.

Provide a not to exceed cost using Solicitation Response Form found in Section 7, accompanied by a complete list of costs breakdown.

All fees will be considered by the Owner to be negotiable.

4.2.2 Codes: All designs shall be in accordance with applicable State and Federal regulations, accepted standard practices, and the State of Colorado's Rules and Regulations.

4.3. Scope of Services:

Work Element 1 – Project Administration/Management

Firm will review and process invoices and will provide other project administration/ management services (coordination and product review) throughout the duration of the project. Firm will also be responsible for day-to-day management and coordination of the work elements.

Work Element 2 - Initial Project Meeting

Immediately after receipt of notice to proceed, Firm will hold a kickoff meeting with City staff. This work element will confirm the project concepts and include brainstorming ideas for access alternatives and identify key issues and concerns. The Firm will be responsible for scheduling the meeting, preparing meeting exhibits, participating in the meeting and preparing minutes to record the discussions.

Previous studies and data that are available for the area will be requested prior to this meeting. Data may include any previous studies of the area, information regarding upcoming development activity in the project area, existing access permits, a local zoning map, existing GIS data, existing aerial photography, and accident history.

This meeting will also provide a forum for establishing a “master timeline” for all on-going and upcoming projects in the City and County, and development projects. The Firm will prepare a draft schedule with input from the City to use as a discussion tool. As a follow-up to the meeting, we will revise the schedule and update it throughout the course of the project.

Meeting notes will be generated and distributed to the meeting attendees by the Firm. It is assumed that the project kick-off meeting will be held at the City of Grand Junction.

Work Element 3 – Data Collection

Current daily and peak hour turning movement counts will be collected throughout the study area. Count dates will be confirmed with the City and County and will be conducted mid-week. These counts will be used to evaluate existing conditions and as a basis for traffic forecasts. Traffic counts will be taken at the following locations:

Daily Classification Counts (48 hour bi-directional, hourly distribution – weekday); 13 locations:

- East of 24 Road
- West of 24 Road
- West of 25 Road
- East of 25 Road
- West of 1st Street
- West of 7th Street
- West of 12th Street
- West of 15th Street
- West of 28 ¼ Road
- West of 29 Road
- East of 29 Road
- West of 30 Road
- East of 30 Road

Peak Hour Turning Movement Counts (AM/PM); 15 locations:

- 24 Road & Patterson
- Market Street & Patterson

- Mesa Mall Access & Patterson
- 24 ½ Road & Patterson
- 25 Road & Patterson
- 25 ½ Road & Patterson
- 1st Street & Patterson
- 7th Street & Patterson
- 12th Street & Patterson
- 15th Street & Patterson
- 27 ½ Road & Patterson
- 28 ¼ Road & Patterson
- 29 Road & Patterson
- 29 ½ Road & Patterson
- 30 Road & Patterson

The City has developed an inventory of existing access points listing the type of existing traffic control installations and access configurations; 236 access locations (including both street intersections and driveways) to Patterson Road have been identified. The Firm will conduct a review and confirmation of the City-provided inventory of existing access points. Existing right-of-way and ownership information will be depicted based on available GIS information provided by the City.

Accident data will be provided by the City. The Firm will review existing accident data, as available and provided by the City.

Work Element 4 – Public Involvement

The public involvement plan for the project will include up to three (3) presentations to City Council, two (2) “open house” style public meetings, and up to 30 one-on-one meetings as described below. References to City Council are intended to incorporate the Planning Commission.

Following the public Open House, the Firm will provide documents to the City that can be uploaded to their website. Documents will be provided in pdf format and may include project graphics, comments sheets, project information sheets, and schedule. Updated documents will be provided following revision to the Plan prior to Acceptance. A stand-alone project website is not included in this Scope of Services.

City Council / Planning Commission Meeting 1- Kick-off

City Council / Planning Commission Meeting 1 will be a Kick-off type workshop with City Council / Planning Commission conducted as part of a regularly scheduled meeting. The Firm will prepare and present:

- project background information

- educational information on access management principles and techniques
- a logistical summary of the project process
- An explanation that the Plan will be created as a tool for redevelopment and that there are no current improvement projects to implement the plan.
- an explanation of the relationships between the City, the County, CDOT, existing residents, existing businesses, and new development with regard to Patterson Road access
- an initial draft plan

The purposes of the meeting are to prepare the City Council / Planning Commission for the project, provide the Council / Planning Commission with technical support for use with the project, answer questions, and request acceptance of the initial draft plan (“as is” or with specific modifications) for presentation to the public.

Public “Open House”1– Draft Plan

The Public “Open House” will be used to present a draft plan to the public for review and comment. Project team members will solicit questions and provide explanations regarding the draft plan. The purposes of this meeting are to provide the public with an opportunity to ask questions and provide comments on the Plan during Plan development. We will use this opportunity to work toward “informed consent” on specific public concerns.

City Staff, appointed officials, elected officials, and Mesa County and CDOT representatives will be invited to participate in a preview of the Open House with the project team on the day of the Public “Open House” meeting. Project team members will be available for detailed discussions of specific project areas, overall project approach, schedule, next steps, etc.

The Firm will provide meeting notice information, exhibits (12-15 large format display boards mounted on foam core), comment sheets, and meeting summary notes. No formal presentations are planned as part of this meeting. Project team members will guide participants through the display boards, answer questions, and provide explanations in a small group format. The Firm will prepare and distribute meeting notices, obtain meeting spaces, and provide refreshments (i.e. beverages and cookies) for the public meeting. Distribution of meeting notices will include property owners, tenants (as provided by City/County Staff), CDOT personnel, City staff, City Council, City Planning Commission, County staff, County Commissioners, CDOT representatives, other interested parties, and the public at large (500 notices by mail, list to be provided by City, and 1 newspaper ad, paper to be identified by City).

City Council / Planning Commission Meeting 2 – Workshop

City Council Meeting 2 will be a workshop with City Council / Planning Commission. The Firm will present the refined plan to Council / Planning Commission, answer questions, identify changes since the initial plan, and request acceptance of the plan. The desired results of the meeting are acceptance of the plan for the purpose of developing project documentation and initiating planning discussions/local ordinance preparation and review.

Public “Open House” 2 – Revised Plan

The Public “Open House” will be used to present a revised draft plan to the public for review and comment. Presentation graphics will specifically identify changes from the Draft Plan. Project team members will solicit questions and provide explanations regarding the revised plan. The purposes of this meeting are to provide the public with an opportunity to ask questions and provide comments on the plan prior to its finalization. We will use this opportunity to work toward “informed consent” on specific public concerns.

City Staff, appointed officials, elected officials, and Mesa County and CDOT representatives will be invited to participate in a preview of the Open House with the project team on the day of the Public “Open House” meeting. Project team members will be available for detailed discussions of specific project areas, overall project approach, schedule, next steps, etc.

The Firm will provide meeting notice information, exhibits (12-15 large format display boards mounted on foam core), comment sheets, and meeting summary notes. No formal presentations are planned as part of this meeting. Project team members will guide participants through the display boards, answer questions, and provide explanations in a small group format. The Firm will prepare and distribute meeting notices, obtain meeting spaces, and provide refreshments (i.e. beverages and cookies) for the public meeting. Distribution of meeting notices will include property owners, tenants (as provided by City/County Staff), CDOT personnel, City staff, City Council, City Planning Commission, County staff, County Commissioners, CDOT representatives, other interested parties, and the public at large (500 notices by mail, list to be provided by City, and 1 newspaper ad, paper to be identified by City).

City Council / Planning Commission Meeting 3– Project Acceptance

City Council Meeting 3 will be used to gain final acceptance of the Plan in the form of a Resolution adopting the Plan and/or adopting a local ordinance. This meeting will be conducted as part of regularly scheduled meetings; meaning there will be one meeting for the Planning Commission and another meeting for the City Council.

One-on-one Stakeholder Meetings

Project team members will conduct up to 30 one-on-one stakeholder meetings for access points of particular concern, requiring complex solutions, or as otherwise identified by the project team. These meetings will last approximately one hour each and take place in Grand Junction at two separate times over two to three consecutive days in combination with other project team meetings in the area. One stakeholder meeting will be held with Mesa County staff and possibly CDOT staff. The purpose of these meetings will be to resolve outstanding issues that require detailed discussion beyond the level possible during a public meeting.

Up to ten (10) additional one hour follow-up meetings with stakeholders to follow-up on outstanding items are included in this Scope of Work. These meetings will be planned in combination with other project team meetings in the area.

Work Element 5 – Traffic Modeling and Evaluation

Based on the information collected in Work Element 3, information provided by CDOT, the City, the County, and input from the project team; existing conditions for the study area will be documented and analyzed. The purpose of the analyzing the existing traffic conditions is to develop a solid understanding of the current conditions to compare conditions for the future recommended roadway access configurations. The Firm will analyze the existing conditions and develop a future conditions scenario. The analysis will include, at a minimum, identification of existing lane width / geometric deficiencies, level of service at study area intersections and major driveways, and an assessment of auxiliary lane needs.

The existing conditions will be updated to reflect horizon or build-out year conditions, such as adding planned roadways or other significant changes to roadway geometry as identified through the data collection efforts to evaluate the access implications of future conditions. The future conditions scenario will reflect full build out of the area per proposed developments and zoning allowances. The project team will work with the City and the Mesa County RTPO to develop a single agreed upon growth rate for each highway to be applied to the background traffic volumes within the traffic model to obtain horizon or build-out year background volumes. Based on planned development in the area, the projected trip generation from the developments will then be added to the background volumes in order to develop future traffic volumes. These future volumes will be used to evaluate future access configurations under future traffic conditions. The analysis will include, at a minimum, identification of required lane width/geometric improvements, level of service at study area intersections and major driveways, and an assessment of auxiliary lane needs. The results of these analyses, in combination with physical constraints, will be used to compare alternatives and make overall access decisions.

For budgeting purposes, the project team will develop a single overall recommended access scenario. The team will address access to Patterson Road diagrammatically on an aerial photo obtained from City GIS. Access will be provided from each property or development adjacent to the road via direct access or public street access. The level of access will be noted (right-in-right-out, $\frac{3}{4}$, full) on a large “roll-type” plan for discussion with the project stakeholders. Proposed shared or relocated driveways shall be noted.

Once feedback is received from the City, design elements such as sight distance, profile grade, and horizontal curvature will be investigated at a conceptual level for key locations to establish a level of feasibility for implementation.

Based on comments received during the public outreach phase, the project team will work with the City to develop a final access control plan. The final roadway configuration will be analyzed to evaluate operations for the horizon or build-out year conditions.

Minor Access Points

Minor access points will be evaluated individually. It is estimated for the purpose of this scope of work that approximately 236 minor accesses exist on Patterson Road. Individual traffic counts will not be obtained for each access point. Up to 250 minor accesses on Patterson Road will be evaluated for future access configuration at a planning level. Each access will be shown on access plan graphics and the Access Control Table:

- By address/project station point
- With the proposed access configuration identified (right-in-right-out, $\frac{3}{4}$, etc.) Proposed shared or relocated driveways will be noted.

Work Element 6 – Project Team Meetings

Project team meetings will be used as working sessions to maximize team decision-making. The team will be comprised of City staff and Firm staff. Meeting materials will generally be distributed prior to the meeting date to allow for meeting preparation by attendees. Six project team meetings including a review meeting for the draft plan, are planned (excludes kick-off). We have assumed that these meetings will take place at the City offices and will be combined with other project activities to the extent feasible.

Work Element 7 – City Council Coordination & Meetings Support

The Firm will prepare exhibits for and attend up to one additional City Council and/or Planning Commission Meeting or work session beyond the meetings planned in Work Element 4. They will also assist City staff in preparing interim updates, based on team meeting materials, for up to two additional staff reports to City Council.

Work Element 8 – Recommendations and Final Report

With feedback from the City, the County, the public, and other stakeholders in hand, The Firm will summarize access management recommendations in a final report. The report will include recommendations for a preferred scenario, a narrative description of the study and its findings, a multi-page 11"x17" version of the access concept, accident data, calculations, etc. The report will also include the Access Control Plan (in table form) and a Draft of the proposed Resolution/Ordinance, if available. The format of the final project documents will be suitable for presentation to the City Council by City staff.

The Firm will provide ten (10) hard copies of the Draft report. These copies will be distributed between City and others, as agreed by the project team. CD copies will be provided, on request. We will also provide twenty (20) hard copies of the Final report. These copies will be distributed between City and others, as agreed by the project team. CD copies will be provided to the City.

Work Element 9 – Quality Assurance/Quality Control (QA/QC)

The Firm will provide two QA/QC reviews for the project. We will also provide technical support throughout the project in an advisory capacity. Our review efforts will confirm appropriateness of methodologies used, accuracy of documents, reasonableness of conclusions, document completeness, and overall clarity.

WORK BY OTHERS

As a result of our review of the requirements for this project, various items will be provided and/or completed by the City, or others. These items include:

- public meeting distribution list (including property owners and tenants) (City/County)
- public notices via newspaper, radio, etc. beyond the legal public notice(City/County)
- GIS data (City/County)
- accident data (City, County and CDOT)
- proposed development information (City/County)
- existing reports and data (City/County)

4.4. Attached Documents:

1. Existing Access Inventory – Patterson Road
2. Existing Access Mapping – Patterson Road

4.5. RFP Tentative Time Schedule:

- Request for Proposal available: August 15, 2019
- Inquiry deadline, no questions after this date: August 30, 2019
- Addendum Posted: September 4, 2019
- Submittal deadline for proposals: September 11, 2019
- Owner evaluation of proposals: September 12-19, 2019
- Interviews (if required) September 26, 2019
- Final selection: September 27, 2019
- City Council Approval October 16, 2019
- Contract execution: October 22, 2019
- Work begins no later than: October 28, 2019

4.6. Questions Regarding Scope of Services:

Duane Hoff Jr., Senior Buyer
duaneh@gjcity.org

SECTION 5.0: PREPARATION AND SUBMITTAL OF PROPOSALS

Submission: Each proposal shall be submitted in electronic format only, and only through the Rocky Mountain E-Purchasing website (<https://www.rockymountainbidsystem.com/default.asp>). This site offers both “free” and “paying” registration options that allow for full access of the Owner’s documents and for electronic submission of proposals. (Note: “free” registration may take up to 24 hours to process. Please Plan accordingly.) Please view our “**Electronic Vendor Registration Guide**” at <http://www.gjcity.org/BidOpenings.aspx> for details. (Purchasing Representative does not have access or control of the vendor side of RMEPS. If website or other problems arise during response submission, vendor **MUST** contact RMEPS to resolve issue prior to the response deadline **800-835-4603**). For proper comparison and evaluation, the City requests that proposals be formatted as directed in Section 5.0 “Preparation and Submittal of Proposals.” Offerors are required to indicate their interest in this Project, show their specific experience and address their capability to perform the Scope of Services in the Time Schedule as set forth herein. For proper comparison and evaluation, the Owner requires that proposals be formatted **A to F**:

- A. Cover Letter:** Cover letter shall be provided which explains the Firm’s interest in the project. The letter shall contain the name/address/phone number/email of the person who will serve as the firm's principal contact person with Owner’s Contract Administrator and shall identify individual(s) who will be authorized to make presentations on behalf of the firm. The statement shall bear the signature of the person having proper authority to make formal commitments on behalf of the firm. By submitting a response to this solicitation the Firm agrees to all requirements herein.
- B. Qualifications/Experience/Credentials:** Proposers shall provide their qualifications for consideration as a contract provider to the City of Grand Junction and include prior experience in similar projects.
- C. Strategy and Implementation Plan:** Describe your (the firm’s) interpretation of the Owner’s objectives with regard to this RFP. Describe the proposed strategy and/or plan for achieving the objectives of this RFP. The Firm may utilize a written narrative or any other printed technique to demonstrate their ability to satisfy the Scope of Services. The narrative should describe a logical progression of tasks and efforts starting with the initial steps or tasks to be accomplished and continuing until all proposed tasks are fully described and the RFP objectives are accomplished. Include a **time schedule** for completion of your firm’s implementation plan and an estimate of time commitments from Owner staff.
- D. References:** A minimum of three (3) **references** with name, address, telephone number, and email address that can attest to your experience in projects of similar scope and size.
- E. Fee Proposal:** Provide a not to exceed cost using Solicitation Response Form found in Section 7, accompanied by a complete list of costs breakdown.
- F. Additional Data (optional):** Provide any additional information that will aid in evaluation of your qualifications with respect to this project.

SECTION 6.0: EVALUATION CRITERIA AND FACTORS

- 6.1 Evaluation:** An evaluation team shall review all responses and select the proposal or proposals that best demonstrate the capability in all aspects to perform the scope of services and possess the integrity and reliability that will ensure good faith performance.
- 6.2 Intent:** Only respondents who meet the qualification criteria will be considered. Therefore, it is imperative that the submitted proposal clearly indicate the firm's ability to provide the services described herein.

Submittal evaluations will be done in accordance with the criteria and procedure defined herein. The Owner reserves the right to reject any and all portions of proposals and take into consideration past performance. The following parameters will be used to evaluate the submittals (in no particular order of priority):

- Responsiveness of submittal to the RFP
- Understanding of the project and the objectives
- Experience/Demonstrated capability
- Necessary resources
- Strategy & Implementation Plan
- References
- Fees

Owner also reserves the right to take into consideration past performance of previous awards/contracts with the Owner of any vendor, Firm, supplier, or service provider in determining final award(s).

The Owner will undertake negotiations with the top rated firm and will not negotiate with lower rated firms unless negotiations with higher rated firms have been unsuccessful and terminated.

