# CHANGE ORDER

**Number 4**

Date: September 1, 2023
To: KLJ Engineering LLC
From: City of Grand Junction, Department of Public Works and Utilities
Project: **Roadway Design Serivces for Transportation Capacity Projects**
P.O.: **2022-00000335**

It is agreed to modify the Contract for the Project as follows:

This change order is to provide additional survey and design services to design storm drain realignment and upsizing for the Odelberg Drain downstream of D 1/2 Road. The Odelberg Drain does not have adequate capacity to convey roadway drainage from D 1/2 Road as well as for adjacent subdivisions. The design will also evaluate an alternative alignment through the adjacent school district property.

Summary of Contract price adjustments - itemized on the attached sheet(s):

| | | |
|---|---|---|
| Original Contract Amount | $1,547,162.00 | |
| Approved Change Orders | 60,900.00 | |
| This Change Order | 21,072.00 | (207-330-010.8350, F210305) |
| Revised Contract Amount | $1,629,134.00 | |

Summary of Contract time adjustments:

| | | |
|---|---|---|
| Original Contract Time | 365. | Cal. Days |
| Approved Change Orders | 0. | |
| This Change Order | 21. | |
| Revised Contract Time | 386. | Cal. Days |

| | |
|---|---|
| Contract Start Date: | August 16, 2022 |
| Contract Completion Date: | September 6, 2023 |

This modification constitutes compensation in full for all costs and mark-ups directly and/or indirectly attributable to the changes ordered herein, for all delays, impacts and disruptions related thereto and for performance of the changes within the Contract Time.

Owner: **City of Grand Junction**

Prepared by: DocuSigned by: Kenneth A. Haley 2A40A8487260433... Date: 9/13/2023

Kenneth Haley, Engineering Manager

Recommended by: DocuSigned by: F666953B4D30492... Date: 9/13/2023

Trent Prall, Public Works Director

Contractor: **KLJ Engineering LLC**

Signature: DocuSigned by: 99F80BB6724648F... Date: 9/13/2023

Name and Title: Mark Anderson - Senior VP Public Works and Transportation Services, KLJ Engineering LLC

1601 Riverfront Dr, Ste 204
Grand Junction, CO 81501-3829
970 450 7474
KLJENG.COM

August 27, 2023
Ken Haley, PE
Engineering Manager
City of Grand Junction
E: kennethh@gjcity.org
244 N 7th Street
Grand Junction, Colorado 81501

Re: City of Grand Junction Transportation Capacity Improvements PO 2022-00000335
Change Order No. 04 (C04) – Additional Scope for D ½ Road Corridor Odelberg Drain Reroute

Dear Ken:

Thank you for the opportunity to provide a proposal for civil engineering services for the above-referenced project. In this letter, we have summarized our understanding of the project and the additional services you are requesting from KLJ. Our understanding is that proposed developments on the north side of D ½ Road have warranted that a portion of the Odelberg drain that crosses D ½ Road needs to be upsized to increase the capacity. As a part of this upgrade, the City wishes to investigate rerouting the drain from D ½ along the north south property line of parcel 2943-173-000280 owned by the Mesa County Valley School District. Which side of the property the drain runs along is to be determined with this work.

1. **Survey**
   Additional surveying as outlined on the attached map will be performed and provided in Autocad format.

2. **Odelberg Drain Layout/Concept**
   The Odelberg drain will be aligned to cross D ½ Road run parallel to the north south property line of the School District property and outfall at the existing drain outfall. Flowrates from the development engineers will be provided to KLJ. Basefiles with proposed tie in points will be provided to KLJ or developers will tie into the proposed outfall design.
   **A.** The initial layout will be provided to the Grand Valley Drainage District and one meeting will be held to discuss.

3. **Hydraulic Design**
   Once the standards and flowrates have been obtained, the outfall will be hydraulically design and profiled to at least a 40 scale to produce one plan and profile sheet for the outfall.

4. **Outfall Design**
   The outfall will be designed with only standard details.

5. **Drainage Discussion**
   The output and brief discussion for the Odelberg drain will be added to the D 1/2 Road drainage report.

6. **Specifications**
   No non-standard specifications or details are required.

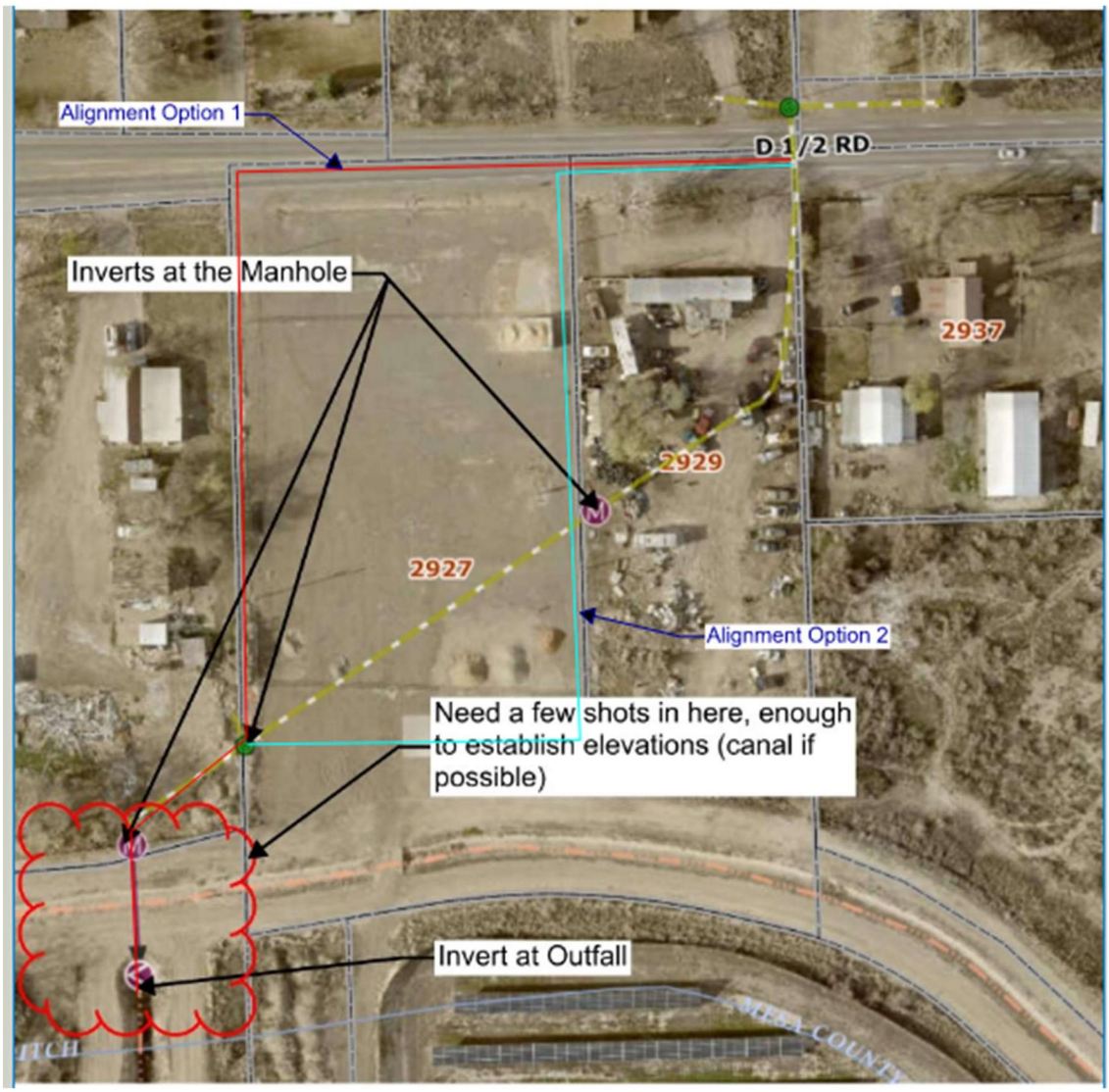
7. **Cost Estimates**
   The proposed drain infrastructure will be added to the final cost estimate.

Total fee not to exceed: Survey: $ 1,100
Design: $19,972
**Total: $21,072**

Sincerely,
**KLJ**

Rebecca Atkins

Rebecca Atkins, PE
Project Engineer
Project #: 2204-01020
cc: Marc Kenney



# CHANGE ORDER

**Number 3**

Date: February 22, 2023
To: KLJ Engineering LLC
From: City of Grand Junction, Department of Public Works and Utilities
Project: **Roadway Design Serivces for Transportation Capacity Projects**
P.O.: **2022-00000335**

It is agreed to modify the Contract for the Project as follows:

The City performed preliminary land surveying for the D 1/2 Road corridor and provided to KLJ for design purposes. This change order increases KLJ scope to include additional field surveying based on proposed design, including additional topography and storm drainage information.

Summary of Contract price adjustments - itemized on the attached sheet(s):

| | | |
|---|---|---|
| Original Contract Amount | $1,547,162.00 | |
| Approved Change Orders | 50,900.00 | |
| This Change Order | 10,000.00 | (207-330-010.8350, F210305) |
| Revised Contract Amount | $1,608,062.00 | |

Summary of Contract time adjustments:

| | | |
|---|---|---|
| Original Contract Time | 365. | Cal. Days |
| Approved Change Orders | 0. | |
| This Change Order | 0. | |
| Revised Contract Time | 365. | Cal. Days |

| | |
|---|---|
| Contract Start Date: | August 16, 2022 |
| Contract Completion Date: | August 16, 2023 |

This modification constitutes compensation in full for all costs and mark-ups directly and/or indirectly attributable to the changes ordered herein, for all delays, impacts and disruptions related thereto and for performance of the changes within the Contract Time.

Owner: **City of Grand Junction**

Prepared by: Kenneth A. Haley — Digitally signed by Kenneth A. Haley Date: 2023.02.22 07:50:13-07'00' — Date: 2/22/2023

Kenneth Haley, Engineering Manager

Recommended by: DocuSigned by: — Date: 3/16/2023

Trent Prall, Public Works Director

Contractor: **KLJ Engineering LLC**

Signature: DocuSigned by: — Date: 3/16/2023

Name and Title: Mark Anderson - Senior VP Public Works and Transportation Services, KLJ Engineering LLC SVP

# CHANGE ORDER

**Number 2**

Date: December 1, 2022
To: KLJ Engineering LLC
From: City of Grand Junction, Department of Public Works and Utilities
Project: **Roadway Design Serivces for Transportation Capacity Projects**
P.O.: **2022-00000335**

It is agreed to modify the Contract for the Project as follows:

The City performed preliminary land surveying for the F 1/2 Road corridor and provided to KLJ for design purposes. This change order increases KLJ scope to include additional field surveying and boundary research that will be required for final design and right-of-way acquisitions due to lack of resources to perform with City staff.

Summary of Contract price adjustments - itemized on the attached sheet(s):

| | | |
|---|---|---|
| Original Contract Amount | $1,547,162.00 | |
| Approved Change Orders | 22,900.00 | |
| This Change Order | 28,000.00 | (207-330-010.8350, F210307) |
| Revised Contract Amount | $1,598,062.00 | |

Summary of Contract time adjustments:

| | | |
|---|---|---|
| Original Contract Time | 365. | Cal. Days |
| Approved Change Orders | 0. | |
| This Change Order | 0. | |
| Revised Contract Time | 365. | Cal. Days |

| | |
|---|---|
| Contract Start Date: | August 16, 2022 |
| Contract Completion Date: | August 16, 2023 |

This modification constitutes compensation in full for all costs and mark-ups directly and/or indirectly attributable to the changes ordered herein, for all delays, impacts and disruptions related thereto and for performance of the changes within the Contract Time.

Owner: **City of Grand Junction**

Prepared by: DocuSigned by: Kenneth Haley, Engineering Manager, Public Works, City of Grand Junction — Date: 12/6/2022

Kenneth Haley, Engineering Manager

Recommended by: DocuSigned by: Trent Prall, Public Works Director — Date: 1/26/2023

Trent Prall, Public Works Director

Approved by: DocuSigned by: Greg Caton - City Manager - City of Grand Junction — Date: 1/27/2023

Greg Caton, City Manager

Contractor: **KLJ Engineering LLC**

Signature: DocuSigned by: — Date: 12/6/2022

Name and Title: Mark Anderson - Senior VP Public Works and Transportation Services, KLJ Engineering LLC

1601 Riverfront Dr, Ste 204
Grand Junction, CO 81501-3829
970 450 7474
KLJENG.COM

October 14, 2022
Ken Haley, PE
Engineering Manager
City of Grand Junction
E: kennethh@gjcity.org
333 West Ave
Grand Junction, Colorado 81501
Re: Change Order No. 02 (C02) – Additional Scope for F.5 Road Corridor Survey

Dear Ken:

Thank you for the opportunity to provide a proposal for civil engineering services for the above-referenced project. In this letter, we have summarized our understanding of the project and the additional services you are requesting from KLJ. Our understanding is that the City is interested in KLJ and the team to provide a survey for F.5 Road from 30 Road to Lewis Wash.

The scope of services associated with this project are discussed below.

1) Boundary Survey
   a) Exterior control, horizontal and vertical control
   b) Research and boundary survey to define approximately 53 properties, intersecting roads, and right-of-way along the corridor.
   c) Map right-of-way and submit for use in acquiring additional right-of-way.
2) Topography of Project Corridor
   a) Finish topography survey from the data provided by the City; surveying additional terrain and existing roadway attributes (hard surfaces, structures, fences, landscape, mailboxes, etc.) Utilities will be located by others.
3) Mapping
   a) Provide a base map in AutoCAD
   b) Provide overall Right-of-Way Map
   c) Topography with electronic DTM, dwg file

Total Fee Not to Exceed Fee: $28,000

Sincerely,
**KLJ**

Jason Reimer
Project Manager
Project #: 2204-01020 T03
cc: Rebecca Atkins, Marc Kenney

# CHANGE ORDER

**Number 1**

Date: October 28, 2022
To: KLJ Engineering LLC
From: City of Grand Junction, Department of Public Works and Utilities
Project: **Roadway Design Serivces for Transportation Capacity Projects**
P.O.: **Enter City Purchase Order number**

It is agreed to modify the Contract for the Project as follows:

The City's Wastewater Basin Study has identified the need for sewer capacity improvements in B 1/2 Road in the near term. This change order is to incorporate the design of the sewer improvements in conjunction with the overlapping transportation capacity improvements and include them in the final design deliverables in accordance with the proposal submitted on October 4, 2022.

Summary of Contract price adjustments - itemized on the attached sheet(s):

| | | |
|---|---|---|
| Original Contract Amount | $1,547,162.00 | |
| Approved Change Orders | 0.00 | |
| This Change Order | 22,900.00 | (902-615-090.8425, F001642) |
| Revised Contract Amount | $1,570,062.00 | |

Summary of Contract time adjustments:

| | | |
|---|---|---|
| Original Contract Time | 365. | Cal. Days |
| Approved Change Orders | 0. | |
| This Change Order | 0. | |
| Revised Contract Time | 365. | Cal. Days |

| | |
|---|---|
| Contract Start Date: | August 16, 2022 |
| Contract Completion Date: | August 16, 2023 |

This modification constitutes compensation in full for all costs and mark-ups directly and/or indirectly attributable to the changes ordered herein, for all delays, impacts and disruptions related thereto and for performance of the changes within the Contract Time.

Owner: **City of Grand Junction**

Prepared by: DocuSigned by: Kenneth Haley, Engineering Manager, Public Works, City of Grand Junction — Date: 11/14/2022

Kenneth Haley, Engineering Manager

Approved by: DocuSigned by: Randi Kim - Utilities Director, City of Grand Junction — Date: 11/14/2022

Randi Kim, Utilities Director

Contractor: **KLJ Engineering LLC**

Signature: DocuSigned by: — Date: 11/14/2022

Name and Title: Mark Anderson - Senior VP Public Works and Transportation Services, KLJ Engineering LLC

1601 Riverfront Dr, Ste 204
Grand Junction, CO 81501-3829
970 450 7474
KLJENG.COM

October 4, 2022
Ken Haley, PE
Engineering Manager
City of Grand Junction
E: kennethh@gjcity.org
333 West Ave
Grand Junction, Colorado 81501
Re: Amendment No. 01 (A01) – Additional Scope for Sanitary Sewer Replacement in B ½ Road

Dear Ken:

Thank you for the opportunity to provide a proposal for civil engineering services for the above-referenced project. In this letter, we have summarized our understanding of the project and the additional services you are requesting from KLJ. Our understanding is the City is interested in the replacement of approximately 4,000 linear feet of sanitary sewer main in B 1/2 Road in conjunction with the road improvement project. The City's 2020 Comprehensive Wastewater Basin Study Update identifies this section as OM-2, which includes upsizing the line to a 15-inch pipe from 29 Road to 29 3/4 Road.

The scope of services associated with this project are discussed below.

1) 30% Design Phase
    a) Geotechnical investigation (by others)
        i) Six (6) soil site borings
            (1) Utility trench recommendations
            (2) Groundwater depths
            (3) Soil/rock formation identification
            (4) If groundwater is discovered, provide water sample testing.
    b) Topographic survey – Already included in the current contract scope of work.
    c) Concept alignment (location and profile), up to three options based on SUE data
        (1) Meeting the City to determine preferred alignment
    d) Plan sheet setup, notes, and details

2) 60% Design Phase
    a) Response to City comments based on 30% submittal
    b) Revise plans based on 30% City comments
    c) Specifications
    d) Quantity tabulation and estimated construction cost

3) Final Design Phase
   a) Response to City comments based on 60% submittal
   b) Revise plans based on 60% of City comments
   c) Final specifications
   d) Final quantity tabulation and estimated construction cost
   e) Final stamped plans and specifications approved by City

Assumptions:

- Assumes no CDPHE coordination or submittals due to being under 24-inch diameter line.
- Assumes pipe size provided by City, no hydraulic calculations to be completed KLJ. City to provide minimum slope requirements needed based on 2020 Comprehensive Basin Study Update data which provides sizing requirements.
- Assumes approximately 10 P&P sheets (based on City standard P&P sheet) are being added to the current contract plan set to show added work. Details and other notes will be added to the existing sheets contract set as needed.
- Assumes City will provide inspection CCTV for review to locate service taps, and other lateral connects, if present.

Total Fee $22,900

Sincerely,
**KLJ**

Jason Reimer
Project Manager
Project #: 2204-01020 T01
cc: Rebecca Atkins, Marc Kenney

CITY OF GRAND JUNCTION, COLORADO

**********

# CONTRACT

This CONTRACT dated the **4th day of August, 2022** 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 **KLJ Engineering LLC,** hereinafter in the Contract Documents referred to as the "Contractor."

WITNESSETH:

WHEREAS, the Owner advertised that sealed Proposals 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 **Professional Design Engineering Services for Transportation Capacity Improvements RFP-5075-22-SH.**

WHEREAS, the Contract has been awarded to the above named Contractor by the Owner, and said Contractor is now ready, willing and able to perform the Work specified in the Notice of Award, in accordance with the Contract Documents;

NOW, THEREFORE, in consideration of the compensation to be paid the Contractor, 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:

- Solicitation Documents for the Project including all Addenda; **RFP-5075-22-SH;**
- Contractor's Response to the Solicitation;
- Work Change Requests (directing that changed work be performed);
- 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 Work: The Contractor agrees to furnish all labor, tools, supplies, equipment, materials, and all that is necessary and required to complete the tasks associated with the Work described,

set forth, shown, and included in the Contract Documents as indicated in the Solicitation Document.

ARTICLE 4

Contract Price and Payment Procedures: The Contractor shall accept as full and complete compensation for the performance and completion of all the Work specified in the Contract Documents, the not to exceed cost of **One Million Five Hundred Forty Seven Thousand One Hundred Sixty Two dollars ($1,547,162).** 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 work to be performed, which work causes the aggregate amount payable under this Contract to exceed the amount appropriated for this Project, unless and until the Owner provides Contractor written assurance that lawful appropriations to cover the costs of the additional work have been made.

ARTICLE 5

Contract Binding: The Owner and the Contractor 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 Contractor and may only be altered, amended or repealed by a duly executed written instrument. Neither the Owner nor the Contractor 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 Contractor shall not assign any moneys due or to become due without the prior written consent of the Owner.

ARTICLE 6

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 affected 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 the Contractor has signed this Contract the day and the year first mentioned herein.

**CITY OF GRAND JUNCTION, COLORADO**

DocuSigned by:
By: Duane Hoff Jr. | 8/16/2022
Contracts Administrator | Date

**KLJ ENGINEERING LLC**

DocuSigned by:
By: Mark Andrew | 8/15/2022
Senior VP Public Works & Transportation Svcs | Date

# Request for Proposal
# RFP-5075-22-SH

# Professional Design Engineering Services for Transportation Capacity Improvements

**RESPONSES DUE:**
June 23, 2022 prior to 2:30 P.M.

**Accepting Electronic Responses Only Submitted Through the Rocky Mountain E-Purchasing System (RMEPS)**
**www.bidnetdirect.com/colorado**

**(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)**

NOTE: All City solicitation openings will continue to be held virtually.

**PURCHASING REPRESENTATIVE:**
Susan Hyatt, Senior Buyer
susanh@gjcity.org
970-244-1513

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

# TABLE OF CONTENTS

**Section**


**1.0 Administrative Information and Conditions for Submittal**

**2.0 General Contract Terms and Conditions**

**3.0 Insurance Requirements**

**4.0 Specifications/Scope of Services**

**5.0 Preparation and Submittal of Proposals**

**6.0 Evaluation Criteria and Factors**

**7.0 Solicitation Response Form**

# REQUEST FOR PROPOSAL

## SECTION 1.0: ADMINISTRATIVE INFORMATION & CONDITIONS FOR SUBMITTAL

**NOTE:** It is the Firm's responsibility to read and review all solicitation documentation in its entirety, and to ensure that they have a clear and complete understanding of not only the scope, specifications, project requirements, etc., but also all other requirements, instructions, rules, regulations, laws, conditions, statements, procurement policies, etc. that are associated with the solicitation process and project/services being solicited.

**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:**
Susan Hyatt, Senior Buyer
susanh@gjcity.org

The City would like to remind all Firms, Sub-Firms, Vendors, Suppliers, Manufacturers, Service Providers, etc. that (with the exception of Pre-Bid or Site Visit Meetings) all questions, inquiries, comments, or communication pertaining to any formal solicitation (whether process, specifications, scope, etc.) must be directed (in writing) to the Purchasing Agent assigned to the project or Purchasing Division. Direct communication with the City assigned Project Managers/Engineers is not appropriate for public procurement and may result in disqualification.

**1.2 Purpose:** The purpose of this RFP is to obtain proposals from qualified and professional engineering firms to perform the necessary tasks to prepare detailed construction plans, specifications, cost estimates, and pre-construction bidding support necessary for construction of transportation capacity improvements along B ½ Road, D ½ Road, F ½ Road, and 26 ½ Road corridors.

**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 Procurement Process:** Procurement processes shall be governed by the most current version of the City of Grand Junction Purchasing Policy and Procedure Manual.

**1.6 Submission:** **Each proposal shall be submitted online in electronic format only through the Rocky Mountain E-Purchasing (BidNet Colorado) website, www.bidnetdirect.com/colorado. The uploaded response shall be a single PDF document with all required information included.** *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/501/Purchasing-Bids 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**).

**Please join the virtual opening for Professional Design Engineering Services for Transportation Capacity Improvements on Thu, Jun 23, 2022 at 2:30 P.M.**

**Please join my meeting from your computer, tablet or smartphone.**
https://meet.goto.com/859993461

**You can also dial in using your phone.**
United States: +1 (646) 749-3122

**Access Code:** 859-993-461

**Join from a video-conferencing room or system.**
Dial in or type: 67.217.95.2 or inroomlink.goto.com
Meeting ID: 859 993 461
Or dial directly: 859993461@67.217.95.2 or 67.217.95.2##859993461

**1.7 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.

**1.8 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.

**1.9 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.

**1.10 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. 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.bidnetdirect.com/colorado and on the City's website at www.gjcity.org/501/Purchasing/Bids . Offerors shall acknowledge receipt of all addenda in their proposal.

**1.11 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.

**1.12 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.

**1.13 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.

**1.14 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.

**1.15 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.

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

**1.17 Public Opening:** Proposals shall be opened virtually at the time and date noted on the Cover Page. Offerors, their representatives and interested persons may attend virtually. See Section 1.6 for details. 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 anyone, 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: [This section has been deleted.]**

**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 herby 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-Firm 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. **The owner understands and accepts that all work product is intended for a specific project and specific locations. Any use of work product for other than the intended project or location is at the sole risk 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 cannot 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 Consultant 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 consultant 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 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-Firm 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-Firm 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 Consultant'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

**4.1. General/Background:** A ballot initiative was passed in the fall of 2019 that provided additional funding for transportation capacity improvements in eleven (11) different locations throughout the City of Grand Junction. The purpose of this RFP is to obtain proposals from qualified and professional engineering firms to provide design services necessary for four (4) of the locations planned for corridor improvements, including improvements on B ½ Road, D ½ Road, F ½ Road, and 26 ½ Road corridors. These corridor sections primarily consist of standard 2-lane road sections with no pedestrian facilities. The corridor improvements will include design of complete street sections to accommodate multimodal transportation, which will include a 3-lane section with bike lanes and pedestrian facilities. The proposed improvements along 26 ½ Road may need to include a modified street section due to right-of-way and other constraints, which may result in the need for turn lanes at critical locations rather than a continuous center turn lane and/or only installing improved pedestrian facilities on one side.

**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.

The Owner shall not pay nor be liable for any other additional costs including but not limited to: taxes, shipping charges, insurance, interest, penalties, termination payments, attorney fees, liquidated damages, etc.

Provide a not to exceed (NTE) cost for each location, and in total, using Solicitation Response Form found in Section 7, accompanied by a complete list of costs breakdown and rates sheets.

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

The Owner reserves the right to split contract award based on available capacity and time constraints of individual firms.

**4.3. Specifications/Scope of Services:**

**4.3.1 Project Locations & Limits:** The project scope shall include complete design services necessary for four(4) separate bid packages with each location treated as a separate task. The project limits shall include the following:

Task 1 – B ½ Road from 29 Road to Frontier Street (0.75 miles)
Task 2 – D ½ Road from 29 ¼ to 30 Road (0.75 miles)
Task 3 – F ½ Road from 30 Road to Lewis Wash (0.80 miles)
Task 4 – 26 ½ Road from Horizon Drive to G Road (0.75 Miles)

**4.3.2 Project Resources:** The City is interested in partnering with an engineering firm to deliver the proposed improvements in an efficient and timely manner. The City has already dedicated and solicited resources toward these projects as described below.

*Surveying*
The City has completed field surveying for the D ½ Road & F ½ Road corridors, including surveying of utility locates along the entire corridor. The City will provide survey information to the selected consultant as well as perform additional survey work as necessary for final design on these two corridors. The City has not completed any survey work on B ½ Road or 26 ½ Road and the Consultant will be responsible for all surveying necessary for Tasks 1 and 4.

*Right-of-Way*
The City of Grand Junction has contracted with Transportation Resource Services, Inc. (TRS) to provide real estate services necessary for acquisition of properties for the transportation capacity improvement projects. The design consultant shall identify right-of-way needs and shall be responsible for preparing right-of-way plans and legal exhibits necessary for acquisition of right-of-way and or easements. The City and/or TRS will provide all individual property owner coordination for the project.

*Geotechnical Investigation*
The City of Grand Junction has contracted RockSol Consulting Group, Inc. (RockSol) to provide geotechnical services necessary for the transportation capacity projects. The Consultant shall coordinate with the City to identify the scope of geotechnical investigation services and recommended geotechnical design parameters. Geotechnical services for all tasks will be contracted directly between the City and RockSol.

*Roundabout Design*
The City of Grand Junction's capital improvement plans include installation of intersection improvements at the 26 ½ Road and G Road intersection. The planned intersection improvements include a single-lane roundabout configuration that the City has already begun to design with the assistance of Mead and Hunt, Inc.. The City intends to team with the selected consultant to insure that the corridor improvements on 26 ½ Road tie into the design of the roundabout and may want to incorporate the roundabout improvements into the construction package for the 26 ½ Road improvements depending on availability of funding.

**4.3.3 Project Scope:** The project scope shall include project coordination, data collection, design, permitting, construction plan production, and bidding services as described in this RFP.

*Project Management & Coordination*
The City intends to work with the selected Consultant to prioritize the Tasks outlined in this RFP to align with resources available and meet the desired project goals. The Consultant shall be responsible for preparing and maintaining a design schedule throughout the project. The City and the Consultant shall maintain ongoing communication about the project on a frequent and regular basis. The City and Consultant shall meet, either in person or by virtual conference calls at regularly scheduled Project Working Group Meetings held at regular intervals throughout the project. Meetings shall include Consultant PM, City PM and other stakeholders as identified and required during the design progress. The Project Working Group meetings shall be used to coordinate the work effort and resolve any outstanding issues or problems. The Meetings shall focus

on the following topics:

- Activities completed since last meeting
- Problems encountered or anticipated
- Late activities or activities slipping behind schedule
- Solutions for unresolved or newly identified problems
- Schedule of upcoming activities
- Information on items required, or comments from State and Federal agencies.

The Consultant PM shall prepare a written summary report of the general discussions held, including all action items assigned.

One public engagement open house is assumed for each project location and the Consultant shall be responsible for attending and preparing exhibits for the meeting.

*Data Collection*
The City shall provide geotechnical services and surveying as described in Section 4.3.2. of this RFP. The Consultant shall provide all additional data requests directly to the City's Project Manager and the City will provide any readily available information necessary. All other data collection necessary for the design of the project shall be obtained by the Consultant.

*Proposed Improvements & Design Services*
The Consultant shall be responsible for design of a 3-lane "complete street" for each of the identified corridor sections consistent with the City's standard section for a "major collector" roadway and shall incorporate detached walks where possible. Design services for all four locations totals approximately 3.0 miles of corridor improvements and shall include the following:

- Utility Investigation and Utility Coordination
- Drainage design
- Horizontal & vertical roadway design
- Landscaping Design (no irrigation available)
- Street lighting design

*Bidding Services*
The City's Purchasing Department will manage all duties associated with advertising and solicitation of contractors for the project. The Consultant should be available throughout the bidding process to attend a pre-bid meeting and answer any technical questions related to the design. Construction services shall not be included in the scope of the proposals received as part of this RFP.

**4.3.3 Design Deliverables:** The Consultant shall produce design plans and opinion of probable costs for review at 30% and 60% completion levels for each task with the final design deliverables to include all design drawings and specifications necessary for bidding purposes. It is anticipated that the final bid documents will include, but are not limited to, the following:

*Construction Drawings*

- Summary of Approximate Quantities

- Right-of-Way (ROW) Plans
- Removal Plans
- Roadway Plans & Profiles
- Roadway Cross Sections
- Drainage and Utility Plans
- Subsurface Utilities Engineering (SUE) Plans
- Stormwater Management Plan

*Bid Documents & Specifications*

- Project Special Provisions
- Engineer's Opinion of Probable Cost

**4.3.4 Project Timeline:** The City of Grand Junction's capital plans include funding for construction of the four (4) project corridors in 2023-2024 and there is some flexibility as to the order in which they are constructed. The City anticipates that the acquisition of right-of-way and utility coordination will be the two most critical items impacting schedule. The City intends to work with the Consultant to identify the right-of-way needs for all four corridors early on and then prioritize the tasks based on project goals. The final goal of the project is to have all four corridors designed by July of 2023 and the City will advertise each package as schedule allows. The City understands that this may extend this design contract as necessary for bidding support services.