- 6.3 Oral Interviews:** Interviews are not anticipated for this solicitation process. However, the Owner reserves the right to invite the most qualified rated proposer(s) to participate in oral interviews, if needed.
- 6.4 Award:** Firms shall be ranked or disqualified based on the criteria listed in Section 6.2. The Owner reserves the right to consider all of the information submitted and/or oral presentations, if required, in selecting the project Firm.

SECTION 7.0: SOLICITATION RESPONSE FORM
RFP-4678-19-DH Access Control Plan Design/Development

Offeror must submit entire Form completed, dated and signed.

- 1) **Not to exceed cost to provide design services for the Access Control Plan Design/Development for labor, materials, equipment, travel, design, drawings, engineering work, shipping/freight, licenses, permits, fees, etc. per specifications:**

NOT TO EXCEED COST \$ _____

WRITTEN: _____ dollars.

The Owner reserves the right to accept any portion of the services to be performed at its discretion

The undersigned has thoroughly examined the entire Request for Proposals and therefore submits the proposal and schedule of fees and services attached hereto.

This offer is firm and irrevocable for sixty (60) days after the time and date set for receipt of proposals.

The undersigned Offeror agrees to provide services and products in accordance with the terms and conditions contained in this Request for Proposal and as described in the Offeror's proposal attached hereto; as accepted by the Owner.

Prices in the proposal have not knowingly been disclosed with another provider and will not be prior to award.

- Prices in this proposal have been arrived at independently, without consultation, communication or agreement for the purpose of restricting competition.
- No attempt has been made nor will be to induce any other person or firm to submit a proposal for the purpose of restricting competition.
- The individual signing this proposal certifies they are a legal agent of the offeror, authorized to represent the offeror and is legally responsible for the offer with regard to supporting documentation and prices provided.
- Direct purchases by the City of Grand Junction are tax exempt from Colorado Sales or Use Tax. Tax exempt No. 98-903544. The undersigned certifies that no Federal, State, County or Municipal tax will be added to the above quoted prices.
- City of Grand Junction payment terms shall be Net 30 days.
- Prompt payment discount of _____ percent of the net dollar will be offered to the Owner if the invoice is paid within _____ days after the receipt of the invoice.

RECEIPT OF ADDENDA: the undersigned Firm acknowledges receipt of Addenda to the Solicitation, Specifications, and other Contract Documents. State number of Addenda received: _____

It is the responsibility of the Proposer to ensure all Addenda have been received and acknowledged.

Company Name – (Typed or Printed)

Authorized Agent – (Typed or Printed)

Authorized Agent Signature

Phone Number

Address of Offeror

E-mail Address of Agent

City, State, and Zip Code

Date

Station #	ID#	From C. L	Type		Description	Use		Access Width	NOTE	
1		NORTH-WEST	COMMERCIAL	SECONDARY	INDIVIDUAL	2384 PATTERSON RD	FULL	UNCONTROLLED	48'	A STORAGE PLACE, THIS ACCESS IS GATED WITH A LOCK, CONCRETE WITH NO RADIUS, A COVERT, AND NO CURB AND GUTTER
2		SOUTH	COMMERCIAL	PRIMARY	SHARED	2381, 2385, 2387 PATTERSON RD	FULL	UNCONTROLLED	24' WITH 20' RADIUS	EMPTY BUILDING, AFFORDABLE AUTO SALES, MESA VALLEY COMMUNITY SCHOOL, ASPHALT WITH A COVERT NO CURB AND GUTTER
3		NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2384 PATTERSON RD	FULL	UNCONTROLLED	35' WITH 15' RADIUS	A STORAGE PLACE, CONCRETE WITH A COVERT, AND NO CURB AND GUTTER
4		SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2386 HWY 6 & 50	FULL	UNCONTROLLED	28' WITH 20' RADIUS	RYDER, ASPHALT WITH A COVERT NO CURB AND GUTTER
5		NORTH/SOUTH	INTERSECTION	4-WAY		RAE LYNN ST	FULL	CONTROLLED	38' N/A	CURB AND GUTTER ON N/W PROPERTY ONLY, COVERT ACROSS SOUTH SIDE
6		NORTH/SOUTH	INTERSECTION	4-WAY		24 RD	FULL	SIGNALIZED	84' N/A	CURB AND GUTTER ON NORTH AND SOUTH EAST SIDES
7		NORTH/SOUTH	INTERSECTION	4-WAY		MARKET ST (SOUTH SIDE IS COMMERCIAL ACCESS FOR MESA MALL)	FULL	SIGNALIZED	53' S/SIDE 60' N/SIDE N/A	NO CURB AND GUTTER SW/SIDE
8		NORTH	COMMERCIAL	SECONDARY	SHARED	2412 PATTERSON RD	FULL	UNCONTROLLED	29'	STRIP MALL, MAIN ACCESS IS ON MARKET ST
9		NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2422 PATTERSON RD	FULL	UNCONTROLLED	35'	SEARS APPLIANCE SERVICE CENTER, I THINK THIS ACCESS WAS MENT TO BE 3/4 MOVEMENTBY DESIGN, ONLY 10' FROM ACCESS TO WEST
10		NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2423 PATTERSON RD	FULL	UNCONTROLLED	47'	SEARS APPLIANCE SERVICE CENTER
11		NORTH/SOUTH	COMMERCIAL	PRIMARY	SHARED	2424, 2428, 2430, 2436 PATTERSON RD NORTH, AND MESA MALL SOUTH	FULL	SIGNALIZED		MESA MALL TO THE SOUTH, HOME DEPOT TO THE NORTH, 1ST, 2ND, AND 3RD ACCESS PATTERSON RD, 4TH AND 5TH ACCESS AT NORTH AND EAST SIDES OF PROPERTY BOTH ARE SHARED
12		NORTH	COMMERCIAL	SECONDARY	SHARED	2430, 2436 PATTERSON RD	FULL	CONTROLLED	3/4	COSTA VIDA, HOME DEPOT,
13		NORTH	COMMERCIAL	SECONDARY	SHARED	2436, 2438, 2440 PATTERSON RD, AND 625 24 1/2 RD	FULL	CONTROLLED		HOME DEPOT, FISHERS LIQUOR BARN, SOOPER CREDIT ONION, 2ND ACCESS AT EAST SIDE OF PROPERTY BOTH ARE SHARED
14		EAST	COMMERCIAL	SECONDARY	SHARED	2442, 2444 PATTERSON RD	FULL	UNCONTROLLED		MESA CAR WASH, VALVOLINE INSTANT OIL CHANGE, TOTAL OF 4 ACCESSES, 2 PRIMARY ON 24 1/2 RD AND 2 SECONDARY ON PATTERSON RD
15		EAST	COMMERCIAL	SECONDARY	SHARED	2442, 2444 PATTERSON RD	FULL	UNCONTROLLED		MESA CAR WASH, VALVOLINE INSTANT OIL CHANGE, TOTAL OF 4 ACCESSES, 2 PRIMARY ON 24 1/2 RD AND 2 SECONDARY ON PATTERSON RD
16		EAST	COMMERCIAL	SECONDARY	SHARED	2446, 2448 PATTERSON RD	FULL	CONTROLLED		LV SPA & NAILS, US BANK, SECONDARY ACCESS ON 24 1/2 RD
17		NORTH/SOUTH	INTERSECTION	4-WAY		24 1/2 RD	FULL	SIGNALIZED		
18		NORTH	COMMERCIAL	SECONDARY	SHARED	2452, 2454 PATTERSON RD	3/4	UNCONTROLLED		BANK OF THE WEST, LAND TITLE GUARANTEE COMPANY, SECONDARY ACCESS ON 24/12 RD
19		SOUTH	COMMERCIAL	PRIMARY	SHARED	2451, 2463, 2465 PATTERSON RD AND 590 24 1/2 RD	FULL	CONTROLLED		BARNES & NOBLE, SCHLOTZSKY'S, US TECH, SECONDARY ACCESS ON 24 1/2 RD AND COMMERCE BLVD
20		NORTH	COMMERCIAL	PRIMARY	SHARED	2460, 2464 PATTERSON RD	FULL	UNCONTROLLED		FRONTIER PLAZA, INTELLICTEC COLLAGE, SECONDARY ACCESS ON FLAT TOP LN
21		NORTH	COMMERCIAL	SECONDARY	SHARED	2470, 2472, 2474 PATTERSON RD NORTH	FULL	UNCONTROLLED		PATTERSON CENTER, MONUMENT PLAZA, MAJOR MORTGAGE, KELLER WILLIAMS, IN LINE WITH COMMERCE BLVD
22		SOUTH	INTERSECTION	3-WAY		COMMERCE BLVD SOUTH	FULL	CONTROLLED		IN LINE WITH PATTERSON CENTER, MONUMENT PLAZA, MAJOR MORTGAGE, KELLER WILLIAMS,
23		NORTH	COMMERCIAL	PRIMARY	SHARED	2470, 2472, 2474 PATTERSON RD	FULL	UNCONTROLLED		PATTERSON CENTER, MONUMENT PLAZA, MAJOR MORTGAGE, KELLER WILLIAMS,
24		NORTH	COMMERCIAL	PRIMARY	SHARED	2478 PATTERSON RD	FULL	UNCONTROLLED		PATTERSON VILLAGE SQUARE
25		NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2482 PATTERSON RD	FULL	UNCONTROLLED		DUFFYS
26		SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2488 COMMERCE BLVD	FULL	UNCONTROLLED		INTERSTATE BATTERY, GLASS PROS, ALPINE AUTOHAUS, PRIMARY ACCESS ON COMMERCE BLVD
27		NORTH	COMMERCIAL	PRIMARY	SHARED	2486, 2490, 2494 PATTERSON RD	FULL	UNCONTROLLED		PARKWEST PLAZA, SECONDARY ACCESS ON 25 RD
28		NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	599 25 RD	RIGHT IN-RIGHT OUT	UNCONTROLLED		COMET CLEANERS, PRIMARY ACCESS ON 25 RD
29		NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2498 PATTERSON RD	FULL	UNCONTROLLED		BRADLEY SUPER MART, PRIMARY ACCESS ON 25 RD
30		NORTH/SOUTH	INTERSECTION	4-WAY		25 RD	FULL	SIGNALIZED		
31		SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	595 25 RD	FULL	UNCONTROLLED		C&F FOOD STORE, PRIMARY ACCESS ON 25 RD
32		SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2515 PATTERSON RD	3/4	UNCONTROLLED		CALLAHAN EDFAST MORTUARY CREMATORY, SECONDARY ACCESS ON 25 RD
33		NORTH	INTERSECTION	3-WAY		FORESIGHT CIR	FULL	CONTROLLED		FORESIGHT CIR HAS A 62 FOOT MEDIAN
34		SOUTH	INTERSECTION	3-WAY		NORTHGATE DR	FULL	CONTROLLED		
35		NORTH	COMMERCIAL	PRIMARY	SHARED	2526, 2527 PATTERSON RD	RIGHT IN-RIGHT OUT	UNCONTROLLED		PYRAMID BUILDING, KINDER MORGAN, SECONDARY ACCESS ON FORESIGHT CIR
36		NORTH	COMMERCIAL	SECONDARY	SHARED	2532 PATTERSON RD	3/4	UNCONTROLLED		FORESIGHT PROFESSIONAL PLAZA, PRIMARY ACCESS ON BURKEY ST
37		NORTH	INTERSECTION	3-WAY		BURKEY ST	FULL	CONTROLLED		
38		NORTH/SOUTH	INTERSECTION	4-WAY		25 1/2 RD	FULL	SIGNALIZED		
39		NORTH	.COMMERCIAL/RESIDENTIAL	PRIMARY	SHARED	2554, 2555, 2556, 2558, 2560 PATTERSON RD	FULL	UNCONTROLLED		ADVENTIST COMMUNITY SERVICES, 2555 AND 2556 IS RESIDENTIAL, MONUMENTAL SMILES ORTHODONTICS, CHERRY CREEK MORTGAGE COMPANY, SECONDARY ACCESS ON DEWEY PL
40		NORTH	RESIDENTIAL	PRIMARY	SHARED	2562 PATTERSON RD	FULL	UNCONTROLLED		TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
41		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2566 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
42		NORTH	RESIDENTIAL	PRIMARY	SHARED	2570 PATTERSON RD	FULL	UNCONTROLLED		THE GIS MAP SHOWS THIS ACCESS IS A ROAD NAMED BEEHIVE LN, CURB CUT
43		SOUTH	INTERSECTION	3-WAY		CIDER MILL RD	FULL	CONTROLLED		
44		NORTH	RESIDENTIAL	SECONDARY	SHARED	2570 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
45		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2572 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
46		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2574 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
47		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2576 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
48		NORTH	.COMMERCIAL/RESIDENTIAL	PRIMARY	SHARED	2580 PATTERSON RD	FULL	UNCONTROLLED		SANDERS HOSE & FITTING, TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
49		NORTH	.COMMERCIAL/RESIDENTIAL	SECONDARY	SHARED	2580 PATTERSON RD	FULL	UNCONTROLLED		SANDERS HOSE & FITTING, TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
50		SOUTH	INTERSECTION	3-WAY		25 3/4 RD	FULL	CONTROLLED		
51		NORTH	COMMERCIAL	PRIMARY	SHARED	2582, 2584 PATTERSON RD	FULL	CONTROLLED		REDSTONE VETERINARY HOSPITAL, REDSTONE PLAZA
52		NORTH/SOUTH	INTERSECTION	4-WAY		MEANDER DR	.FULL/3/4	CONTROLLED		NORTH SIDE FULL USE/ SOUTH SIDE 3/4 USE
53		NORTH	COMMERCIAL	SECONDARY	SHARED	2594, 2596 PATTERSON RD	3/4	CONTROLLED		2594 PATTERSON RD EMPTY LOT, FIRST CHOICE SURGERY CENTER, PRIMARY ACCESS ON 26 RD
54		NORTH/SOUTH	INTERSECTION	4-WAY		26 RD/N 1ST ST	FULL	SIGNALIZED		
55		SOUTH	INTERSECTION	3-WAY		PARK DR	RIGHT IN-RIGHT OUT	CONTROLLED		RIGHT IN RIGHT OUT REGULATORY SIGN CONTROL ONLY
56		SOUTH	RESIDENTIAL	PRIMARY	SHARED	2615 PATTERSON RD	FULL	UNCONTROLLED		TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
57		SOUTH	RESIDENTIAL	SECONDARY	SHARED	2616 PATTERSON RD	FULL	UNCONTROLLED		TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
58		SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2621 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
59		SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2623 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
60		NORTH	RESIDENTIAL	PRIMARY	SHARED	2626 PATTERSON RD	FULL	UNCONTROLLED		TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
61		SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2623 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
62		SOUTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2625 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
63		NORTH	RESIDENTIAL	SECONDARY	SHARED	2626 PATTERSON RD	FULL	UNCONTROLLED		TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
64		SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2625 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
65		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2628 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
66		SOUTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	326 BELAIRE DR	FULL	UNCONTROLLED		PRIMARY ACCESS ON BELAIRE DR, THIS ACCES IS GATED, CURB CUT
67		NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2628 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
68		SOUTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	336 BELAIRE DR	FULL	UNCONTROLLED		PRIMARY ACCESS ON BELAIRE DR, THIS ACCES IS GATED, CURB CUT
69		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2630 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
70		NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2630 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
71		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2632 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
72		SOUTH	INTERSECTION	3-WAY		MIRA VISTA RD	FULL	CONTROLLED		
73		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2634 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
74		NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2634 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
75		NORTH	.COMMERCIAL/RESIDENTIAL	PRIMARY	SHARED	2636, 2638 PATTERSON RD	FULL	UNCONTROLLED		2638 PATTERSON RD IS BEING USED AS AN OVERFLOW PARKING LOT, CURB CUT
76		NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2640 PATTERSON RD	RIGHT OUT, LEFT OUT	UNCONTROLLED		BURTON ORTHODONTICS, CURB CUT, THE LAYOUT OF THE PARKING LOT SUGGESTS THAT THIS IS AN EXIT ONLY
77		NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2640 PATTERSON RD	RIGHT IN, LEFT IN	UNCONTROLLED		BURTON ORTHODONTICS, CURB CUT, THE LAYOUT OF THE PARKING LOT SUGGESTS THAT THIS IS AN ENTRANCE ONLY
78		NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2642 PATTERSON RD	RIGHT OUT, LEFT OUT	UNCONTROLLED		DENTAL ASSOCIATES OF GRAND JUNCTION, CURB CUT, THE LAYOUT OF THE PARKING LOT SUGGESTS THAT THIS IS AN EXIT ONLY, THIS ACCESS IS IN LINE WITH THE ACCESS TO THE NORTH
79		SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2635 PATTERSON RD	FULL	CONTROLLED		ST. MARY'S HOSPITAL, THIS ACCESS IS IN LINE WITH THE ACCESS TO THE SOUTH
80		NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2642 PATTERSON RD	RIGHT IN, LEFT IN	UNCONTROLLED		DENTAL ASSOCIATES OF GRAND JUNCTION, CURB CUT, THE LAYOUT OF THE PARKING LOT SUGGESTS THAT THIS IS AN ENTRANCE ONLY
81		NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2644 PATTERSON RD	FULL	UNCONTROLLED		2644 PATTERSON RD IS BEING USED AS AN OVERFLOW PARKING LOT, CURB CUT
82		NORTH	COMMERCIAL	PRIMARY	SHARED	2646 PATTERSON RD	FULL	UNCONTROLLED		WORK PARTNERS, SPINE INJURY, COLDWELL BANKER COMMERCIAL, PRIME PROPERTIES LLC,
83		NORTH	COMMERCIAL	SECONDARY	SHARED	2646, 2648 PATTERSON RD	FULL	UNCONTROLLED		WORK PARTNERS, SPINE INJURY, COLDWELL BANKER COMMERCIAL, PRIME PROPERTIES LLC, CEDAR SQUARE
84		NORTH	COMMERCIAL	PRIMARY	SHARED	2648 PATTERSON RD	FULL	UNCONTROLLED		CEDAR SQUARE, SECONDARY ACCESS ON 26 1/2 RD
85		NORTH/SOUTH	INTERSECTION	4-WAY		26 1/2 RD/ N 7TH ST	FULL	SIGNALIZED		
86		NORTH	INTERSECTION	3-WAY		N 8TH CT	FULL	CONTROLLED		
87		SOUTH	COMMERCIAL	SECONDARY	SHARED	2661 PATTERSON RD, 750 WELLINGTON AVE	3/4	CONTROLLED		ST.MARY'S HOSPITAL EAST CAMPUS, PRIMARY ACCESS ON WELLINGTON AVE
88		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2666 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT
89		NORTH	INTERSECTION	3-WAY		VIEW POINT DR	FULL	CONTROLLED		
90		NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2674 PATTERSON RD	FULL	UNCONTROLLED		CURB CUT

91	NORTH	INTERSECTION	3-WAY		26 3/4 RD	FULL	CONTROLLED	
92	NORTH	RESIDENTIAL	PRIMARY	SHARED	2416 PATTERSON RD (I DON'T KNOW THIS ADD. IS GOOD), 935, 959 NORTHERN WAY	FULL	UNCONTROLLED	RESIDENTIAL APARTMENTS, SECONDARY ACCESS ON NORTHERN WAY, CURB CUT
93	NORTH	INTERSECTION	3-WAY		NORTHERN WAY	FULL	CONTROLLED	IN LINE WITH PRIVATE ROAD, SECONDARY ACCESS TO COMFORT KEEPERS, CHRIS'DIRTY DOG SALON, JACKSON HEWITT
94	SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	PRIVATE ROAD, 2683 PATTERSON RD	FULL	UNCONTROLLED	PRIVATE ROAD,SECONDARY ACCESS TO COMFORT KEEPERS, CHRIS'DIRTY DOG SALON, JACKSON HEWITT, IN LINE WITH NORTHERN WAY,CURB CUT
95	SOUTH	COMMERCIAL	PRIMARY	SHARED	2683 PATTERSON RD	FULL	UNCONTROLLED	COMFORT KEEPERS, CHRIS'DIRTY DOG SALON, JACKSON HEWITT, CURB CUT
96	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	960 NORTHERN WAY	FULL	UNCONTROLLED	RESIDENTIAL APARTMENTS, PRIMARY ACCESS ON NORTHERN WAY, CURB CUT
97	NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2686 PATTERSON RD	FULL	UNCONTROLLED	ST.MARY'S LIFE CENTER, CURB CUT
98	SOUTH	COMMERCIAL	SECONDARY	SHARED	2683 PATTERSON RD	FULL	UNCONTROLLED	COMFORT KEEPERS, CHRIS'DIRTY DOG SALON, JACKSON HEWITT, CURB CUT
99	SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2687 PATTERSON RD	FULL	UNCONTROLLED	UNKNOWN, CURB CUT
100	NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2686 PATTERSON RD	FULL	UNCONTROLLED	ST.MARY'S LIFE CENTER, CURB CUT
101	SOUTH	COMMERCIAL	SECONDARY	SHARED	2691, 2695, 2699 PATTERSON RD, 2531, 2511 N 12TH ST	FULL	UNCONTROLLED	WHICH WICH, VILLAGE FAIR SHOPPING CENTER, AND BANK, ALE HOUSE, MOUNTAIN VIEW WINDOW & DOOR,CURB CUT
102	SOUTH	COMMERCIAL	PRIMARY	SHARED	2691, 2695, 2699 PATTERSON RD, 2531, 2511 N 12TH ST	FULL	UNCONTROLLED	WHICH WICH, VILLAGE FAIR SHOPPING CENTER, AND BANK, ALE HOUSE, MOUNTAIN VIEW WINDOW & DOOR,CURB CUT
103	NORTH	COMMERCIAL	SECONDARY	SHARED	2686 PATTERSON RD	FULL	UNCONTROLLED	ST.MARY'S LIFE CENTER, CURB CUT
104	NORTH/SOUTH	INTERSECTION	4-WAY		N 12TH ST	FULL	SIGNALIZED	
105	NORTH	COMMERCIAL	SECONDARY	SHARED	2702 PATTERSON RD	RIGHT IN RIGHT OUT	UNCONTROLLED	BOOKCLIFF CHRISTIAN CHARCH, BOOKCLIFF CHRISTIAN SCHOOL,CURB CUT
106	NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2708 PATTERSON RD	RIGHT IN RIGHT OUT	UNCONTROLLED	CENTER FOR ENRICHED COMMUNICATIONS,CURB CUT
107	SOUTH	COMMERCIAL	SECONDARY	SHARED	2540 N 12TH ST	FULL	CONTROLLED	CITY MARKET,
108	NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2708 PATTERSON RD	FULL	UNCONTROLLED	CENTER FOR ENRICHED COMMUNICATIONS,CURB CUT
109	NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2710 PATTERSON RD	FULL	UNCONTROLLED	AMERICAN FAMILY INSURANCE, CURB CUT
110	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2714 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
111	NORTH	RESIDENTIAL	PRIMARY	SHARED	2718 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
112	NORTH	RESIDENTIAL	SECONDARY	SHARED	2718 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
113	SOUTH	RESIDENTIAL	PRIMARY	SHARED	2721 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
114	SOUTH	RESIDENTIAL	SECONDARY	SHARED	2721 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
115	NORTH/SOUTH	INTERSECTION	4-WAY		N 15TH ST	FULL	SIGNALIZED	
116	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2726 PATTERSON RD	FULL	UNCONTROLLED	SECONDARY ACCESS ON N 15TH ST, CURB CUT
117	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2728 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
118	SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2680 N 15TH ST	FULL	UNCONTROLLED	PRIMARY ACCESS ON N 15TH ST, CURB CUT
119	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2734 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
120	SOUTH	RESIDENTIAL	PRIMARY	SHARED	2737, 2741, 2745 PATTERSON RD	FULL	UNCONTROLLED	SECONDARY ACCESS ON WELLINGTON AVE,CURB CUT
121	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2736 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
122	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2738 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
123	SOUTH	RESIDENTIAL	SECONDARY	SHARED	2737, 2741, 2745 PATTERSON RD	FULL	UNCONTROLLED	SECONDARY ACCESS ON WELLINGTON AVE, CURB CUT
124	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2742 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
125	NORTH	INTERSECTION	3-WAY		27 1/2 RD	FULL	SIGNALIZED	
126	SOUTH	COMMERCIAL	SECONDARY	SHARED	2751, 2765 PATTERSON RD	FULL	UNCONTROLLED	NORTHEAST CHRISTIAN CHURCH, TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
127	NORTH	INTERSECTION	3-WAY		SPRING VALLEY CIR	FULL	CONTROLLED	IN LINE WITH NORTHEAST CHRISTIAN CHURCH, TWO OR MORE RESIDENTIAL STRUCTURES,
128	SOUTH	RESIDENTIAL	PRIMARY	SHARED	2751, 2765 PATTERSON RD	FULL	UNCONTROLLED	IN LINE WITH SPRING VALLEY CIR, CURB CUT
129	SOUTH	RESIDENTIAL	PRIMARY	SHARED	2771, 2773, 2775 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
130	NORTH	INTERSECTION	3-WAY		BEECHWOOD ST	FULL	CONTROLLED	
131	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2777 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
132	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2778 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
133	NORTH/SOUTH	INTERSECTION	4-WAY		PHEASANT TRAIL CT/ EL CORONA DR	FULL	CONTROLLED	
134	SOUTH	INTERSECTION	3-WAY		MOUNT VIEW DR	FULL	CONTROLLED	
135	SOUTH	INTERSECTION	3-WAY		MANTEY HEIGHTS DR	FULL	CONTROLLED	
136	SOUTH	INTERSECTION	3-WAY		SANTA FE DR	FULL	CONTROLLED	
137	NORTH	INTERSECTION	3-WAY		28 RD	FULL	CONTROLLED	
138	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2801 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
139	SOUTH	INTERSECTION	3-WAY		E PARK AVE	FULL	CONTROLLED	
140	SOUTH	RESIDENTIAL	SECONDARY	SHARED	2811 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES PRIMARY ACCESS ON RIO GRANDE DR,CURB CUT
141	NORTH	RESIDENTIAL	SECONDARY	SHARED	RIO GRANDE DR	FULL	CONTROLLED	IN LINE WITH 2814 PATTERSON RD, 615 28 1/4 RD
142	SOUTH	INTERSECTION	3-WAY		2814 PATTERSON RD, 615 28 1/4 RD	RIGHT IN RIGHT OUT	CONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, IN LINE WITH RIO GRANDE DR,PRIMARY ACCESS ON 28 1/4 RD,
143	SOUTH	COMMERCIAL	PRIMARY	SHARED	2813, 2815, 2825 PATTERSON RD	FULL	UNCONTROLLED	GRAND VALLEY CHILDCARE PRESCHOOL, MANTEY HEIGHTS REHAB & CARE CENTER,CURB CUT, SECONDARY ACCESS ON 28 1/4 RD
142	SOUTH	COMMERCIAL	SECONDARY	SHARED	2813, 2815, 2825 PATTERSON RD	FULL	UNCONTROLLED	GRAND VALLEY CHILDCARE PRESCHOOL, PRIMARY ACCESS FOR MANTEY HEIGHTS REHAB & CARE CENTER,CURB CUT, SECONDARY ACCESS ON 28 1/4 RD
143	NORTH/SOUTH	INTERSECTION	4-WAY		28 1/4 RD	FULL	SIGNALIZED	
144	SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2827 PATTERSON RD	FULL	UNCONTROLLED	FIRE STATION #2, SECONDARY ACCESS ON 28 1/4 RD, CURB CUT
145	SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2835 PATTERSON RD	FULL	UNCONTROLLED	THE RETREAT AT HORBOR COVE ASSISTED LIVING COMMUNITY,SECONDARY ACCESS ON 28 1/4 RD
146	NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2844 PATTERSON RD	FULL	UNCONTROLLED	PARKS, CURB CUT,
147	SOUTH	INTERSECTION	3-WAY		GRAND CASCADE WAY	FULL	CONTROLLED	
148	NORTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2844 PATTERSON RD	FULL	UNCONTROLLED	PARKS, CURB CUT,
149	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2854 PATTERSON RD	FULL	UNCONTROLLED	VACANT LOT, CURB CUT
150	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2856 PATTERSON RD	FULL	UNCONTROLLED	VACANT LOT, CURB CUT
151	NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2844 PATTERSON RD	FULL	UNCONTROLLED	PARKS, CURB CUT,
152	SOUTH	INTERSECTION	3-WAY		LEGENDS WAY	FULL	CONTROLLED	
153	NORTH	INTERSECTION	3-WAY		28 3/4 RD	FULL	CONTROLLED	
154	SOUTH	RESIDENTIAL	PRIMARY	SHARED	598 SINATRA WAY	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
155	SOUTH	RESIDENTIAL	PRIMARY	SHARED	598 SINATRA WAY	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
156	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2876 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
157	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2876 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
158	SOUTH	RESIDENTIAL	PRIMARY	SHARED	598 SINATRA WAY	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
159	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2879 PATTERSON RD	FULL	UNCONTROLLED	SECONDARY ACCESS ON W INDIAN CREEK DR, CURB CUT
160	NORTH/SOUTH	INTERSECTION	4-WAY		W INDIAN CREEK DR	FULL	CONTROLLED	
161	SOUTH	INTERSECTION	3-WAY		BELHAVAN WAY	FULL	CONTROLLED	
162	SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2893 PATTERSON RD	FULL	UNCONTROLLED	CHURCH OF CRIST, CURB CUT
163	NORTH	INTERSECTION	3-WAY		E INDIAN CREEK DR	FULL	CONTROLLED	IN LINE WITH 2893 PATTERSON RD
164	SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	2893 PATTERSON RD	FULL	UNCONTROLLED	CHURCH OF CRIST, IN LINE WITH E INDIAN CREEK DR,CURB CUT
165	SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2893 PATTERSON RD	3/4	UNCONTROLLED	CHURCH OF CRIST, CURB CUT
166	NORTH/SOUTH	INTERSECTION	4-WAY		29 RD	FULL	SIGNALIZED	
167	NORTH	COMMERCIAL	SECONDARY	SHARED	2902, 2904, 2906 PATTERSON RD, 606, 608 29 RD	RIGHT IN RIGHT OUT	UNCONTROLLED	LOCO, VACANT LOT, FARMERS INSURANCE, CAR WASH, CURB CUT
168	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2908 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
169	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2910 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
170	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2912 PATTERSON RD	FULL	UNCONTROLLED	IN LINE WITH 2901, 2903, 2905, 2913, 2915 PATTERSON RD,CURB CUT
171	SOUTH	COMMERCIAL	SECONDARY	SHARED	2901, 2903, 2905, 2913, 2915 PATTERSON RD	3/4	CONTROLLED	IN LINE WITH 2912 PATTERSON RD,
172	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2914 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
173	SOUTH	COMMERCIAL	SECONDARY	SHARED	2901, 2903, 2905, 2913, 2915 PATTERSON RD	RIGHT IN RIGHT OUT	CONTROLLED	
174	NORTH	INTERSECTION	3-WAY		PARTEE DR	FULL	CONTROLLED	
175	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2917 PATTERSON RD	3/4	UNCONTROLLED	SAFE HITS LINE THE LEFT TURN LANE WEST BOUND,CURB CUT
176	NORTH/SOUTH	INTERSECTION	4-WAY		CRIS-MAR ST / REDWING LN	FULL	CONTROLLED	
177	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2926 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
178	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2926 PATTERSON RD	FULL	UNCONTROLLED	IN LINE WITH 29 1/4 RD, CURB CUT
179	SOUTH	INTERSECTION	3-WAY		29 1/4 RD	FULL	CONTROLLED	IN LINE WITH SECONDARY ACCESS AT 2926 PATTERSON RD,
180	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2934 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
181	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2934 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
182	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	2938 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
183	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2938 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT

184	SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2935 PATTERSON RD	FULL	UNCONTROLLED	HERITAGE CHURCH, CURB CUT
185	NORTH/SOUTH	INTERSECTION	4-WAY		29 3/8 RD	FULL	CONTROLLED	
186	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2940 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
187	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2942 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
188	SOUTH	RESIDENTIAL	SECONDARY	SHARED	2329 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
189	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2944 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
190	SOUTH	INTERSECTION	3-WAY		COLANWOOD ST	FULL	CONTROLLED	
191	NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2948 PATTERSON RD	RIGHT IN RIGHT OUT	CONTROLLED	MAVERIK,
192	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2945 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
193	SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	599 29 1/2 RD	FULL	UNCONTROLLED	PRIMARY ACCESS ON 29 1/2 RD,
194	NORTH/SOUTH	INTERSECTION	4-WAY		29 1/2 RD	FULL	SIGNALIZED	
195	SOUTH	INTERSECTION	3-WAY		E GREENFIELD CIR	FULL	CONTROLLED	
196	NORTH	INTERSECTION	3-WAY		PIONEER RD	FULL	CONTROLLED	
197	NORTH	INTERSECTION	3-WAY		BROKEN SPOKE RD	FULL	CONTROLLED	
198	SOUTH	INTERSECTION	3-WAY		DARBY DR	FULL	CONTROLLED	
199	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	2977 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
200	SOUTH	INTERSECTION	3-WAY		PLACER ST	FULL	CONTROLLED	
201	NORTH	INTERSECTION	3-WAY		HUDSONSBAY DR	FULL	CONTROLLED	
202	SOUTH	COMMERCIAL	SECONDARY	INDIVIDUAL	599 30 RD	FULL	UNCONTROLLED	CROSSROADS CHURCH, CURB CUT
203	NORTH	COMMERCIAL	SECONDARY	INDIVIDUAL	2992 PATTERSON RD	3/4	CONTROLLED	RITE AID, PRIMARY ACCESS ON 30 RD
204	SOUTH	COMMERCIAL	PRIMARY	INDIVIDUAL	599 30 RD	FULL	UNCONTROLLED	CROSSROADS CHURCH, CURB CUT
205	NORTH/SOUTH	INTERSECTION	4-WAY		30 RD	FULL	SIGNALIZED	
206	NORTH	INTERSECTION	3-WAY		RONLIN DR	FULL	CONTROLLED	
207	NORTH/SOUTH	INTERSECTION	4-WAY		AGANA DR/ AGANA ST	FULL	CONTROLLED	
208	NORTH	INTERSECTION	3-WAY		STARLIGHT DR	FULL	CONTROLLED	
209	NORTH/SOUTH	INTERSECTION	4-WAY		SERANADE ST	FULL	CONTROLLED	
210	NORTH	COMMERCIAL	PRIMARY	SHARED	3026 PATTERSON RD	FULL	UNCONTROLLED	HAMBRIGHT & KIMMEL ATTORNEYS, PAUL D. BURKHOLDER CPA, LIQUOR STORE, CURB CUT
211	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3027 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
212	NORTH	COMMERCIAL	SECONDARY	SHARED	3026 PATTERSON RD	FULL	UNCONTROLLED	LIQUOR STORE, CURB CUT
213	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3028 PATTERSON RD	FULL	UNCONTROLLED	VACANT LOT, CURB CUT
214	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3030 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
215	SOUTH	INTERSECTION	3-WAY		MCMULLIN DR	FULL	CONTROLLED	
216	NORTH/SOUTH	INTERSECTION	4-WAY		ROUND TABLE RD / GERKEN RD	FULL	CONTROLLED	
217	SOUTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	599 GRAND VALLEY DR	FULL	UNCONTROLLED	CURB CUT
218	NORTH/SOUTH	INTERSECTION	4-WAY		GRAND VALLEY DR	FULL	CONTROLLED	
219	SOUTH	RESIDENTIAL	SECONDARY	SHARED	3047 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES, CURB CUT
220	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3044 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
221	SOUTH	RESIDENTIAL	PRIMARY	SHARED	3047 PATTERSON RD	FULL	UNCONTROLLED	TWO OR MORE RESIDENTIAL STRUCTURES
222	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3049 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
223	NORTH	INTERSECTION	3-WAY		MESA VALLEY DR	FULL	CONTROLLED	
224	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	3054 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
225	SOUTH	INTERSECTION	3-WAY		SHOSHONE ST	FULL	CONTROLLED	
226	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3054 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
227	NORTH	INTERSECTION	3-WAY		COTTAGE MEADOWS CT	FULL	CONTROLLED	
228	SOUTH	COMMERCIAL	SECONDARY	SHARED	3065 PATTERSON RD	FULL	UNCONTROLLED	CROSS ORCHARDS, CURB CUT
229	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3064 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
230	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3066 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
231	NORTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3068 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
232	SOUTH	RESIDENTIAL	PRIMARY	INDIVIDUAL	3067 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
233	NORTH	RESIDENTIAL	SECONDARY	INDIVIDUAL	3068 PATTERSON RD	FULL	UNCONTROLLED	CURB CUT
234	SOUTH	COMMERCIAL	SECONDARY	SHARED	3065 PATTERSON RD	FULL	UNCONTROLLED	CROSS ORCHARDS
235	SOUTH	COMMERCIAL	PRIMARY	SHARED	3065 PATTERSON RD	FULL	UNCONTROLLED	CROSS ORCHARDS
236	NORTH	INTERSECTION	3-WAY		LODGEPOLE ST	FULL	CONTROLLED	