**4.4. Attached Documents:** Conceptual designs are provided for three of the four sections.

**Attachment 1**: B ½ Road Project Limits Figure
**Attachment 2:** D ½ Road Project Limits Figure
**Attachment 3:** F ½ Road Project Limits Figure

**4.5. RFP Tentative Time Schedule:**

| | |
|---|---|
| • Request for Proposal available on or about: | June 3, 2022 |
| • Inquiry deadline, no questions after this date: | June 13, 2022 |
| • Addendum Posted: | June 15, 2022 |
| • Submittal deadline for proposals: | June 23, 2022 |
| • Owner evaluation of proposals: | June 24, 2022 |
| • Interviews (if required) | June 30, 2022 |
| • Final selection: | July 7, 2022 |
| • City Council Approval: | July 20, 2022 |
| • Contract execution: | July 21, 2022 |

**4.6. All Questions Regarding this RFP:**

Susan Hyatt., Senior Buyer
susanh@gjcity.org

## SECTION 5.0: PREPARATION AND SUBMITTAL OF PROPOSALS

**Submission:** **Each proposal shall be submitted in electronic format only through the BidNet website, www.bidnetdirect.com/colorado.** This site offers both "free" and "paying" registration options that allow for full access of the City's documents and for electronic submission of proposals. (Note: "free" registration may take up to 24 hours to process. Please Plan accordingly.) (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. **The uploaded response to this RFP shall be a single PDF document with all required information included.** 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 statement of qualifications indicating the firm's qualifications, experience with similar work, technical expertise, capability to perform the work, familiarity with the project area, and resumes.

**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** that can attest to your experience in projects of similar scope and size. **Please also summarize the projects completed with these references including:** Client Name, Address, Contact Person, Telephone, Email Address, Project Dates, Project Description, etc.

**E.** **Fee Proposal:** Provide an all-inclusive, not to exceed cost using Solicitation Response Form found in Section 7.0, accompanied by a complete list of costs breakdown (**NOTE**: There is a section for optional pricing if virtual meetings are held in lieu of personal or onsite meetings).

**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 (**with weighted values**):

| The following collective criteria shall be worth 90% |
|---|
| • Responsiveness of Submittal to the RFP **(10)**<br>(Firm has submitted a proposal that is fully comprehensive, inclusive, and conforms in all respects to the Request for Proposals (RFP) and all of its requirements, including all forms and substance.)<br>• Understanding of the Project and Objectives **(30)**<br>(Firm's ability to demonstrate a thorough understanding of the City's goals pertaining to this specific project.)<br>• Experience **(30)**<br>(Firm's proven proficiency in the successful completion of similar projects.)<br>• Strategy & Implementation Plan **(20)**<br>(Firm has provided a clear interpretation of the City's objectives in regard to the project, and a fully comprehensive plan to achieve successful completion. See Section 5.0 Item C. – Strategy and Implementation Plan for details.) |

| The following criteria shall be worth 10% |
|---|
| * Fees **(10)** |

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:** 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-5075-22-SH Professional Design Engineering Services for the Transportation Capacity Improvements**

*Offeror must submit entire Form completed, dated and signed.*

**All inclusive, NTE cost to provide design engineering services for Transportation Capacity Improvements:**

| Description | Not to Exceed Cost |
|---|---|
| **B ½ Road** | |
| **D ½ Road** | |
| **F ½ Road** | |
| **26 ½ Road** | |
| **TOTAL Not to Exceed Cost** | |

**Total Amount 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. The Owner reserves the right to consider any such discounts when determining the bid award that are no less than Net 10 days

**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 |

# ATTACHMENT 1




| DESCRIPTION | DATE |
|---|---|
| REVISION 1 | -- |
| REVISION 2 | -- |
| REVISION 3 | -- |
| REVISION 4 | -- |

| | | | |
|---|---|---|---|
| DRAWN BY | JCS | DATE | 2022 |
| DESIGNED BY | JCS | DATE | 2022 |
| CHECKED BY | KH | DATE | 2022 |
| APPROVED BY | | DATE | |

SCALE: 0 50 100 200

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. F210313

B 1/2 ROAD
PRELIMINARY DESIGN
April 19, 2022

1

# ATTACHMENT 2



29 ROAD
D 1/2 CT
MESA COUNTY DITCH
D 1/2 ROAD
SAN JUAN ST
DONOGAL DR
INISHMORE WAY
29 1/2 RD
D 5/8 RD
CLARK ST
FLORENCE RD
LEWIS ST
WARREN ST
MAY DR
INISHMORE WAY
29 1/2 RD
29 3/4 ROAD
FLORENCE RD
DORIS RD
30 ROAD
COLOROW DR

| DESCRIPTION | DATE |
|---|---|
| REVISION 1 | |
| REVISION 2 | |
| REVISION 3 | |
| REVISION 4 | |

DRAWN BY JCS DATE 2022
DESIGNED BY JCS DATE 2022
CHECKED BY KH DATE 2022
APPROVED BY DATE

SCALE: 0 50 100 200

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. F210305

D 1/2 ROAD
PRELIMINARY DESIGN
April 19, 2022

1

# ATTACHMENT 3



30 RD
FAIRCLOUD WAY
STARLIGHT DR
SUNLIGHT DR
30 1/2 RD
F 1/2 ROAD
E ASPENWOOD CT
STARLIGHT DR
LAURADALE DR
AVALON CT
30 1/2 RD
AVALON CT
AVALON DR
THUNDER MOUNTAIN ELEMENTARY SCHOOL
THUNDER RIDGE DR
LEWIS WASH
ALLEGHENY DR
BRADFORD CT
HUNTINGTON RD
FAIRBANKS LN
F 1/2 ROAD
LAWSON AVE
ALLEGHENY DR
BRADFORD DR
HUNTINGTON RD
31 RD

| DESCRIPTION | DATE |
|---|---|
| REVISION 1 | -- |
| REVISION 2 | -- |
| REVISION 3 | -- |
| REVISION 4 | -- |

DRAWN BY JCS DATE 2022
DESIGNED BY JCS DATE 2022
CHECKED BY KH DATE 2022
APPROVED BY DATE

SCALE 0 50 100 200

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. F210307

F 1/2 ROAD
PRELIMINARY DESIGN
April 19, 2022

1

CITY OF Grand Junction COLORADO

**Purchasing Division**

**ADDENDUM NO. 1**

**DATE:** June 15, 2022
**FROM:** City of Grand Junction Purchasing Division
**TO:** All Interested Parties
**RE:** Professional Design Engineering Services for Transportation Capacity Improvements RFP-5075-22-SH

Bidders responding to the above referenced solicitation are hereby instructed that the requirements have been clarified, modified, superseded and supplemented as to this date as hereinafter described.

Please make note of the following:

**Question 1.** In addition to the requirements in the TEDS manual for the placement of street lighting, will you want lighting placed at special locations along the project area?
**Answer:** Lighting for each of the road corridors should be designed in accordance with the lighting standards in the TEDS manual for a Collector Street. No additional lighting needs have been identified at this point.

**Question 2.** The wording in the RFP for the General Contract Terms and Conditions (Section 2.0), appears to be geared for toward Contractor work as opposed to a professional services agreement for the engineering design. I just want to confirm the Contract requirements and make sure these are accurate for this project.
**Answer:** Yes, this is a Professional Services contract.

**Question 3.** For the 26 ½ Rd section, will you want a transportation study, or something similar, to determine where turn lanes should be placed?
**Answer:** It is recognized that the design for 26 ½ Road will need to consider a more wholistic vision for the corridor beyond the project limits. The scope of work for design of 26 ½ Road shall be amended to include an alternative analysis of road sections and turn lane warrants from Horizon Drive to Summer Hill Way. This alternative analysis shall also consider feasibility of including enhanced pedestrian facilities on either the east or west side of the corridor and how pedestrian facilities cross Interstate 70. The scope of the alternative analysis is intended to be a conceptual level only and not intended to include design of any structures. The preliminary and final design phases that will result in the production of construction drawings shall be from Horizon Drive to G Road. The Not To Exceed cost for 26 ½ Road shall include this alternative analysis.

Due to the additional scope for 26 ½ Road the Time Schedule in Section 4.5 may vary.

The original solicitation for the project referenced above is amended as noted.

All other conditions of subject remain the same.

Respectfully,

Susan J. Hyatt

Susan Hyatt, Senior Buyer
City of Grand Junction, Colorado

# Proposal for Professional Design Engineering Services for
# TRANSPORTATION CAPACITY IMPROVEMENTS

Grand Junction
Colorado

ENGINEERING, REIMAGINED

2022

KLJENG.COM

KLJ

# RFP 5075-22-SH

June 23, 2022

Susan Hyatt, Senior Buyer
susanh@gjcity.org

1601 Riverfront Drive,
Suite 204
Grand Junction, CO 81501
970-450-7474
KLJENG.COM

**RE: City of Grand Junction Transportation Capacity Improvements RFP 5075-22-SH**

Dear Selection Committee:

We look forward to working with the City of Grand Junction to create an exemplary design and implementation of the Transportation Capacity Improvement project, providing increased capacity and improved pedestrian safety. As demonstrated in our proposal, the KLJ team provides the following benefits:

- **Local Leadership.** Local representation has advantages; we are available to attend meetings in-person on short notice, make quick and efficient site visits, and can meet in-person with project stakeholders (utility companies, concerned citizens, landowners, etc.). These tasks are difficult to perform by phone, email, or video conference, and ***we are personally invested in the future of our community***. KLJ is a local firm – our Client Manager and Project Principal Marc Kenney lives in Grand Junction, along with other project team members. We drive all over the Grand Valley and have personal experience with the four roadway segments. Marc brings more than 16 years of experience working in Grand Junction and Mesa County and will lead the utility coordination/relocations across all four projects. His local utility stakeholder relationships will prove crucial to maintaining the schedule and successfully delivering the projects.
- **Experienced Team.** We assembled an experienced team of KLJ professionals and are joined by our long-term partner, Horrocks Engineers, a leading Western United States transportation consultant. KLJ and Horrocks have collaborated on projects in Colorado for Mesa County, the City of Montrose, City of Delta, and Colorado Parks and Wildlife and bring a familiarity with strong communication and working relationship. Together, KLJ and Horrocks bring the capacity to design all four segments simultaneously. Each firm will lead two projects while sharing resources to enhance efficiency and delivery – a clear differentiator is KLJ's nationally-recognized traffic engineering services. Our local resources will lead utility coordination/relocation. Another differentiator is Horrocks' subsurface utility engineering (SUE) and right-of-way (ROW) services. The KLJ team brings significant experience with urban roadway reconstructions, intersection analysis, drainage improvements, and ROW planning.
- **Responsive and Cost-Efficient.** Because of our close proximity and local project management, the KLJ team can deliver the project cost-efficiently. We can meet with the City in-person at your offices or on-site to address questions or meet with project stakeholders. There are efficiencies gained by the award of multiple segments and we are happy to pass those saving to the City (2 percent for the award of two, 5 percent for the award of three, and 10 percent for the award of all four segments).

Delivering a project that is in the public eye requires resilient management and attention to detail and schedule, which is a strong feature of our team and has been proven on the projects showcased in this proposal. KLJ and Horrocks are looking forward to working with the City of Grand Junction and delivering a successful project on time and on budget. We welcome a favorable review of our qualifications.

Sincerely,

**KLJ**

Marc Kenney, PE, CFM
Client Manager/Project Principal
1601 Riverfront Drive, Grand Junction, CO 81501
T: 970-450-7476
E: marc.kenney@kljeng.com

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**Fee..... 33**

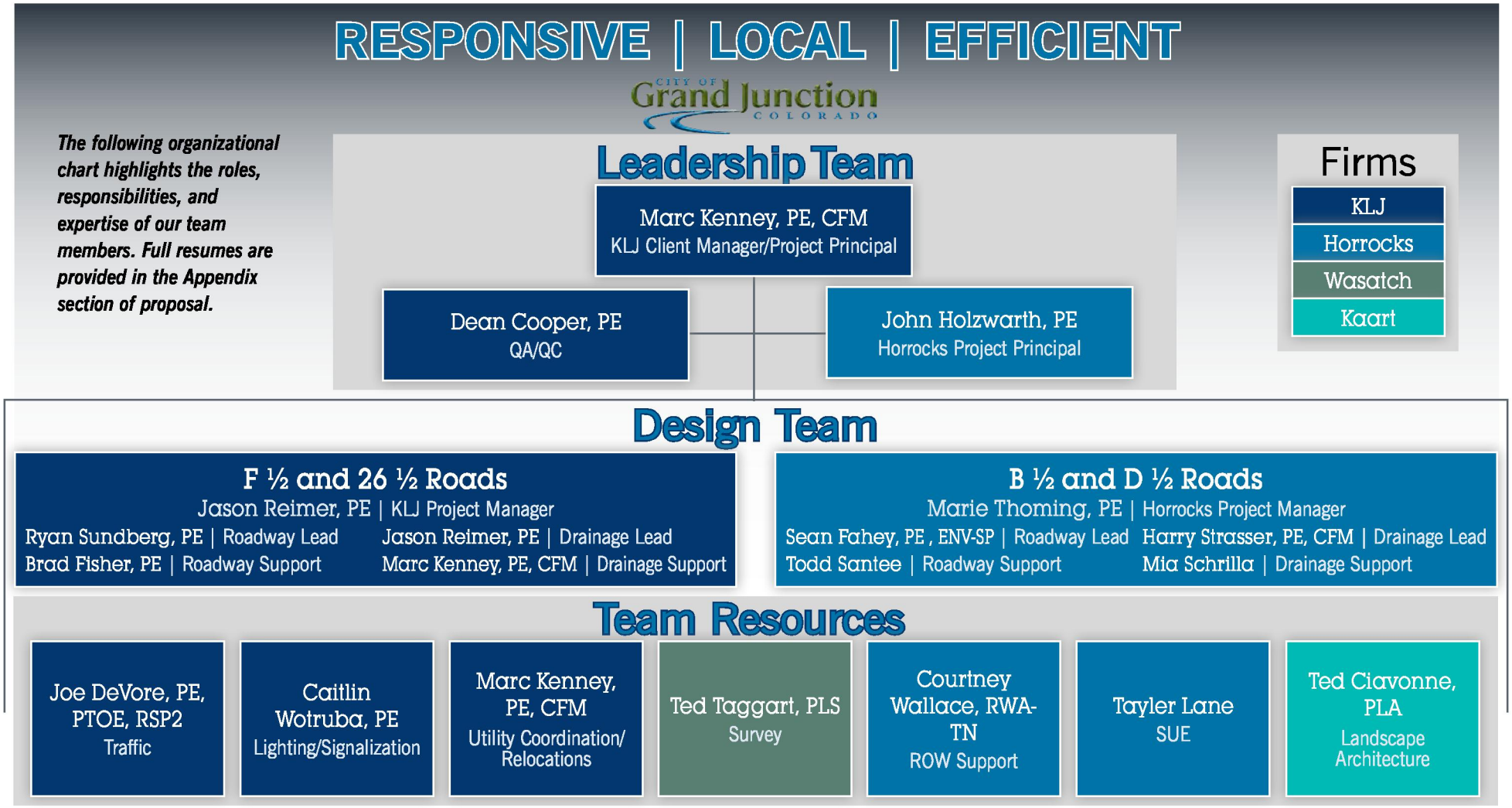
**Appendix: Resumes**


# Qualifications/Experience/Credentials

KLJ will serve as the prime consultant, **delivering the project from our Grand Junction office** and led by veteran project manager, **Marc Kenney, PE, CFM**, who will serve as client manager and project principal. He will be primary point of contact for the project. Marc will be supported by two seasoned project managers, including **KLJ's Jason Reimer, PE**, who will lead F ½ and 26 ½ Road, and **Horrocks' Marie Thoming, PE**, who will lead B ½ and D ½ Roads. The KLJ/Horrocks partnership provides the capacity, horsepower, and expertise to deliver all four projects simultaneously, while sharing resources and expertise, including traffic engineering, lighting/signalization, subsurface utility, right-of-way (ROW), survey, and landscape architecture.

We enlisted long-time partner and local survey company Wasatch Surveying to provide surveying for B ½ and 26 ½ Roads. KLJ, Horrocks, and Wasatch all work together on the Mesa County South Camp Road Widening, City of Delta Hillside Reconstruction, and Colorado Parks and Wildlife Highline State Park West Expansion. Our KLJ team also includes Ted Ciavonne with Kaart, to provide landscape architecture on the D 1/2 and B 1/2 Road projects. Ted has worked on numerous projects across the City of Grand Junction and is well known within the community.

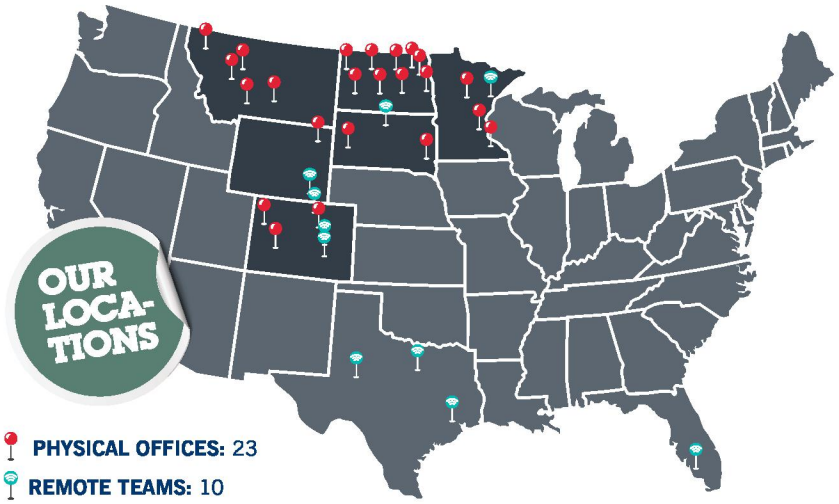
## ORGANIZATION CHART



## KLJ INTRODUCTION

KLJ is a multidiscipline engineering consulting firm specializing in the transportation and municipal markets. For more than 80 years, KLJ has served city, county, state, federal, departments of transportation (DOT), Tribal, and private industry clients providing planning, design, and construction engineering services for infrastructure systems. Our disciplines include civil, structural, environmental, cultural resources, survey, ROW, GIS, electrical, water resources, and construction engineering supported by our grant writing and public engagement experts. We are an employee-owned firm with a staff of more than 500 in 22 offices across Colorado, North Dakota, South Dakota, Minnesota, Montana, Wyoming, and Florida.

KLJ expanded into the Colorado market in mid-2018 with an office in Denver and has since opened offices in Grand Junction and Montrose – growing to nearly 40 team members in Colorado. Several of our key team leads have spent most of their careers serving the Colorado market, specifically the Western Slope, bringing familiarity with the region and relationships with local municipalities, utilities, and contractors. We also transferred key engineers and support staff to Denver from KLJ's other offices who bring experience across the business enterprise. Since opening offices in Colorado, KLJ has worked with the Cities of Montrose, Delta, Arvada, and Fort Lupton; Towns of Collbran, Silt, and Bayfield; Counties of Mesa, Montrose, Ouray, Clear Creek, and Huerfano; and state and federal agencies, including the Colorado Parks and Wildlife and Central Federal Lands based in Lakewood and the Southern Ute Tribe.




## HORROCKS INTRODUCTION

For more than 50 years, Horrocks Engineers has been an integral part of improving infrastructure for communities in the western United States. As a full-service civil engineering and professional services firm, Horrocks provides all of the disciplines necessary to study, plan, design, and communicate about infrastructure projects – from utilities to roads to structures. Headquartered in Pleasant Grove, UT, Horrocks has more than 800 employees located in 20 offices across nine states, including their Denver metro office of 43 transportation and telecommunications professionals. They involve clients, community leaders, and the public when making decisions. Together, they create connections to the future.

Horrocks offers a deep pool of local and skilled roadway, traffic, hydrology and hydraulics, and structures engineers; Intelligent Transportation Systems (ITS) designers; surveyors, ROW specialists, and technical experts to meet their clients' project needs. Their main priority is to provide municipalities with quality engineering services for their communities that will stand up to the demands of vibrant growth. By understanding economic trends, projecting community growth, embracing innovative delivery methods as an industry leader, and staying ahead of the engineering technology curve, Horrocks believes that their work not only connects people with needed infrastructure but also helps to create an intelligent and planned connection to the future.

Horrocks prides itself on being thorough and responsive throughout each project, regardless of size and complexity. Since establishing their Colorado operations in 2018, Horrocks' team of industry veterans have been privileged to work with multiple Front Range communities, ranging across Douglas, Weld, and Adams Counties and the Cities of Greeley, Fort Collins, and Pueblo.

## TEAM EXPERTISE

The KLJ team has provided traffic analysis, preliminary design, and final design for numerous urban roadway reconstructions, including nearly **$217 million in construction throughout the past six years.** The projects shown below were completed by members of our proposed team, involving roadway reconstructions of critical corridors with relevancy to the challenges and goals of the Grand Junction Transportation Capacity Improvements projects. In-depth profiles of some of these projects are featured in the Relevant Experience Section of this proposal.

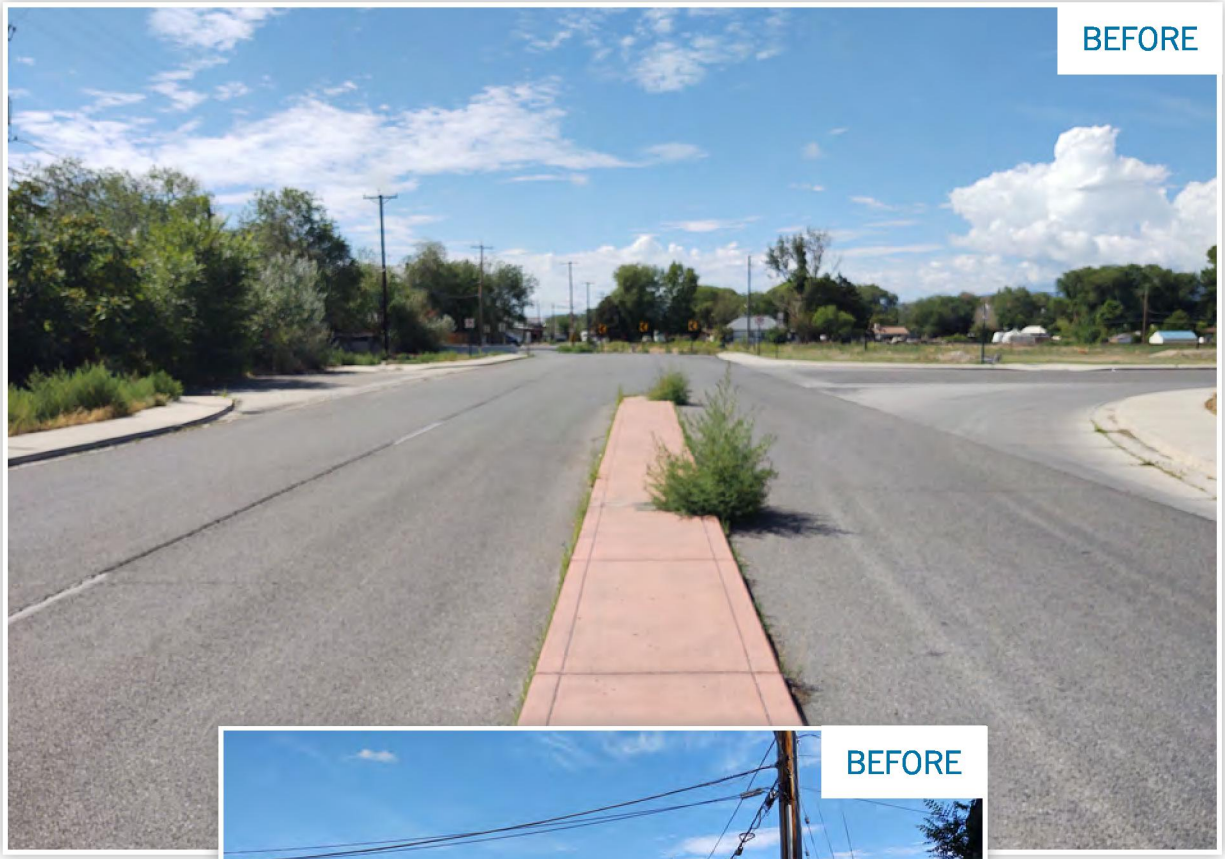
# TEAM URBAN ROADWAY WIDENING/RECONSTRUCTION PROJECTS – PAST FIVE YEARS

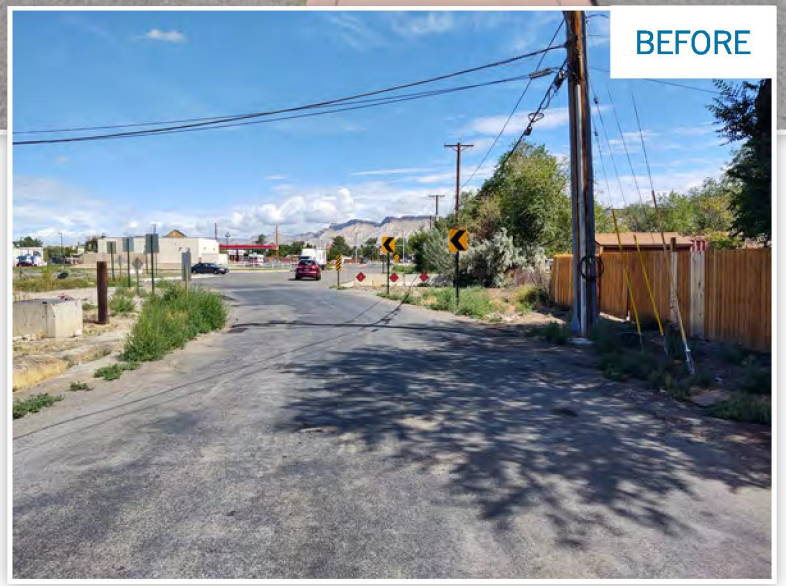
| Client/Project Title | Firm | Completion Date | Construction Value | Relevancy to Grand Junction Projects | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Traffic Analysis | Alternatives Analysis | Roadway Widening | ROW Constraints | Drainage Improvements | Utility Relocations | Pedestrian Facilities | Structures Design | Street Lighting Design | Landscape Design |
| Mesa County Clifton 1st Street Reconstruction | KLJ | 2023 | $2.6 million | X | | X | X | X | X | X | | X | |
| City of Montrose West Main Revitalization | KLJ | 2023 | $2.3 million | X | X | | X | X | X | X | | X | X |
| City of Delta Hillside Street Reconstruction | KLJ | 2023 | $2 million | X | X | X | X | X | X | X | X | X | |
| City of West Fargo Sheyenne Street Reconstruction | KLJ | 2020 | $61 million | X | X | X | X | X | X | X | X | X | |
| City of Fargo 64th Avenue Reconstruction Phase I and II | KLJ | 2020/2022 | $20 million | X | X | X | X | X | X | X | X | X | |
| City of Bismarck 43rd Avenue Reconstruction | KLJ | 2020 | $8.8 million | X | X | X | X | X | X | X | X | X | |
| City of Bismarck East Divide Avenue Reconstruction | KLJ | 2016 | $5.7 million | X | X | X | X | X | X | X | X | X | |
| City of Lake Elmo Hudson Boulevard Intersection Improvements | KLJ | 2020 | $1.8 million | X | X | X | X | X | X | X | | X | X |
| MnDOT/City of International Falls US 53 Reconstruction | KLJ | 2021 | $17.2 million | X | X | | X | X | X | X | | X | X |
| MnDOT/City of Saint Paul TH 149 | KLJ | 2021 | $7.9 million | X | X | X | X | X | X | X | | X | X |
| City of Watford City US Highway 85 Reconstruction | KLJ | 2017 | $17 million | X | X | X | X | X | X | X | X | X | |
| City of Rapid City East/NE Street Reconstruction | KLJ | 2020 | $20 million | X | X | X | X | X | X | X | X | | |
| City of Rapid City St. Patrick Street Reconstruction | KLJ | 2022 | $3 million | X | X | X | X | X | X | X | X | | X |
| City of Helena Front Street Reconstruction | KLJ | 2019 | $4.3 million | X | | | X | X | X | X | | X | X |
| Weld County CR 66/CR 41 Intersection Improvements | Horrocks | 2022 | $10 million | X | X | X | X | X | X | | | | |
| City of Greeley 83rd Avenue Corridor Improvements | Horrocks | 2022 | $5.7 million | X | X | X | X | X | | X | X | | |
| Calibre Companies US 34 Encore at Johnstown | Horrocks | 2023 | $5.5 million | X | | X | X | X | X | | | | |
| Weld County CR 66 Corridor SUE and Alignment | Horrocks | 2021 | $10.4 million | | X | X | X | | | | | | |
| City of Fort Collins Drake/College Intersection Improvements | Horrocks | 2023 | $8 million | X | X | X | X | X | X | X | | X | X |
| Town of Severance SH 392 and WCR 23 Intersection | Horrocks | 2023 | $1 million | X | X | X | X | X | X | X | X | X | |
| North Vista Highlands District 1 Development | Horrocks | 2023 | $2 million | X | X | X | | X | X | | | | |
| | | **TOTAL** | **$216.2 million** | | | | | | | | | | |

# CLIFTON 1ST STREET AND GRAND AVENUE RECONSTRUCTION | *MESA COUNTY, CO*

***Team Members Involved:*** *Marc Kenney (Project Manager), Dean Cooper (QA/QC), Ryan Sundberg (Roadway), Joe DeVore (Traffic), Jason Reimer (Drainage/Utility Relocations), John Holzwarth (SUE), and Tayler Lane (SUE)*

The reconstruction of 1st Street, from US Highway 6 to Grand Avenue, will convert the road to an urban minor collector road and Grand Avenue, from 1st Street to 2nd Street, to an urban local road. KLJ provided an optimal alignment that minimized ROW and easement needs, utility conflicts, infrastructure requirements, grading, and drainage issues while adding pedestrian facilities throughout the corridor. The project also includes addition of pedestrian sidewalks, as well as meetings with surrounding property owners to limit impacts. KLJ is providing traffic analysis, roadway design, hydraulics, survey, ROW, environmental, lighting, and utility relocations. ***Design Completion:*** *July 2022* ***Target Construction Completion Date:*** *2023* ***Construction Value:*** *$2.6 Million* ***Reference:*** *Erik Borschel, Staff Engineer, 970-255-7190*



# WEST MAIN REVITALIZATION | *MONTROSE, CO*

***Team Members Involved:*** *Dean Cooper (Project Manager), Joe DeVore (Traffic Analysis), Ryan Sundberg (Roadway Lead), Marc Kenney (Drainage), Jason Reimer (Utility Relocations), Caitlin Wotruba (Lighting), John Holzwarth (SUE), and Tayler Lane (SUE)*