Patterson Road Access Management Plan

LODGEPOLE ST



1 in = 63 ft



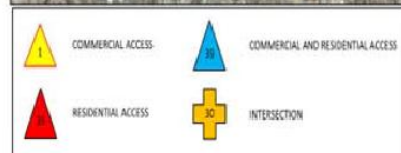
	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Patterson Road Access Management Plan

COTTAGE MEADOWS CT



1 in = 63 ft 0.055 0.0275 0 0.055 Miles

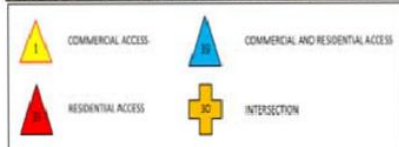


Patterson Road Access Management Plan

GRAND VALLEY DR



1 in = 63 ft

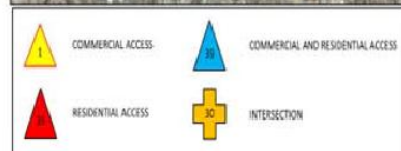


Patterson Road Access Management Plan

SERENADE ST



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

30 RD



1 in = 63 ft

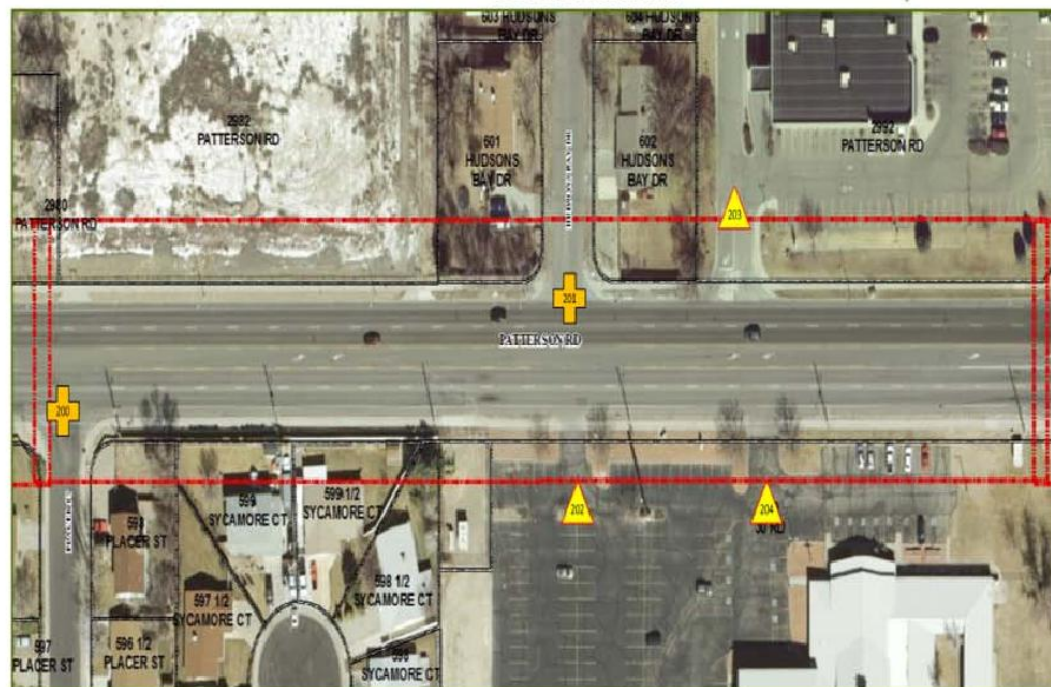
0.055 0.0275 0 0.055 Miles



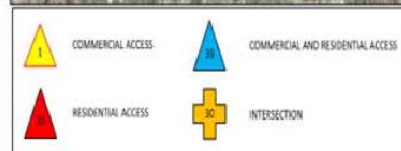
	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Patterson Road Access Management Plan

HUDSON BAY DR



1 in = 63 ft 0.055 0.0275 0 0.055 Miles

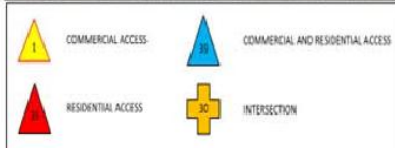


Patterson Road Access Management Plan

DARBY DR



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



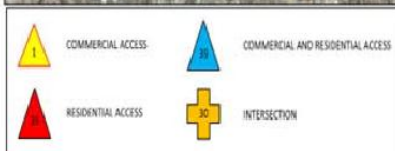
Patterson Road Access Management Plan

29 1/2 RD



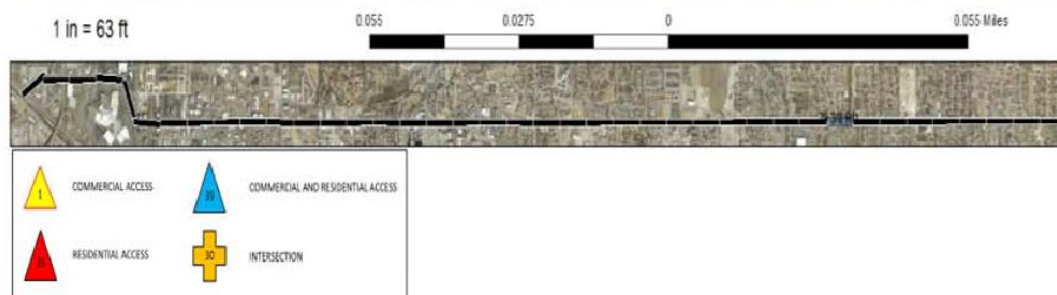
1 in = 63 ft

0.055 0.0275 0 0.055 Miles



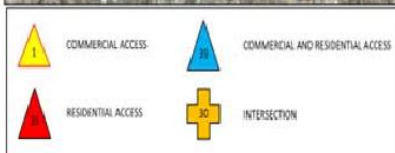
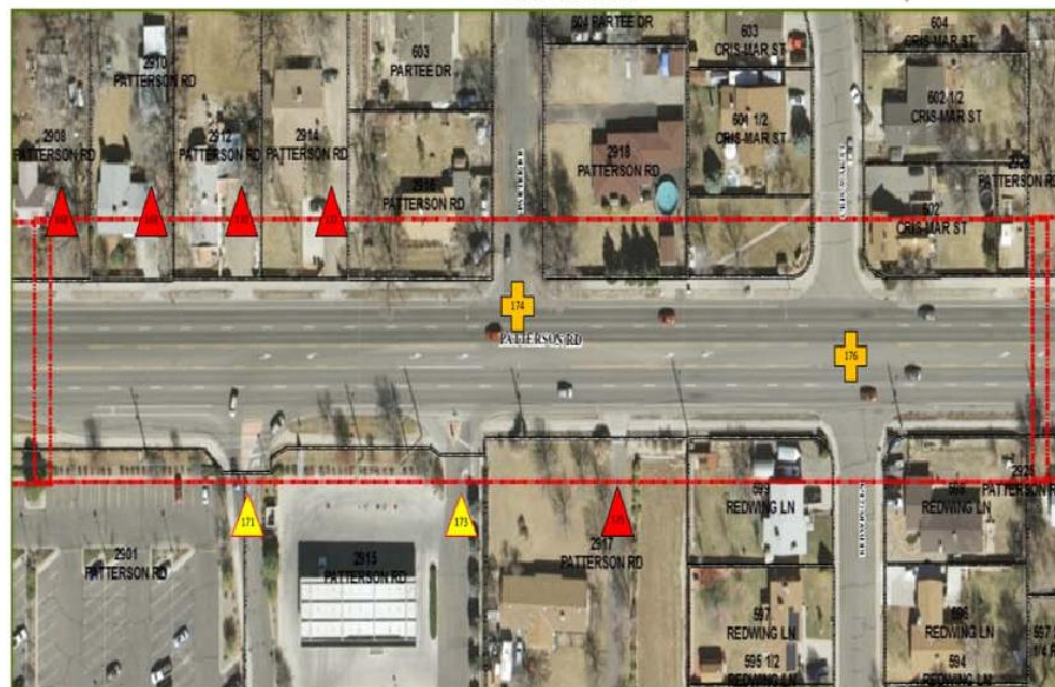
Patterson Road Access Management Plan

29 3/8 RD



Patterson Road Access Management Plan

CRIS-MAR ST

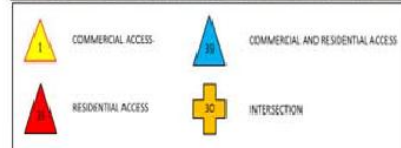


Patterson Road Access Management Plan

29 RD



1 in = 63 ft 0.055 0.0275 0 0.055 Miles

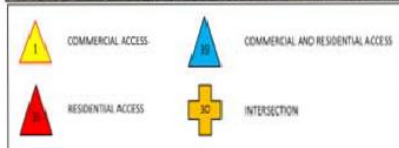


Patterson Road Access Management Plan

W INDIAN CREEK DR



1 in = 63 ft 0.055 0.0275 0 0.055 Miles

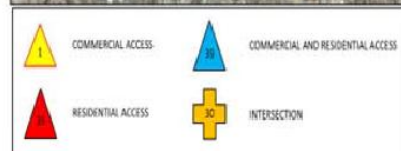


Patterson Road Access Management Plan

LEGENDS WAY



1 in = 63 ft

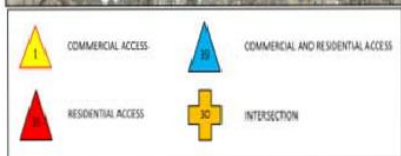


Patterson Road Access Management Plan

GRAND CASCADE WAY



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



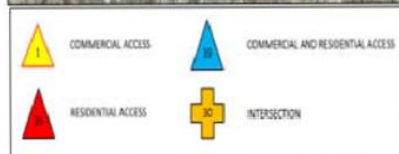
Patterson Road Access Management Plan

28 1/4 RD



1 in = 63 ft

0 0.055 0.0275 0 0.055 Miles

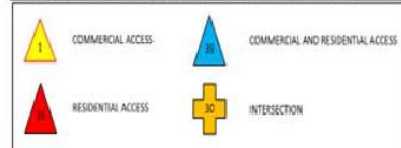


Patterson Road Access Management Plan

28 RD



1 in = 63 ft 0.055 0.0275 0 0.055 Miles

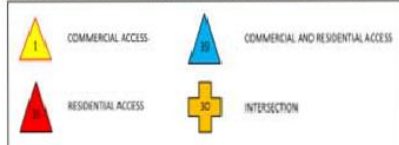


Patterson Road Access Management Plan

PHEASANT TRAIL CT



1 in = 63 ft 0 0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

BEECHWOOD ST



1 in = 63 ft

0.055 0.0275 0 0.055 Miles



	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

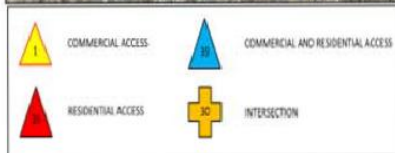
Patterson Road Access Management Plan

27 1/2 RD



1 in = 63 ft

0.055 0.0275 0 0.055 Miles



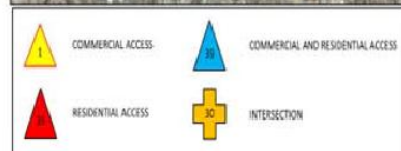
Patterson Road Access Management Plan

15TH ST



1 in = 63 ft

0.055 0.0275 0 0.055 Miles



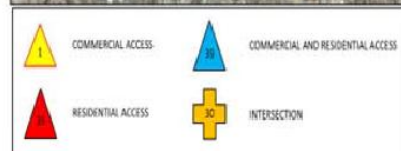
Patterson Road Access Management Plan

LARCHWOOD INN



1 in = 63 ft

0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

12TH ST



1 in = 63 ft

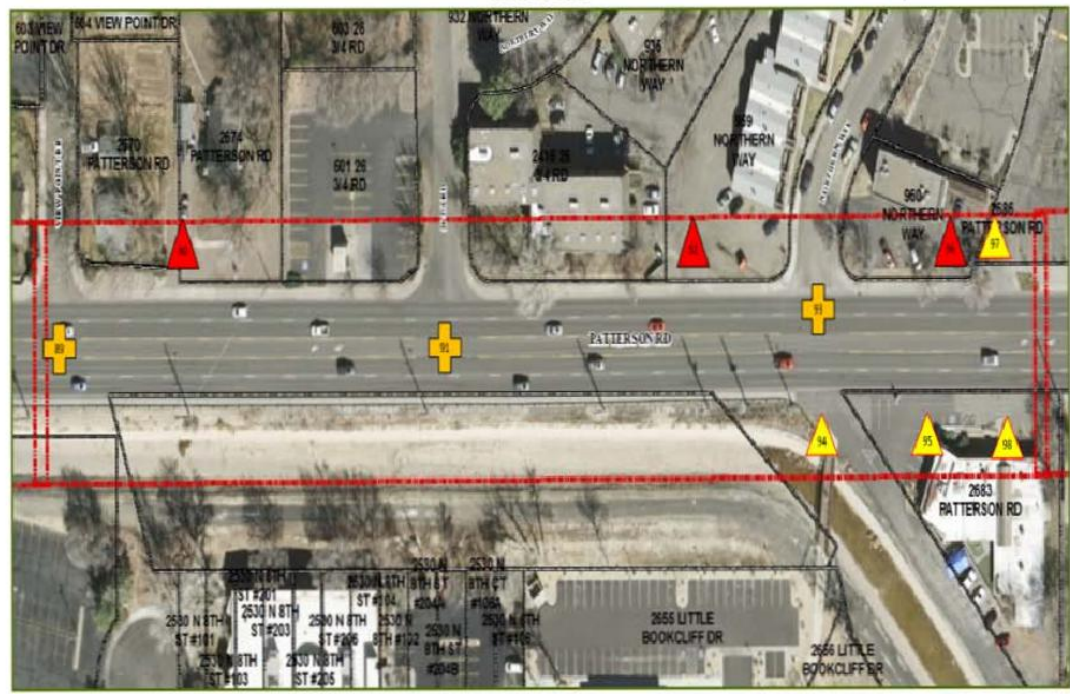
0.055 0.0275 0 0.055 Miles



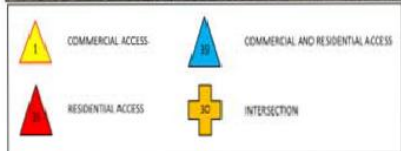
	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Patterson Road Access Management Plan