The City of Montrose retained KLJ to perform a traffic study, design, and construction administration for a 0.5-mile segment of State Highway 90 (West Main) to provide a modern streetscape, road diet, and multimodal corridor. West Main serves as a vital vehicular and pedestrian connection between downtown businesses, nearby residential centers, and the City's Uncompahgre Riverway Trail and West Main Trailhead. The existing roadway features two travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-Americans with Disabilities Act (ADA)-compliant sidewalks and driveways on each side of the roadway. KLJ provided a traffic study of traffic patterns, crash analysis, traffic forecasts, intersection movements, and an alternatives analysis for traffic calming features, including bulbouts, road diet, improved crosswalk safety, and bicycle lanes. Designs include widened, ADA-compliant sidewalks on both sides of the street, trees, lighting, pedestrian facilities, street parking, and restaurant seating. Water and storm sewer replacement and capacity improvements are included in the corridor segment. The project is a Colorado Department of Transportation (CDOT) local agency project, requiring coordination with CDOT and following CDOT design standards. ***Completion Date:*** *2023 (est.)*
***Construction Value:*** *$2.3 Million* ***Reference:*** *Scott Murphy, City of Montrose, 970-901-1792*

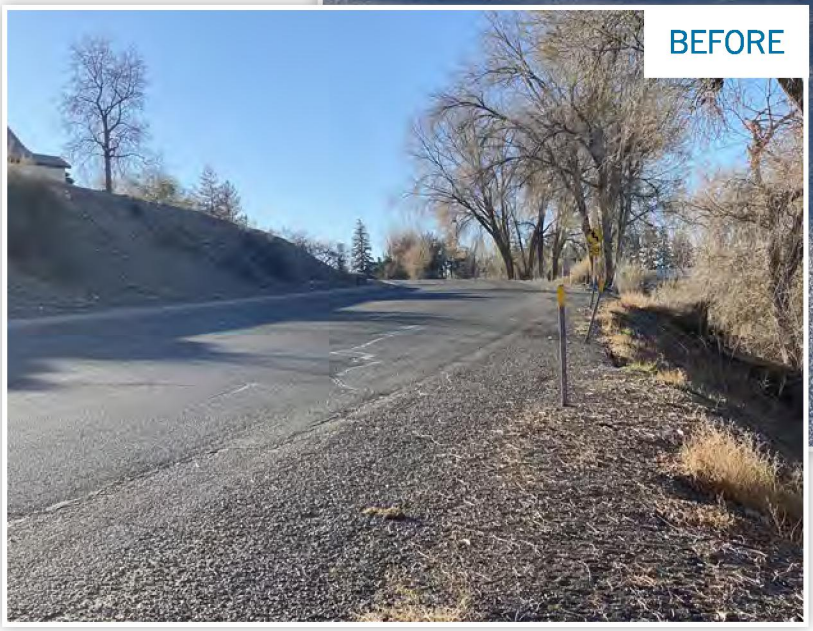
PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

# HILLSIDE STREET RECONSTRUCTION | *DELTA, CO*

***Team Members Involved:*** *Jason Reimer (Project Manager), Joe DeVore (Traffic Analysis), Ryan Sundberg (Roadway Lead), Marc Kenney (Drainage), Caitlin Wotruba (Lighting), Dean Cooper (QA/QC), Ted Taggart (Survey), John Holzwarth (SUE), Tayler Lane (SUE)*

The Hillside Street rebuild project includes a full reconstruction of Hillside Street, creating the City's first multimodal corridor and addressing safety hazards, including reconfiguration and possible closure of high accident intersections. The roadway features steep grade, poor drainage, and lacks multimodal mobility. Other challenges include working around the irrigation ditch and the radius of the street as it comes from downtown and turns to the south. KLJ is providing traffic analysis and modeling, design, and construction administration to improve safety and provide multimodal connectivity from downtown to Garnett Mesa. The full surface rebuild includes an expansion of the asphalt surface to accommodate the addition of bike lanes, widened sidewalks on the west side, retaining walls, and drainage improvements for the three-block area. The intersections of Leon Street and Hastings Street with Hillside Street are being evaluated to reconfigure and improve visibility, reduce pedestrian/vehicular conflict, and simplify traffic movements. The intersection of 5th Street is also being evaluated for potential closure. The project is a CDOT local agency project, requiring coordination with CDOT and following CDOT design standards. ***Completion Date:*** *2023* ***Construction Value:*** *$2 Million* ***Reference:*** *David Hood, City Engineer, 970-874-7903, ext. 222*







# PEDESTRIAN BRIDGE OVER I-70 | *SILT, CO*

***Team Members Involved:*** *Dean Cooper (Project Manager), Joe DeVore (Traffic/Interchange Analysis), and Ryan Sundberg (Pavement/Trail)*

KLJ and RockSol partnered to provide a feasibility study to determine the location and alignment for a new pedestrian bridge over I-70 for the Town of Silt, including 30 percent concept design and a preliminary engineering estimate of probable cost. The new pedestrian bridge will cross the Union Pacific Railroad (UPRR), I-70, and River Frontage Road, spanning approximately 760 feet across these three facilities and located near an existing interchange that is slated to be modified in the future, as the town continues to expand to both sides of I-70. KLJ is providing traffic analysis, interchange expertise, alternatives design analysis, and 3D visualizations. The analysis includes the alignment of the pedestrian bridge landings, design, and pier locations to minimize ROW acquisition and conflicts with the future interchange modifications and railroad, and tie into existing mobility features. The project is a CDOT local agency project, requiring coordination with CDOT and following CDOT design standards. KLJ also is assisting with grant writing to secure funding for construction. ***Completion Date:*** *2022 (Study/Preliminary Design Phase)* ***Construction Value:*** *$450,000 (Study/Preliminary Design Phase)* ***Reference:*** *Trey Fonner, Town of Silt Public Works Director, 970-876-2353 ext. 106.*

# 43rd AVENUE WIDENING AND RECONSTRUCTION | *BISMARCK, ND*

***Team Members Involved:*** *Joe DeVore (Traffic Engineer), Ryan Sundberg (Roadway Engineer), and Caitlin Wotruba (Lighting/Signalization)*

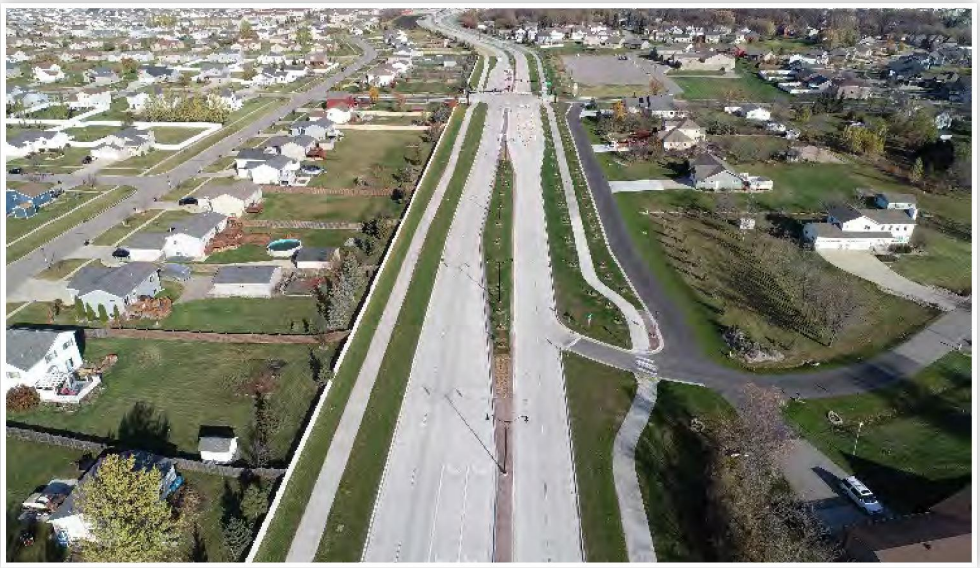
Rapid residential and commercial development created the need for improvements to 43rd Avenue NE, a two-lane roadway in north Bismarck. The one-mile reconstruction of 43rd Avenue from Washington Street to State Street increased traffic capacity, corrected roadway deficiencies, and improved mobility. KLJ led the traffic analysis, design, and construction engineering for the project, including an extensive alternative analysis process that evaluated all aspects of an urban corridor, including traffic operations, ROW, and utility impacts; design criteria and standards; and maintenance considerations. KLJ led the process with a Visioning Workshop consisting of stakeholders representing the city, North Dakota Department of Transportation (NDDOT), fire, police, engineering, public works, community development staff, and elected officials. The workshop determined the priorities for the corridor, alternative preferences, and guided the alternatives evaluated in the traffic operations analysis and, subsequently, the environmental document. KLJ's traffic analysis evaluated four potential intersection and corridor alternatives comparing access, speed, traffic operations, intersection control (roundabouts/ traffic signals), safety, pedestrian/bikes, and ITS applications. Comments and feedback received from the Visioning and Alternatives Development Workshops were included with results of the traffic operations analysis for screening the alternatives and options. Two alternatives, with access control options, were carried into the environmental document. Alternatives included analyzing a three-lane corridor with roundabout intersections and comparing to a four-lane corridor with traffic signals. The selected roadway section consisted of a four-lane urban road section with intersection turn lanes and includes lighting, traffic signals, restricted access intersections, landscaping, a 10-foot wide multi-use pedestrian trail, a five-foot wide pedestrian sidewalk, water main improvements, and installation of a stormwater conveyance system. KLJ provided traffic, survey, design, environmental documentation, ROW, and construction engineering services. ***Completion Date:*** *2020* ***Construction Value:*** *$8.8 Million* ***Reference:*** *Gabe Schell, City of Bismarck Engineer, 701-355-1505*


PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

# SHEYENNE STREET CORRIDOR STUDY, WIDENING, AND RECONSTRUCTION | *WEST FARGO, ND*

***Team Members Involved:*** *Joe DeVore (Traffic Engineer), Ryan Sundberg (Roadway Engineer), and Caitlin Wotruba (Lighting)*

Sheyenne Street is one of the most scenic and vibrant corridors in the Red River Valley. In recent years, this corridor has evolved from a sleepy rural corridor with minimal activity to a bustling bedroom community, with more than 50 percent of West Fargo's population living along the corridor. KLJ completed the corridor study and preliminary and final design of the construction project. KLJ interfaced between various modeling tools, including travel demand models, microsimulation models, macroscopic models, and crash prediction models, to provide detailed analysis of a wide range of varied alternatives along the five-mile corridor. KLJ completed a value engineering process at the I-94 interchange developing an innovative, modified single-point urban interchange design. This project involved a widely successful and innovative public involvement approach that utilized 3D animations that business owners and the general public could participate in to simulate walking throughout downtown under various improvement scenarios. This helped educate the public on potential benefits and impacts. The Sheyenne Street Corridor Study won the North Dakota American Council of Engineering Companies (ACEC) Planning Studies Award in 2018 and the National Recognition Award in 2019. The road was widened to six lanes between 13th and 32nd Avenue and five lanes, with turning lanes, between 32nd and 40th Avenues South. KLJ provided design engineering and assisted in selection of preferred alternatives, as well as environmental, cultural resource, ROW, and survey services. The two-lane rural roadway became a six-lane urban corridor with new storm sewer, sanitary sewer, water main, pedestrian facilities, and traffic signals. The corridor included a 12-foot wide pedestrian path with pedestrian underpass, retaining walls, a new 272-foot-long bridge over the Sheyenne Diversion, and new lift stations. KLJ provided public involvement throughout all phases of planning, design, and construction. ***Completion Date:*** *2020* ***Construction Value:*** *$61 Million* ***Reference:*** *Dustin Scott, Assistant City Administrator, 704-515-5050*

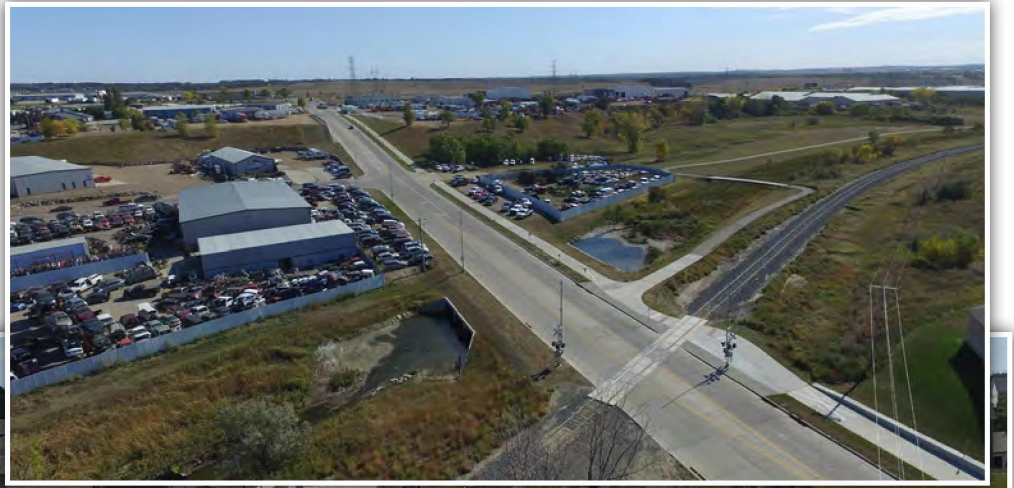


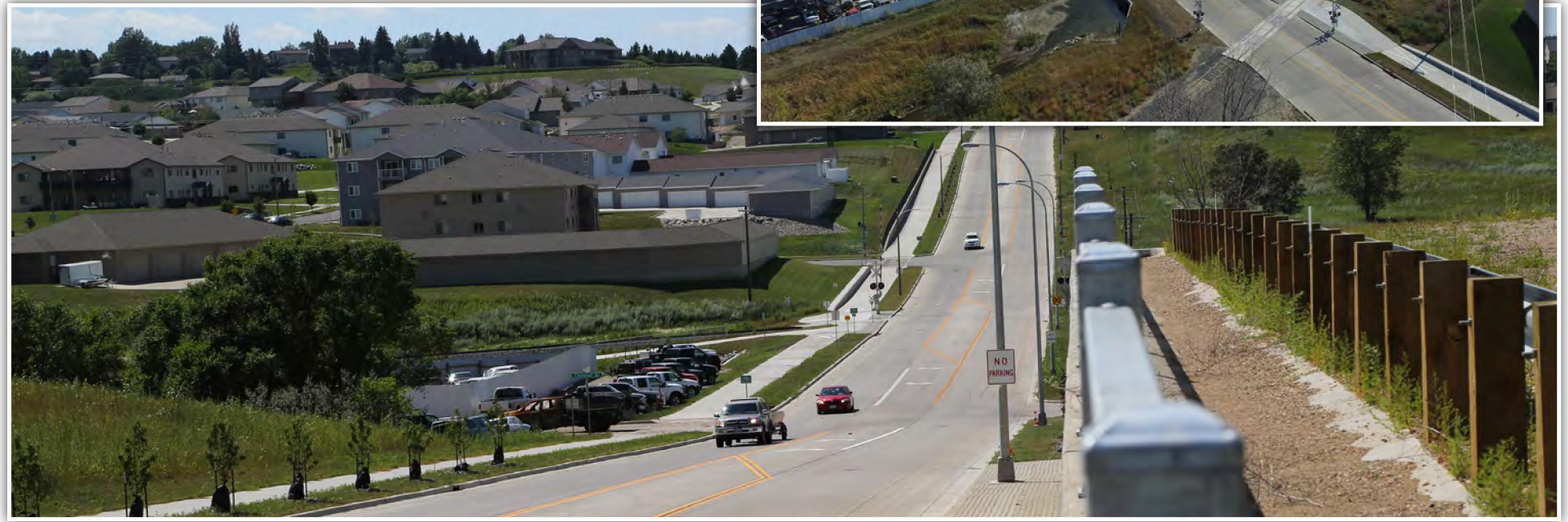
PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

# EAST DIVIDE AVENUE WIDENING AND RECONSTRUCTION | *BISMARCK, ND*

***Team Members Involved:*** *Ryan Sundberg (Roadway Engineer)*

East Divide Avenue was a two-lane rural roadway in east Bismarck and located ¼-mile south of the I-94 corridor. The roadway was originally constructed as a county road and no longer served traffic and pedestrian needs. East Divide Avenue provides access in Bismarck to numerous residential and industrial subdivisions. Traffic volumes had grown at a rapid pace, necessitating reconstruction to address roadway deficiencies and safety concerns, as well as correct system linkage. Roadway deficiencies included substandard roadway geometry, deteriorated pavement, inadequate drainage facilities, and an undersized stream crossing at Hay Creek. Safety issues included a lack of street lighting, limited pedestrian facilities, and inadequate clear zone. KLJ completed the planning, environmental document, permitting, design, ROW acquisition, and construction engineering. Multiple retaining walls were utilized to minimize adjacent land impacts with a wall height reaching 16 feet. Other project features included lighting systems, shared-use path, pedestrian facilities, access revisions, a triple-cell reinforced concrete box culvert at Hay Creek, Canadian Pacific railroad crossing, and stormwater improvements. Our ROW agents provided negotiations with 16 landowners. ***Completion Date:*** *2016* ***Construction Value:*** *$5.7 Million* ***Reference:*** *Gabe Schell, City of Bismarck Engineer, 701-355-1505*







# 64th AVENUE WIDENING AND RECONSTRUCTION | *FARGO, ND*

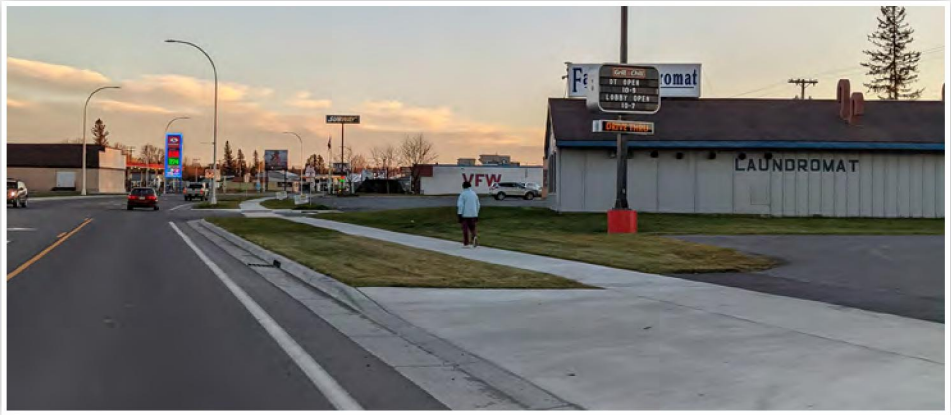
***Team Members Involved:*** *Joe DeVore (Traffic Engineer)*

KLJ assisted the City of Fargo in planning and designing the widening and reconstruction of 64th Avenue South from 45th to 25th Street South, including a proposed overpass across I-29. KLJ provided preliminary design, survey, completed the Categorical Exclusion (CATEX), and aided the City with final alternative selection. Construction on the first project segment, from 33rd to 25th Street South, was completed in 2020, and included construction of a three-lane roadway section with 10-foot shared-use paths on both sides of the roadway, storm sewer, water main, street lighting, gatewell structure, pedestrian underpass, and new structure across irrigation Drain 53. The second phase, from 38th to 33rd Street South, is being completed in summer 2022, and included a three-lane roadway section with a shared-use path, storm sewer, water main, sanitary sewer, street lighting, and pedestrian underpass. The roadway and bridge were designed to accommodate future widening to a five-lane roadway section, and ROW was acquired to accommodate future overpass conversion to an interchange. ***Completion Date:*** *2020-2022* ***Construction Value:*** *$14.7 Million* ***Reference:*** *Jeremy Gorden, PE, City of Fargo, 701-241-1545*

# US 53 Urban Corridor Visioning and Reconstruction | *International Falls, MN*

***Team Members Involved:*** *Ryan Sundberg (Transportation Engineer) and Joe DeVore (Traffic Engineer)*

KLJ led the visioning and design for a three-mile reconstruction of US 53 through the heart of downtown International Falls. The project began with a 15-month corridor visioning effort that involved a series of community workshops and advisory committee meetings to establish the visual character of the corridor and define key design elements to include in the future roadway reconstruction. KLJ worked with representatives from the city, county, local business partnerships, Voyageurs National Park, and the Minnesota Department of Transportation (MnDOT). The design emphasizes the local culture and surrounding landscape, while incorporating key streetscape principles that were decided upon during the public planning process, including alternative transportation (shared-use path), increased greenspace, and improved traveler experience and visual consistency throughout the corridor. The design includes new geometric layout, a road diet, major pavement rehabilitation, drainage/storm sewer improvements, ADA-compliant pedestrian accessibility, a multi-use trail, new state-of-the-art signal systems, an LED lighting system, and significant streetscape features. ***Completion Date:*** *2021* ***Construction Value:*** *$17.3 Million* ***Reference:*** *Alex Peritz, MnDOT District 1, 281-742-1062*


# WCR 66 AND WCR 41 INTERSECTION IMPROVEMENTS | *WELD COUNTY, CO*

***Team Members Involved:*** *John Holzwarth (Quality Manager), Marie Thoming (Deputy Project Manager and Roadway Lead), Sean Fahey (Roadway Engineer), Harry Strasser (Drainage Design), and Tayler Lane (SUE)*

To meet the increased volumes of truck movements, Horrocks (prime consultant) was selected by Weld County to help improve the mobility and safety of the WCR 66 and WCR 41 (major County arterials) intersection near Greeley, CO. The planned improvements ($10 million in total value) include adding left turning lanes at each quadrant of the intersection, improving the vertical sight distance along the CR 41 approaches to the intersection, and developing cost-effective structural designs for the stream crossing on CR 41 west of the intersection. This project involved road widening, with acceleration and deceleration lanes, at the intersection of CR 66 and CR 41.

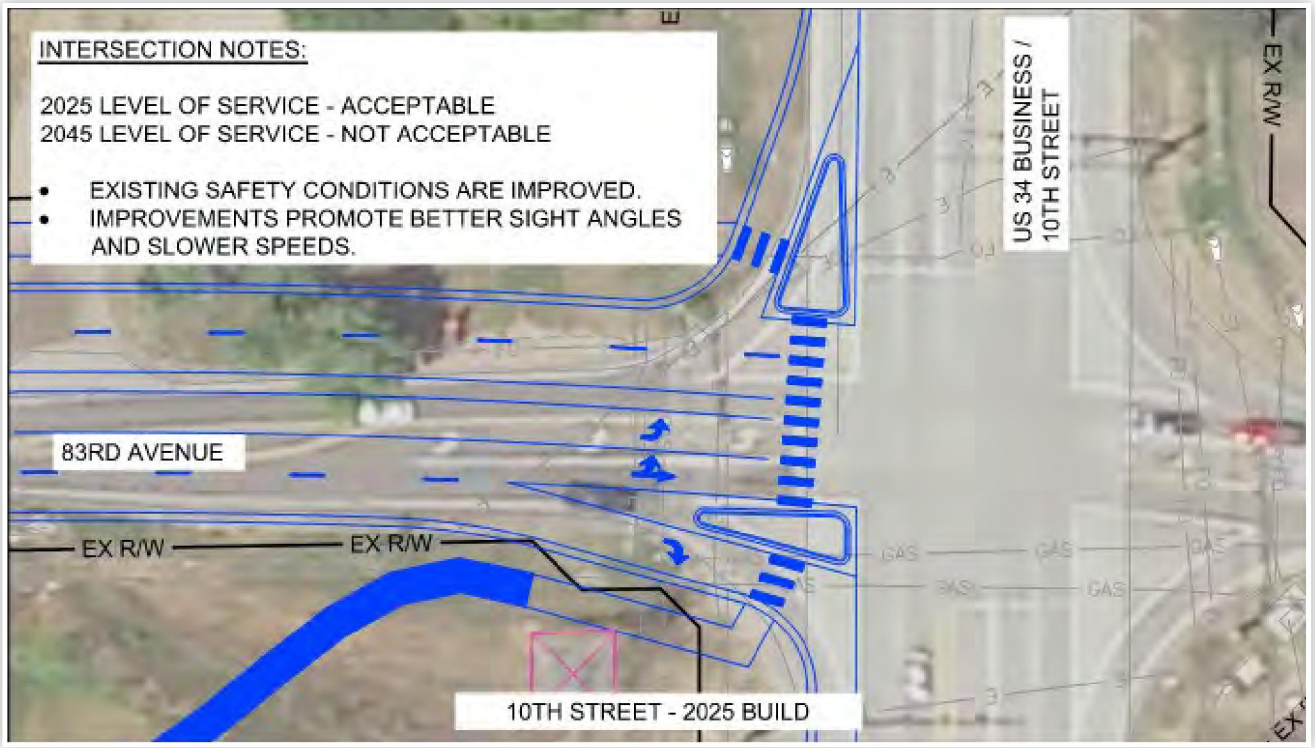
A structure selection report was completed to determine the most cost-effective structure to use for the stream crossing on CR 66, with a concrete box culvert selected as the type of structure to use. Two roadway alternatives were evaluated with respect to utility impacts and relocations, ROW acquisition, and roadway improvements. Geotechnical borings and lab analyses were also completed. Hydraulics and hydrology analyses were conducted for the storm system and floodplain. Horrocks was responsible for all aspects of this project and worked with the County Project Manager, Clay Kimmi, throughout the project. The public process support was particularly valuable during the alternatives evaluation phase, working with utilities and ditch companies, and working with parcel owners during ROW acquisition. ***Completion Date:*** *2022* ***Construction Value:*** *$10 Million* ***Reference:*** *Clay Kimmi, PE, Senior Project Manager, Weld County Public Works, 970-400-3741*

# 83RD AVENUE CORRIDOR (10TH TO 12TH STREET) IMPROVEMENT PROJECT |

## *GREELEY, CO*

***Team Members Involved:*** *Marie Thoming (Alternatives Evaluation and Roadway Conceptual Design) and Sean Fahey (Roadway Design)*

83rd Avenue had been identified by the City of Greeley, Weld County, Town of Milliken, City of Evans, and the North Front Range Metropolitan Planning Organization (MPO) as an important north/south arterial roadway. Development in the area for the new Two Rivers Marketplace development was anticipated to significantly increase traffic volumes. When coupled with the corridor's known safety incidents, the City wanted to look ahead at the future capacity, multimodal, and safety needs along the corridor. Horrocks was selected to develop a conceptual design and cost estimate for an improved multimodal corridor. The conceptual design included considerations for alternative modes, such as bikes, pedestrians, and transit, and a plan for the eventual integration with the adjacent trail network. Horrocks was responsible for all project aspects, including project management, alternatives evaluation and roadway conceptual design, multimodal (bike/pedestrian/transit) design, traffic analysis, and coordination with CDOT, Weld County, Greeley Water/Trails Departments, and other utilities and stakeholder agencies. ***Completion Date:*** *2022* ***Reference:*** *Mike Maurer, Senior Project Manager, City of Greeley, 970-336-4122*

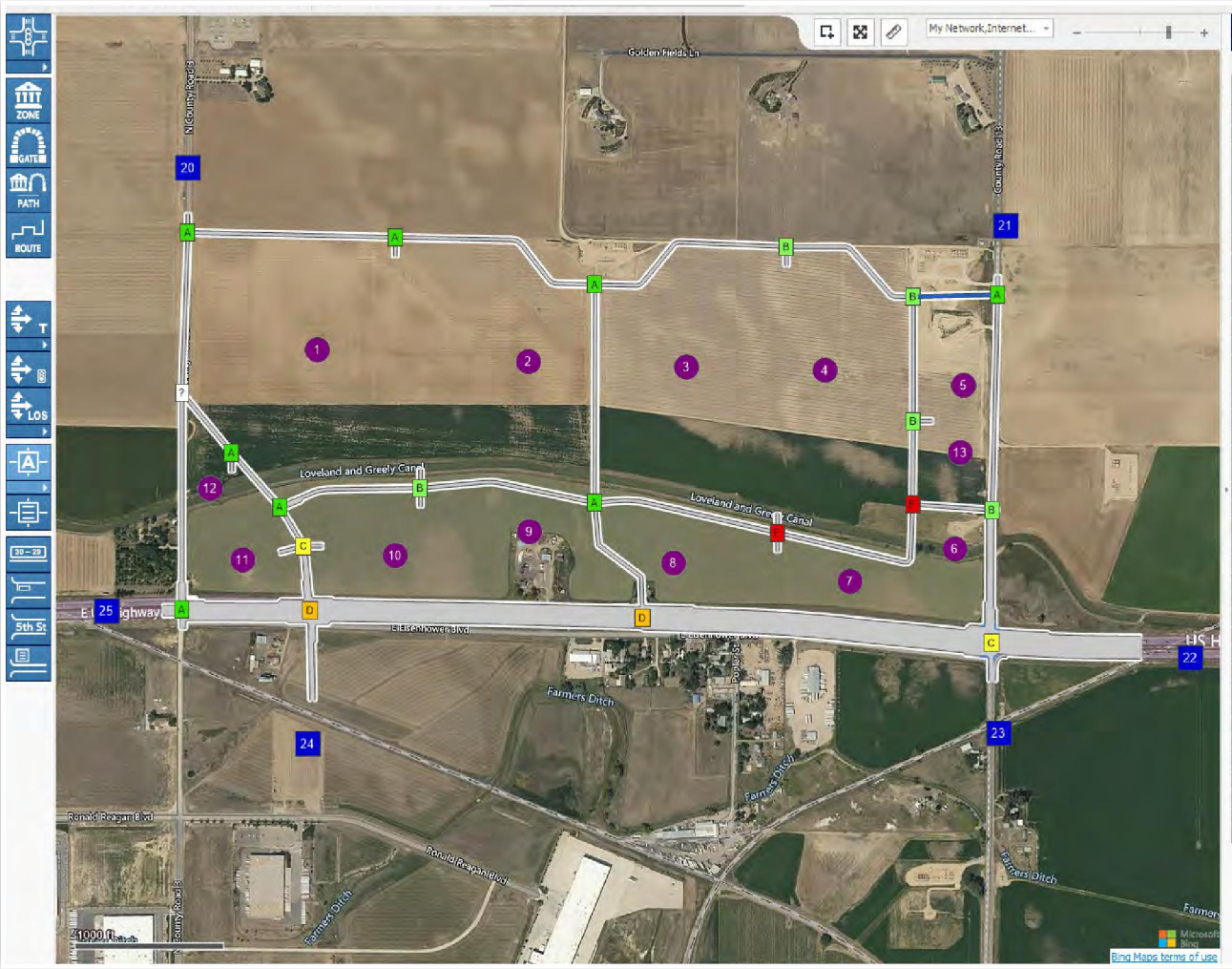


# US HIGHWAY 34 ENCORE AT JOHNSTOWN – CALIBER COMPANIES | *LARIMER COUNTY, CO*

***Team Members Involved:*** *Marie Thoming (Project Manager and Roadway Engineer), Harry Strasser (Drainage Design),and Tayler Lane (SUE and Utility Coordination)*

This project is located on US 34 between CR 3 and CR 13 in Larimer County. CR 3 will be moved to a new location and a signal and lanes will be added to facilitate all movements. The Encore project is a four-lane divided highway with major collector-arterials for the intersections. There was significant CDOT oversight due to the project's location on US 34, which currently has a Planning and Linkage (PEL) Study and Access Control Plan. Horrocks worked with CDOT to complete a major traffic study for the new development, building a traffic model that incorporated planning and data from multiple agencies. Using the US 34 PEL Study, Horrocks determined specific mitigations were required as the site develops before the highway is converted into a freeway with interchanges.