20 3/4 RD

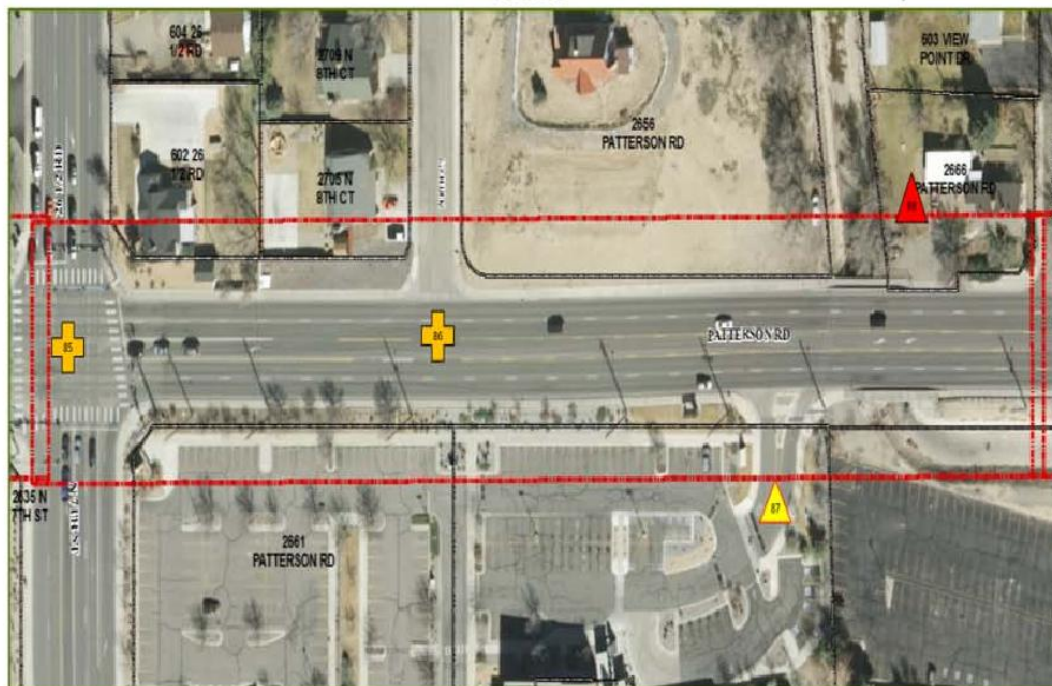


1 in = 63 ft 0.055 0.0275 0 0.055 Miles

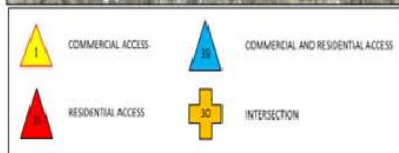


Patterson Road Access Management Plan

7TH ST

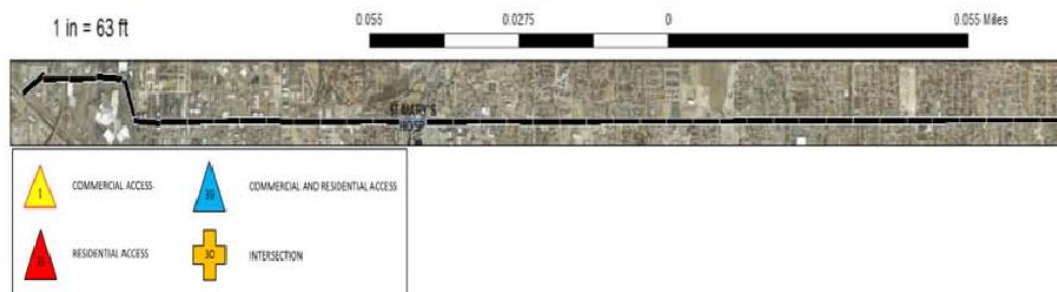


1 in = 63 ft 0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

ST MARY'S HOSP



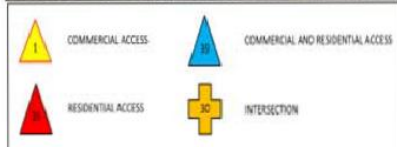
Patterson Road Access Management Plan

MIRA VISTA RD



1 in = 63 ft

0.055 0.0275 0 0.055 Miles

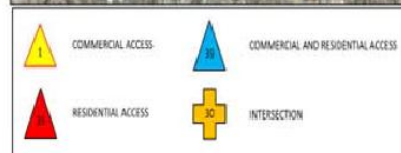


Patterson Road Access Management Plan

26 RD/1ST ST



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

MEANDER DR



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

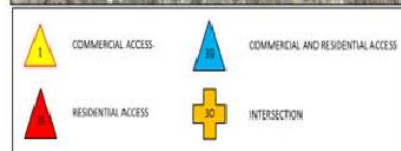
Patterson Road Access Management Plan

CIDER MILL RD



1 in = 63 ft

0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

25 1/2 RD



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Patterson Road Access Management Plan

NORTHGATE DR



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



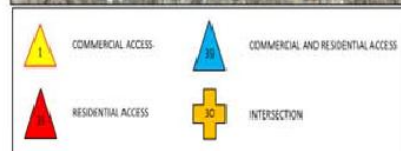
	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Patterson Road Access Management Plan

FORESITE CIR

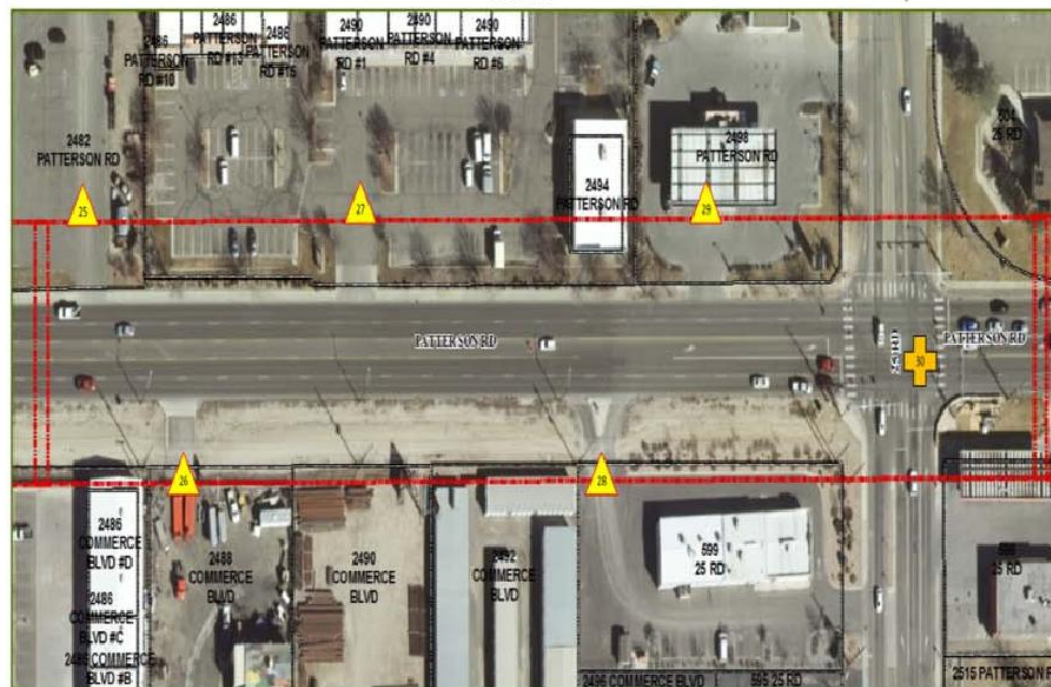


1 in = 63 ft 0.055 0.0275 0 0.055 Miles

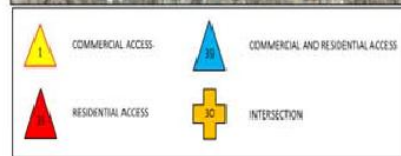


Patterson Road Access Management Plan

25 RD



1 in = 63 ft 0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

COMMERCE BLVD



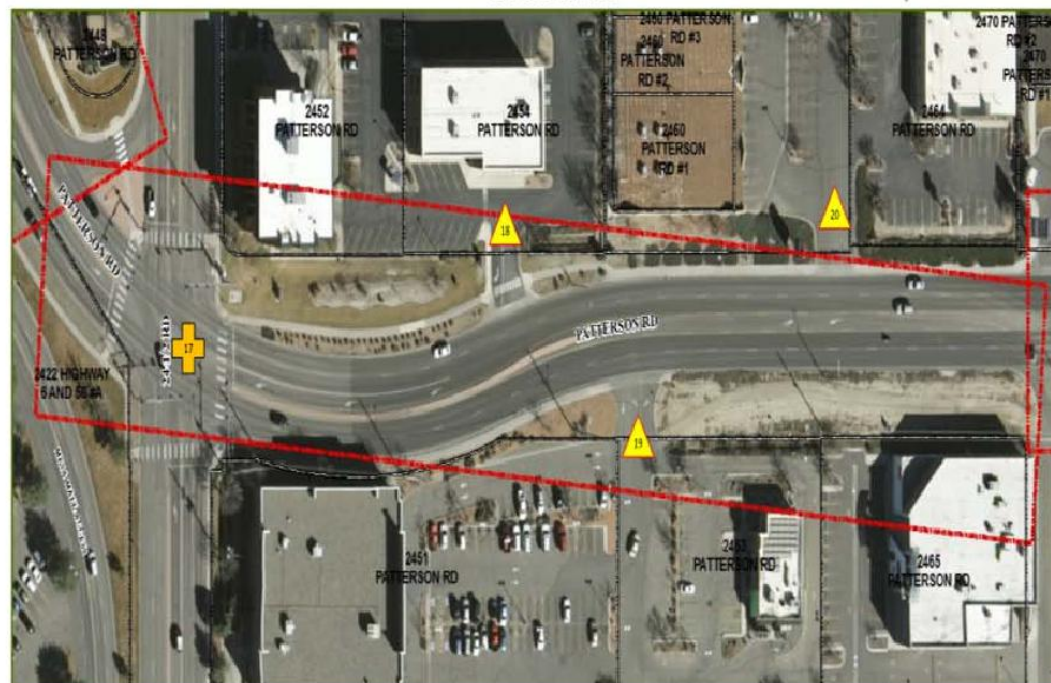
1 in = 63 ft 0.055 0.0275 0 0.055 Miles



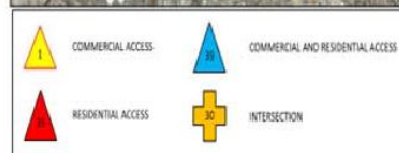
	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Patterson Road Access Management Plan

24 1/2 ROAD



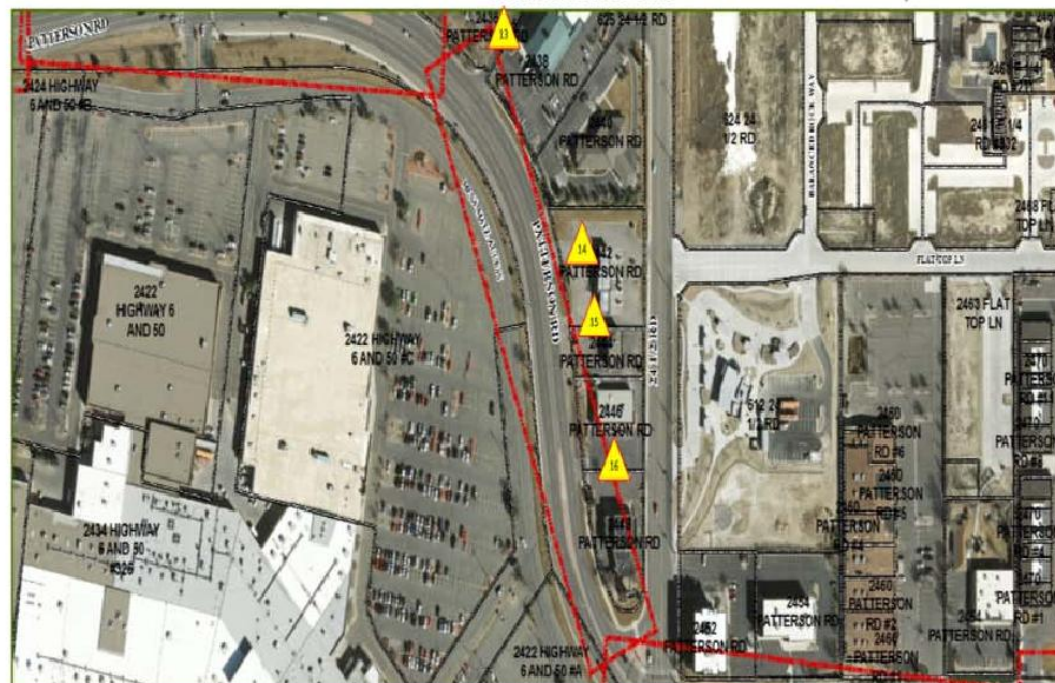
1 in = 63 ft



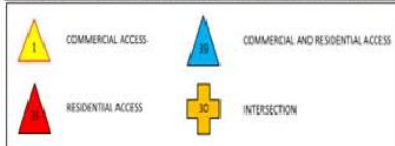
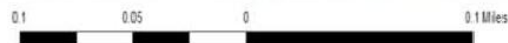
Patterson Road Access Management Plan



MESA MALL-east

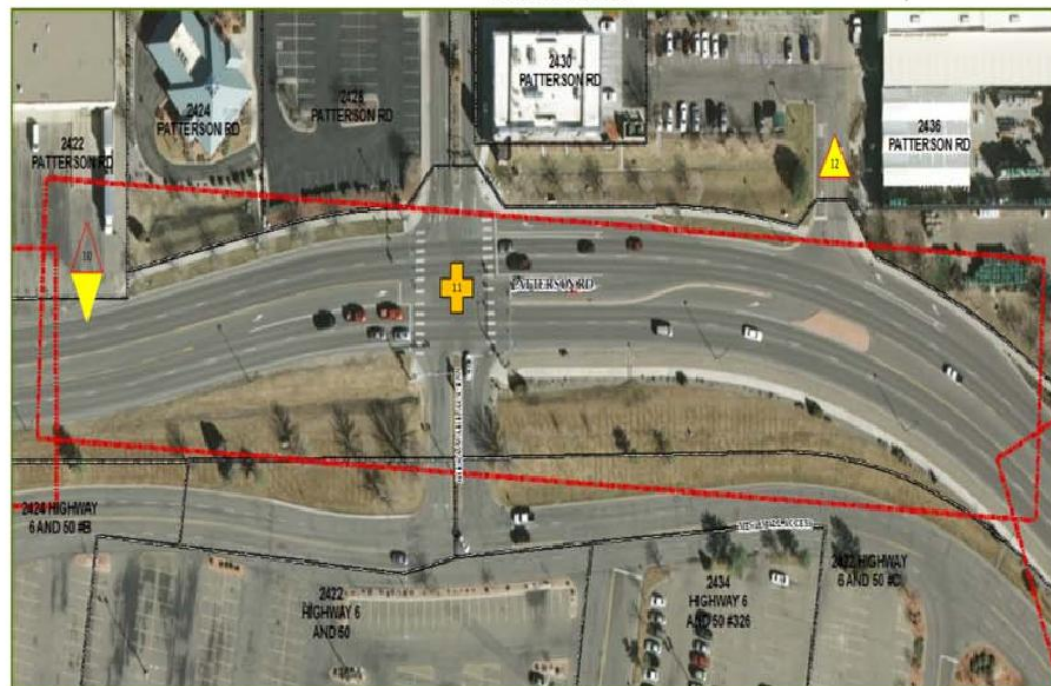


1 in = 150 ft

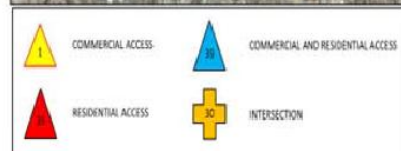


Patterson Road Access Management Plan

MESA MALL



1 in = 63 ft



Patterson Road Access Management Plan





MESA MALL-west



1 in = 63 ft

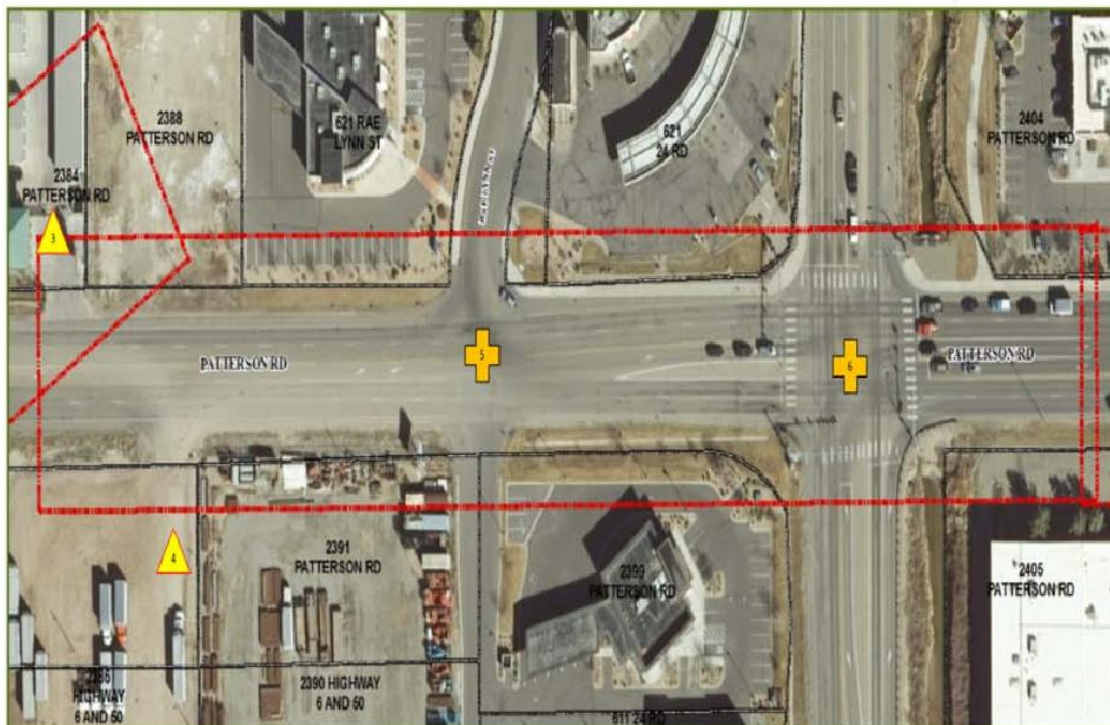
0.065 0.0275 0 0.065 Miles



	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

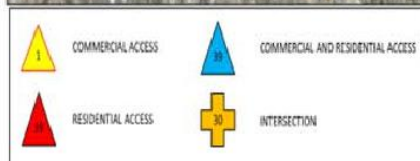
Patterson Road Access Management Plan

24 RD



1 in = 63 ft

0.055 0.0275 0 0.055 Miles



Patterson Road Access Management Plan

HWY 6 & 50



1 in = 99 ft 0.09 0.045 0 0.09 Miles



	COMMERCIAL ACCESS		COMMERCIAL AND RESIDENTIAL ACCESS
	RESIDENTIAL ACCESS		INTERSECTION

Access Control Plan Design/Development Patterson Road within City Limits:

**I-70 Business/23.75 Road
to Lodgepole (30.75 Road)**

RFP-4678-19-DH

SEPTEMBER 11, 2019



**CITY OF
Grand Junction
COLORADO**

Stolfus



5690 DTC Boulevard, Suite 560E
Greenwood Village, CO 80111
phone:303-221-2330 • fax: 303-221-2331
www.stolfusandassociates.com

September 11, 2019

City of Grand Junction
Attn: Duane Hoff, Jr.
Senior Buyer
duaneh@gjcity.org

Re: RFP-4678-19-DH Access Control Plan Design/Development
Patterson Road with City Limits: I-70 Business/23.75 Road to Lodgepole (30.75 Road)

Dear Mr. Hoff and Selection Committee Members:

Stolfus & Associates, Inc. (Stolfus) is pleased to submit this proposal for Consulting Services for the Patterson Road Access Control Plan (ACP).

Since 2003, Stolfus has provided transportation engineering consulting services to Colorado communities, including at least a dozen access control plans. We have grown in both size and ability over the last sixteen years. We plan to continue to build our skills and staff patiently with people who strengthen our team's abilities. Today, Stolfus employs twenty people - seventeen transportation engineers, one civil engineer, and two administrative staff personnel. Twelve of the engineers are Colorado registered Professional Engineers. We are very familiar with transportation design on Colorado's Western Slope. In addition to previously leading access control plans in Steamboat Springs, Delta, Montrose, and Glenwood Springs, we are currently designing several traffic signals and performing access management for the I-70B (Mulberry to 6th Street) project in Grand Junction for CDOT.

Michelle Hansen, Project Director, will serve as the firm's principal contact person with the City's Contract Administrator and is authorized to make presentations on behalf of the firm. Elizabeth Stolfus is the sole Owner and President of the firm and has authority to make formal commitments on behalf of the firm. Their email addresses are contained in their signature blocks below and our address and phone number are included in the header at the top of the page.

Our attached proposal document highlights our experience, capabilities, and commitment to the City of Grand Junction for the Patterson Road ACP. We also demonstrate our sincere interest in serving your needs and concerns as your consultant.

Thank you for the opportunity to present our qualifications on this project. Please contact us if you have any questions.

Sincerely,
STOLFUS & ASSOCIATES, INC.

Elizabeth Stolfus, PE
President
elizabeth@stolfusandassociates.com

Michelle Hansen, PE
Senior Transportation Engineer
michelle@stolfusandassociates.com

INTRODUCTION

Located in the Denver Tech Center, Stolfus & Associates, Inc. (Stolfus) is a transportation engineering firm **founded by Elizabeth Stolfus in 2003**. Focused on client service and engineering excellence, we look to develop transportation projects with lasting value to the communities they serve. Stolfus is also focused on transportation and traffic engineering and we do not pursue other work disciplines. To that end, we are selective in our pursuit of new work and only work in areas where we think we can make a positive impact.

Stolfus serves Colorado communities and has staff experience on projects throughout the state. We offer a wide range of traffic and transportation engineering related services including: access control plans, access management, traffic impact analyses, traffic operations evaluations, traffic signal design, roadway and intersection design, construction phasing and traffic control, signing and striping, public outreach, and project management. As a small firm with **20 employees**, Stolfus offers personalized service and direct access to consultant team leaders throughout the project. Team members working on the contract are experts in their field and provide valuable guidance to decision-makers on transportation solutions.

Our project team is highly experienced and has worked on projects not only in Grand Junction, but all throughout the Western Slope, including Delta, Montrose, Hotchkiss, and Glenwood Springs. We frequently work on the Western Slope through several

STOLFUS



on-call contracts with CDOT Regions 3 and 5 and find ourselves drawn to projects in the region. All Stolfus staff are available to work on this project, as appropriate. We regularly manage stakeholder driven processes similar to what is required for this contract. We have included partners that we work well with and who provide additional local background to support the team.

Stolfus is committed to our partnership with the City of Grand Junction and has assembled a team to support your mission "...to be the most livable community west of the Rockies by 2025."



Key Personnel

The people leading the Stolfus Team for this project are all highly experienced in developing Access Control Plans throughout Colorado and collaborating with all members of the community to achieve a desired result. The following two pages highlight their skills and experience.



MICHELLE HANSEN, PE
PROJECT DIRECTOR
20 YEARS OF EXPERIENCE, 14 WITH STOLFUS
COLORADO STATE UNIVERSITY, 1999

Michelle is Colorado's de facto consultant leader of Access Management and CDOT ACPs for transportation corridors and communities across Colorado. Michelle knows that in a successful ACP, everyone comes out a winner and her ACP process is continually developed and improved to produce

successful outcomes. Michelle has completed more than ten ACPs across Colorado, including locations such as CO 82 in Glenwood Springs, US 50 / CO 92 in Delta, US 40 in Steamboat Springs, US 550 in Montrose and others (listed in **Project Experience** section). As Project Director, Michelle will be responsible for all aspects of the project and will provide guidance and vision for the team that leads to a successful project result. She will participate in all public meetings, workshops, and strategic discussion. Michelle is also responsible for oversight of the QA/QC process.

Relevant Experience Includes:

Project Manager for US 40 East and West Steamboat Springs ACPs, Steamboat Springs, CO

Michelle has been involved in Steamboat Springs since 2008, beginning with the development of an ACP and System Needs Study for a five-mile segment of US 40 west of downtown. Anticipating significant development along this corridor, the plan addresses direct access to US 40, considers expanded local routes, topographic constraints and property ownership. Michelle worked closely with the City, CDOT, and Routt County on public outreach, decision-making criteria, and plan development that led to an IGA between the agencies. In 2015, Michelle again led a US 40 ACP, this time on the east end of town, with similar tactics resulting in an IGA.

US 50 / CO 92 Intersection Improvements, Delta, CO

For this CDOT design project, Michelle and her team designed the intersection of US 50 and CO 92 in Delta to accommodate dual southbound to eastbound left turn movements to eliminate traffic queuing over the nearby at-grade railroad crossing. As part of the design, portions of the Delta US 50/CO 92 ACP (also developed by Michelle and her team) were implemented. A raised median to restrict left turn movements at Ute Ave and City Market was added on US 50 to address safety concerns. In addition, the City has provided funding to restrict Meeker Ave on CO 92 to right-in/right-out with the project. Follow-up meetings with property owners were conducted to inform them of the upcoming changes.



JANET LUNDQUIST
PROJECT MANAGER
14 YEARS OF EXPERIENCE, 2 WITH STOLFUS
COLORADO SCHOOL OF MINES, 2004

A former resident of Grand Junction, Janet has enhanced Stolfus' ability to perform ACPs, bringing considerable knowledge from her participation in many corridor studies as a traffic engineer for Weld County. In her time at Stolfus, Janet has expanded our capacity by leading the efforts for the CO 402 ACP in Loveland

and I-70B Access Management Plan in Grand Junction between Mulberry and 6th St. Janet is an excellent strategic thinker and sees patterns in complex plans like the Patterson Road corridor that will help guide the team to alternative scenarios and eventually successful tactics. A long-time Weld County employee, Janet is accustomed to communicating with the public at-large and this experience has enhanced her excellent communication skills. Her ability to bring ideas to life in a way the public can easily digest, will help lead the team to decisions that achieve their goals.

Relevant Experience Includes:

CDOT US 34 Planning and Environmental Linkage and ACP

Initially, Janet was actively involved in this project as a representative of Weld County. As a subconsultant, Stolfus played a pivotal role in leading access management planning and conducting the traffic operations analysis within the corridor. When Janet joined Stolfus, she contributed directly to the development of the US 34 ACP through Loveland. Her knowledge and expertise of Northern Colorado and its various communities helped inform and improve our efforts in this corridor.

Municipal Transportation Engineering

Stolfus has functioned as the municipal transportation engineer for multiple agencies for many years. Communities such as Elizabeth, Hudson, and Black Hawk have relied on Stolfus to provide expertise and advice on transportation issues, conduct studies, and review development submittals relative to transportation issues. Janet's background at Weld County has provided great strength to our team in this type of service. She understands the relationship of transportation projects to the inner workings of a government entity and brings that important perspective to our advice and reviews.



ANDREW AMEND, PE, PTOE

LEAD TRAFFIC ENGINEER

14 YEARS OF EXPERIENCE, 8 WITH STOLFUS
COLORADO STATE UNIVERSITY, 2004

Andrew loves to solve problems. Whether sitting with a client working out a schedule that will match the funding date or taking a deep dive into a traffic model, he is not dismayed by a breakdown, but is energized by

the opportunity. He has a knack for asking questions from multiple perspectives in order to get to the crux of a problem and its solution. Andrew pursues the right fit whether he's projecting traffic volumes, running a SYNCHRO model, or designing a traffic signal. He has teamed up with Michelle on over half of Stolfus' ACP projects, leading the development of the traffic methodology, traffic and safety analysis, and supporting public outreach events. He will hold a similar role for the Patterson Road ACP.

Relevant Experience Includes:

US 550 ACP and Safety and Operational Study

In 2017, Montrose County reached out to CDOT expressing concern regarding the safety of US 550 between the Montrose city limits and the county line. Andrew assisted CDOT in conducting a safety and operational study that provided an implementation plan for identified safety improvements along the corridor that addressed access management, wildlife crashes, and geometric improvements. Out of the study, the County, City and CDOT embarked upon the development of a long-range ACP that would address access with a future four-lane section along US 550. Direct access, local circulation routes, and the interaction with the frontage road was considered. The ACP was adopted with an IGA this past summer.

SH 9 Frisco Traffic Analysis

In support of a CDOT design project along SH 9 through Frisco, Andrew performed a corridor traffic analysis and made recommendations for intersection configurations. Considering the existing access management plan, traffic operations for a 20-year planning period, multi-modal considerations, and stakeholder input, Andrew compared multiple configurations that included traffic signals, limited movement intersections and roundabouts. Andrew provided project stakeholders with a solid understanding of the advantages and disadvantages of each option from an operational and safety viewpoint and led the group through a decision-making process to establish the ultimate configuration for the project.



SKIP HUDSON, PE

ACCESS MANAGEMENT ADVISOR

TURNKEY CONSULTING, LLC

35 YEARS OF EXPERIENCE, 12 WITH TURNKEY
MICHIGAN TECHNICAL UNIVERSITY



Skip started providing professional transportation services in the Grand Valley in 2000. The first project for Mesa County was the Clifton Area Transportation Master Plan, which included access management recommendations for a portion of F Rd (Patterson). This was followed by the F½ Rd Corridor Study for the City of Grand Junction, which evaluated F½ Rd as a parallel reliever route to Patterson Road. As a former

CDOT Region 3 Access Manager, located in Grand Junction, Skip can leverage his unique knowledge of access management issues, and experience relating to the citizens of Grand Junction, to the benefit of this project. Skip also utilized this corridor on his daily commute and has a firsthand perspective on user experience and expectations on Patterson Road. Skip has worked with Stolfus on several access plans with different roles including public agency representative, consultant partner and developer's engineer. Skip will assist Stolfus in developing the draft plan, participating in public outreach, and independently reviewing public involvement materials and project documentation.

Relevant Experience Includes:

Access Management

Skip has extensive expertise in access management at federal, state, and local levels. He has consistently promoted and implemented access management concepts throughout his entire career. Notable contributions include:

- TRB Access Management Committee (Contributor to the 1st edition of the TRB Access Management Manual).
- Utah Access Management Task Force, to develop a statewide program from scratch (founder and chairman while with FHWA).
- CDOT Access Management Implementation Team

(Refinement of a Statewide Access Management Program).

- Co-author of the Mesa County Road Access Policy.
- Lead developer of 8 Community Master Plans with access management included.
- Development of 8 Corridor Access Management/Control Plans.
- Prepared hundreds of land development traffic studies and access permits.
- Formally trained in the "Strategic Development of Informed Consent."

In addition to our Key Personnel, the following staff members will supplement our efforts. Other staff may also be utilized from time to time as work efforts warrant



MAX RUSCH, PE
DESIGN ENGINEER
 5 YEARS OF EXPERIENCE, 5 WITH STOLFUS
 RENSSLAER POLYTECHNIC INSTITUTE , 2014

Relevant Experience Includes:

Max's focus is traffic modeling and operations.
 ↳ Traffic modeling for ACP's: Montrose, Blue River, Rogers Mesa
 ↳ CDOT R3 FY18 Signal Retiming (Grand Junction, Mesa County, Fruita)



EMMA DE VOS TIDD, EI
DESIGN ENGINEER
 1 YEAR OF EXPERIENCE, 1 WITH STOLFUS
 COLORADO SCHOOL OF MINES , 2018

Relevant Experience Includes:

Emma has a knack for GIS and for preparing public involvement exhibits.
 ↳ SH 9 Blue River ACP
 ↳ Town of Elizabeth Street Plan Update



SYEDA RUBAIYAT AZIZ, EI, PHD
DESIGN ENGINEER
 3 YEARS OF EXPERIENCE, 1 WITH STOLFUS
 KANSAS STATE UNIVERSITY , 2016

Relevant Experience Includes:

Syeda has a strong interest in safety and operations.
 ↳ SH 402 ACP Safety Assessment and Traffic Modeling
 ↳ CDOT Headquarters Safety Assessments



KENNY BURTON, PE
DESIGN ENGINEER
 6 YEARS OF EXPERIENCE, 3 WITH STOLFUS
 UNIVERSITY OF MISSOURI - COLUMBIA, 2013

Relevant Experience Includes:

Kenny's roadway design experience informs his development of ACP's.
 ↳ Rogers Mesa SH 92 ACP and Preliminary Design
 ↳ US 34 Loveland ACP

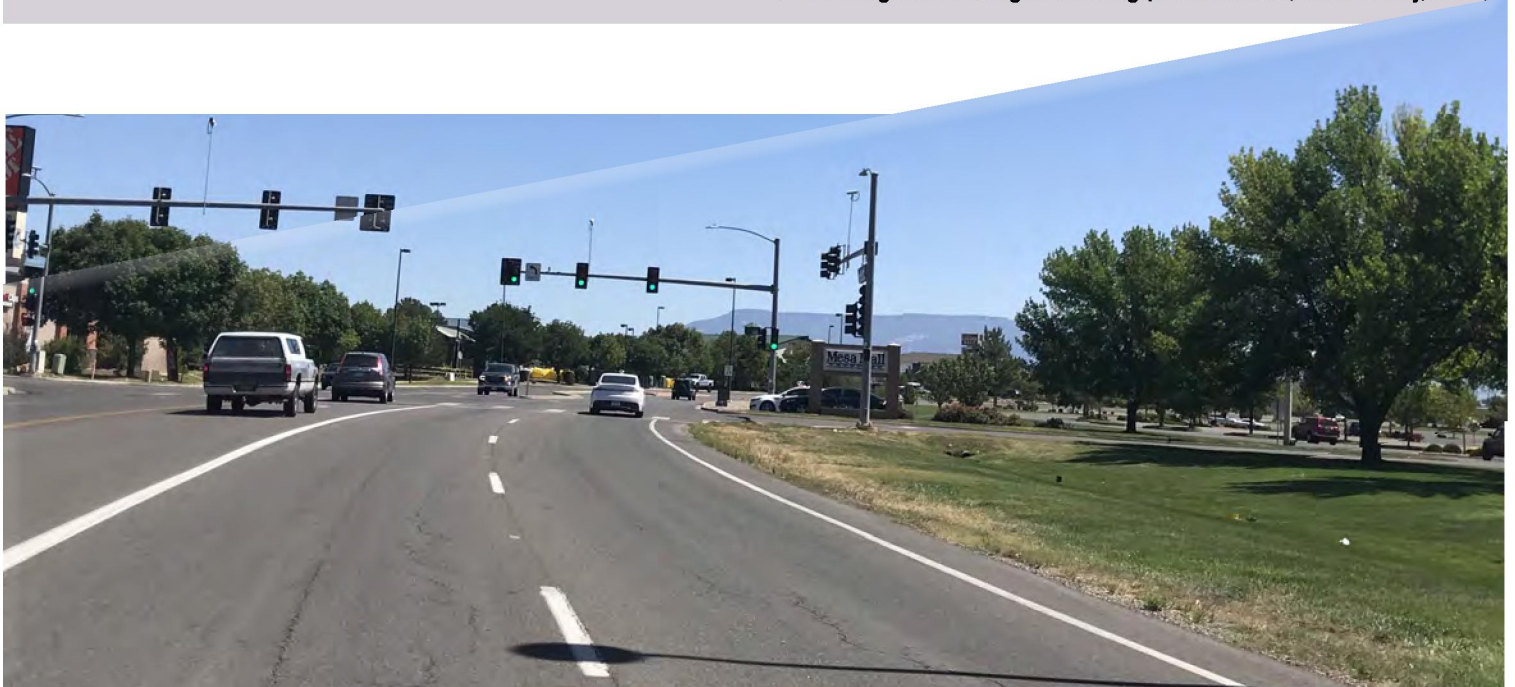


ERIC BOIVIN
TRAFFIC COUNTS
ALL TRAFFIC DATA SERVICES, INC.
 25 YEARS OF EXPERIENCE, 18 WITH ATD



Relevant Experience Includes:

Eric has worked with Stolfus since its inception in 2003 providing data collection for a variety of projects throughout the state.
 ↳ Most Stolfus ACP's such as Blue River, Steamboat Springs, Delta, and Rogers Mesa
 ↳ CDOT Region 3 FY 18 Signal Retiming (Grand Junction, Mesa County, Fruita)



RELEVANT PROJECT EXPERIENCE

STOLFUS EXPERIENCE

Stolfus has performed transportation work across all of Colorado, including many projects on Colorado's Western Slope. Our work encompasses a broad range of transportation topics, including designs for freeway interchanges, roundabouts, traditional intersections, traffic signals, curb ramps, and multi-use trails; as well as analyses for corridor safety, traffic impact studies, traffic operations, signal warrant studies, project prioritization, and many others. Through all of this work Stolfus seemingly is involved in at least one ACP at any given moment, many of them in Colorado's mountain or western slope communities. Below is a list of relevant ACP's and some significant aspects of each.