Horrocks was responsible for all aspects of the work, including project management and roadway, traffic study, drainage, signal/ITS design, geotechnical and pavement design, utility coordination and SUE, ROW plan development, railroad coordination, and CDOT Region 4 coordination. ***Completion Date:*** *Ongoing* ***Construction Value:*** *$5.5 Million* ***Reference:*** *Roy Bade, Chief Development Officer, Caliber Companies, 480-398-4594*




Intersection Setup

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number | 3 | | | | | | | | | | | |
| Intersection | Hwy 34 & County Road 1 | | | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| Control Type | Signalized | | | | | | | | | | | |
| Analysis Method | HCM 6th Edition | | | | | | | | | | | |
| Name | | | | | | | | | | | | |
| Show Name | ☐ | | | ☐ | | | ☐ | | | ☐ | | |
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Base Volume Input [veh/h] | 35 | 58 | 35 | 70 | 26 | 61 | 27 | 1841 | 19 | 46 | 2120 | 127 |
| Total Analysis Volume [veh/h] | 110 | 156 | 54 | 455 | 139 | 218 | 270 | 3079 | 62 | 74 | 3601 | 445 |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 150.0 | 100.0 | 100.0 | 100.0 | 255.0 | 100.0 | 340.0 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.0 | 0.00 | 0.00 | 82.81 | 0.00 | 0.00 | 0.00 |
| Median | ☐ | | | ☐ | | | ☑ | | | ☑ | | |
| Median Length [ft] | 100.00 | | | 100.00 | | | 100.00 | | | 100.00 | | |
| Median Width [ft] | 10.00 | | | 10.00 | | | 35.00 | | | 35.00 | | |
| Approach Offset [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Speed [mph] | 30.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| W_cd, Curb-to-Curb Width of the Cross | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| W_bl, Width of the Bicycle Lane [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| W_os, Width of Paved Outside Shoulder | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | ☐ | | | ☐ | | | ☐ | | | ☐ | | |
| W_pk, Width of Striped Parking Lane [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Proportion of on-street parking occupied | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| W_a, Walkway Width of Sidewalk A [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| W_b, Walkway Width of Sidewalk B [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| R, Radius Corner Curb [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | ☐ | | | ☐ | | | ☐ | | | ☐ | | |
| Crosswalk Width [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk Length [ft] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| No. of Right Turn Channelizing Islands | 0 | | | 0 | | | 0 | | | 0 | | |
| Channelized | ☑ | | | ☐ | | | ☐ | | | ☐ | | |
| Channelized Control | Yield right of way | | | Signalized | | | Signalized | | | Signalized | | |
| Channelized Turn has Target Lane | ☐ | | | | | | | | | | | |
| Channelized Radius [ft] | 60.00 | | | 60.00 | | | 60.00 | | | 60.00 | | |

PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

# KEY TEAM MEMBER BIOS

## Marc Kenney, PE, CFM | Client Manager/Project Principal/Utility Coordination/Relocation/ Drainage Support

**26 Yrs Exp | KLJ Grand Junction, CO | Professional Engineer – CO, WY, UT, NM, ND | Certified Professional in Stormwater Quality | Certified Professional in Erosion and Sediment Control | Certified Floodplain Manager | 60% Availability**

Marc will serve as the City's primary point of contact, client manager, and lead the team's overall performance. He will also lead the utility coordination/relocation for the four sites, given his local experience and existing relationships with local utility stakeholders. Marc will provide support and QA/QC for the drainage design, given his extensive background in the region. His specialty includes project management, client management, utilities coordination/ relocation, hydrological analysis, hydraulic analysis, flood routing, open channel modeling, and roadway/intersection layout and design. Marc has coordinated with CDOT on access permits along Highways 141, 50, and 340. His relevant experience includes:

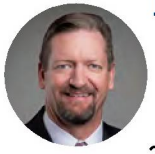
- Project Manager/Utilities Relocation | Clifton 1st Street Reconstruction | Mesa County, CO
- Project Manager | South Camp Road Widening | Grand Junction, CO
- Senior Design Engineer | Cameo Roadway Improvements | Grand Junction, CO
- Senior Design Engineer | E Road to Apage Way Traffic Analysis and Reconstruction | Grand Junction, CO
- Senior Design Engineer/Field Engineer | F 1/2 Road Sidewalk Project | Grand Junction, CO
- Senior Engineer/Field Engineer/CDOT Local Agency Coordinator | Highway 340 Phase 1 and 2 Sidewalk Projects | Grand Junction, CO

## John Holzwarth, PE | Horrocks Project Principal

**35 Yrs Exp | Horrocks Denver, CO | Licensed Professional Engineer – CO | 60% Availability**

John will serve as Horrocks' Project Principal, coordinating activities, resources, and workload with KLJ's Marc Kenney. He is an experienced business leader in infrastructure development and delivery with expertise for Departments of Transportation (DOT), which includes highways, bridges, airports, multimodal, transit, and rail. John has progressively grown his management, leadership, and delivery skills by serving clients and internal teams to deliver excellence in all aspects of the industry. He excels in team development, project management, business planning, strategic planning, and relationship-building. John has practiced civil/transportation engineering in Colorado for more than 17 years and has a detailed understanding of municipal work approaches and CDOT Local Agency processes, project goals, and vision for the future with hands-on experience delivering projects. His relevant experience includes:

- Project Principal | Lincoln Avenue Reconstruction SUE | Douglas County, CO
- Project Principal | Havana Street and Meridian Boulevard Intersection Improvements SUE | Douglas County, CO
- Project Principal | CR 66 and CR 41 Intersection Improvements | Weld County, CO
- Project Principal | Drake and College Intersection Improvements | Fort Collins, CO



## Dean Cooper, PE | QA/QC

**30 Yrs Exp | KLJ Grand Junction, CO | Professional Engineer – CO, SC | Licensed Drone Pilot | 45% Availability**

Dean will provide quality control and quality assurance (QA/QC). He brings 30 years of engineering experience throughout Colorado's Western Slope, including projects in Montrose, Gunnison, Ouray, San Miguel, Mesa, and Garfield Counties. As a veteran project manager, Dean is experienced at leading multi-discipline teams and managing scope, budget, schedule, and quality deliverables. During his tenure with Montrose County, he managed more than 40 major transportation projects. Dean's experience also includes civil design and coordinating with CDOT for traffic studies, design approval, sign replacement, traffic control plans, stormwater permitting, construction management, quantity tracking, payment requests, vehicle detection loop installations, and access permitting. He also has significant experience coordinating utility relocations with local utility companies. Dean's relevant experience includes:

- Project Manager | West Main Revitalization |Montrose County, CO
- Project Manager | Shared-Use Path Rehabilitation| Bayfield, CO
- QA/QC | Upper Pine River Ranches Fire Protection District Bridge Replacement | Bayfield, CO
- Project Manager | Southern Ute Tribe Long-Range Transportation Plan (LRTP) | Southern Ute Reservation, CO
- Project Manager | I-70 Interchange and Pedestrian Bridge Traffic Analysis and Feasibility Study | Silt, CO
- County Engineer | Uncompahgre Road/Government Springs Road/Highway 550 Intersection and Turn Lane Improvements | Montrose County, CO

## Jason Reimer, PE | Project Manager/Drainage Lead

**13 Yrs Exp | KLJ Montrose, CO | Professional Engineer – CO, TX, NM, AZ | 65% Availability**

Jason will manage the project communications, budget, scope, and schedule and lead the team's overall performance for the F ½ and 26 ½ Roads, as well as lead the drainage design for both roadway segments. He is a seasoned project manager and designer of roadway, water, wastewater, land development, and park and recreation projects. Jason has helped communities seek grant funding for projects, administer project funding from state and federal funding agencies, develop and create contract and bid documents sufficient to select qualified contractors for public works projects, provide construction management

services, and provide professional engineering services on general civil engineering projects. He brings extensive experience across Colorado's Western Slope, working with cities and counties. Jason's relevant experience includes:

- Project Manager | Hillside Street Reconstruction | Delta, CO
- Assistant Project Manager/Utility Relocations | West Main Revitalization | Montrose, CO
- Assistant Project Manager | South Camp Road Widening | Grand Junction, CO
- Project Manager | Water and Sewer System Condition Assessment and Capital Improvement Planning (CIP) | Durango, CO
- Construction Manager | Columbine Drive Reconstruction and Water/Wastewater Improvements | Durango, CO

### Ryan Sundberg, PE | Roadway Lead

**11 Yrs Exp | KLJ Denver, CO | Professional Engineer – CO, ND, MN, SD, MT, WI | 50% Availability**

Ryan will lead roadway design, including geometric and pavement improvements for F ½ and 26 ½ Roads. He transferred from our Saint Paul office to our Denver office when we opened it. Ryan has continued to work on MnDOT and county project while building our practice in Colorado. He has served as roadway design lead for more than $150 million in roadway reconstruction projects. Ryan's expertise is in roadway and intersection/roundabout geometric design and mobility integration. He uses his knowledge and experience to design solutions that improve traffic and pedestrian safety and safety and capacity, while minimizing environmental and ROW impacts – balancing construction costs, constructability, and service life. His relevant experience includes:

- Lead Roadway Engineer | Clifton 1st Street Reconstruction | Mesa County, CO
- Lead Roadway Engineer | South Broadway Widening | Mesa County, CO
- Lead Roadway Engineer | West Main Revitalization | Montrose, CO
- Lead Roadway Engineer | Hillside Street Reconstruction | Delta, CO
- Lead Roadway Engineer | New Pedestrian Bridge Over I-70 | Silt, CO
- Roadway Engineer | 43rd Avenue Widening and Reconstruction | Bismarck, ND
- Roadway Engineer | East Divide Widening and Reconstruction | Bismarck, ND

### Marie Thoming, PE | Project Manager

**25 Yrs Exp | Horrocks Denver, CO | Professional Engineer – CO**

Marie will manage the project communications, budget, scope, and schedule and lead the team's overall performance for the B ½ and D ½ Roads. She has 25 years of experience in civil engineering, with experience in roadway, rail, and multiuse trail design, project management, preparing construction plans and specifications, and oversight of construction bid documents. Marie's roadway experience includes designing and preparing construction plan sets for complete streets and bikeway projects. Her relevant experience includes:

- Project Manager | CR 66 and CR 41 Intersection Improvements | Weld County, CO
- Roadway Conceptual Design Lead | 83rd Avenue Corridor Improvements | Greeley, CO
- Engineering and Plan Support | Lemay Avenue Over BNSF Railroad | Fort Collins, CO
- Project Manager |Montview Boulevard Improvements | Aurora, CO

### Sean Fahey, PE, ENV-SP | Roadway Lead

**13 Yrs Exp | Horrocks Denver, CO | Professional Engineer – CO | Certified Envision Sustainability Professional**

Sean will lead roadway design for B ½ and D ½ Roads. He has utilized Civil 3D and Infraworks for municipal roadway improvements, such as roundabouts, roadway widenings, interchange improvements, and urban improvements. Sean's design experience includes geometric design, roadway design, and determining quantities for engineer's opinions of probable cost. His relevant experience includes:

- Roadway Engineer | CR 66 and CR 41 Intersection Improvements | Weld County, CO
- Roadway Engineer | 83rd Avenue Corridor Improvements | Greeley, CO
- Roadway Engineer | US 34 Encore at Johnstown | Larimer County, CO
- Roadway Engineer | Drake & College Intersection Improvements | Fort Collins, CO

### Harry Strasser, PE, CFM | Drainage Lead

**26 Yrs Exp | Horrocks Denver, CO| Professional Engineer – CO | Certified Floodplain Manager**

Harry will lead the drainage design for B ½ and D ½ Roads. He is a water resources engineer with 26 years of experience in drainage and water quality design for roadways, floodplain modeling, storm sewer design, channel design, and utilities design. Harry's expertise includes hydraulic and hydrologic engineering and planning, design of open channels, modeling floodplains, bridge scour estimation, bridge scour revetment, design of drop structures, stream restoration, storm drains, on-line and off-line detention ponds, low impact development ponds, water quality ponds, and culverts. His relevant experience includes:

- Drainage Engineer | CR 66 and CR 41 Intersection Improvements | Weld County, CO
- Drainage Engineer | US 34 Encore at Johnstown | Larimer County, CO
- Drainage Engineer | North Vista Highlands Development | Pueblo, CO
- Drainage Engineer | CDOT Region 2 Powers Boulevard | Colorado Springs, CO

## Joe DeVore, PE, PTOE, RSP2 | Traffic

**10 Yrs Exp | KLJ Saint Paul, MN | Professional Engineer – CO, MT, WY, MN, SD, ND, FL | Certified Professional Traffic Operations Engineer | Certified Road Safety Professional 2 | 55%**

Joe will lead corridor study and traffic analysis for 26 1/2 Road, and provide traffic engineering for any of the other roadway segments, if needed. He is a traffic engineer with 10 years of experience. Joe is nationally recognized for his microsimulation analysis approach for rewriting the book on detailed surrogate safety analysis. This methodology uses microsimulation outputs to estimate the impacts of site-specific safety countermeasures. Joe has presented this method at multiple conferences and webinars and completed more than 20 projects with this approach. He has analyzed traffic operations, safety, and alternatives concept development and screening for more than 60 corridor studies, 50 interchanges, 150 intersections, and 17 roundabouts. This experience has been used to quantify crash reductions for access management, reduced conflict intersections, and specifically beneficial in identifying roundabout benefits as part of Intersection Control Evaluations (ICE). Joe has completed more than 50 ICE reports. His relevant experience includes:

- Traffic Engineer | West Main Revitalization | City of Montrose, CO
- Traffic Engineer | Hillside Street Reconstruction | Delta, CO
- Traffic Engineer | County State Aid Highway (CSAH) 92/TH 12 Intersection Improvements | Hennepin County, MN
- Traffic Engineer | Complete Streets Improvements | Pelican Rapids, MN
- Traffic Engineer | Trunk Highway (TH) 60 Corridor Study | Windom, MN

## Caitlin Wotruba, PE | Lighting/Signalization

**7 Yrs Exp | KLJ Saint Paul, MN | Professional Engineer – MN; MnDOT Signal and Lighting Certification | 45% Availability**

Caitlin will lead the lighting design and, if needed, any signalization design or timing, for the four roadway segments. She has worked on a variety of private and public sector projects utilizing her signing, pavement marking, traffic control, signal design, lighting design, and construction administration experience. Caitlin experience has provided opportunities to understand the signal design standards for various municipalities to design a signal that will meet the specific requirements. Her relevant experience includes:

- Lighting Design | West Main Revitalization | Montrose, CO
- Lighting Design | Hillside Street Reconstruction | Delta, CO
- Signal/Lighting Design | 43rd Avenue Widening and Reconstruction | Bismarck, ND
- Signal/Lighting Design | Sheyenne Street Widening and Reconstruction | West Fargo, ND
- Signal/Lighting Design | Cleveland Avenue Reconstruction | Ramsey County, MN

## Tayler Lane | Subsurface Utility Engineering

**9 Yrs Exp | Horrocks Denver, CO | 55% Availability**

Tayler will provide subsurface utility engineering (SUE) for underground utilities and structures for all four roadway segments. He is experienced using EMS to locate underground utilities, as well as performing survey services. Tayler has expertise in managing and using Terraflex, Radio Detection (EMS), IKE, GPR, and other advanced SUE practices. He can collect, review, and modify data using MicroStation and CAD programs. Tayler's relevant experience includes:

- SUE Field Inspector | Clifton 1st Street Reconstruction | Mesa County, CO
- SUE Field Inspector | South Camp Road Widening | Mesa County, CO
- SUE Field Inspector | Havana Street Meridian Boulevard Intersection Improvements | Douglas County, CO
- SUE Field Inspector | Hillside Street Reconstruction | Delta, CO
- SUE Field Inspector | West Main Revitalization | Montrose, CO

## Ted Taggart, PLS | Survey

**42 Yrs Exp | Wasatch Fruita, CO | Professional Land Surveyor – CO, WY, UT, NV | 45% Availability**

Ted is a licensed professional land surveyor in four states with 42 years of work experience in all types and aspects of land surveying, including ROW, topographic, ALTA, and construction surveys. He works on field surveying and office design of roads, pipelines, subdivisions, boundary lines, public land survey retracement, and highway ROW. Ted has resided and worked in western Colorado since 2002. His relevant experience includes:

- Surveyor | South Camp Road Widening | Mesa County, CO
- Surveyor | Hillside Street Reconstruction | Delta, CO
- Surveyor | Highline State Park West Expansion | Loma, CO
- Surveyor | Wyoming Department of Transportation (WYDOT) Evanston Streets | Wyoming

## Ted Ciavonne, PLA | Landscape Architecture

**40 Yrs Exp | Kaart Grand Junction, CO | Professional Landscape Architect – CO | 45% Availability**

Ted has established himself as a respected landscape architect and land and site planner with both public and private sector clients throughout western Colorado. He enjoys applying his professional skills toward a full range of projects and services. Ted has worked on the detailed design of roundabouts, streetscapes, plazas, parks, and trail systems; the site planning of commercial, educational, and recreational facilities; and the comprehensive planning of residential developments and multi-acre communities. He has worked throughout the Western Slope region of Colorado since 1978. Ted's relevant experience includes:

- Landscape Architect | Horizon Drive Roundabout | Grand Junction, CO
- Landscape Architect | Los Colonias Masterplan | Grand Junction, CO
- Landscape Architect | Main Street Revitalization | Delta, CO
- Landscape Architect | Railroad Avenue Revitalization | Rifle, CO

# Strategy and Implementation Plan

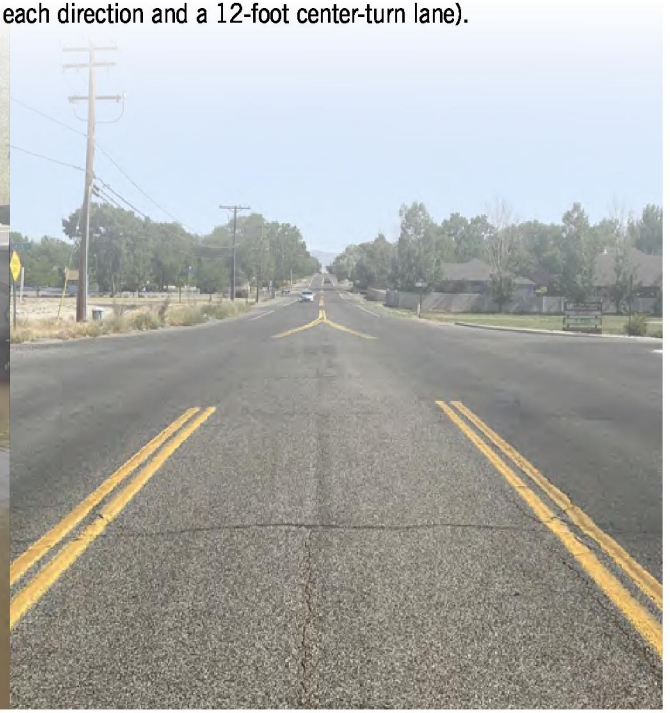
## PROJECT UNDERSTANDING

Transportation facility improvements within the City of Grand Junction limits are governed by the Transportation Engineering Design Standards (TEDS). These standards were developed to provide coordinated, safe, and efficient transportation facilities for the public's benefit. The standards are treated as law, and improvements within public ROW are required to be designed by a professional engineer registered in Colorado who must certify that the design complies with the current TEDS manual.

Streets within Grand Junction are classified according to their location, traffic flow, and connectivity. The functional street classification is identified in the Grand Valley Circulation Plan (GVCP), which is referenced within the TEDS manual. Street classifications from high to low capacity, include principal arterials, minor arterials, major collectors, minor collectors, and local streets. Each street classification has an associated section designed to safely convey pedestrian and vehicular traffic along the corridor. Arterials have the highest ROW needs at 110 to 80 feet, collectors range from 80 to 52 feet, and an urban local street requires 44 feet.

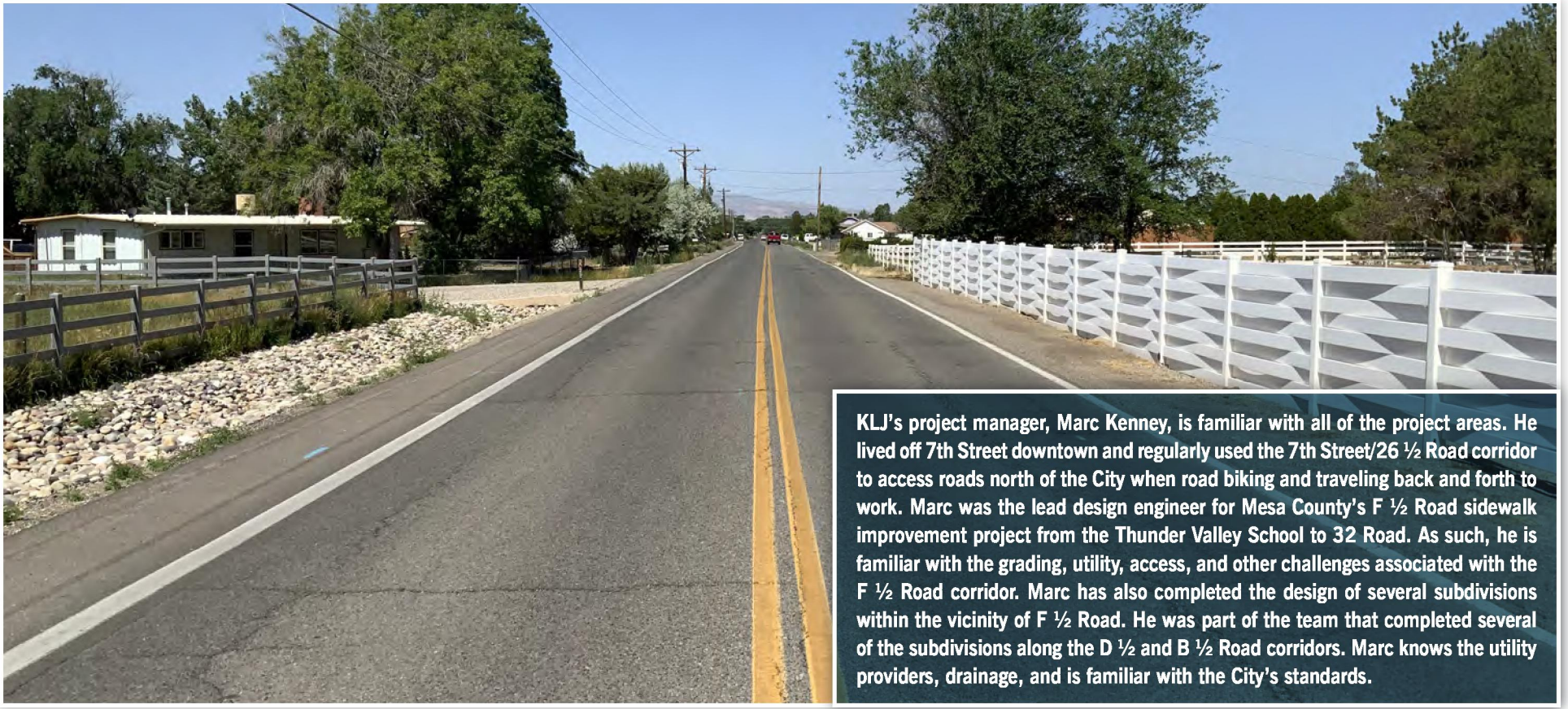
Streets within the core of the City have mostly been constructed using their GVCP section. As development outside the City's core occurs, roads with inadequate sections are updated to keep up with increased vehicular and pedestrian capacity demands. The City's Request for Proposal (RFP) RFP-5075-22SH is soliciting professional design services to increase the transportation capacity of four road sections. The project's intent is to further extend the GVCP classification roadway section on each road to increase capacity, safety, and function of the corridor.

26 ½ Road and F ½ Road are both classified as major collectors. The TEDS major collector section requires 60 feet of ROW, attached five-foot sidewalks with vertical curb and gutter (seven feet total) on both sides and 44 feet of asphalt (two 12-foot lanes, a 12-foot center-turn lane, and four-foot shoulders on both sides). D ½ Road and B ½ Road are both classified as minor arterials. The TEDS contains a special D ½ Road section that requires 70 feet of ROW. The north side has a detached eight-foot sidewalk, seven-foot landscape strip, and vertical curb and gutter. The south side as an attached six-foot walk and vertical curb and gutter. There are two 16-foot lanes and a 12-foot center-turn lane for a total of 44 feet of asphalt. The B ½ Road section will be a standard minor arterial section with 80 feet of ROW, attached five-foot sidewalk with vertical curb and gutter (seven feet total) on both sides, and 64 feet of asphalt (15-foot and 11-foot lanes in each direction and a 12-foot center-turn lane).



There area a few items noted in the proposal that upon award, KLJ will review with the City to verify project intent. These include:

1. Page 18 of the RFP states "The Consultant shall be responsible for design of a three-lane "complete street" for each of the identified corridor sections consistent with the City's standard section for a "major collector" roadway and shall incorporate detached walks where possible." Only two of these roadways are classified as major collectors and the only section with detached walk is the D ½ Road section. KLJ will work with the City to determine if it is their intent to develop a TEDS exception to apply major collector sections to minor arterials and to provide a non-standard section that provides detached walk. KLJ can, and will, apply any section to the corridor the City desires.
2. The preliminary design figure for B ½ Road does not use the standard minor arterial section, rather it uses a modified collector section with detached, walks as stated in the RFP.
3. The preliminary design figure for D ½ Road appears to use the TEDS D ½ section with detached walk on the north and attached on the south (or a very similar section).
4. The preliminary design figure for F ½ Road appears to use the standard major collector section (or a very similar section). The figure shows some sections of sidewalk remaining within the project area. A field visit determined that some of these sidewalks are less than the minimum five-foot width required by the City's Standard Detail C-25 for concrete sidewalk retrofit. In addition, the ADA ramps that are shown as remaining appear to have compliance issues. KLJ will work with the City during the kick-off meeting and start of the project to clarify the City's intent and the scope/limits of work.
5. The City has amended the scope of work for the 26 ½ Road corridor to include an analysis of road sections and turn warrants from Horizon Drive to Summer Hill Way. The preliminary and final design drawings will be for the section of corridor from Horizon Drive to G Road. KLJ has a strong traffic group lead by nationally-recognized traffic engineer, Joe DeVore, PE. He specializes in quantifying and presenting current and predicted future traffic operations, developing specialized alternatives, and evaluating alternatives utilizing a client and project specific matrix rating items, such as capacity, safety, safety trade-offs, delay and travel times, pedestrian experience, cost, and ROW requirements.



**KLJ's project manager, Marc Kenney, is familiar with all of the project areas. He lived off 7th Street downtown and regularly used the 7th Street/26 ½ Road corridor to access roads north of the City when road biking and traveling back and forth to work. Marc was the lead design engineer for Mesa County's F ½ Road sidewalk improvement project from the Thunder Valley School to 32 Road. As such, he is familiar with the grading, utility, access, and other challenges associated with the F ½ Road corridor. Marc has also completed the design of several subdivisions within the vicinity of F ½ Road. He was part of the team that completed several of the subdivisions along the D ½ and B ½ Road corridors. Marc knows the utility providers, drainage, and is familiar with the City's standards.**



# PROJECT APPROACH

KLJ understands three of the City of Grand Junctions concerns for all projects are:

***The selected consultant's ability to produce project deliverables efficiently and within the proposed schedule.***

KLJ recognized this concern and determined it was in the client's and project's best interest and to partner with another capable firm with available resources. Accordingly, KLJ has teamed with Horrocks on this project. KLJ and Horrocks have agreed to divide the projects so we can concurrently work on them and produce deliverables to the City in the shortest time frame possible. KLJ will perform the designs for 26 ½ Road and F ½ Road. Both roads are major collectors and thus the same sections (in theory – we recognize there may be modification to the standard sections). F ½ Road's data collection has been completed by the City and KLJ's design team will be able to start on that immediately. Concurrently, our data collection team will start on the data collection phase for 26 ½ Road. Horrocks will perform the designs for D ½ and B ½ Roads. These project corridors are both minor arterials. However, they each have different sections. The data collection for D ½ Road has been completed by the City and thus Horrock's design team will be able to immediately start on the D ½ Road design. Concurrently, the data collection team, lead by Wasatch Surveying, will collect the data for B ½ Road. KLJ's team consist of firms we have successfully partnered with on other projects. We are currently teamed with Horrocks and Wasatch on at least six other projects. We reached out to Ted Ciavonne, who is now with Kaart, to provide landscape architecture assistance. KLJ's Marc Kenney and Ted have worked together on many projects and Ted brings a wealth of experience of working with the City of Grand Junction to our team. We recently teamed with Horrocks and Kaart for a project in Rifle, CO.

**KLJ and Horrocks have agreed to divide the projects so we can concurrently work on them and produce deliverables to the City in the shortest time frame possible. KLJ will perform the designs for 26 ½ Road and F ½ Roads. Horrocks will perform the designs for D ½ and B ½ Roads.**

***Production of the ROW plans and legal exhibits showing ROW and easement requirements as quickly as possible for each project. This is a critical path item as the acquisition of all ROW and easements will be required prior to construction.***

KLJ has developed a project schedule to concentrate on the identification of ROW and easement needs and the delivery of ROW plans. Our design teams will apply the City's desired street section for each corridor to determine ROW and easement needs. We will be in regular communication with the City's project manager to confirm ROW needs and determine if any modifications within the corridor are desired to mitigate property impacts. As our project schedule show, we anticipate being able to deliver completed ROW plans and legal descriptions three weeks after the 60 percent design review meetings for each project.

***Utility conflict identification, resolution, and coordination. Utility conflict resolution is another critical path item. Utility providers will need to relocate utilities prior to construction. It is not uncommon for utility providers such as Lumen or Spectrum to take 90, 120, or more days just to get internal approval and budget to relocate their lines and facilities. There is an additional schedule delay after approval to schedule the required work with their contractors. To complicate matters further, supply chain shortages for items such as conduit have caused additional project delays.***

KLJ recognizes the importance of early establishment of communication with utility providers within the project corridor. Identifying utility conflicts and establishing multipurpose easements for utility relocation are both critical tasks. KLJ will conduct field visits with utility providers to review the project's utility conflict matrix and proposed resolutions (relocations/resets). We listen to utility providers and make every effort to keep the utility relocation process moving forward.

# PHILOSOPHY OF PROJECT APPROACH

KLJ's project approach is client first. The City of Grand Junction's goals, interests, and priorities come first. Our team uses open lines of communications and internal checks to ensure project deadlines are achieved and delivered work products meet or exceed expectations. KLJ's communication with the City will be through a single point of contact and our team's Project Principal Marc Kenney. He will coordinate with the City and relay project information to KLJ's team of professionals and subconsultants. Marc will open lines of communication and coordinate meetings with utility and irrigation stakeholders. Our survey and design subconsultants will work seamlessly behind the scenes. KLJ is 100 percent employee-owned and employees have collective ownership of KLJ's work products. This improves communication, efficiency, and provides clients with tremendous value. Our employees are committed to the communities we live, work, and play in and strive to produce work products that make a difference in those communities.

KLJ's project approach is to initiate the project during the proposal phase. We conduct site visits, research existing ROW and easements, establish contact with utility and irrigation stakeholders, identify and research project challenges, review traffic count data, and talk to residents we meet in the field. This approach provides our team with a deeper understanding of the corridor's current use, community concerns, and issues that are likely to come to light as the project is executed.

KLJ will manage the project using the three pillars of project management – scope, schedule, and budget. The scope has been detailed into a hierarchy of related and dependent tasks with the included project schedule which includes all four project corridors. Timelines for all tasks have been generated and critical timeline tasks will be identified and monitored the closest during project execution. Staying within the defined scope and on schedule will almost always assure projects are on budget. KLJ will monitor the spending and "burn rate" on each task and will compare those to the budgeted values and percent complete. Project managers are kept up-to-date in real time on project expenditures through KLJ's accounting system.

The project will officially start at the project kick-off meeting with the City of Grand Junction. The purpose of this meeting will be to review and finalize the project approach and agree on critical design paths, intermediate goals, and deadline dates. Immediately following the kick-off meeting, our teams' surveyors will begin deed and title research to verify ownership, send right of entry forms, and begin the process of determining the extents of existing ROW and multi-purpose easements. The teams survey crews will begin collecting data within the existing ROW at the project onset and will collect information on private property after the right of entry process has been completed. Concurrently, KLJ's traffic team will being the 26 ½ Road corridor traffic study.

KLJ's project manager will establish contact and lines of communication with utility and irrigation stakeholders, notifying them of the project, ensuing utility survey activities, and upcoming utility relocation coordination efforts (i.e., SUE). Coordination and communication with these stakeholders will be key to keeping the project moving forward and meeting the project schedule. The SUE survey will begin after initial contact with the utility stakeholders.

The traffic study for the 26 ½ project will review available data to determine if there are any data gaps and the need for turn lanes throughout the corridor. Our team will collect addition data, as required, identify critical areas and alternative sections, and will evaluate the alternatives utilizing Vissim modeling software and a client and project specific matrix. KLJ's team will solicit the City's input in the development of alternative selections, the evaluation of options, and the selection of a preferred alternative. Our client first strategy means the City's involvement is tailored to your wants. If the City wants to be to be an integral part of our team, we will make it happen. If the City prefers a review role, we'll adjust to match your expectations and needs.

Concurrent with the traffic analysis for 26 ½ Road, our team will be collecting field data at 26 ½ Road and B ½ Road, and starting the 30 percent design of the F ½ Road and D ½ Road improvements. Our team is committed to an efficient execution of these four projects by dividing and overlapping tasks. Our project schedule overview shows how the four projects will overlap. The F ½ Road and D ½ Road projects will maintain the same schedule since the City is supplying all base map information, and will be completed first. B ½ Road is the next to be finished and 26 ½ Road will be the last to be completed. The traffic study and analysis of alternatives associated with 26 ½ Road pushes the deliverable date into early June 2023.

The City will be supplying the basemap for F ½ Road and D ½ Road, so the design of the horizontal layout will proceed immediately. The designs for 26 ½ Road and B ½ Road will start as soon as enough basemap data is available.

Designs will progress past the initial horizontal layout by setting an initial centerline profile, rough grading to establish approximate project limits, and a drainage analysis to determine likely inlet locations, natural breakpoints, and possible catchments for new storm drain lines. We will always try to establish positive drainage to the street by lowering the street as much as possible. The SUE information will be used to evaluate the constructability of storm drain where proposed and how much the street profile can be lowered. We will use and iterative process to develop the design.

The corridor design will confirm ROW and easement needs, utility conflicts, and issues with private property such as fences, landscape, or other improvements constructed within the desired corridor. Utility relocation layout will begin to resolve utility conflicts within the proposed roadway corridor. The relocation of utilities will be conducted in close coordination with stakeholders and utility owners.

Project Manager Marc Kenney will provide the City with regular progress updates and will work with the City to schedule public meetings (one for each project after 60 percent design); design review meetings (30 and 60 percent for each roadway); problem solving sessions; utility coordination meetings; and other events, as required, to develop community and stakeholder trust, an understanding of the project, and potential impacts to their property and lives as a result of the project. Utility and irrigation stakeholder meetings will continue as utility relocations are finalized. Lastly, KLJ's team will support the City's efforts to acquire ROW and easements, gathering feedback from the City and their ROW consultant for any progress support needs. KLJ and the City will likely decide to evaluate alternative road sections for areas that are unlikely to have sufficient ROW and easements for the desired section. The alternative sections will be developed, laid out, and reviewed with the City to get early input regarding the application of alternative sections.

Upon submittal and review of the 30 percent design, the preliminary roadway centerline alignment and profile, grading limits, and ROW/easement needs will be finalized. ROW plans showing required ROW and easement acquisitions will be issued approximately three weeks after the 30 percent design meetings so the City can purse negotiations with landowners. Grading and drainage challenges will be resolved during the 60 percent design phase. KLJ anticipates some roadway sections (such as F ½ Road) will require the installation of new sections of storm drain. The profile of the centerline of the street will be kept below existing grade to the extent possible to ensure positive drainage from adjoining properties and streets. The design intent will be to provide storm drain inlets at low points and avoid the use of combined irrigation/stormwater systems to the extent possible. There may be locations within the corridor that need to continue to be served with combined irrigation/storm drain systems, but the use of combined systems will be minimized to the extent possible.

The final drainage calculations and report will be completed once the grading and drainage patterns are finalized. The structure analysis for the crossing of the Grand Valley Canal on 26 ½ Road and the street lighting design for all projects will be completed during the 60 percent design phase. The signing and striping sheets will be the last design task to start, as any changes to the design will impact those sheets and it is most efficient to minimize changes to those sheets. The plans will be prepared as using City of Grand Junction standards.

Intersection and grades will be checked for minimum slope and all ADA components will be vetted to make sure proper drainage and curb ramps are designed as per CDOT Curb Ramp Designers Resource Version 1.2 (or the latest version, if updated). During the QA/QC process, the curb ramp design will be checked against the CDOT Curb Ramp As-Built sheets for the ramp type to ensure compliance and constructability. KLJ's quality assurance review process will be implemented throughout the project to assure quality work products. Our QA/QC process will start with field verification of the basemap through verification that all comments on submittal packages have been addressed. As per our proposed schedule, our team is positioned to submit the final plan sets on the following dates: F ½ Road on March 24, 2023; D ½ Road on March 24, 2023; B ½ Road on April 14, 2023; and 26 ½ Road on June 9, 2023.

## GOALS AND METHODS

KLJ's project goals are to provide the City of Grand Junction, stakeholders, property owners, business owners, and residents with an exceptional experience by applying KLJ's core values of integrity, community, and trust. We want to be a part of the City's effort to improve the residential community connection between residences, schools, medical facilities, and opposite ends of town. This project will allow KLJ to showcase its transportation design capabilities by providing a progressive solution that improves the lives of residents and the community, user experience, safety, and minimizes cost to the community and the disruption of private property.

KLJ's design team will implement proven means and methods to complete this project. Our team of combined professionals provide the City with the highest level of expertise and lots of available horsepower to complete projects on time.

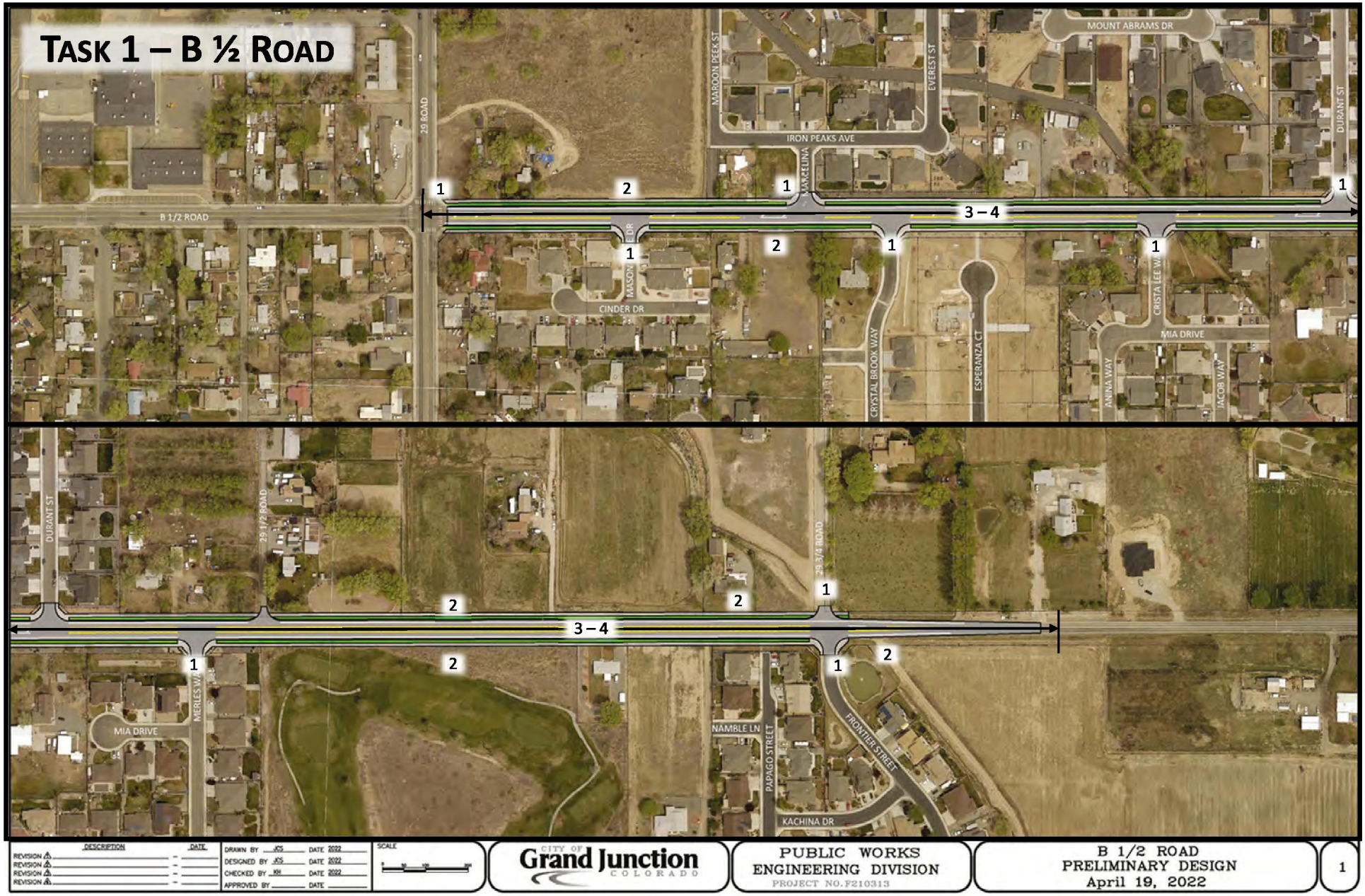
## CHALLENGES AND PROBLEMS

KLJ believes the most critical challenge for these projects is the lack of available width within the corridor required to complete the project using the preferred street section. The early determination of existing ROW width and additional width available for a 15-foot multi-purpose easement will allow the City to focus on ROW and easement acquisition. The results of these negotiations will identify sections within the corridor that will likely require a modified section. A preliminary analysis of the project corridors identified several regions with narrow ROW and many other areas where moving utilities into a 15-foot multi-purpose easement on either side of the ROW will result in a significant disturbance of landowner property, such as fences, landscaping, structures, and other improvements.

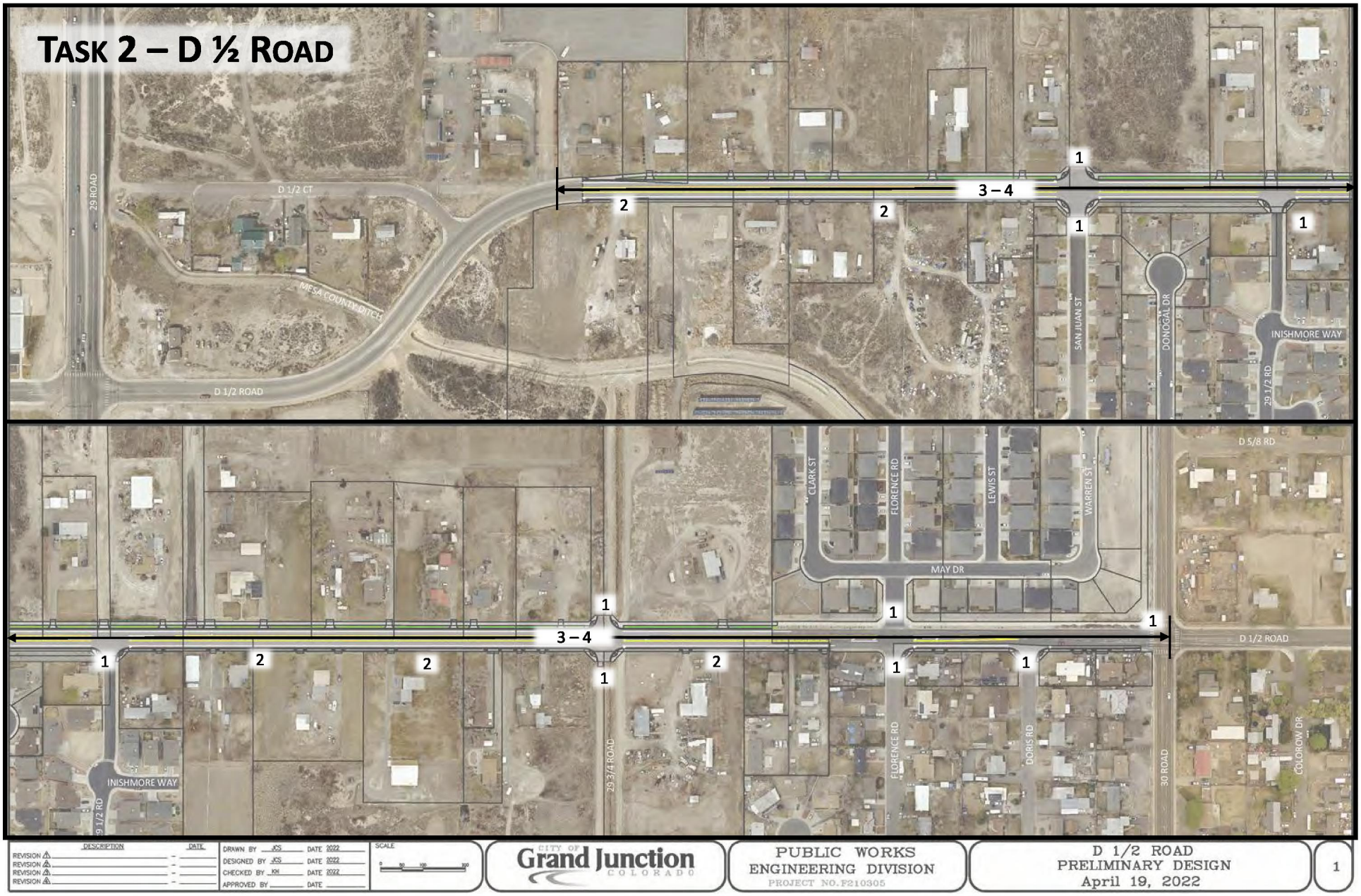
Coordination and communication with utility and irrigation stakeholders is critical to project success. Some utility companies are proactive and easy to work with, while others are hard to get a hold of and more challenging to work with. All of them require significant notice and lead time to relocate utilities. Irrigation laterals can be challenging as sometimes there is no clear organization or contact. Researching and contacting them early, meeting with them, and earning their trust will be key to getting their assistance with the project. KLJ's project manager will actively manage utility and irrigation stakeholders, as their input is a key piece of the design and their buy-in is a critical design path.

Grading and positive drainage is always a challenge within the Grand Valley because grades are naturally flat through much of the valley and stormwater receiving systems can be non-existent or relatively shallow. There are irrigation and drainage ditches that run parallel to portions of each of these corridors. The use of mixed irrigation and stormwater systems will be avoided to the extent possible. However, it is unlikely all connections to combined system will be able to be eliminated/avoided.

This project will add a significant area of new impervious surface and may require the design of a permanent stormwater quality features. The corridor has multiple drainage outfalls and it is likely each outfall will require its own stormwater quality feature. This will be a major challenge given the space limitations within the corridor already.




| | | | |
|---|---|---|---|
| 1 | Correct/Improve ADA/Pedestrian Access | 3 | Impacts to Utilities |
| 2 | Impacts to Irrigation/Drainage Patterns | 4 | Right of Way Impacts (Varies Significantly) |

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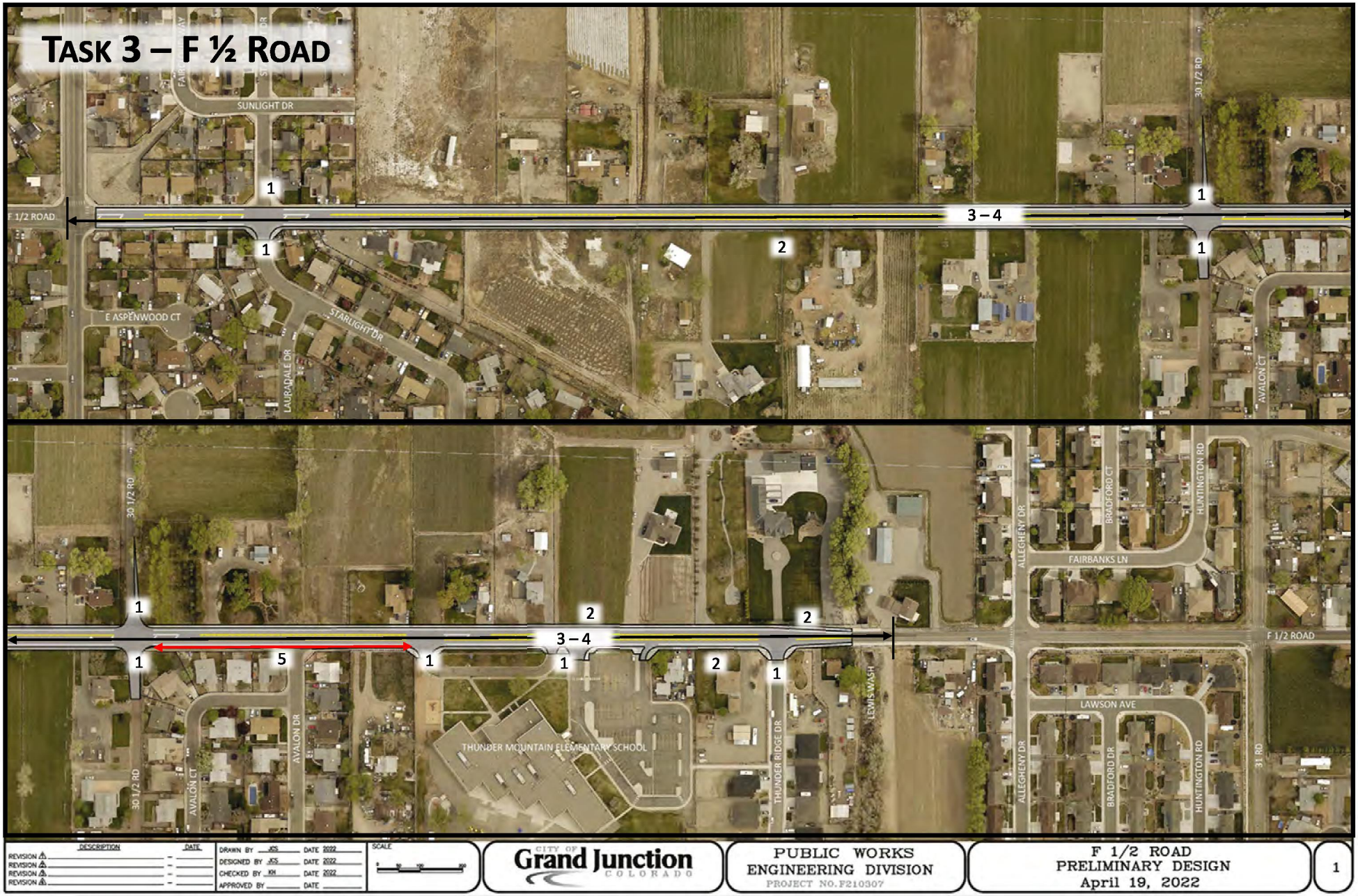
|---|---|---|---|
| 1 | Correct/Improve ADA/Pedestrian Access | 3 | Impacts to Utilities |
| 2 | Impacts to Irrigation/Drainage Patterns | 4 | Right of Way Impacts (Varies Significantly) |




| DESCRIPTION | DATE | | | |
|---|---|---|---|---|
| REVISION 1 | | DRAWN BY JCS | DATE 2022 | SCALE |
| REVISION 2 | | DESIGNED BY JCS | DATE 2022 | |
| REVISION 3 | | CHECKED BY KH | DATE 2022 | |
| REVISION 4 | | APPROVED BY | DATE | |

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
PROJECT NO. F210307

F 1/2 ROAD
PRELIMINARY DESIGN
April 19, 2022

1

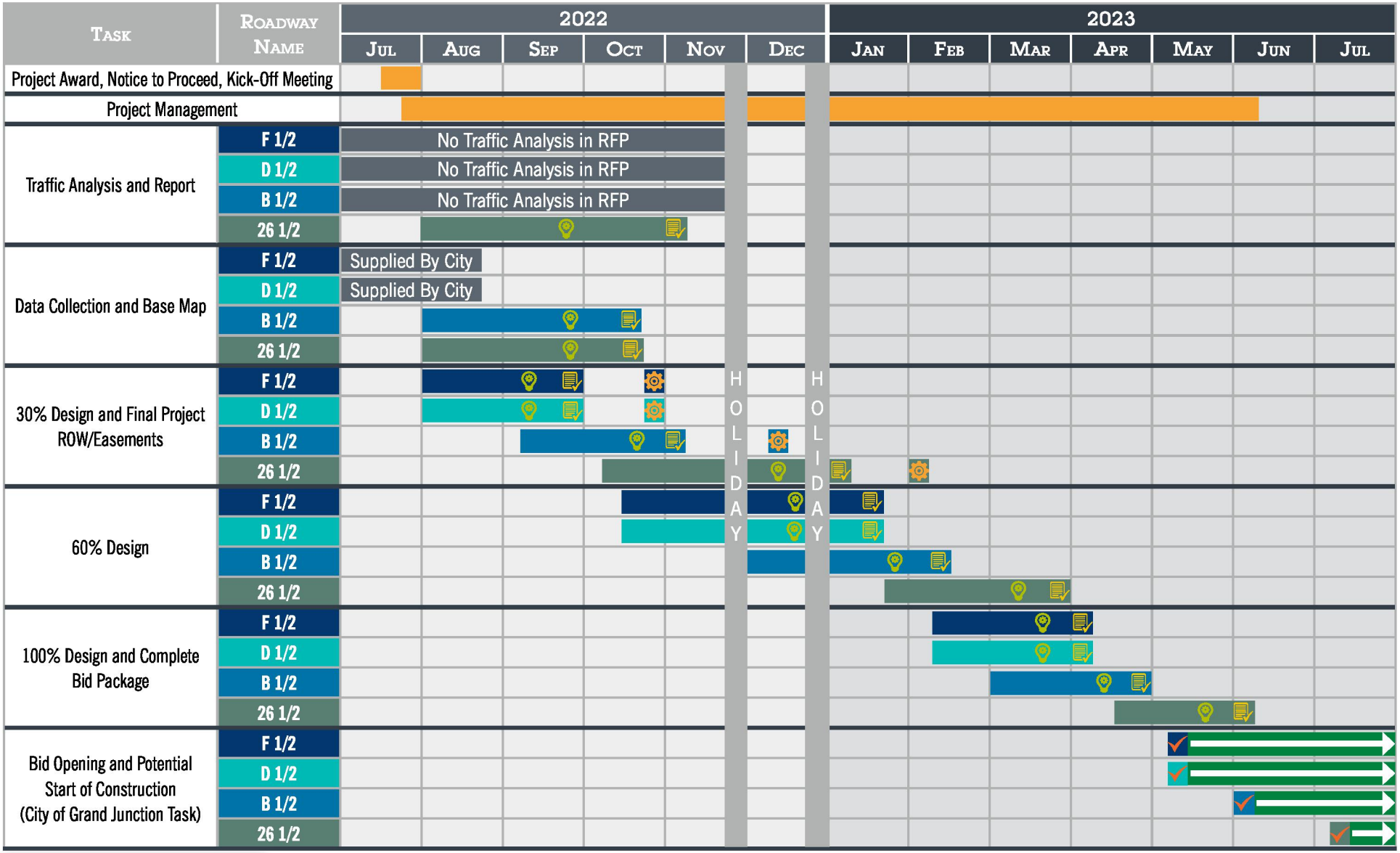
| | | | | | |
|---|---|---|---|---|---|
| 1 | Correct/Improve ADA/Pedestrian Access | 3 | Impacts to Utilities | 5 | Replace Existing 4-foot Sidewalk |
| 2 | Impacts to Irrigation/Drainage Patterns | 4 | Right of Way Impacts (Varies Significantly) | | |

# TASK 4 – 26 ½ ROAD

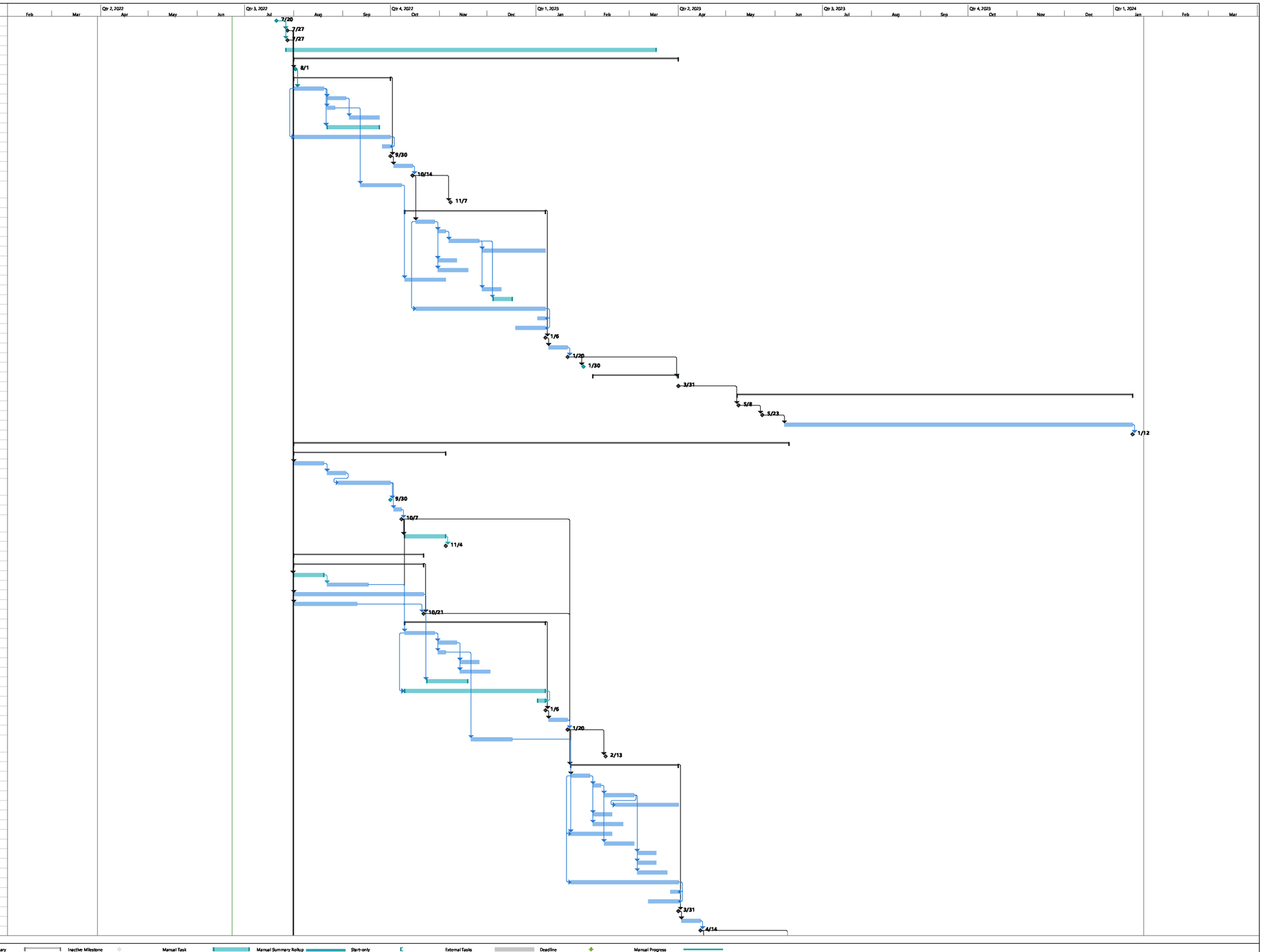


| | | | | | |
|---|---|---|---|---|---|
| 1 | Correct/Improve ADA/Pedestrian Access | 3 | Impacts to Utilities | 5 | Roundabout Project (by Others) |
| 2 | Impacts to Drainage Patterns | 4 | Right of Way Impacts (~60-foot Existing) | 6 | Widen Existing Box Culvert |