CDOT AND MUNICIPAL AGENCY ACPs

Our communities are growing in numbers at a high rate; meanwhile, the public's appetite for multiple modes of transportation and a high quality of main street life is growing even faster. Stolfus is helping our state and local communities plan for this ongoing and future growth by providing a unified vision of future access needs through ACPs across the state. Having led several such plans over the years, each plan with its own set of challenges, Stolfus was able to bring each to adoption and agreement by providing solid technical analysis, creative access solutions that were coordinated with property owners, helping communities balance objectives for the greater good, and incorporating new ideas into the plan.

Access Control Plans Prepared by Stolfus

PROJECT NAME	PROJECT HIGHLIGHT
Granby US 40	As Stolfus' first ACP, many lessons were learned, including the need to engage local elected officials throughout the process to achieve smooth adoption. Adopted 2008
Steamboat Springs US 40 West	In addition to an ACP, Stolfus helped the City prepare a System Needs Study to accommodate increased traffic volumes from a significant future development. Adopted 2008
Rifle US 6 and SH 13	Based on participation from the fire district, Stolfus was able to revise the draft plan to address emergency services routes effectively prior to adoption. Adopted 2009
Gunnison US 50	As part of an annexation for a huge development east of town, Stolfus was able to find common ground that balanced the City's desire for access with CDOT's desire to maintain operations on US 50. Adopted 2013
Glenwood Springs CO 82	Stolfus utilized additional workshops with City Council to work through complex, challenging decisions for the City under the careful watch of an interested public. Adopted 2013
Bayfield US 160	Stolfus worked within the constraints of a new, EIS-defined highway alignment and topography limiting the options for local street connections. Adopted 2015
Montrose County US 550 Uncompahgre	In order to accommodate a new gravel pit, the County and CDOT wanted to evaluate a section of US 550 with multiple offset intersections to identify the best long-term location for a full movement intersection. Adopted 2016
Delta US 50 and CO 92	With an upcoming election and several seats on the line, we worked with the City to expedite a typical 12-month process into 9 months to allow the Council that had initiated the project to adopt the plan. Adopted 2016
Steamboat Springs US 40 East	In addition to access to the ski resort area, this ACP included access to National Forest lands, resulting in a consolidation of access points designed to increase safety and improve identification of proper access. Adopted 2016
Rogers Mesa CO 92	Tied access planning to a future construction project by developing compatible long-term and interim access plans for the corridor. The interim plan will be implemented when CO 92 is reconstructed to add shoulders. Adopted 2017
US 50 Canon City Access Management Plan	Slightly opposite from most access plans, this one added access points to the highway. Canon City wanted a plan to eliminate the frontage road and provide safe and effective access to the affected properties. Completed 2018
Loveland US 34	This ACP was developed in conjunction with a Planning and Environmental Linkages (PEL) project and considered recommended improvements from the PEL. Adopted 2019
I-70B Access Management Plan	Worked with CDOT, Grand Junction, and property owners to define access conditions to be constructed with I-70B construction project. Completed 2019
South Montrose County US 550	Compared feasibility, geometrics, and costs of moving an existing full movement public intersection to an improved location versus signalizing the existing intersection under pressure today. Adopted 2019
South Summit (Blue River) CO 9	Incorporated a shared use trail conceptual design and transit stop evaluation into ACP development. To be adopted December 2019
Loveland CO 402 ACP	A proactive approach to access management, the City is developing a vision for an existing rural corridor in anticipation of redevelopment based on a City-led land-use planning effort. To be adopted 2020

PROJECT UNDERSTANDING

Like much of Colorado, the Grand Valley is experiencing significant growth, attracting people from out of state and from the Front Range with its employment and lifestyle opportunities. The City of Grand Junction has seen between 1% and 2% growth each year since 2016 and is expected to continue to grow. Recognizing the importance of planning for the future, the City is actively conducting long-range planning efforts to understand the impact of this growth on public infrastructure. Currently, the City has embarked on the development of a new 2020 Comprehensive Plan that will look toward 2035 and plan for the doubling of the urban area's population. This type of growth will certainly strain the City's transportation systems, including major arterials like Patterson Road, I-70B, and North Ave. A proactive approach to managing these critical corridors will extend the life of the existing infrastructure to help maintain the quality of life and identify improvements that can support both land use and the transportation system in the area.

Patterson Road is the primary east-west road in this long east-west shaped valley. It carries more traffic than other east-west corridors like I-70, North Ave. or I-70B. The east end of the corridor is the primary retail and restaurant area in the community, and the west end is one of the higher density residential areas. Although the distance may be longer, drivers seem to prefer the use of Patterson Road over I-70 to the north due to the out-of-direction travel required to get to I-70.

The City of Grand Junction knows that there would be much political and financial hardship to add more through-lanes on Patterson Road. In advance of relying on such a disruptive solution, the goal now is to maximize the capacity with the 4-lane divided section as much as possible while improving traffic safety. The City has already begun to shift the focus of this corridor to prioritize through traffic over direct access. For example, the City manages the traffic signal system to provide adequate green time for through movements, while delays increase on the side roads. The City recognizes that access management is a valid and cost-effective approach to improving the quality of travel along Patterson Road. By reducing the number of conflict points along the corridor with access management, safety will be improved, multiple modes can be safely accommodated, capacity can

be increased, and the business market area can be maximized.

Developing an ACP for Patterson Road will provide a long-term vision for the corridor that ties the local vision for land-use and transportation together. It will not only provide City staff with tools they need to guide development as it occurs, but will also provide a clear expectation for transportation and access needs to property owners and developers as they make plans for properties within the corridor. As demonstrated in the **Relevant Project Experience** section, Stolfus Team has significant experience with ACPs and public involvement, as well as experience within Grand Junction and other Western Slope communities. We will use these experiences with a thorough site investigation, traffic analysis, and public involvement program to provide a local vision for the corridor that looks to balance the operations and safety of the corridor with the access needs of the abutting land uses. The development of a successful ACP for the City of Grand Junction must:

Provide safe, effective, and efficient through travel along Patterson Road

Provide safe, effective, and efficient access to Patterson Road for businesses, and residents

Maintain compatibility with existing and proposed local street connections that provide local circulation to support the transportation system

Provide a plan that is adoptable and can be implemented in phases as the corridor changes

Support the economic viability of the area

Maintain compatibility with previous and current local planning efforts

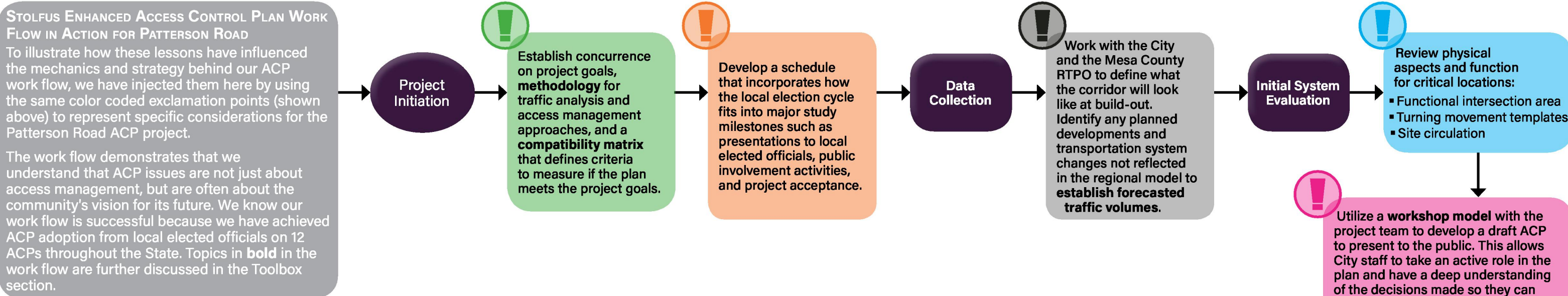
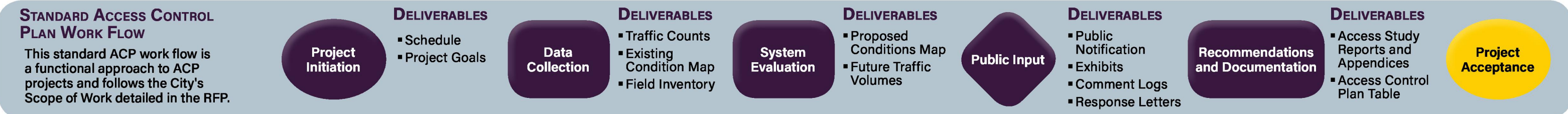
Support the development of alternative modes including pedestrian, bicycle and transit routes

The following pages present Stolfus' workflow for the project, tools we use to achieve success in our ACPs, and our understanding of some of the corridor issues.



ACCESS CONTROL PLAN WORK FLOW

The graphic and narrative below demonstrates our understanding of the Patterson Road ACP Scope of Work, highlights several lessons learned from previous ACP experiences, and illustrates a strategy and potential tactics for consideration during development of the Patterson Road ACP. Following this graphic, our Toolbox section provides more detail on the specific tools used within the mechanics of the work flow.



TOOLBOX

Decision-making Tools

As one of the first steps in the project, Stolfus emphasizes establishing project goals, methodologies and a compatibility matrix. These tools will set the stage for the following outcomes:

Developing a plan that meets the City's objectives

Communicating and creating concurrence within the project team on project approaches

Providing transparency for decision-making

At the kick-off meeting, the project team will work together to identify and confirm project goals. These goals will be the basis for the compatibility matrix that will define performance criteria used to measure whether the plan meets the project goals. A simple rating system using ratings of favorable, neutral or unfavorable will be used to evaluate the plan. If the majority of the criteria for a particular goal are unfavorable, we know we need to re-evaluate certain elements of the plan to meet that goal.

The first progress meeting held will be used to establish project methodologies for both the traffic analysis and the access management approach (as well as review the criteria for the compatibility matrix). The traffic methodology will discuss horizon years, how traffic forecasts will be determined, assumptions regarding land-use and transportation elements, and approaches/tools for measuring operations. The access methodology will discuss assumptions used to develop the plan such as how spacing of intersections will be considered, how access to individual properties will be approached, if and when sharing of access points will be considered. For example, Stolfus recommends using the concept of functional intersection area as described in the TRB Access Management Manual and AASHTO Green Book to help establish spacing of intersections and location of intermediate access points. We have used these tools for years on our access plans with much success. While each access plan may have some similarities within the methodologies, it is critical to take this step seriously to ensure that the approach specifically fits the community and the corridor.

Traffic Forecasting

The traffic forecasting approach outlined in the RFP is valid and may be the only way to project future conditions in the absence of a regional travel demand model. However, the Stolfus Team proposes using the greater resources available in an urban area by incorporating Mesa County RTPO forecasts for a 2040 horizon year. Should any adjustments to the model be required, we will work directly with the RTPO to update their model so that the best estimate of future conditions is reflected. We utilized this approach on the US 34 Loveland ACP and are currently using it on the SH 402 ACP. We've worked with the City of Loveland and the North Front Range Metropolitan Planning Organization (NFRMPO) to identify appropriate horizon years and update the model with any planned development data or proposed transportation improvements that are not included in the current model.

Workshop Model

On our first Access Control Plan in Granby, Stolfus utilized a workshop approach with the participating agency staff to develop a draft plan prior to engaging the public. With this approach, Stolfus takes a first stab at a draft plan. We then walk through each and every property and each and every access within the corridor with the project team to develop a draft plan that the entire project team can support. While it does require a considerable time commitment from staff (usually a full day workshop is required), we have found it to be so successful that we've continued to use a workshop model on all our ACP's. In fact, we even workshop internally prior to the draft plan workshop with the larger project team. The collaborative workshop approach produces the following results:

Creative and innovative ideas

Healthy debate and deliberation

A clear understanding of how each access affects the next

The ability to identify inconsistencies or fatal flaws

A strong understanding and support for the decisions made

For the Patterson ACP, the Stolfus team will workshop internally, combining Skip Hudson's local history along Patterson with Stolfus' independent access management technical viewpoint.

Informed Consent

As transportation elements go, property access is one of the most personal and protected elements from the public's point of view. Access management plans, while proven to show significant benefits to the overall traveling public and even to local businesses within a corridor, are not typically the most popular. The likelihood of getting everyone's full support of the plan is slim. However, with a strong public involvement program and the goal of informed consent, an ACP can be a successful long-term planning tool for any community.

The idea behind informed consent is to help the public (and in particular those that oppose the plan) to understand the reasoning behind your decisions, even if they don't like all of them. If they understand the purpose and the justification for the decisions, acceptance comes soon after. The Stolfus Team strongly supports the idea of informed consent and models their public involvement program to achieve this. We believe the City's Scope of Work provides the necessary opportunities to build informed consent. In particular, we look for the following:

Multiple opportunities for the public to participate

Partnering opportunities with other stakeholders to gain support and spread the message from multiple fronts (in our case, this could include Mesa County, CDOT, the fire district, local transit, school district)

Opportunities to work with people one-on-one. When it comes to ACP's, people aren't necessarily interested in the whole corridor; they just want to discuss their property with a project representative. The Open House format supports this better than a presentation. In addition, one-on-one property owner meetings can be used to discuss properties in more detail when the Open House does not provide enough time.

Identifying and engaging key stakeholders, including property owners with challenging access issues, property owners with multiple properties, property owners that are known to be disgruntled, etc.

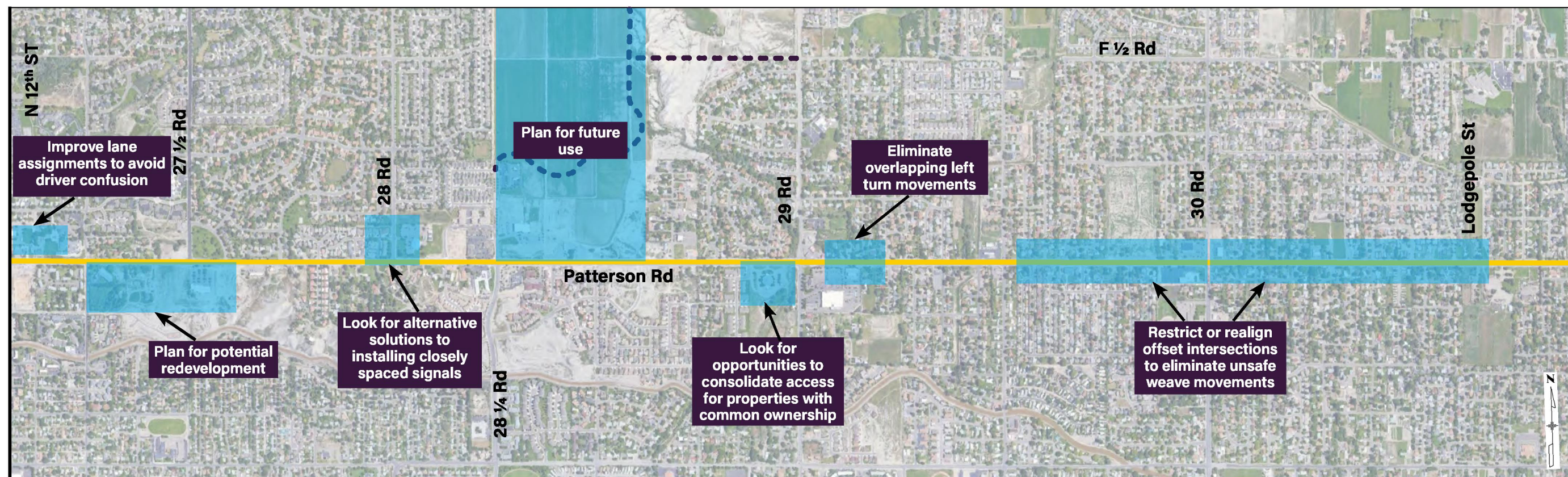
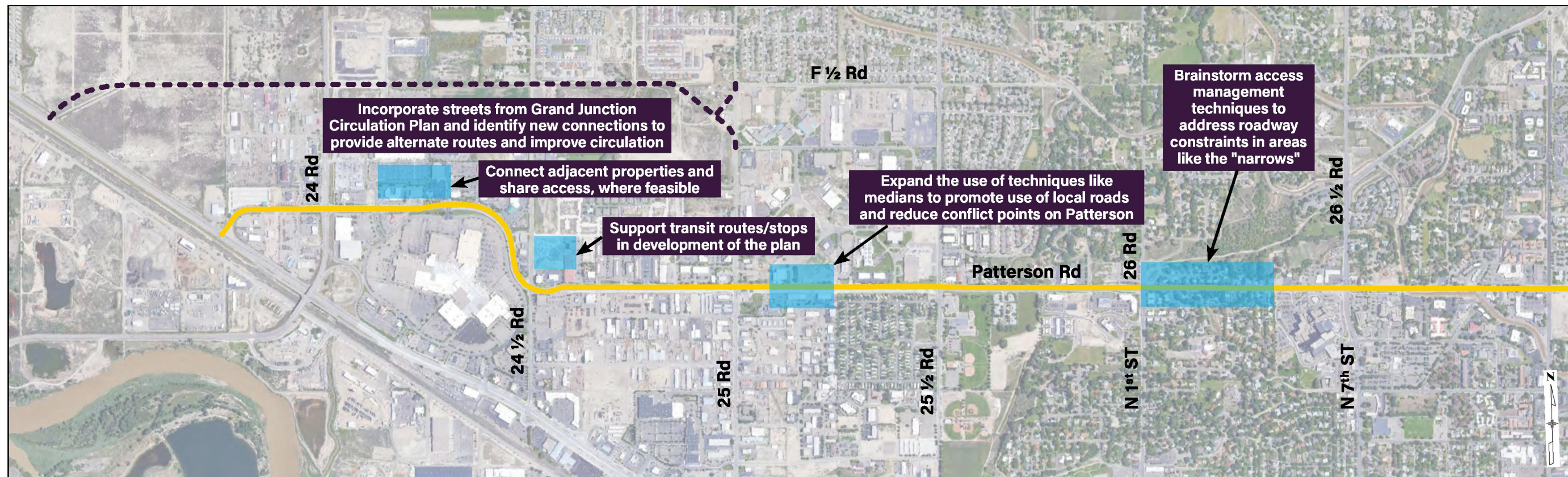
Demonstrating that public input has been heard, reviewed, and incorporated, where appropriate. If not appropriate, it's important to explain the reasoning why, not only for the property owners, but also for the local elected officials adopting the plan.