# SCHEDULE



| ID | Task Name | Duration | Start | Finish |
|---|---|---|---|---|
| 1 | Project Award | 1 day | Wed 7/20/22 | Wed 7/20/22 |
| 2 | Notice to Proceed and Signed Contract | 1 day | Wed 7/27/22 | Wed 7/27/22 |
| 3 | Kickoff Meeting | 1 day | Wed 7/27/22 | Wed 7/27/22 |
| 4 | Project Management | 168 days | Wed 7/27/22 | Fri 3/17/23 |
| 5 | **F 1/2 Road Design Phase** | **175 days** | **Mon 8/1/22** | **Fri 3/31/23** |
| 6 | Project Basemap Complete (supplied by City) | 1 day | Mon 8/1/22 | Mon 8/1/22 |
| 7 | **30% Design** | **45 days** | **Mon 8/1/22** | **Fri 9/30/22** |
| 8 | Horizontal Layout (70%) | 15 days | Mon 8/1/22 | Fri 8/19/22 |
| 9 | Vertical Layout (70%) | 10 days | Mon 8/22/22 | Fri 9/2/22 |
| 10 | Utility Conflict Identification | 5 days | Mon 8/22/22 | Fri 8/26/22 |
| 11 | Preliminary Grading (construction limits) + Drainage (30%) | 15 days | Mon 9/5/22 | Fri 9/23/22 |
| 12 | ROW Plans (90%) | 25 days | Mon 8/22/22 | Fri 9/23/22 |
| 13 | Construction Plans (50%) | 45 days | Mon 8/1/22 | Fri 9/30/22 |
| 14 | Engineer's Estimate of Probable Cost | 5 days | Mon 9/26/22 | Fri 9/30/22 |
| 15 | Issue 30% Review Package to City | 1 day | Fri 9/30/22 | Fri 9/30/22 |
| 16 | City Review of 30% Design | 10 days | Mon 10/3/22 | Fri 10/14/22 |
| 17 | 30% Design Progress/Review Meeting with the City | 1 day | Fri 10/14/22 | Fri 10/14/22 |
| 18 | SUE Level A (test holes at horizontal conflict to verify existing utility elevations) | 20 days | Mon 9/12/22 | Fri 10/7/22 |
| 19 | **Issue 100% Project ROW Plans to City** | **1 day** | **Mon 11/7/22** | **Mon 11/7/22** |
| 20 | **60% Design** | **65 days** | **Mon 10/10/22** | **Fri 1/6/23** |
| 21 | Refine Horizontal Layout/Design (90%) | 10 days | Mon 10/17/22 | Fri 10/28/22 |
| 22 | Refine Vertical Design (90%) | 5 days | Mon 10/31/22 | Fri 11/4/22 |
| 23 | Detailed Grading (80%) | 15 days | Mon 11/7/22 | Fri 11/25/22 |
| 24 | Drainage Design (90%) + Drainage Report (90%) | 30 days | Mon 11/28/22 | Fri 1/6/23 |
| 25 | Striping + Sign Layout (75%) | 10 days | Mon 10/31/22 | Fri 11/11/22 |
| 26 | Lighting Layout & Design (90%) | 15 days | Mon 10/31/22 | Fri 11/18/22 |
| 27 | Utility Conflict Resolution (80%) | 20 days | Mon 10/10/22 | Fri 11/4/22 |
| 28 | Stormwater Management Plan (90%) | 10 days | Mon 11/28/22 | Fri 12/9/22 |
| 29 | Landscape Plans (90%) | 10 days | Mon 12/5/22 | Fri 12/16/22 |
| 30 | Construction Plans (80%) | 60 days | Mon 10/17/22 | Fri 1/6/23 |
| 31 | Engineer's Estimate of Probable Cost | 5 days | Mon 1/2/23 | Fri 1/6/23 |
| 32 | Project Specials (60%) | 15 days | Mon 12/19/22 | Fri 1/6/23 |
| 33 | Issue 60% Review Package to City | 1 day | Fri 1/6/23 | Fri 1/6/23 |
| 34 | City Review of 60% Design | 10 days | Mon 1/9/23 | Fri 1/20/23 |
| 35 | 60% Design Progress/Review Meeting with the City | 1 day | Fri 1/20/23 | Fri 1/20/23 |
| 36 | Public Engagement Meeting | 1 day | Mon 1/30/23 | Mon 1/30/23 |
| 37 | **Finalize Design and Complete Bid Package** | **40 days** | **Mon 2/6/23** | **Fri 3/31/23** |
| 38 | Issue Final Design and Bid Package to the City | 1 day | Fri 3/31/23 | Fri 3/31/23 |
| 39 | **F 1/2 Road Bidding & Construction** | **180 days** | **Mon 5/8/23** | **Fri 1/12/24** |
| 40 | 26 1/2 Road Construction Bid Advertisement (estimated) | 1 day | Mon 5/8/23 | Mon 5/8/23 |
| 41 | 26 1/2 Road Construction Bid Award (estimated) | 1 day | Tue 5/23/23 | Tue 5/23/23 |
| 42 | 26 1/2 Road Construction (estimated) | 158 days | Wed 6/7/23 | Fri 1/12/24 |
| 43 | 26 1/2 Road Target Construction Completion (estimated) | 1 day | Fri 1/12/24 | Fri 1/12/24 |
| 44 | **26 1/2 Road Design Phase** | **225 days** | **Mon 8/1/22** | **Fri 6/9/23** |
| 45 | **Traffic Analysis + Report** | **70 days** | **Mon 8/1/22** | **Fri 11/4/22** |
| 46 | Traffic Data Collection | 15 days | Mon 8/1/22 | Fri 8/19/22 |
| 47 | Traffic Analysis | 10 days | Mon 8/22/22 | Fri 9/2/22 |
| 48 | Preliminary Traffic Report (Analysis of Alternatives & Recommended Solution) | 25 days | Mon 8/29/22 | Fri 9/30/22 |
| 49 | Issue Preliminary Traffic Report to City for Review | 1 day | Fri 9/30/22 | Fri 9/30/22 |
| 50 | City Review of Preliminary Traffic Report | 5 days | Mon 10/3/22 | Fri 10/7/22 |
| 51 | **Progress Meeting to Review Alternatives Analysis and Recommended Solution** | **1 day** | **Fri 10/7/22** | **Fri 10/7/22** |
| 52 | Finalize Traffic Report | 20 days | Mon 10/10/22 | Fri 11/4/22 |
| 53 | Issue Final Traffic Report to City | 1 day | Fri 11/4/22 | Fri 11/4/22 |
| 54 | **Data Collection + Base Map** | **60 days** | **Mon 8/1/22** | **Fri 10/21/22** |
| 55 | **Survey (Boundary and Topography)** | **60 days** | **Mon 8/1/22** | **Fri 10/21/22** |
| 56 | Right of Entry Permissions | 15 days | Mon 8/1/22 | Fri 8/19/22 |
| 57 | Survey Data Collection | 20 days | Mon 8/22/22 | Fri 9/16/22 |
| 58 | Right of Way and Property Boundary Map | 60 days | Mon 8/1/22 | Fri 10/21/22 |
| 59 | Subsurface Utility Engineering (SUE) Level B, C, & D | 30 days | Mon 8/1/22 | Fri 9/9/22 |
| 60 | Project Basemap Complete | 1 day | Fri 10/21/22 | Fri 10/21/22 |
| 61 | **30% Design** | **65 days** | **Mon 10/10/22** | **Fri 1/6/23** |
| 62 | Horizontal Layout (50%) | 15 days | Mon 10/10/22 | Fri 10/28/22 |
| 63 | Vertical Layout (50%) | 10 days | Mon 10/31/22 | Fri 11/11/22 |
| 64 | Utility Conflict Identification | 5 days | Mon 10/31/22 | Fri 11/4/22 |
| 65 | Preliminary Grading (50%) + Drainage (30%) | 10 days | Mon 11/14/22 | Fri 11/25/22 |
| 66 | Grand Valley Canal Crossing (extension of box culvert) (50%) | 15 days | Mon 11/14/22 | Fri 12/2/22 |
| 67 | ROW Plans (90%) | 20 days | Mon 10/24/22 | Fri 11/18/22 |
| 68 | Construction Plans (50%) | 65 days | Mon 10/10/22 | Fri 1/6/23 |
| 69 | Engineer's Estimate of Probable Cost | 5 days | Mon 1/2/23 | Fri 1/6/23 |
| 70 | Issue 30% Review Package to City | 1 day | Fri 1/6/23 | Fri 1/6/23 |
| 71 | City Review of 30% Design | 10 days | Mon 1/9/23 | Fri 1/20/23 |
| 72 | 30% Design Progress/Review Meeting with the City | 1 day | Fri 1/20/23 | Fri 1/20/23 |
| 73 | SUE Level A (test holes at horizontal conflict to verify existing utility elevations) | 20 days | Mon 11/21/22 | Fri 12/16/22 |
| 74 | **Issue Project ROW + Easement Requirements to City** | **1 day** | **Mon 2/13/23** | **Mon 2/13/23** |
| 75 | **60% Design** | **50 days** | **Mon 1/23/23** | **Fri 3/31/23** |
| 76 | Refine Horizontal Layout/Design (90%) | 10 days | Mon 1/23/23 | Fri 2/3/23 |
| 77 | Refine Vertical Design (90%) | 5 days | Mon 2/6/23 | Fri 2/10/23 |
| 78 | Detailed Grading (80%) | 15 days | Mon 2/13/23 | Fri 3/3/23 |
| 79 | Drainage Design (90%) + Drainage Report (90%) | 30 days | Mon 2/20/23 | Fri 3/31/23 |
| 80 | Striping + Sign Layout (75%) | 10 days | Mon 2/6/23 | Fri 2/17/23 |
| 81 | Lighting Layout & Design (90%) | 15 days | Mon 2/6/23 | Fri 2/24/23 |
| 82 | Utility Conflict Resolution (80%) | 20 days | Mon 1/23/23 | Fri 2/17/23 |
| 83 | Grand Valley Canal Crossing (extension of box culvert) (90%) | 15 days | Mon 2/13/23 | Fri 3/3/23 |
| 84 | Stormwater Management Plan (90%) | 10 days | Mon 3/6/23 | Fri 3/17/23 |
| 85 | Landscape Plans (90%) | 10 days | Mon 3/6/23 | Fri 3/17/23 |
| 86 | ROW Plans (100%) | 15 days | Mon 3/6/23 | Fri 3/24/23 |
| 87 | Construction Plans (80%) | 50 days | Mon 1/23/23 | Fri 3/31/23 |
| 88 | Engineer's Estimate of Probable Cost | 5 days | Mon 3/27/23 | Fri 3/31/23 |
| 89 | Project Specials (60%) | 15 days | Mon 3/13/23 | Fri 3/31/23 |
| 90 | Issue 60% Review Package to City | 1 day | Fri 3/31/23 | Fri 3/31/23 |
| 91 | City Review of 60% Design | 10 days | Mon 4/3/23 | Fri 4/14/23 |
| 92 | 60% Design Progress/Review Meeting with the City | 1 day | Fri 4/14/23 | Fri 4/14/23 |




Project: Swan Mountain Schedu
Date: Thu 6/23/22

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

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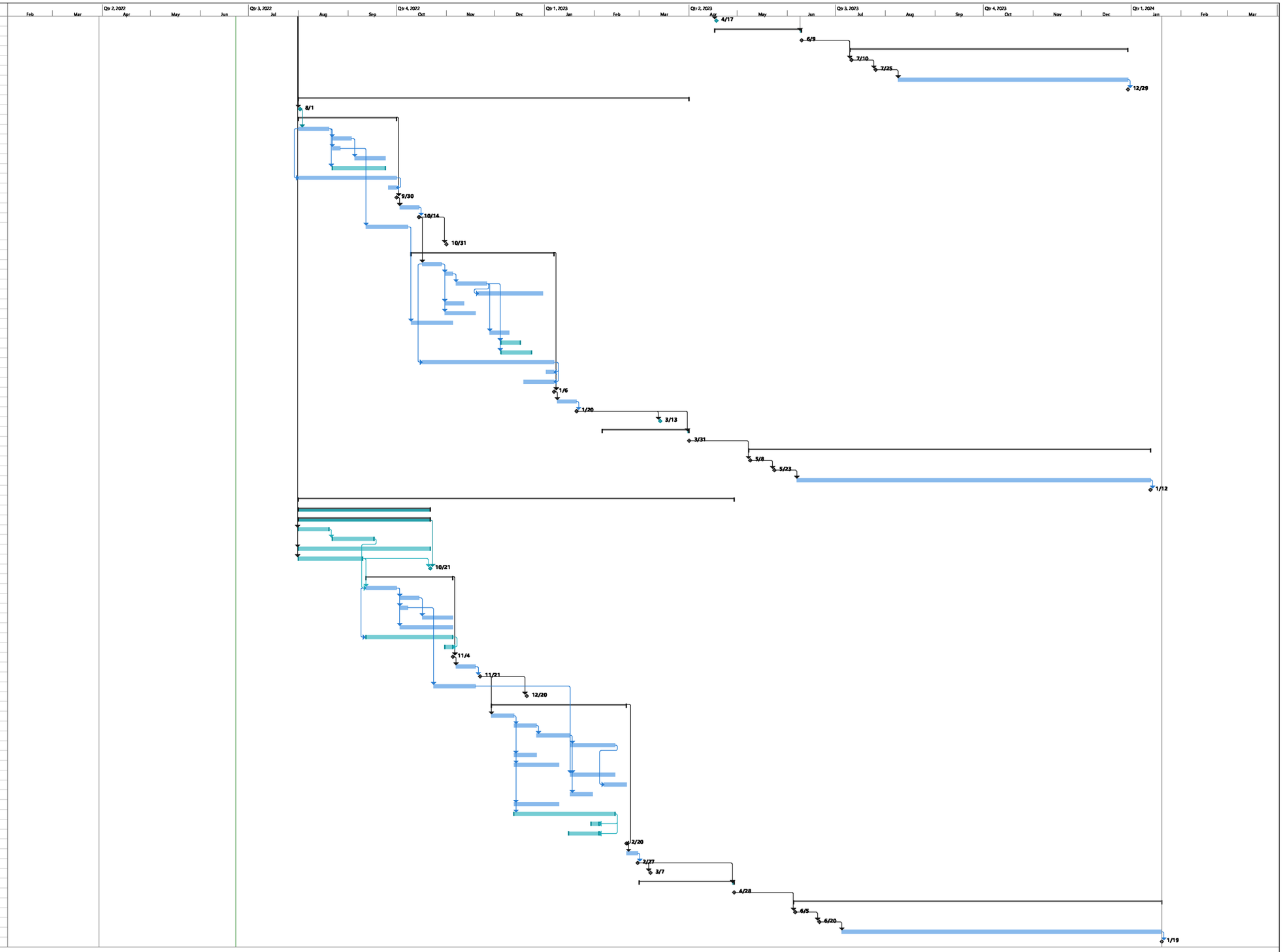
PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

| ID | Task Name | Duration | Start | Finish |
|---|---|---|---|---|
| 93 | Public Engagement Meeting | 1 day | Mon 4/17/23 | Mon 4/17/23 |
| 94 | **Finalize Design and Complete Bid Package** | **40 days** | **Mon 4/17/23** | **Fri 6/9/23** |
| 95 | Issue Final Design and Bid Package to the City | 1 day | Fri 6/9/23 | Fri 6/9/23 |
| 96 | **26 1/2 Road Bidding & Construction** | **125 days** | **Mon 7/10/23** | **Fri 12/29/23** |
| 97 | 26 1/2 Road Construction Bid Advertisement (estimated) | 1 day | Mon 7/10/23 | Mon 7/10/23 |
| 98 | 26 1/2 Road Construction Bid Award (estimated) | 1 day | Tue 7/25/23 | Tue 7/25/23 |
| 99 | 26 1/2 Road Construction (estimated) | 103 days | Wed 8/9/23 | Fri 12/29/23 |
| 100 | 26 1/2 Road Target Construction Completion (estimated) | 1 day | Fri 12/29/23 | Fri 12/29/23 |
| 101 | **D 1/2 Road Design Phase** | **175 days** | **Mon 8/1/22** | **Fri 3/31/23** |
| 102 | Project Basemap Complete (supplied by City) | 1 day | Mon 8/1/22 | Mon 8/1/22 |
| 103 | **30% Design** | **45 days** | **Mon 8/1/22** | **Fri 9/30/22** |
| 104 | Horizontal Layout (70%) | 15 days | Mon 8/1/22 | Fri 8/19/22 |
| 105 | Vertical Layout (70%) | 10 days | Mon 8/22/22 | Fri 9/2/22 |
| 106 | Utility Conflict Identification | 5 days | Mon 8/22/22 | Fri 8/26/22 |
| 107 | Preliminary Grading (50%) + Drainage (30%) | 15 days | Mon 9/5/22 | Fri 9/23/22 |
| 108 | ROW Plans (90%) | 25 days | Mon 8/22/22 | Fri 9/23/22 |
| 109 | Construction Plans (50%) | 45 days | Mon 8/1/22 | Fri 9/30/22 |
| 110 | Engineer's Estimate of Probable Cost | 5 days | Mon 9/26/22 | Fri 9/30/22 |
| 111 | Issue 30% Review Package to City | 1 day | Fri 9/30/22 | Fri 9/30/22 |
| 112 | City Review of 30% Design | 10 days | Mon 10/3/22 | Fri 10/14/22 |
| 113 | 30% Design Progress/Review Meeting with the City | 1 day | Fri 10/14/22 | Fri 10/14/22 |
| 114 | SUE Level A (test holes at horizontal conflict to verify existing utility elevations) | 20 days | Mon 9/12/22 | Fri 10/7/22 |
| 115 | **Issue Project ROW + Easement Requirements to City** | **1 day** | **Mon 10/31/22** | **Mon 10/31/22** |
| 116 | **60% Design** | **65 days** | **Mon 10/10/22** | **Fri 1/6/23** |
| 117 | Refine Horizontal Layout/Design (90%) | 10 days | Mon 10/17/22 | Fri 10/28/22 |
| 118 | Refine Vertical Design (90%) | 5 days | Mon 10/31/22 | Fri 11/4/22 |
| 119 | Detailed Grading (80%) | 15 days | Mon 11/7/22 | Fri 11/25/22 |
| 120 | Drainage Design (90%) + Drainage Report (90%) | 30 days | Mon 11/21/22 | Fri 12/30/22 |
| 121 | Striping + Sign Layout (75%) | 10 days | Mon 10/31/22 | Fri 11/11/22 |
| 122 | Lighting Layout & Design (90%) | 15 days | Mon 10/31/22 | Fri 11/18/22 |
| 123 | Utility Conflict Resolution (80%) | 20 days | Mon 10/10/22 | Fri 11/4/22 |
| 124 | Stormwater Management Plan (90%) | 10 days | Mon 11/28/22 | Fri 12/9/22 |
| 125 | Landscape Plans (90%) | 10 days | Mon 12/5/22 | Fri 12/16/22 |
| 126 | ROW Plans (100%) | 15 days | Mon 12/5/22 | Fri 12/23/22 |
| 127 | Construction Plans (80%) | 60 days | Mon 10/17/22 | Fri 1/6/23 |
| 128 | Engineer's Estimate of Probable Cost | 5 days | Mon 1/2/23 | Fri 1/6/23 |
| 129 | Project Specials (60%) | 15 days | Mon 12/19/22 | Fri 1/6/23 |
| 130 | Issue 60% Review Package to City | 1 day | Fri 1/6/23 | Fri 1/6/23 |
| 131 | City Review of 60% Design | 10 days | Mon 1/9/23 | Fri 1/20/23 |
| 132 | 60% Design Progress/Review Meeting with the City | 1 day | Fri 1/20/23 | Fri 1/20/23 |
| 133 | Public Engagement Meeting | 1 day | Mon 3/13/23 | Mon 3/13/23 |
| 134 | **Finalize Design and Complete Bid Package** | **40 days** | **Mon 2/6/23** | **Fri 3/31/23** |
| 135 | Issue Final Design and Bid Package to the City | 1 day | Fri 3/31/23 | Fri 3/31/23 |
| 136 | **D 1/2 Road Bidding & Construction** | **180 days** | **Mon 5/8/23** | **Fri 1/12/24** |
| 137 | 26 1/2 Road Construction Bid Advertisement (estimated) | 1 day | Mon 5/8/23 | Mon 5/8/23 |
| 138 | 26 1/2 Road Construction Bid Award (estimated) | 1 day | Tue 5/23/23 | Tue 5/23/23 |
| 139 | 26 1/2 Road Construction (estimated) | 158 days | Wed 6/7/23 | Fri 1/12/24 |
| 140 | 26 1/2 Road Target Construction Completion (estimated) | 1 day | Fri 1/12/24 | Fri 1/12/24 |
| 141 | **B 1/2 Road Design Phase** | **195 days** | **Mon 8/1/22** | **Fri 4/28/23** |
| 142 | **Data Collection + Base Map** | **60 days** | **Mon 8/1/22** | **Fri 10/21/22** |
| 143 | **Survey (Boundary and Topography)** | **60 days** | **Mon 8/1/22** | **Fri 10/21/22** |
| 144 | Right of Entry Permissions | 15 days | Mon 8/1/22 | Fri 8/19/22 |
| 145 | Survey Data Collection | 20 days | Mon 8/22/22 | Fri 9/16/22 |
| 146 | Right of Way and Property Boundary Map | 60 days | Mon 8/1/22 | Fri 10/21/22 |
| 147 | Subsurface Utility Engineering (SUE) Level B, C, & D | 30 days | Mon 8/1/22 | Fri 9/9/22 |
| 148 | Project Basemap Complete | 1 day | Fri 10/21/22 | Fri 10/21/22 |
| 149 | **30% Design** | **40 days** | **Mon 9/12/22** | **Fri 11/4/22** |
| 150 | Horizontal Layout (50%) | 15 days | Mon 9/12/22 | Fri 9/30/22 |
| 151 | Vertical Layout (50%) | 10 days | Mon 10/3/22 | Fri 10/14/22 |
| 152 | Utility Conflict Identification | 5 days | Mon 10/3/22 | Fri 10/7/22 |
| 153 | Preliminary Grading (50%) + Drainage (30%) | 15 days | Mon 10/17/22 | Fri 11/4/22 |
| 154 | ROW Plans (90%) | 25 days | Mon 10/3/22 | Fri 11/4/22 |
| 155 | Construction Plans (50%) | 40 days | Mon 9/12/22 | Fri 11/4/22 |
| 156 | Engineer's Estimate of Probable Cost | 5 days | Mon 10/31/22 | Fri 11/4/22 |
| 157 | Issue 30% Review Package to City | 1 day | Fri 11/4/22 | Fri 11/4/22 |
| 158 | City Review of 30% Design | 10 days | Mon 11/7/22 | Fri 11/18/22 |
| 159 | 30% Design Progress/Review Meeting with the City | 1 day | Mon 11/21/22 | Mon 11/21/22 |
| 160 | SUE Level A (test holes at horizontal conflict to verify existing ut | 20 days | Mon 10/24/22 | Fri 11/18/22 |
| 161 | **Issue Project ROW + Easement Requirements to City** | **1 day** | **Tue 12/20/22** | **Tue 12/20/22** |
| 162 | **60% Design** | **60 days** | **Tue 11/29/22** | **Mon 2/20/23** |
| 163 | Refine Horizontal Layout/Design (90%) | 10 days | Tue 11/29/22 | Mon 12/12/22 |
| 164 | Refine Vertical Design (90%) | 10 days | Tue 12/13/22 | Mon 12/26/22 |
| 165 | Detailed Grading (80%) | 15 days | Tue 12/27/22 | Mon 1/16/23 |
| 166 | Drainage Design (90%) + Drainage Report (90%) | 20 days | Tue 1/17/23 | Mon 2/13/23 |
| 167 | Striping + Sign Layout (75%) | 10 days | Tue 12/13/22 | Mon 12/26/22 |
| 168 | Lighting Layout & Design (90%) | 20 days | Tue 12/13/22 | Mon 1/9/23 |
| 169 | Utility Conflict Resolution (80%) | 20 days | Tue 1/17/23 | Mon 2/13/23 |
| 170 | Stormwater Management Plan (90%) | 10 days | Tue 2/7/23 | Mon 2/20/23 |
| 171 | Landscape Plans (90%) | 10 days | Tue 1/17/23 | Mon 1/30/23 |
| 172 | ROW Plans (100%) | 20 days | Tue 12/13/22 | Mon 1/9/23 |
| 173 | Construction Plans (80%) | 45 days | Tue 12/13/22 | Mon 2/13/23 |
| 174 | Engineer's Estimate of Probable Cost | 5 days | Mon 1/30/23 | Fri 2/3/23 |
| 175 | Project Specials (60%) | 15 days | Mon 1/16/23 | Fri 2/3/23 |
| 176 | Issue 60% Review Package to City | 1 day | Mon 2/20/23 | Mon 2/20/23 |
| 177 | City Review of 60% Design | 5 days | Tue 2/21/23 | Mon 2/27/23 |
| 178 | 60% Design Progress/Review Meeting with the City | 1 day | Mon 2/27/23 | Mon 2/27/23 |
| 179 | Public Engagement Meeting | 1 day | Tue 3/7/23 | Tue 3/7/23 |
| 180 | **Finalize Design and Complete Bid Package** | **43 days** | **Wed 3/1/23** | **Fri 4/28/23** |
| 181 | Issue Final Design and Bid Package to the City | 1 day | Fri 4/28/23 | Fri 4/28/23 |
| 182 | **B 1/2 Road Bidding & Construction** | **165 days** | **Mon 6/5/23** | **Fri 1/19/24** |
| 183 | 26 1/2 Road Construction Bid Advertisement (estimated) | 1 day | Mon 6/5/23 | Mon 6/5/23 |
| 184 | 26 1/2 Road Construction Bid Award (estimated) | 1 day | Tue 6/20/23 | Tue 6/20/23 |
| 185 | 26 1/2 Road Construction (estimated) | 143 days | Wed 7/5/23 | Fri 1/19/24 |
| 186 | 26 1/2 Road Target Construction Completion (estimated) | 1 day | Fri 1/19/24 | Fri 1/19/24 |




Project: Swan Mountain Schedu
Date: Thu 6/23/22

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

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PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

# References

Full project profiles of the projects listed below are included in the Relevant Experience Section of this proposal.

## KLJ References

### 43rd Avenue Widening & Reconstruction | Bismarck, ND

***Completed 2020***

Gabe Schell
City Engineer
City of Bismarck
701-355-1505
gschell@bismarcknd.gov

### Sheyenne Street Corridor Study, Widening, & Reconstruction | West Fargo, ND

***Completed 2020***

Dustin Scott, PE
Assistant City Administrator
City of West Fargo
701-515-5050
dustin.scott@westfargond.gov

### West Main Revitalization | Montrose, CO

***Completion 2023***

Scott Murphey, PE
City Engineer
City of Montrose
970-901-1792
smurphy@cityofmontrose.org

## Horrocks References

### WCR 66 & WCR 41 Intersection Improvements | Weld County, CO

***Completed 2022***

Clay Kimmi, PE
Senior Project Manager
Weld County
970-400-3741
ckimmi@weldgov.com

### 83rd Avenue Corridor Improvements | Greeley, CO

***Completed 2022***

Mike Maurer
Senior Project Manager
City of Greeley
970-336-4122
mikemaurer@greeleygov.com

### US Highway 34 Encore at Johnson | Larimer County, CO

***Completion 2023***

Roy Bade
Chief Development Officer
Caliber Companies
480-398-4594
roy.bade@caliberco.com

# Fee

## SECTION 7.0: SOLICITATION RESPONSE FORM

**RFP-5075-22-SH Professional Design Engineering Services for the Transportation Capacity Improvements**

*Offeror must submit entire Form completed, dated and signed.*

**All inclusive, NTE cost to provide design engineering services for Transportation Capacity Improvements:**

| Description | Not to Exceed Cost |
|---|---|
| **B ½ Road** | $434,724 |
| **D ½ Road** | $326,726 |
| **F ½ Road** | $396,902 |
| **26 ½ Road** | $543,525 |
| **TOTAL Not to Exceed Cost** | $1,701,877 |

**We can offer a 2% discount for awarded two projects (from prices to the left). We can offer a 5% discount for awarded three projects (from prices to the left). If we are awarded all four projects, there is a 10% discount:**
**B ½ Road = $395,204**
**D ½ Road = $297,024**
**F ½ Road = $360,820**
**26 ½ Road = $494,114**
**Total = $1,547,162**

**Total Amount Written:** One million, seven hundred and one thousand, eight hundred seventy-seven dollars

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

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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 N/A 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. The Owner reserves the right to consider any such discounts when determining the bid award that are no less than Net 10 days

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

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

| | |
|---|---|
| KLJ Engineering LLC | Mark Anderson, Senior VP Public Works and Transportation Services |
| Company Name – (Typed or Printed) | Authorized Agent – (Typed or Printed) |
| Mark Anderson | 701-355-8765 |
| Authorized Agent Signature | Phone Number |
| PO Box 4130 | mark.anderson@kljeng.com |
| Address of Offeror | E-mail Address of Agent |
| Bismarck, ND 58502 | June 23, 2023 |
| City, State, and Zip Code | Date |

| KLJ Project Name: | B 1/2 Road |
|---|---|
| KLJ Project Number: | 2204-01020 |

# Project Budget

KLJ

| Task Code | Description | Labor Multiplier or Select a Rate Sheet | Job Classification: Senior Project Manager — Kenney, Marc | Senior Engineer — Reimer, Jason | Senior Engineer — Fisher, Brad | Engineer — Civil - Sundberg, Ryan R | Engineer in Training II — TBD | Engineer in Training I — TBD | Engineer — Civil - Wotruba, Caitlin | Project Assistant I — TBD | DIRECT LABOR Subtotal | Expenses (person x days) | Reimbursable Rate | REIMBURSABLE EXPENSE[1] Total | Subconsultant Bill | KLJ's % Markup Subconsultant's Name | Subconsultant Fee | DIRECT EXPENSE[2] | Bal to: Lump Sum or Agreed Fee | TASK TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| 4.1 | Data Collection + Base Map | | | | | | | | | | | | | | | | | | | |
| | Boundary + Topographic Survey | | | 8 | | | | | | | $ 1,440.00 | | | $ - | $ 38,000.00 | Wasatch Surveying | $ 38,000.00 | | | $ 39,440.00 |
| | Subsurface Utility Engineering (SUE) Level B, C, & D | | 4 | 8 | | | | | | | $ 2,320.00 | | | $ - | $ 26,000.00 | Horrocks Engineers | $ 26,000.00 | | | $ 28,320.00 |
| | Project Baseman | | | | | | | | | | $ - | | | $ - | $ 42,385.00 | Horrocks Engineers | $ 42,385.00 | | | $ 42,385.00 |
| | QA/QC + Field Verification | | 2 | 4 | | | | 8 | | | $ 1,960.00 | | | $ - | $ 2,335.00 | Horrocks Engineers | $ 2,335.00 | | | $ 4,295.00 |
| | | Subtotal of Task 4 | 6 | 20 | | | | 8 | | | $ 5,720.00 | | | $ - | $ 108,720.00 | | $ 108,720.00 | $ - | $ - | $ 114,440.00 |
| 4.2 | 30% Design | | | | | | | | | | | | | | | | | | | |
| | 30% Design Package | | | | | 8 | | | | | $ 1,264.00 | | | $ - | $ 26,700.00 | Horrocks Engineeers | $ 26,700.00 | | | $ 27,964.00 |
| | ROW Plans | | | | | | | | | | $ - | | | $ - | $ 13,100.00 | Horrocks Engineeers | $ 13,100.00 | | | $ 13,100.00 |
| | QA/QC | | 2 | 4 | 8 | 8 | | | | | $ 3,864.00 | | | $ - | $ 3,200.00 | Horrocks Engineeers | $ 3,200.00 | | | $ 7,064.00 |
| | 30% Review Meeting (in-person) + follow-up & minutes | | 4 | | | | | | | | $ 880.00 | | | $ - | $ 4,700.00 | Horrocks Engineeers | $ 4,700.00 | | | $ 5,580.00 |
| | Drainage Report and Design | | 16 | 16 | | | 40 | | | | $ 10,880.00 | | | $ - | $ 11,200.00 | Horrocks Engineeers | $ 11,200.00 | | | $ 22,080.00 |
| | Utility Coordination | | 8 | | 16 | | | | | | $ 4,640.00 | | | $ - | $ 4,000.00 | Horrocks Engineeers | $ 4,000.00 | | | $ 8,640.00 |
| | | Subtotal of Task 4 | 30 | 20 | 24 | 16 | 40 | | | | $ 21,528.00 | | | $ - | $ 62,900.00 | | $ 62,900.00 | $ - | $ - | $ 84,428.00 |
| 4.3 | 60% Design | | | | | | | | | | | | | | | | | | | |
| | 60% Design Package | | 8 | 16 | | 8 | 80 | | | | $ 14,864.00 | | | $ - | $ 31,700.00 | Horrocks Engineers | $ 31,700.00 | | | $ 46,564.00 |
| | QA/QC | | 2 | 4 | 8 | 8 | | | | | $ 3,864.00 | | | $ - | $ 3,000.00 | Horrocks Engineers | $ 3,000.00 | | | $ 6,864.00 |
| | 60% Review Meeting (in-person) + follow-up & minutes | | 4 | | | | | | | | $ 880.00 | | | $ - | $ 2,900.00 | Horrocks Engineers | $ 2,900.00 | | | $ 3,780.00 |
| | SUE Level A Test Holes (assume 20 Test Holes) | | 1 | | 4 | | | | | | $ 940.00 | | | $ - | $ 28,000.00 | Horrocks Engineers | $ 28,000.00 | | | $ 28,940.00 |
| | Finalized ROW Plans | | | | | | | | | | $ - | | | $ - | $ 12,000.00 | Horrocks Engineers | $ 12,000.00 | | | $ 12,000.00 |
| | Landscape Plans (no irrigation, no plants, just decorative rock) | | | | | | | | | | $ - | | | $ - | $ 7,500.00 | Kaart | $ 7,500.00 | | | $ 7,500.00 |
| | | Subtotal of Task 4 | 15 | 20 | 12 | 16 | 80 | | | | $ 20,548.00 | | | $ - | $ 85,100.00 | | $ 85,100.00 | $ - | $ - | $ 105,648.00 |
| 4.4 | Final Design + Bid Documents | | | | | | | | | | | | | | | | | | | |
| | Finalize Design | | | | | 8 | | | | | $ 1,264.00 | | | $ - | $ 29,200.00 | Horrocks Engineers | $ 29,200.00 | | | $ 30,464.00 |
| | Bid Documents | | | | 8 | | | | | | $ 1,440.00 | | | $ - | $ 23,100.00 | Horrocks Engineers | $ 23,100.00 | | | $ 24,540.00 |
| | QA/QC | | 2 | 4 | 8 | 8 | | | | | $ 3,864.00 | | | $ - | $ 2,300.00 | Horrocks Engineers | $ 2,300.00 | | | $ 6,164.00 |
| | | Subtotal of Task 4 | 2 | 4 | 16 | 16 | | | | | $ 6,568.00 | | | $ - | $ 54,600.00 | | $ 54,600.00 | $ - | $ - | $ 61,168.00 |
| 4.4 | Project Management | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Project Management, Billing, Coordination, etc. | | 40 | 16 | | | | | | 8 | $ 12,240.00 | | | $ - | $ 14,400.00 | Horrocks Engineers | $ 14,400.00 | | | $ 26,640.00 |
| | Public Meeting | | 4 | | | | | | | | $ 880.00 | | | $ - | $ 2,000.00 | Horrocks Engineers | $ 2,000.00 | | | $ 2,880.00 |
| | | Subtotal of Task 4 | 44 | 16 | | | | | | 8 | $ 13,120.00 | | | $ - | $ 16,400.00 | | $ 16,400.00 | $ - | $ - | $ 29,520.00 |
| | | Total Quantity | 97 | 80 | 52 | 48 | 120 | 8 | | 8 | 413 | | | | | | | | | |
| | | Total Dollars | | | | | | | | | $ 67,484.00 | | | $ - | | | $ 327,720.00 | $ - | $ - | $ 395,204.00 |

[1] To be billed at actual with an $150 maximum (Meals $35- Lodging $115)

[2] Includes: equipment, rental/subscriptions, mileage... etc.