Our public involvement approach has been proven by the 12 ACP's that have been adopted through intergovernmental agreement by 22 local agencies.



CORRIDOR ISSUES MAP

This map depicts several known traffic issues within the corridor and potential strategies for addressing those issues.



TIME SCHEDULE

An ACP generally takes about a year to complete. The schedule is driven by the public involvement events including City Council meetings and Open House events. City Council meets on the 1st and 3rd Wednesdays of the month, so the schedule must revolve around those dates. The schedule can be easily adjusted to use City Council Workshops on Mondays, as appropriate. Similarly, time to notice the public about outreach events must be built into the schedule. The Time Schedule presented on the following page reflects our recommendation on how to provide a thoughtful plan with quality documents and multiple opportunities for public input. ACP's tend to be somewhat meeting intensive, so we also recommend

that we schedule all meetings at the onset of the project to avoid conflicts in the future. Adjustments can always be made, as necessary.

In addition, we have highlighted the activities that require City staff participation with different color text. These generally include project progress meetings, City Council meetings, and public outreach events. It's important to have City staff champion the project. Staff participation at these events provides the public with the confidence that their voices have been heard and provides Council with the support they need to make decisions. Below is a summary of what we anticipate for staff participation.

Summary of City Staff Participation Needs

MEETING / EVENT	TIME COMMITMENT
Progress Meetings	2 hours each except for Working Draft Plan Workshop
Working Draft Plan Workshop*	Full day
City Council Meetings	45-minute presentations ideal
Open House Meetings	3-4 hours evening meetings
One-on-One Meetings	2 sets of back-to back day-long meetings

*Ideal to have staff from multiple departments within the City participate in this meeting.



TIME SCHEDULE

ID	Task Name	Duration	Start	Finish	October	November	December	January	February	March	April	May	June	July	August	September	October	November
1	Kick Off Meeting	0 days	Mon 10/28/19	Mon 10/28/19	◆ 10/28													
2	Data Collection	30 days	Mon 10/28/19	Fri 12/6/19														
8	System Evaluation	199 days	Mon 11/18/19	Thu 8/20/20														
9	Traffic Analysis Methodology	20 days	Mon 11/18/19	Fri 12/13/19														
10	Access Plan Methodology	20 days	Mon 11/18/19	Fri 12/13/19														
11	Compatibility Index	20 days	Mon 11/18/19	Fri 12/13/19														
12	Progress Meeting 1 - Methodology/Existing Conditions (Conference Call)	0 days	Wed 12/18/19	Wed 12/18/19														
13	Traffic Analysis	80 days	Mon 11/18/19	Fri 3/6/20														
20	Develop Draft ACP	156 days	Thu 1/16/20	Thu 8/20/20														
21	Working Draft	25 days	Thu 1/16/20	Wed 2/19/20														
22	Progress Meeting 2 - Working Draft Plan Workshop	0 days	Wed 2/19/20	Wed 2/19/20														
23	Revisions based on team workshop	12 days	Thu 2/20/20	Fri 3/6/20														
24	Develop Final ACP	85 days	Fri 4/24/20	Thu 8/20/20														
25	Revise Draft ACP based on OH 1	40 days	Fri 4/24/20	Thu 6/18/20														
26	Revise Draft ACP based on OH 2 and QC Review	10 days	Fri 8/7/20	Thu 8/20/20														
27	Public Involvement Program	184 days	Thu 2/20/20	Tue 11/3/20														
28	Local Elected Officials Meeting 1	15 days	Thu 2/20/20	Wed 3/11/20														
31	City Council Meeting 1	0 days	Wed 3/18/20	Wed 3/18/20														
32	Progress Meeting 3 - Debrief EO/ Prep for Open House	0 days	Wed 3/18/20	Wed 3/18/20														
33	Open House 1 Preparation	25 days	Thu 3/19/20	Wed 4/22/20														
37	Open House	0 days	Thu 4/23/20	Thu 4/23/20														
38	One-on-One Stakeholder Meetings	2 days	Tue 5/19/20	Wed 5/20/20														
39	One-on-One Stakeholder Meetings	2 days	Wed 6/3/20	Thu 6/4/20														
40	Progress Meeting 4 - OH Debrief - Identify Plan Changes	0 days	Thu 6/4/20	Thu 6/4/20														
41	Local Elected Officials Meeting 2	14 days	Fri 6/5/20	Wed 6/24/20														
44	City Council Meeting 2 - Work Session	0 days	Wed 7/1/20	Wed 7/1/20														
45	Open House 2 Preparation	26 days	Thu 7/2/20	Thu 8/6/20														
49	Open House	0 days	Thu 8/6/20	Thu 8/6/20														
50	Progress Meeting 5 - OH Debrief/Confirm Final Plan/Discuss Report	0 days	Fri 8/7/20	Fri 8/7/20														
51	Local Elected Officials Meeting 3	18 days	Fri 10/2/20	Tue 10/27/20														
54	City Council Meeting 3 - Project Adoption	0 days	Tue 11/3/20	Tue 11/3/20														
55	Final Report	55 days	Fri 8/7/20	Thu 10/22/20														
56	Prepare Draft Report/Plans	30 days	Fri 8/7/20	Thu 9/17/20														
57	Submit Draft Report/Plans	0 days	Thu 9/17/20	Thu 9/17/20														
58	Progress Meeting 6 - Report and Plan Review (Conference Call)	0 days	Thu 10/1/20	Thu 10/1/20														
59	Finalize Report	15 days	Fri 10/2/20	Thu 10/22/20														

Project: Patterson ACP Schedul
Date: Tue 9/10/19

Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			

REFERENCES

Dan Roussin
 CDOT Region 3
 Permit Unit Manager - Traffic and Safety
 222 South 6th Street, Room 100,
 Grand Junction, CO 81501
 Phone 970.683.6284
 daniel.roussin@state.co.us

Sean Yeates, PE
 Mesa County
 Traffic Engineer
 Department 5051
 PO Box 20,000
 Grand Junction, CO 81502
 Phone 970.254.4151
 sean.yeates@mesacounty.us

Dave Klockeman, PE
 Loveland Public Works Department
 Senior Civil Engineer
 2525 West First Street
 Loveland, CO 80537
 Phone 970.962.2769
 dave.klockeman@cityofloveland.org

Chris La May
 Town of Bayfield
 Town Manager
 P.O. Box 80
 Bayfield, CO 81122
 Phone 970.884.9544
 clamay@bayfieldgov.org

SUMMARY

We are excited to be your Consultant for the Patterson Road Access Control Plan project. We have included our Fee Proposal and Solicitation Response Form on the following pages for your reference. We have demonstrated that the Stolfus Team has the appropriate personnel and experience to effectively

and efficiently complete this project. We have also shown that we understand the project, its goals, its potential issues, and have formulated ideas for how to execute the best possible result. We are here to help you!



FEE PROPOSAL

Work Element	Principal \$180.00	PE-5 \$165.00	PE-3 \$145.00	PE-2 \$135.00	PE-1 \$115.00	EI3 \$100.00	EI2 \$100.00	EI1 \$100.00	Student Intern \$60.00	Office \$70.00	Admin Asst. 1 \$60.00	Turnkey \$165.00	TASK HRS	PHASE TOTAL			
Work Element 1 - Proj. Admin/Mgmt/Meetings		\$2,970.00	\$2,610.00							\$840.00		\$1,320.00	\$7,740.00	\$7,740.00			
Coordination		6	18										24				
Contract Admin/Billing		12								12		8	24				
Subtotal Hours		18	18							12		8	48				
Work Element 2 - Initial Project Meeting		\$2,310.00	\$3,480.00		\$460.00			\$1,600.00				\$660.00	\$8,510.00	\$8,510.00			
Initial Project Meeting		12	12									4	24				
Request/Review Data					4								8				
Meeting Exhibits								16					20				
Meeting Notes/Master Timeline		2	4										6				
Subtotal Hours		14	24		4			16				4	58				
Work Element 3 - Data Collection			\$1,160.00	\$540.00	\$1,380.00		\$3,200.00	\$8,800.00					\$15,080.00	\$15,080.00			
Traffic Counts					4								4				
Field Inventory			2				16	16					34				
Photo Log								8					8				
Safety Review			2	4			16						22				
ROW and Ownership								16					16				
Existing access table			2		4			24					30				
Existing access map			2		4			24					30				
Subtotal Hours			8	4	12		32	88					144				
Work Element 4 - Public Involvement		\$15,180.00	\$26,970.00					\$11,000.00			\$5,160.00	\$6,435.00	\$64,745.00	\$64,745.00			
Elected Officials Meeting 1 - Kick-off		10	10										20				
Prep for Elected Official Meeting 1		1	6					4				4	11				
Public Open House - Draft Plan		12	12					12				6.5	36				
Prep for Open House - Draft Plan		2	8					34				4	60				
Meeting notices for Open House - Draft Plan			2								16		18				
One-on-One Stakeholder Meetings		30	40										70				
Prep for One-on-One Stakeholder Meetings			40					20			20	8	80				
Comment summary table			4								16		20				
Formal Public Responses		2	10								2		14				
Elected Officials Meeting 2 - Workshop		10	10										20				
Prep for Elected Official Meeting 2		1	6					4					11				
Public Open House - Revised Plan		12	12					12				6.5	36				
Prep for Open House - Revised Plan		1	8					24			8	4	41				
Meeting notices for Open House - Revised Plan			2								8		10				
Elected Officials Meeting 3 - Project Acceptance		10	10										20				
Prep for Elected Official Meeting 3		1	6									3	7				
Subtotal Hours		92	186					110			86	39	474				
Work Element 5 - Traffic Modeling and Evaluation		\$1,320.00	\$3,480.00	\$3,240.00	\$10,580.00		\$6,000.00	\$7,600.00				\$3,960.00	\$36,180.00	\$36,180.00			
Traffic Engineering Methodology		1		2	16		4						20				
Existing Conditions				2	12								34				
Traffic Forecasting				4	16								20				
Future No-ACP				2	8		16						26				
Future ACP				2	10		20						32				
Access Plan Methodology		1	6										7				
Proposed access concept, exhibit		4	8		12			40				24	64				
Spot location concept plans			2		6			12					20				
Access table by MP		1	4		12			24					41				
Compatibility Index		1	4	12									17				
Subtotal Hours		8	24	24	92		60	76				24	284				
Work Element 6 - Project Team Meetings		\$6,600.00	\$8,410.00					\$1,200.00				\$2,227.50	\$18,437.50	\$18,437.50			
Project team meetings (6)		40	40									13.5	80				
Prep for project team meetings			6					12					18				
Meeting minutes			12										12				
Subtotal Hours		40	58					12				13.5	110				
Work Element 7 - City Council Coordination & Meeting Support		\$1,980.00	\$2,610.00					\$400.00					\$4,990.00	\$4,990.00			
Elected Official Meetings		10	10										20				
Elected Official exhibits		2	6					4					12				
Staff packages			2										2				
Subtotal Hours		12	18					4					34				
Work Element 8 - Recommendations and Final Report		\$1,980.00	\$5,220.00	\$2,160.00	\$8,050.00		\$3,200.00			\$480.00			\$21,090.00	\$21,090.00			
Draft		8	24	16	60		24			4			136				
Final		4	12		10		8			4			38				
Subtotal Hours		12	36	16	70		32			8			174				
Work Element 9 - Quality Assurance/Quality Control (QA/QC)		\$660.00	\$1,160.00									\$3,300.00	\$5,120.00	\$5,120.00			
Project Reviews		4	8									20	12				
Subtotal Hours		4	8									20	12				
Total Hours		200	380	44	178		92	338		12	94	108.5	1338				
Total Labor \$		\$33,000	\$55,100	\$5,940	\$20,470		\$9,200	\$33,800		\$840	\$5,640	\$17,903	\$181,893	\$181,893			
SUBCONSULTANTS/VENDORS													Type Service Provided	Budget			
													Sub/Vendor 1 All Traffic Data (Traffic Counts)	\$8,000			
													Total Subconsultants	\$8,000			
EXPENSES:													expense	cost units	qty		
													Mileage	0.545 mi	5000	\$2,725.00	\$2,725.00
													Outside Reproduction	at cost		\$2,000.00	\$2,000.00
													Hotels	175.00	20	\$3,500.00	\$3,500.00
													Per Diem	46.00	20	\$920.00	\$920.00
													Other	2000.00	at cost	\$500.00	\$500.00
													Turnkey's ODCs	at cost	1	\$200.50	\$200.50
																\$9,845.50	\$9,845.50
TOTAL SERVICES																	\$199,738

SECTION 7.0: SOLICITATION RESPONSE FORM
RFP-4678-19-DH Access Control Plan Design/Development

Offeror must submit entire Form completed, dated and signed.

- 1) **Not to exceed cost to provide design services for the Access Control Plan Design/Development for labor, materials, equipment, travel, design, drawings, engineering work, shipping/freight, licenses, permits, fees, etc. per specifications:**

NOT TO EXCEED COST \$ 199,738

WRITTEN: One hundred ninety-nine thousand, seven hundred thirty-eight **dollars.**

The Owner reserves the right to accept any portion of the services to be performed at its discretion

The undersigned has thoroughly examined the entire Request for Proposals and therefore submits the proposal and schedule of fees and services attached hereto.

This offer is firm and irrevocable for sixty (60) days after the time and date set for receipt of proposals.

The undersigned Offeror agrees to provide services and products in accordance with the terms and conditions contained in this Request for Proposal and as described in the Offeror's proposal attached hereto; as accepted by the Owner.

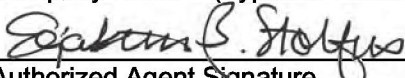
Prices in the proposal have not knowingly been disclosed with another provider and will not be prior to award.

- Prices in this proposal have been arrived at independently, without consultation, communication or agreement for the purpose of restricting competition.
- No attempt has been made nor will be to induce any other person or firm to submit a proposal for the purpose of restricting competition.
- The individual signing this proposal certifies they are a legal agent of the offeror, authorized to represent the offeror and is legally responsible for the offer with regard to supporting documentation and prices provided.
- Direct purchases by the City of Grand Junction are tax exempt from Colorado Sales or Use Tax. Tax exempt No. 98-903544. The undersigned certifies that no Federal, State, County or Municipal tax will be added to the above quoted prices.
- City of Grand Junction payment terms shall be Net 30 days.
- Prompt payment discount of 0 percent of the net dollar will be offered to the Owner if the invoice is paid within N/A days after the receipt of the invoice.

RECEIPT OF ADDENDA: the undersigned Firm acknowledges receipt of Addenda to the Solicitation, Specifications, and other Contract Documents. State number of Addenda received: 0

It is the responsibility of the Proposer to ensure all Addenda have been received and acknowledged.

Stolfus & Associates, Inc.
Company Name – (Typed or Printed)


Authorized Agent Signature

5690 DTC Blvd., Suite 560E
Address of Offeror

Greenwood Village, CO 80111
City, State, and Zip Code

Elizabeth Stolfus
Authorized Agent – (Typed or Printed)

303-221-2330
Phone Number

elizabeth@stolfusandassociates.com
E-mail Address of Agent

09/11/2019
Date

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:		
INSURED Stolfus & Associates, Inc. 5690 DTC Boulevard Suite 560E Greenwood Village, CO 80111	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A : Hartford Casualty Insurance Company		29424
	INSURER B : Hartford Fire Ins Co of the Midwest		19682
	INSURER C : XL Specialty Insurance Company		37885
	INSURER D :		
	INSURER E :		

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:			34SBWPD4904	10/01/2019	10/01/2020	EACH OCCURRENCE \$2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000
							MED EXP (Any one person) \$10,000
							PERSONAL & ADV INJURY \$2,000,000
A	<input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY			34SBWPD4904	10/01/2019	10/01/2020	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000
							BODILY INJURY (Per person) \$
							BODILY INJURY (Per accident) \$
							PROPERTY DAMAGE (Per accident) \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input checked="" type="checkbox"/> RETENTION \$10000			34SBWPD4904	10/01/2019	10/01/2020	EACH OCCURRENCE \$1,000,000
							AGGREGATE \$1,000,000
							\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	34WEGBS5226	10/01/2019	10/01/2020	<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
C	Professional Liability Claims Made			DPR9949585	10/01/2019	10/01/2020	\$1,000,000 per claim \$2,000,000 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 City of Grand Junction 250 North 5th Street Grand Junction, CO 81501	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: Access Control Plan Design/Development RFP-4678-19-DH.