**Summary of Costs: Select a DOT**

| | | |
|---|---|---|
| Direct Labor | | $ 67,484.00 |
| | Indirect Costs - | $ - |
| **Subtotal** | | **$ 67,484.00** |
| On bill rate | Fixed Fee - | $ - |
| Raw labor cost | COF - | $ - |
| Direct Expenses | | $ - |
| Subconsultants | | $ 327,720.00 |
| Reimbursables | | $ - |
| Balance to Lump Sum or Agreed Fee | | $ - |
| **Total Estimated Engineering Costs** | | **$ 395,204.00** |

PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

| KLJ Project Name: | D 1/2 Road |
|---|---|
| KLJ Project Number: | 2204-01020 |

# Project Budget

| Job Classification: | | | Senior Project Manager | Senior Engineer | Senior Engineer | Engineer | Engineer in Training II | Engineer in Training I | Engineer | Project Assistant I | | | | REIMBURSABLE EXPENSE[1] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task Code | Description | Labor Multiplier or Select a Rate Sheet | Kenney, Marc | Reimer, Jason | Fisher, Brad | Civil - Sundberg, Ryan R | TBD | TBD | Civil - Wotruba, Caitlin | TBD | DIRECT LABOR Subtotal | Expenses (person x days) | Reimbursable Rate | Total | Subconsultant Bill | KLJ's % Markup Subconsultant's Name | Subconsultant Fee | DIRECT EXPENSE[2] | Bal to: Lump Sum or Agreed Fee | TASK TOTAL |
| 2.1 | 30% Design | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | 30% Design Package | | | | | 8 | | | | | $ 1,264.00 | | | $ - | $ 26,700.00 | Horrocks Engineeers | $ 26,700.00 | | | $ 27,964.00 |
| | ROW Plans | | | | | | | | | | $ - | | | $ - | $ 13,100.00 | Horrocks Engineeers | $ 13,100.00 | | | $ 13,100.00 |
| | QA/QC | | 2 | 4 | 8 | 8 | | | | | $ 3,864.00 | | | $ - | $ 3,200.00 | Horrocks Engineeers | $ 3,200.00 | | | $ 7,064.00 |
| | 30% Review Meeting (in-person) | | 4 | | | | | | | | $ 880.00 | | | $ - | $ 4,700.00 | Horrocks Engineeers | $ 4,700.00 | | | $ 5,580.00 |
| | Drainage Report and Design | | 16 | 16 | | | 40 | | | | $ 10,880.00 | | | $ - | $ 11,200.00 | Horrocks Engineeers | $ 11,200.00 | | | $ 22,080.00 |
| | Utility Coordination | | 8 | | 16 | | | | | | $ 4,640.00 | | | $ - | $ 4,100.00 | Horrocks Engineeers | $ 4,100.00 | | | $ 8,740.00 |
| | | Subtotal of Task 2 | 30 | 20 | 24 | 16 | 40 | | | | $ 21,528.00 | | | $ - | $ 63,000.00 | | $ 63,000.00 | $ - | $ - | $ 84,528.00 |
| 2.2 | 60% Design | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | 60% Design Package | | 8 | 16 | | 8 | 80 | | | | $ 14,864.00 | | | $ - | $ 31,700.00 | Horrocks Engineers | $ 31,700.00 | | | $ 46,564.00 |
| | QA/QC | | 2 | 4 | 8 | 8 | | | | | $ 3,864.00 | | | $ - | $ 3,000.00 | Horrocks Engineers | $ 3,000.00 | | | $ 6,864.00 |
| | 60% Review Meeting (in-person) | | 4 | | | | | | | | $ 880.00 | | | $ - | $ 2,900.00 | Horrocks Engineers | $ 2,900.00 | | | $ 3,780.00 |
| | SUE Level A Test Holes (assume 20 Test Holes) | | 1 | | 4 | | | | | | $ 940.00 | | | $ - | $ 28,000.00 | Horrocks Engineers | $ 28,000.00 | | | $ 28,940.00 |
| | Finalize Utility Relocations | | 4 | | 16 | | | | | | $ 3,760.00 | | | $ - | $ 12,000.00 | Horrocks Engineers | $ 12,000.00 | | | $ 15,760.00 |
| | Finalized ROW Plans | | | | | | | | | | $ - | | | $ - | $ 11,600.00 | Horrocks Engineers | $ 11,600.00 | | | $ 11,600.00 |
| | Landscape Plans (no irrigation, no plants, just decorative rock) | | | | | | | | | | $ - | | | $ - | $ 7,500.00 | Kaart | $ 7,500.00 | | | $ 7,500.00 |
| | | Subtotal of Task 2 | 19 | 20 | 28 | 16 | 80 | | | | $ 24,308.00 | | | $ - | $ 96,700.00 | | $ 96,700.00 | $ - | $ - | $ 121,008.00 |
| 2.3 | Final Design + Bid Documents | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Finalize Design | | | | | 8 | | | | | $ 1,264.00 | | | $ - | $ 30,000.00 | Horrocks Engineers | $ 30,000.00 | | | $ 31,264.00 |
| | Bid Documents | | | | 8 | | | | | | $ 1,440.00 | | | $ - | $ 23,100.00 | Horrocks Engineers | $ 23,100.00 | | | $ 24,540.00 |
| | QA/QC | | 2 | 4 | 8 | 8 | | | | | $ 3,864.00 | | | $ - | $ 2,300.00 | Horrocks Engineers | $ 2,300.00 | | | $ 6,164.00 |
| | | Subtotal of Task 2 | 2 | 4 | 16 | 16 | | | | | $ 6,568.00 | | | $ - | $ 55,400.00 | | $ 55,400.00 | $ - | $ - | $ 61,968.00 |
| 2.4 | Project Management | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Project Management, Billing, Coordination, etc. | | 40 | 16 | | | | | | 8 | $ 12,240.00 | | | $ - | $ 14,400.00 | Horrocks Engineers | $ 14,400.00 | | | $ 26,640.00 |
| | Public Meeting | | 4 | | | | | | | | $ 880.00 | | | $ - | $ 2,000.00 | Horrocks Engineers | $ 2,000.00 | | | $ 2,880.00 |
| | | Subtotal of Task 2 | 44 | 16 | | | | | | 8 | $ 13,120.00 | | | $ - | $ 16,400.00 | | $ 16,400.00 | $ - | $ - | $ 29,520.00 |
| | | Total Quantity | 95 | 60 | 68 | 48 | 120 | | | 8 | 399 | | | | | | | | | |
| | | Total Dollars | | | | | | | | | $ 65,524.00 | | | $ - | | | $ 231,500.00 | $ - | $ - | $ 297,024.00 |

[1] To be billed at actual with an $150 maximum (Meals $35- Lodging $115)

[2] Includes: equipment, rental/subscriptions, mileage... etc.

**Summary of Costs: Select a DOT**

| | | |
|---|---|---|
| Direct Labor | | $ 65,524.00 |
| | Indirect Costs - | $ - |
| **Subtotal** | | **$ 65,524.00** |
| On bill rate | Fixed Fee - | $ - |
| Raw labor cost | COF - | $ - |
| Direct Expenses | | $ - |
| Subconsultants | | $ 231,500.00 |
| Reimbursables | | $ - |
| Balance to Lump Sum or Agreed Fee | | $ - |
| **Total Estimated Engineering Costs** | | **$ 297,024.00** |

| KLJ Project Name: | F 1/2 Road |
|---|---|
| KLJ Project Number: | 2204-01020 |

# Project Budget

| Job Classification: | | Senior Project Manager | Senior Engineer | Senior Engineer | Engineer | Engineer in Training II | Engineer in Training I | Engineer | Project Assistant I | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task Code | Description | Labor Multiplier or Select a Rate Sheet | Kenney, Marc | Reimer, Jason | Fisher, Brad | Civil - Sundberg, Ryan R | TBD | TBD | Civil - Wotruba, Caitlin | TBD | DIRECT LABOR Subtotal | Expenses (person x days) | Reimbursable Rate | REIMBURSABLE EXPENSE[1] Total | Subconsultant Bill | KLJ's % Markup Subconsultant's Name | Subconsultant Fee | DIRECT EXPENSE[2] | Bal to: Lump Sum or Agreed Fee | TASK TOTAL |
| **2.1** | **30% Design** | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | 30% Design Package | | 4 | 40 | 40 | 100 | 200 | 150 | | | $ 68,480.00 | | | $ - | | | $ - | | | $ 68,480.00 |
| | ROW Plans | | | | | 2 | 4 | | | | $ 764.00 | | | $ - | $ 14,000.00 | Horrocks Engineeers | $ 14,000.00 | | | $ 14,764.00 |
| | QA/QC | | 4 | 8 | 8 | 8 | | | | | $ 5,024.00 | | | $ - | | | $ - | | | $ 5,024.00 |
| | 30% Review Meeting (in-person) | | 2 | 4 | | 12 | | | | | $ 3,056.00 | 1 | | $ 200.00 | | | $ - | | | $ 3,256.00 |
| | Drainage Report and Design | | 24 | 40 | | | 200 | | | | $ 34,880.00 | | | $ - | | | $ - | | | $ 34,880.00 |
| | Utility Coordination | | 8 | 8 | 40 | | | 40 | | | $ 14,400.00 | | | $ - | | | $ - | | | $ 14,400.00 |
| | | Subtotal of Task 2 | **42** | **100** | **88** | **122** | **404** | **190** | | | $ 126,604.00 | **1** | | $ 200.00 | $ 14,000.00 | | $ 14,000.00 | $ - | $ - | **$ 140,804.00** |
| **2.2** | **60% Design** | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | 60% Design Package | | 4 | 40 | 40 | 80 | 150 | 100 | 40 | | $ 61,040.00 | | | $ - | | | $ - | | | $ 61,040.00 |
| | QA/QC | | 4 | 8 | 8 | 8 | | | | | $ 5,024.00 | | | $ - | | | $ - | | | $ 5,024.00 |
| | 60% Review Meeting (in-person) | | 2 | 4 | | 12 | | | | | $ 3,056.00 | 1 | | $ 200.00 | | | $ - | | | $ 3,256.00 |
| | SUE Level A Test Holes (assume 20 Test Holes) | | 2 | 4 | 24 | | | 24 | | | $ 7,880.00 | | | $ - | $ 28,000.00 | Horrocks Engineers | $ 28,000.00 | | | $ 35,880.00 |
| | Finalize Utility Relocations | | 8 | 8 | 32 | | | 60 | | | $ 14,960.00 | | | $ - | | | $ - | | | $ 14,960.00 |
| | Finalized ROW Plans | | | 1 | | 4 | 8 | | | | $ 1,708.00 | | | $ - | $ 12,000.00 | Horrocks Engineers | $ 12,000.00 | | | $ 13,708.00 |
| | | Subtotal of Task 2 | **20** | **65** | **104** | **104** | **158** | **184** | **40** | | $ 93,668.00 | **1** | | $ 200.00 | $ 40,000.00 | | $ 40,000.00 | $ - | $ - | **$ 133,868.00** |
| **2.3** | **Final Design + Bid Documents** | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Finalize Design | | 2 | 24 | 40 | 40 | 100 | 60 | 20 | | $ 38,640.00 | 1 | | $ 200.00 | | | $ - | | | $ 38,840.00 |
| | Bid Documents | | 1 | 2 | 40 | 8 | | | | | $ 9,044.00 | | | $ - | | | $ - | | | $ 9,044.00 |
| | QA/QC | | 4 | 8 | 8 | 8 | | | | | $ 5,024.00 | | | $ - | | | $ - | | | $ 5,024.00 |
| | | Subtotal of Task 2 | **7** | **34** | **88** | **56** | **100** | **60** | **20** | | $ 52,708.00 | **1** | | $ 200.00 | $ - | | $ - | $ - | $ - | **$ 52,908.00** |
| **2.4** | **Project Management** | | $ 220.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Project Management, Billing, Coordination, etc. | | 60 | 80 | | 16 | | | | 12 | $ 30,968.00 | | | $ - | | | $ - | | | $ 30,968.00 |
| | Public Meeting | | 4 | | | 4 | | | | 8 | $ 2,072.00 | 1 | | $ 200.00 | | | $ - | | | $ 2,272.00 |
| | | Subtotal of Task 2 | **64** | **80** | | **20** | | | | **20** | $ 33,040.00 | **1** | | $ 200.00 | $ - | | $ - | $ - | $ - | **$ 33,240.00** |
| | | **Total Quantity** | **133** | **279** | **280** | **302** | **662** | **434** | **60** | **20** | **2170** | **4** | | | | | | | | |
| | | **Total Dollars** | | | | | | | | | **$ 306,020.00** | | | **$ 800.00** | | | **$ 54,000.00** | **$ -** | **$ -** | **$ 360,820.00** |

[1] To be billed at actual with an $150 maximum (Meals $35- Lodging $115)

[2] Includes: equipment, rental/subscriptions, mileage... etc.

**Summary of Costs: Select a DOT**

| | | |
|---|---|---|
| Direct Labor | | $ 306,020.00 |
| | Indirect Costs - | $ - |
| **Subtotal** | | **$ 306,020.00** |
| On bill rate | Fixed Fee - | $ - |
| Raw labor cost | COF - | $ - |
| Direct Expenses | | $ - |
| Subconsultants | | $ 54,000.00 |
| Reimbursables | | $ 800.00 |
| Balance to Lump Sum or Agreed Fee | | $ - |
| **Total Estimated Engineering Costs** | | **$ 360,820.00** |

| KLJ Project Name: | 26 1/2 Road |
|---|---|
| KLJ Project Number: | 2204-01020 |

# Project Budget

| Job Classification: | | Senior Project Manager | Senior Engineer | Associate Project Manager | Senior Engineer | Senior Engineer | Engineer | Engineer in Training I | Engineer in Training II | Engineer in Training I | Engineer | Project Assistant I | | | | REIMBURSABLE EXPENSE[1] | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task Code | Description | Labor Multiplier or Select a Rate Sheet | Kenney, Marc | Reimer, Jason | Civil - Devere, Joe S | Barr, Douglas | Fisher, Brad | Civil - Sundberg, Ryan R | Traffic - TBD | TBD | TBD | Civil - Wetruba, Caitlin | TBD | DIRECT LABOR Subtotal | Expenses (person x days) | Reimbursable Rate | Total | Subconsultant Bill | KLJ's % Markup Subconsultant's Name | Subconsultant Fee | DIRECT EXPENSE[2] | Bal to: Lump Sum or Agreed Fee | TASK TOTAL |
| 1.1 | Traffic Analysis + Report | Project Special | $ 220.00 | $ 180.00 | $ 165.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 100.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Traffic Data Collection | | | 2 | 8 | | | | | 4 | 16 | | | $ 3,728.00 | | | $ - | | | $ - | $ 5,000.00 | | $ 8,728.00 |
| | Traffic Data Analysis | | | | 40 | | | | | 40 | | | | $ 11,080.00 | | | $ - | | | $ - | | | $ 11,080.00 |
| | Analysis of Alternatives and Development of Recommended Corridor | | 2 | | 40 | | | 40 | | 40 | | | | $ 17,840.00 | | | $ - | | | $ - | | | $ 17,840.00 |
| | Preliminary Traffic Report | | 2 | 4 | 60 | | | 40 | 40 | | | | | $ 21,380.00 | | | $ - | | | $ - | | | $ 21,380.00 |
| | Review Meeting (local team in-person & remote team virtual) | | 2 | 2 | 2 | | | 2 | | | | | | $ 1,446.00 | 1 | | $ 200.00 | | | $ - | | | $ 1,646.00 |
| | Final Traffic Report | | 1 | 4 | 24 | | | 8 | 40 | | | | | $ 10,164.00 | | | $ - | | | $ - | | | $ 10,164.00 |
| | OAOC | | 2 | 4 | | | 4 | 4 | | | | | | $ 2,512.00 | | | $ - | | | $ - | | | $ 2,512.00 |
| | | Subtotal of Task 1 | 9 | 16 | 174 | | 4 | 94 | 80 | 84 | 16 | | | $ 68,150.00 | 1 | | $ 200.00 | $ - | | $ - | $ 5,000.00 | $ - | $ 73,350.00 |
| 1.2 | Data Collection + Base Map | | $ 220.00 | $ 180.00 | $ 165.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 100.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | | | | | | | | |
| | Boundary + Topographic Survey | | | 8 | | | | | | | | | | $ 1,440.00 | | | $ - | $ 40,000.00 | Wasatch Surveying | $ 40,000.00 | | | $ 41,440.00 |
| | Subsurface Utility Engineering (SUE) Level B, C, & D | | 2 | 8 | | | | | | | | | | $ 1,880.00 | | | $ - | $ 26,000.00 | Horrocks Engineers | $ 26,000.00 | | | $ 27,880.00 |
| | Project Basemap | | | 8 | | | | 16 | | 40 | | | | $ 8,448.00 | | | $ - | | | $ - | | | $ 8,448.00 |
| | OAOC + Field Verification | | 4 | 8 | | | | 16 | | | 24 | | | $ 7,248.00 | 1 | | $ - | | | $ - | | | $ 7,248.00 |
| | | Subtotal of Task 1 | 6 | 32 | | | | 32 | | 40 | 24 | | | $ 19,016.00 | 1 | | $ - | $ 66,000.00 | | $ 66,000.00 | $ - | $ - | $ 85,016.00 |
| 1.3 | 30% Design | | $ 220.00 | $ 180.00 | $ 165.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 100.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | 30% Design Package | | 4 | 40 | 8 | 40 | 40 | 60 | | 200 | 100 | | | $ 65,680.00 | | | $ - | | | $ - | | | $ 65,680.00 |
| | ROW Plans | | | | | | | 2 | | 4 | | | | $ 764.00 | | | $ - | $ 14,000.00 | Horrocks Engineers | $ 14,000.00 | | | $ 14,764.00 |
| | OAOC | | 4 | 8 | | | 8 | 8 | | | | | | $ 5,024.00 | | | $ - | | | $ - | | | $ 5,024.00 |
| | 30% Review Meeting (in-person) + follow-up & minutes | | 2 | 4 | | | | 12 | | | | | | $ 3,056.00 | 1 | | $ 200.00 | | | $ - | | | $ 3,256.00 |
| | Drainage Report and Design | | 20 | 40 | | | | | | 120 | | | | $ 25,040.00 | | | $ - | | | $ - | | | $ 25,040.00 |
| | Utility Coordination | | 8 | | | | 40 | | | | 60 | | | $ 14,960.00 | | | $ - | | | $ - | | | $ 14,960.00 |
| | | Subtotal of Task 1 | 38 | 92 | 8 | 40 | 88 | 82 | | 324 | 160 | | | $ 114,524.00 | 1 | | $ 200.00 | $ 14,000.00 | | $ 14,000.00 | $ - | $ - | $ 128,724.00 |
| 1.4 | 60% Design | | $ 220.00 | $ 180.00 | $ 165.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 100.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | 60% Design Package | | 4 | 40 | 4 | 40 | 40 | 60 | | 160 | 100 | 40 | | $ 66,860.00 | | | $ - | | | $ - | | | $ 66,860.00 |
| | OAOC | | 4 | 8 | | | 8 | 8 | | | | | | $ 5,024.00 | | | $ - | | | $ - | | | $ 5,024.00 |
| | 60% Review Meeting (in-person) + follow-up & minutes | | 2 | 4 | | | | 12 | | | | | | $ 3,056.00 | 1 | | $ 200.00 | | | $ - | | | $ 3,256.00 |
| | SUE Level A Test Holes (assume 20 Test Holes) | | 2 | 4 | | | 24 | | | | 24 | | | $ 7,880.00 | | | $ - | $ 28,000.00 | Horrocks Engineers | $ 28,000.00 | | | $ 35,880.00 |
| | Finalized ROW Plans | | | 2 | | | | 4 | | 8 | | | | $ 1,888.00 | | | $ - | $ 12,000.00 | Horrocks Engineers | $ 12,000.00 | | | $ 13,888.00 |
| | | Subtotal of Task 1 | 12 | 58 | 4 | 40 | 72 | 84 | | 168 | 124 | 40 | | $ 84,708.00 | 1 | | $ 200.00 | $ 40,000.00 | | $ 40,000.00 | $ - | $ - | $ 124,908.00 |
| 1.5 | Final Design + Bid Documents | | $ 220.00 | $ 180.00 | $ 165.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 100.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Finalize Design | | 2 | 20 | | 20 | 32 | 40 | | 100 | 40 | 20 | | $ 38,080.00 | 1 | | $ 200.00 | | | $ - | | | $ 38,280.00 |
| | Bid Documents | | 1 | 4 | | | 32 | 8 | | | | | | $ 7,964.00 | | | $ - | | | $ - | | | $ 7,964.00 |
| | OAOC | | 4 | 8 | | | 8 | 8 | | | | | | $ 5,024.00 | | | $ - | | | $ - | | | $ 5,024.00 |
| | | Subtotal of Task 2 | 7 | 32 | | 20 | 72 | 56 | | 100 | 40 | 20 | | $ 51,068.00 | 1 | | $ 200.00 | $ - | | $ - | $ - | $ - | $ 51,368.00 |
| 1.6 | Project Management | | $ 220.00 | $ 180.00 | $ 165.00 | $ 180.00 | $ 180.00 | $ 158.00 | $ 100.00 | $ 112.00 | $ 100.00 | $ 158.00 | $ 70.00 | | | $ 200.00 | | | | | | | |
| | Project Management, Billing, Coordination, etc. | | 40 | 80 | 16 | | | 12 | | | | | 12 | $ 28,576.00 | | | $ - | | | $ - | | | $ 28,576.00 |
| | Public Meeting | | 4 | | | | | 4 | | | | | 8 | $ 2,072.00 | 1 | | $ 200.00 | | | $ - | | | $ 2,272.00 |
| | | Subtotal of Task 2 | 44 | 80 | 16 | | | 16 | | | | | 20 | $ 30,648.00 | 1 | | $ 200.00 | $ - | | $ - | $ - | $ - | $ 30,848.00 |
| | | Total Quantity | 116 | 310 | 202 | 100 | 236 | 364 | 80 | 716 | 364 | 60 | 20 | 2568 | 6 | | | | | | | | |
| | | Total Dollars | | | | | | | | | | | | $ 368,114.00 | | | $ 1,000.00 | | | $ 120,000.00 | $ 5,000.00 | $ - | $ 494,114.00 |

[1] To be billed at actual with an $150 maximum (Meals $35- Lodging $115)

[2] Includes: equipment, rental/subscriptions, mileage... etc.

**Summary of Costs: Select a DOT**

| | | |
|---|---|---|
| Direct Labor | | $ 368,114.00 |
| | Indirect Costs - | $ - |
| Subtotal | | $ 368,114.00 |
| On bill rate | Fixed Fee - | $ - |
| Raw labor cost | COF - | $ - |
| Direct Expenses | | $ 5,000.00 |
| Subconsultants | | $ 120,000.00 |
| Reimbursables | | $ 1,000.00 |
| Balance to Lump Sum or Agreed Fee | | $ - |
| Total Estimated Engineering Costs | | $ 494,114.00 |

PROFESSIONAL DESIGN ENGINEERING SERVICES FOR TRANSPORTATION CAPACITY IMPROVEMENTS

# Appendix: **Resumes**

# Marc Kenney, PE, CFM

## KLJ CLIENT MANAGER/PROJECT PRINCIPAL; UTILITY COORDINATION/DRAINAGE SUPPORT

**YEARS OF EXPERIENCE**

26 years

**REGISTRATION**

Professional Engineer – CO, WY, UT, NM, ND

Certified Floodplain Manager (CFM)

Certified Professional in Stormwater Quality (CPSWQ)

Certified Professional in Erosion and Sediment Control (CPESC)

**EDUCATION**

ME Civil Engineering – Clarkson University

BS Civil Engineering, Concentration in Environmental Engineering – Clarkson University

AS – Sullivan County Community College

***Marc is a licensed civil professional engineer in Colorado, Wyoming, Utah, New Mexico, and North Dakota with 26 years of private and public work experience in hydrology, hydraulics, transportation, and environmental engineering. His focus over the past 16 years has been projects located in the western United States and he has been a part of numerous successful infrastructure projects within the Grand Valley.***

### Project Manager | Mesa County Clifton 1st Street Reconstruction | Clifton, CO

The project is a reconstruction and improvement of 1st Street from Grand Avenue to Front Street and construction of Grand Avenue from 1st Street to 2nd Street. The project features new street alignment to minimize ROW impacts to surrounding landowners, utility relocations, and improve alignment of the 1st Street, Front Street, and 32 1/2 Road intersection. Marc kept open lines of communication with the Mesa County team, coordinated with CDOT regarding improvements for their adjacent Highway 6 project, met with landowners, and coordinated public meetings. Challenges include limited ROW acquisition, dense utilities, working with utility providers/stakeholders on solutions to utility conflicts, working with adjacent landowners, and safely meeting vehicular and pedestrian requirement/needs.

### Project Manager | South Camp Road Shoulder Widening | Mesa County, CO

KLJ was retained to design five-foot shoulders on either side of South Camp Road to facilitate the high volume of cycling traffic along the Tour of the Moon cycling route. Improvements are being made to the intersections of South Camp and East Fallen Rock and Rimrock Drive. Specifically, the multi-use path that parallels South Camp is being realigned to increase the visibility and safety of the intersections. This project will improve slope stability along the roadway and bring the design into compliance with ADA and clear zone safety requirements.

### Client Manager and Project Manager | Town of Collbran | Collbran, CO

KLJ is the Town of Collbran's engineer of record and we have several ongoing projects. These include Cedar Crest Lane Street improvements, a trail feasibility project, a middle-mile broadband project, and potable water and wastewater projects. Marc is the client manager for the Town and is also the project manager for several of these projects. He sticks to the three pillars of project management, scope, schedule, and budget, and excels at keeping the client and his team up to date on the project status by using excellent communication. Marc's experience enables him to efficiently manage tasks, the project team, and subconsutants so they stay focused and have everything they need when they need it.

### Design Engineer | West Main Revitalization | Montrose, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a traffic study, development and analysis of alternatives, and preliminary/final design of the preferred alternative. Existing challenges include two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the roadway. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating.

### Design Engineer | E Road 31 Road to Agape Way | Grand Junction, CO

This project consisted of a corridor study and development of CDOT standard plans and specifications for corridor improvements. The primary objectives of the project were to upgrade the E Road street section, to a Major Collector (60 feet of ROW, 44 feet of pavement with two lanes, turn lane, and shoulders/bike lanes, and curb, gutter, sidewalk), install storm drain and improve drainage throughout the corridor, provide and improve pedestrian access, and upgrade the undersized structure over Lewis Wash. Marc provided project scoping, drainage analysis, storm drain layout and design, utility/irrigation stakeholder coordination, roadway and intersection design review, stormwater quality analysis, and hydraulic design of the Lewis Wash structure, including sizing and analysis of floodplain/floodway.

# John Holzwarth, PE

## HORROCKS PROJECT PRINCIPAL

***John is an experienced business leader in infrastructure development and delivery with specific expertise for DOTs, which includes highways, bridges, airports, multimodal, transit, and rail. He has progressively grown his management, leadership, and delivery skills by serving clients and internal teams to deliver excellence in all aspects of the industry. John excels in team development, project management, business planning, strategic planning, and relationship building. He has practiced civil/transportation engineering in Colorado for more than 17 years, and has a detailed understanding of CDOT's work approaches, project goals, and vision for the future with hands-on experience delivering projects.***

### YEARS OF EXPERIENCE

35 years

### REGISTRATION

Professional Engineer – CO

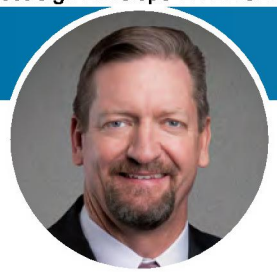
### EDUCATION

BS Civil Engineering – Old Dominion University

## Relevant Experience

- Project Principal | Douglas County SUE On-Call | Douglas County, CO
  - > County Line Road and Inverness Parkway Intersection Reconfiguration
  - > Lincoln Avenue, Havana Street, and Meridian Boulevard Intersections
  - > County Line Road Widening University to Broadway
  - > C470 Trail Over the Yosemite Street Pedestrian Bridge
- Project Principal | Weld County On-Call SUE | Greeley, CO
  - > CR 74 and CR 33 Intersection
  - > O Street and 35th Avenue Intersection
  - > CR 80 and CR 37 Intersection
- Quality Manager | CR 66 and CR 41 Intersection Design and Improvements | Weld County, CO
- Project Principal | SH 392 and WCR 23 Intersection Improvements (CDOT Local Agency) | Severance, CO
- Project Principal | Drake and College Intersection Improvements | Fort Collins, CO
- Project Principal | Fort Collins Parks Planning and Design On-Call | Fort Collins, CO |
- Project Principal | Fountain Creek Bridge-Home of Heroes | Pueblo, CO
- Project Manager | North Vista Highlands Development | Pueblo, CO
- Project Manager | Academy Boulevard Great Streets Plan | Colorado Springs, CO
- Principal in Charge | I-25 Gap Planning and Environmental Linkages (PEL) | Colorado Springs/Denver South, CO

HORROCKS ENGINEERS



# Dean Cooper, PE

**YEARS OF EXPERIENCE**

32 years

**REGISTRATION**

Professional Engineer – CO, SC

Unmanned Aerial Vehicle (UAV) Pilot – Part 107 Certified

Private Pilot

**EDUCATION**

BS Civil Engineering – The Citadel, Charleston, SC

## QA/QC

***Dean has 32 years of engineering experience throughout Colorado's Western Slope. Many of his projects are in Gunnison, Montrose, Ouray, San Miguel, Mesa, and Garfield Counties. These projects are publicly and privately funded, and cover a broad range of services, including design, survey, permitting, construction, and project management of numerous city streetscapes (ADA-accessible routes, drainage, irrigation, landscaping, parks); residential, commercial, and industrial subdivisions; CDOT highway intersection and access; and county road and bridge rehabilitation, maintenance, and replacement. Dean's tenure as Montrose County Engineer and his years of experience in private consulting and construction provides clients with a level of service and expertise that can efficiently address the complexities of urban street construction, anticipate and design for unique soil conditions, and an ability to respond effectively to citizen concerns.***

### QA/QC | Hillside Street Reconstruction | Delta, CO

The City identified the need to reconstruct an approximately 1,900-foot section of Hillside Street to improve the road section and multimodal connectivity from downtown to Garnet Mesa. This is the first multimodal corridor for the City. We are using our experience to help the City develop a multimodal corridor that is economical and user-friendly. The more complicated features of this project are working around the irrigation ditch and the radius of the street as it comes from downtown and turns to the south. KLJ will work with City staff to develop the most effective road realignment, while minimizing impacts to other adjacent property owners.

### Project Manager | West Main Revitalization | Montrose, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

### Quality Control | Clifton 1st Street Improvement Project | Grand Junction, CO

This Mesa County project is currently in the design phase and involves designing improvements to 1st Street between Grand Avenue and Front Street, and Grand Avenue between 1st Street and 2nd Street. Improvements include realignment to minimize ROW acquisition and building demolition; widening of corridor to a full street section with lanes, shoulders, and curb, gutter, and sidewalk; drainage improvements; utility coordination and relocation; and working with project stakeholders throughout the design process.

### Construction Project Engineer | Highway 50/ Highway 92 Intersection Improvements | Delta, CO

This CDOT project involved complete reconstruction of the Highway 50/ Highway 92 intersection and included additional turn lanes, storm drainage system, sidewalk/ADA ramps, and signalization upgrades. Dean served as the construction project engineer for stormwater compliance (CDOT Transportation Erosion Control Supervisor [TECS] certified), quantity tracking, survey calculations and staking, and surface modeling for construction equipment automatic grade control systems.

### Project Engineer | Highway 50/92 Intersection Improvements | Delta, CO

This CDOT project involved complete reconstruction of the Highway 50/ Highway 92 intersection and included additional turn lanes, storm drainage system, sidewalk/ADA ramps, and signalization upgrades. Dean served as construction project engineer for stormwater compliance, quantity tracking, survey calculations and staking, and surface modeling for construction equipment automatic grade control systems.

# Jason Reimer, PE

## KLJ PROJECT MANAGER AND DRAINAGE LEAD – ROADS F ½ AND 26 ½

**YEARS OF EXPERIENCE**

13 years

**REGISTRATION**

Professional Engineer – CO, TX, NM, AZ

**EDUCATION**

BS Civil Engineering – Texas A&M University

***Jason is a licensed professional engineer who recently joined KLJ. Over his 13-year career, Jason has had the opportunity to consult on a broad range of projects for various clients, including private, municipal, county, and state entities. His experience spans drafting, design, project management, and construction management of aviation, land development, sports field/park, street, and water and wastewater collection systems projects. Jason has designed several water line reconstruction/replacement projects and wastewater collection line reconstruction/replacement projects.***

### Project Manager | Hillside Street Reconstruction | Delta, CO

The City identified the need to reconstruct an approximately 2,400-foot section of Hillside Street to improve the road section and multimodal connectivity from downtown to Garnet Mesa. This is the first multimodal corridor for the City. We are using our experience to help the City develop a multimodal corridor that is economical and user-friendly. The more complicated features of this project are working around the irrigation ditch and the radius of the street as it comes from downtown and turns to the south. KLJ will work with City staff to develop the most effective road realignment, while minimizing impacts to other adjacent property owners.

### Assistant Project Manager | South Camp Road Shoulder Widening | Mesa County, CO

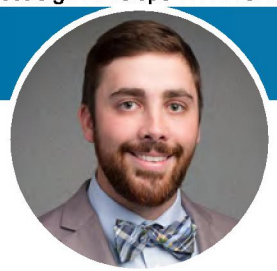
KLJ was retained to design five-foot shoulders on either side of South Camp Road to facilitate the high volume of cycling traffic along the Tour of the Moon cycling route. Improvements are being made to the intersections of South Camp and East Fallen Rock and Rimrock Drive. Specifically, the multi-use path that parallels South Camp is being realigned to increase the visibility and safety of the intersections. This project will improve slope stability along the roadway and bring the design into compliance with current American Association of State Highway and Transportation Officials (AASHTO) sidewalk design guidance.

### Assistant Project Manager and Project Engineer | West Main Revitalization | Montrose, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

### Construction Project Manager | Hamilton Road Water Main Replacement | Orchard City, CO

Jason served as project manager responsible for construction management services for replacing approximately 6,500 linear feet of water main, water service lines, and other features of the water system in Hamilton Road between State Highway 65 and Eckert Tank Vault. Work includes trench excavation; waterline placement, testing, disinfection, and connection to the existing water system in numerous locations; and replacing water valves and water service lines. Specific activities include stakeholder communication and engagement and construction management services, including construction observation, submittal review, and pay application reviews.



# Ryan Sundberg, PE

**YEARS OF EXPERIENCE**

11 years

**REGISTRATION**

Professional Engineer – CO, ND, MN, SD, MT, WI

**EDUCATION**

BS Civil Engineering – University of North Dakota

## ROADWAY LEAD – ROADS F ½ AND 26 ½

***Ryan is a lead design engineer who provides planning, design, and construction engineering services to a wide range of infrastructure and land development projects. Applying this versatile skill set, he has gained more than 11 years of diverse project experience and has provided tremendous support in designing with efficiency. Through the development of this skill set, Ryan has become proficient in the requirements of ADA, Public ROW Accessibility Guidelines (PROWAG), and AASHTO standards on bicycle facilities. Recent work has kept him involved with design on rural county roadway reconstructions, urban roadway reconstructions, an ADA-compliant floating dock system, and flood mitigation measures.***

### Design Lead | Mesa County Clifton 1st Street Reconstruction | Clifton, CO

The project is a reconstruction and improvement of 1st Street from Grand Avenue to Front Street and on Grand Avenue from 1st Street to 2nd Street. The project features new street alignment to minimize ROW impact to surrounding landowners, utility relocations, and public involvement meetings. Challenges include limited ROW, dense utilities, working with utility providers/stakeholders on solutions to utility conflicts, working with adjacent landowners, and safely meeting vehicular and pedestrian requirement/needs.

### Design Lead | Hillside Street Reconstruction | Delta, CO

The City identified the need to reconstruct an approximately 1,900-foot section of Hillside Street to improve the road section and multimodal connectivity from downtown to Garnet Mesa. This is the first multimodal corridor for the City. We are using our experience to help the City develop a multimodal corridor that is economical and user-friendly. The more complicated features of this project are working around the irrigation ditch and the radius of the street as it comes from downtown and turns to the south. KLJ will work with City staff to develop the most effective road realignment, while minimizing impacts to other adjacent property owners.

### Design Lead | West Main Revitalization | Montrose, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

### Design Lead | US 53 and CSAH 332 Roundabout | Koochiching County, MN

KLJ provided an ICE study for the intersection of US 53 and CSAH 332, which requires significant safety improvements. US 53 is the primary route into International Falls, as well as the international border crossing into Canada. CSAH 332 is the primary route for logging trucks. The ICE study determined that installing a roundabout is the best solution for the intersection. The project includes development of a Level 1 MnDOT Layout. KLJ is working with Koochiching County, MnDOT, the City of International Falls, and the Minnesota Timber Producers Association to understand potential construction impacts and develop mitigations. The roundabout will significantly reduce risk factors and improve freight operations at the intersection of US 53 and CSAH 332.

### Design Engineer | Sheyenne Street Reconstruction | Fargo, ND

KLJ completed preliminary and final design of the construction project. We interfaced between various modeling tools, including travel demand models, microsimulation models, macroscopic models, and crash prediction models, to provide detailed analysis of a wide range of varied alternatives along the five-mile corridor. The two-lane rural roadway became a six-lane urban corridor with new storm sewer, sanitary sewer, water main, pedestrian facilities, and traffic signals. The corridor included a 12-foot wide pedestrian path with pedestrian underpass, retaining walls, a new 272-foot long bridge over the Sheyenne Diversion, and new lift stations. KLJ provided design engineering and assisted in selection of preferred alternatives, as well as environmental, cultural resource, ROW, and survey services.

# Brad Fisher, PE

**YEARS OF EXPERIENCE**

28 years

**REGISTRATION**

Professional Engineer – CO, NM

**EDUCATION**

BS Civil Engineering – South Dakota State University

## ROADWAY SUPPORT – ROADS F ½ AND 26 ½

***Brad brings 28 years of experience in roadway design and local agency project development. He previously worked for the Kansas, Nebraska, and New Mexico DOTs and another consulting firm in Colorado before joining KLJ, where he serves as a design engineer, project manager, and traffic engineer for comprehensive roadway projects. Brad specializes in roadway geometrics and roadside safety, traffic impact studies, roadway reconstructions and rehabilitations, roundabouts, road diets, and pedestrian accessibility.***

### Project Engineer | CDOT I-76 Bridges Over UPRR and SH 224 | Commerce City, CO

Brad served as assistant project manager for this project. Traffic control and phasing were critical elements in this project to replace four bridges. Design work included traffic control geometry, safety barrier layout, ramp realignment, drainage, and retaining wall layout.

### Project Engineer | CDOT State Highway 7 and 75th Street Intersection | Boulder County, CO

Brad served as project engineer for the design of this intersection improvement. SH 7 (Arapahoe Road) was widened to a four-lane divided section with turn lanes, bicycle lanes and pedestrian islands.

### Design Engineer | CDOT I-70 Eagle-Vail Bridges Rehabilitation | Avon, CO

Brad provided geometric and roadside design of interstate median crossovers to support the rehabilitation of the bridges over US 6 and the Eagle River.

### Design Engineer | CDOT I-70 Over Kipling Street Interchange PEL Study | Wheat Ridge, CO

Brad provided geometric design of multiple interchange configurations to assess potential costs and impacts to properties and traffic operations for this PEL study.

### Inspector | CDOT US 285 Over Elk Creek Road | Shaffers Crossing, CO

Brad represented CDOT as an inspector for construction of a mountain highway interchange and wildlife crossing underpass. He inspected the construction of mechanically stabilized earth (MSE) walls, drainage structure installations, erosion control, pavement marking, and traffic control. Brad utilized AASHTO's Site Manager software to record daily work reports and project items for payment.

### Assistant Project Engineer | CDOT State Highway 119 – Rollinsville South | Rollinsville, CO

Brad represented CDOT as an assistant project engineer for construction and rehabilitation of 13 miles of mountain highway. He inspected asphalt placement, subgrade repair, guardrail upgrades, drainage structure installations, erosion control, traffic control, and pavement marking.

### Project Engineer | Quebec Street Widening – Iliff to Iowa | Denver, CO

Brad served as project engineer for this project to reconstruct and widen a 0.64-mile segment of Quebec Street to a four-lane divided section. The project was a joint effort for Arapahoe County and the City/County of Denver.

### Project Engineer | Waterton Road Over Highline Canal | Douglas County, CO

The project included reconstruction and intersection improvement of 0.25 miles of roadway to accommodate a future four-lane configuration.

### Design Engineer | Quincy Avenue | Jefferson County, CO

The project involved a corridor alternatives study assessing the impacts of widening West Quincy Avenue, from Eldridge Street to Kipling Street. Brad provided geometric design and prepared alternative roadway plans.

# Marie Thoming, PE

## HORROCKS PROJECT MANAGER – ROADS B ½ AND D ½

***Marie has 25 years of experience in civil engineering, with experience in roadway, rail, and multiuse trail design, project management, preparing construction plans and specifications, and oversight of construction bid documents. She follows all company QC/QA procedures for review of construction plans, design calculations, and cost estimates to ensure completeness, accuracy, and conformity to engineering standards and practices.***

***Marie's roadway experience includes designing and preparing construction plan sets for complete streets and bikeway projects. She has completed transportation projects, many Local Agency, for municipalities across the Front Range, including the City and County of Denver, the City of Aurora, Arapahoe County, Weld County, and the City of Greeley.***

### YEARS OF EXPERIENCE

25 years

### REGISTRATION

Professional Engineer – CO

### EDUCATION

BS Civil Engineering – University of Colorado

### Relevant Experience

- Deputy Project Manager, Roadway Design Lead | CR 66 and CR 41 Intersection Design | Weld County, CO
- Roadway Conceptual Design Lead | 83rd Avenue Corridor (10th to 12th Street) Improvement Project (Local Agency Project) | Greeley, CO
- Project Manager | WCR 66 Corridor SUE and Conceptual Alignment | Greeley, CO
- Project Manager | US 34 Encore at Johnstown | Larimer County, CO
- Project Manager | St. Vrain Trail Extension (Local Agency Project) | Lyons, CO
- Engineering and Plan Support | Lemay Avenue Over BNSF Railroad | Fort Collins, CO
- Roadway Designer | Quincy Avenue Final Design from Gun Club Road to Powhaton Road | Arapahoe County
- Lead Civil Engineer | Montview Boulevard; Peoria to Fitzsimons Improvements | Aurora, CO
- Deputy Project Manager and Lead Civil Engineer | South Broadway Improvements; Arizona Avenue to Exposition Avenue | Denver, CO
- Design Engineer – Construction Traffic Control | Weld County Road 49 Design-Build | Weld County, CO
- Project Manager and Lead Civil Engineer | Colfax Avenue/Lipan Street Intersection Improvements | Denver, CO

HORROCKS ENGINEERS

# Sean Fahey, PE, ENV-SP

## ROADWAY LEAD – ROADS B ½ AND D ½

***Sean joined the Horrocks Denver group as a lead roadway engineer. He has 13 years of experience in civil engineering. Sean has utilized Civil 3D and Infraworks for municipal roadway improvements such as roundabouts, roadway widenings, interchange improvements, and urban improvements. His design experience includes geometric design, roadway design, and determining quantities for engineer's opinions of probable cost. Sean thrives in collaborative, interdisciplinary project teams, and coordinates with all disciplines including drainage, structures, environmental, utilities, traffic/ signal, and architecture to ensure a project's success.***

### YEARS OF EXPERIENCE

13 years

### REGISTRATION

Professional Engineer – CO

Envision Sustainability Professional (ENV-SP)

### EDUCATION

MS Civil and Environmental Engineering – University of Washington

BS Civil Engineering – Colorado School of Mines

## Relevant Experience

- Roadway Project Engineer | CR 66 and CR 41 Intersection Design | Weld County, CO
- Roadway Project Engineer | 83rd Avenue Corridor (10th to 12th Street) Improvement Project, Greeley, CO
- Roadway Project Engineer | North Vista Highlands Development | Pueblo, CO
- Roadway Project Engineer | Drake and College Intersection Improvements | Fort Collins, CO
- Roadway Project Engineer | NMDOT NM-118 Safety Improvements MP 27-MP 30 | Gallup, NM
- Roadway Project Engineer | 39th Avenue Greenway (Denver Shared Street) | Denver, CO
- Roadway Project Engineer | Broadway at I-25 Interchange Improvements | Denver, CO
- Roadway Project Engineer | Federal and Bowles Pedestrian and Bicycle Safety Improvements | Littleton, CO
- Roadway Project Engineer | Tower Road and Pena Boulevard Interchange Improvements | Commerce City, CO
- Roadway Engineer | North Hedge Lane Roundabout | Overland Park, KS
- Roadway Engineer | Switzer Road and 113th Street Roundabout | Overland Park, KS
- Roadway Engineer | North Gate Roundabout | Nellis Airforce Base, NV

HORROCKS ENGINEERS

# Harry Strasser, PE, CFM

## DRAINAGE LEAD – ROADS B ½ AND D ½

***Harry is a water resources engineer with 26 years of experience in drainage and water quality design for roadways, floodplain modeling, storm sewer design, channel design, and utilities design. His expertise includes hydraulic and hydrologic engineering and planning, design of open channels, modeling floodplains, bridge scour estimation, bridge scour revetment, design of drop structures, stream restoration, storm drains, on-line and off-line detention ponds, low-impact development ponds, water quality ponds, and culverts. While Harry has worked with municipalities across Colorado, he brings a deep project portfolio of CDOT and CDOT Local Agency work.***

### YEARS OF EXPERIENCE

26 years

### REGISTRATION

Professional Engineer – CO

Certified Floodplain Manager

### EDUCATION

MS Water Resources – University of Colorado

BS Civil Engineering – Colorado School of Mines

### Relevant Experience

- Drainage Design Lead | CR 66 and CR41 Intersection Design | Weld County, CO
- Drainage Design Engineer | North Vista Highlands Development | Pueblo, CO
- Drainage Design Lead | US 34 Encore at Johnstown | Larimer County, CO
- Drainage Design Lead | SH-55: Pear Lane to Middleton Road | Canyon County, ID
- Project Manager/Drainage Task Manager | CDOT R4 Flood Recovery Projects | Boulder and Larimer Counties, CO
- Lead Drainage Engineer | CDOT Region 4 South Platte River Repairs to SH 55 and SH 59 Bridges | Logan and Sedgwick Counties, CO
- Drainage Task Manager | CDOT Region 4 Poudre Canyon Recovery Project | Larimer County, CO |
- Lead Drainage Engineer | CDOT Region 2 Powers Boulevard – Briargate to Pine Creek | Colorado Springs, CO
- Drainage Manager | Iliff Avenue Corridor | Arapahoe County, CO |
- Drainage Design Engineer | CDOT Region 3 US 40 Elk River Bridge | Steamboat Springs, CO
- Lead Drainage Engineer | CDOT Region 2 US 24 Preliminary Design | Colorado Springs, CO
- Drainage Engineer | CDOT Region 3 I-70 Frontage Road at Dotsero | Eagle County, CO
- Drainage Engineer | CDOT Region 3 Grand Avenue Bridge | Grand County, CO

HORROCKS ENGINEERS

# Joe DeVore, PE, PTOE, RSP2

**YEARS OF EXPERIENCE**

10 years

**REGISTRATION**

Professional Engineer – CO, ND, MN, SD, MT, FL, WY

Professional Traffic Operations Engineer (PTOE)

Road Safety Professional 2 (RSP2) - Infrastructure

**EDUCATION**

BS Civil Engineering – University of Minnesota

## TRAFFIC

***Joe has 10 years experience in analyzing traffic operations, quantifying traffic safety, and providing visualization and leadership into stakeholder engagement to identify and recommend technically-supported improvements. He provides a unique background of both macro and micro safety analysis and has perfected a surrogate conflict analysis methodology using Vissim and the Surrogate Safety Assessment Model (SSAM) to provide detailed future safety analysis for daily site-specific conditions. This experience has been used to quantify crash reductions for access management, reduced conflict intersections, and specifically beneficial in identifying roundabout benefits as part of ICEs. Joe specializes in quantifying and presenting the traffic operations and safety trade-offs, making a technical process customized to specific project values.***

### Lead Traffic Engineer | 43rd Avenue Corridor Reconstruction | Bismarck, ND

Joe provided Vissim modeling to look at the safety and operations of potential corridor concepts to select an option that would prioritize safety and provide acceptable operations for the next 25 years. This analysis used SSAM to quantify vehicular conflicts between roundabouts, traffic signals, three and five-lane options, and showed that a three-lane roundabout corridor was both the safest option and provided the best corridor traffic operations in reduction of delay and travel time.

### Traffic Engineer | Hillside Street Reconstruction | Delta, CO

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### Traffic Engineer | West Main Revitalization | Montrose, CO

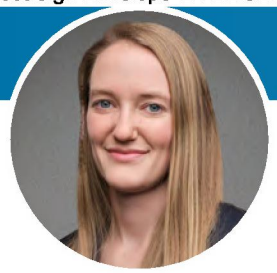
West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

### Traffic Engineer | Sheyenne Street Reconstruction | Fargo, ND

KLJ completed preliminary and final design of the construction project. We interfaced between various modeling tools, including travel demand models, microsimulation models, macroscopic models, and crash prediction models, to provide detailed analysis of a wide range of varied alternatives along the five-mile corridor. The two-lane rural roadway became a six-lane urban corridor with new storm sewer, sanitary sewer, water main, pedestrian facilities, and traffic signals. The corridor included a 12-foot wide pedestrian path with pedestrian underpass, retaining walls, a new 272-foot long bridge over the Sheyenne Diversion, and new lift stations. KLJ provided design engineering and assisted in selection of preferred alternatives, as well as environmental, cultural resource, ROW, and survey services.

### Traffic Engineer | 64th Avenue Reconstruction Fargo, ND

KLJ provided preliminary design, survey, completed the Categorical Exclusion (CATEX), and aided the City with final alternative selection. Construction on the first project segment included a three-lane roadway section with 10-foot shared-use paths on both sides of the roadway, storm sewer, water main, street lighting, gatewell structure, pedestrian underpass, and new structure across irrigation Drain 53. The second phase will included a three-lane roadway section with a shared-use path, storm sewer, water main, sanitary sewer, street lighting, and pedestrian underpass. The roadway and bridge were designed to accommodate future widening to a five-lane roadway section, and ROW was acquired to accommodate future overpass conversion to an interchange.



# Caitlin Wotruba, PE

**YEARS OF EXPERIENCE**

6 years

**REGISTRATION**

Professional Engineer – CO, MN, ND, MT

MnDOT Signal and Lighting Certification

**EDUCATION**

BS Civil Engineering – Michigan Technological University

BS Surveying Engineering – Michigan Technological University

## LIGHTING/SIGNALIZATION

***Caitlin is a civil engineer with six years of design experience. She has worked on a variety of private and public sector projects utilizing her signing, pavement marking, traffic control, signal design, lighting design, and construction administration experience. Caitlin's experience has provided opportunities to understand the signal design standards for various municipalities to design a signal that will meet the specific requirements.***

### Design Engineer/Lighting | Hillside Street Reconstruction | Delta, CO

The City identified the need to reconstruct an approximately 1,900-foot section of Hillside Street to improve the road section and multimodal connectivity from downtown to Garnet Mesa. This is the first multimodal corridor for the City. We are using our experience to help the City develop a multimodal corridor that is economical and user-friendly. The more complicated features of this project are working around the irrigation ditch and the radius of the street as it comes from downtown and turns to the south. KLJ will work with City staff to develop the most effective road realignment, while minimizing impacts to other adjacent property owners.

### Lighting | West Main Revitalization | Montrose, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

### Lighting | Sheyenne Street Reconstruction | Fargo, ND

KLJ completed preliminary and final design of the construction project. We interfaced between various modeling tools, including travel demand models, microsimulation models, macroscopic models, and crash prediction models, to provide detailed analysis of a wide range of varied alternatives along the five-mile corridor. The two-lane rural roadway became a six-lane urban corridor with new storm sewer, sanitary sewer, water main, pedestrian facilities, and traffic signals. The corridor included a 12-foot wide pedestrian path with pedestrian underpass, retaining walls, a new 272-foot long bridge over the Sheyenne Diversion, and new lift stations. KLJ provided design engineering and assisted in selection of preferred alternatives, as well as environmental, cultural resource, ROW, and survey services.

### Signal Design | Bismarck 7th and 9th Street Signal Improvements | Bismarck, ND

The project includes six signal replacements along 7th Street and five signal replacements along 9th Street. Caitlin worked on the design of the signal replacements along 7th Street and helped to coordinate the design with the subconsultant for the signal replacement along 9th Street.

### Lighting | TH 23 Gap | Paynesville to Richmond, MN

The project included grading, bituminous mill and surfacing, lighting, and bridges. Caitlin worked on the design of the replacement of existing luminaires with new LED heads and the addition of lights to the end of existing lighting system, as well as five new lighting systems and temporary lighting during construction.

### Signal Design | ND 1806 Concrete Pavement Repair and Signalization | Mandan, ND

The North Dakota Department of Transportation (NDDOT), in collaboration with the City of Mandan, conducted a maintenance project on ND Highway 1806 in Mandan, ND that included concrete pavement repair, roadway diet, signal replacement, ADA improvements, and bridge repairs.

# Ted Taggart, PLS

**YEARS OF EXPERIENCE**

42 years

**REGISTRATION**

Professional Land Surveyor – CO, UT, WY, NV

## SURVEY

***Ted is a licensed professional land surveyor in four states with 42 years of work experience in all types and aspects of land surveying, including ROW, topographic, ALTA, and construction surveys. He works on field surveying and office design of roads, pipelines, subdivisions, boundary lines, public land survey retracement, and highway ROW. Ted has resided and worked in Western Colorado since 2002.***

### Surveyor | WYDOT | Wyoming

Projects included: Evanston Streets East Section; Evanston Streets 6th Street/Lombard Street Reconstruction; Blacks Fork Canal Bridge; I-80 Church Buttes Interchange; Carter Road ROW; Evanston South Road ROW; Teton Pass Centerline; I-80 Patrick Draw ROW; and WYO 351 Big Piney Cutoff Road ROW.

### Surveyor | Water Treatment Facility | Collbran, CO

Ted worked on the survey and mapping of a water treatment facility boundary and road ROW.

### Surveyor | South Camp Road Shoulder Improvements Project | Grand Junction, CO.

Ted is working on boundary, control, and topographic survey for road improvement project.

### Surveyor | Various Projects | Evanston, WY

Ted worked on various projects for the city, including boundary and topographic survey of an old UPRR roundhouse property; County Road reconstruction and 9th Street underpass reconstruction; Evanston water transmission line; and Evanston High School football field and track reconstruction.

### Surveyor | Medved Global | Pitkin County, CO.

Ted worked on the Prince Creek Campground. He completed the construction survey of two campgrounds, including camp sites and parking areas.

### Surveyor | Bear Lake | Garden City, UT

Ted worked on the Bear Lake Bike Pathway project, which included boundary and construction surveying.

### Surveyor | Sage Solar Site | Rich County, UT

This was a 640-acre solar site in which Ted completed boundary, topography, construction, and as-built surveying.

### Surveyor | Gas Well Locations and Associated Facilities | Mesa, Garfield, and Rio Blanco Counties, CO

Ted completed the necessary survey work for these locations

### Surveyor | San Juan, Sandoval, and Rio Surveyor | Arriba County, NM

Ted managed the field surveying and office personnel throughout all phases of surveying and platting of well pads, pipelines, roads, and other related facilities pertaining to oil field operations.

WASATCH SURVEYING

# Tayler Lane

## SUBSURFACE UTILITY ENGINEERING

**YEARS OF EXPERIENCE**

9 years

**TRAINING**

OSHA – 10 Hour Training

Tayler has nine years of experience using EMS to locate underground utilities and six years of experience in survey. He has served as a field supervisor and field technician, has strong leadership skills, and is capable of managing and coordinating multiple crews at the same time. Tayler is familiar with advanced survey practices and theories. He also has experience managing and using Terraflex, Radio Detection (EMS), IKE, GPR, and other advanced SUE practices. Tayler can collect, review, and modify data using MicroStation and CAD programs. He has worked in several cities and states building relationships along the way with various industry leaders and clients. Tayler's objective is to expand his knowledge base and continue to learn, while paving SUE standards.

### Relevant Experience

- SUE Lead | Douglas County SUE On-Call | Douglas County, CO
  - > County Line Road and Inverness Parkway Intersection Reconfiguration
  - > Lincoln Avenue, Havana Street, and Meridian Boulevard Intersections
  - > County Line Road Widening University to Broadway
  - > C470 Trail Over the Yosemite Street Pedestrian Bridge
- SUE Lead | Weld County On-Call SUE | Greeley, CO
  - > CR 74 and CR 33 Intersection
  - > O Street and 35th Avenue Intersection
  - > CR 80 and CR 37 Intersection
- SUE Lead | CR 66 and CR 41 Intersection Design and Improvements | Weld County, CO
- SUE Lead | WCR 66 Corridor SUE and Conceptual Alignment | Greeley, CO
- SUE Lead | US 34 Encore at Johnstown | Larimer County, CO
- SUE Lead | South Camp Road SUE (subconsultant) | Mesa County, CO
- SUE Lead | Clifton, 1st Street, and Camp Avenue Improvements SUE (subconsultant) | Mesa County, CO
- SUE Lead | SUE for ITS Poles in CDOT R4 (subconsultant CDOT Traffic Engineering NPS Task order) | Weld County, CO
- SUE Lead | 112th and Himalaya Improvements SUE | Adams County, CO
- SUE Lead | Crown Castle Highway 36 Lyons to Estes Park | Boulder and Larimer Counties, CO
- SUE Lead | 12th Street Outfall: Phase 1A SUE | Greeley, CO
- SUE Lead | CDOT R4 SH 40 Bridge Replacement LPA #FBR 2872-020 | Weld County, CO

HORROCKS ENGINEERS

# Courtney Wallace, RWA-TN

## RIGHT-OF-WAY SUPPORT

***Courtney has six years of experience in ROW acquisition, including work as a documents and records specialist. She has worked on numerous projects throughout Colorado as the primary acquisition agent, including for several federal aid projects, and has earned CDOT pre-qualification status for acquisitions. Courtney has acquired land for all types of municipal (Local Public Agency [LPA]) projects, including sidewalks, trails, water pipelines, roadway improvement, and bridges. She is also able to provide support for right of entry, title ordering and review, contracting with appraisers as necessary, and coordination with utility providers. Courtney has provided expert testimony in three eminent domain cases which resulted in immediate possession awards for her clients. Her experience in public relations is the foundation of her ability to bridge the gap between property owners and clients.***

***Courtney's communication and negotiation skills have proven so effective that her project role has grown to providing utility coordination services, and helping navigate nuanced discussions and agreements among utility providers, engineers, and project owners.***

### Relevant Experience

- ROW Lead Agent | CR 33 and CR 74 Intersection Improvements (Roundabout) CDOT Project# STU-C030-078 | Weld County, CO
- LPA ROW and Utility Coordination Lead | St Vrain Trail CDOT Project #STU-M835-005 | Lyons, CO
- ROW Acquisitions Lead | CR 66 and CR 41 Intersection Design | Weld County, CO
- ROW Acquisitions Lead | WCR 66 Corridor SUE and Conceptual Alignment | Greeley, CO
- Project Manager (Subconsultant) | 112th Avenue Improvements – ROW and Utility Support Services | Thornton, CO
- Landowner Communication and Utility Coordinator | CDOT R4 SH 40 Bridge Replacement CDOT Project# FBR 2872-020 | Weld County, CO
- Contract Manager/ROW Acquisitions Lead | Aurora ROW Acquisitions On-Call Services | Aurora, CO
- ROW Agent | 47th Avenue Road Widening | Evans, CO
- ROW Agent | CR 17 (North Shields Street) Widening CDOT Project# STU-CO-60-088 | Larimer County, CO
- Contract Manager, ROW Lead | ROW On-Call Services, North Weld County Water District | North Weld County, CO
- ROW Acquisitions Lead | Centennial Trail CDOT Project# TAP-M702-001 | Kersey, CO

### YEARS OF EXPERIENCE

6 years

### REGISTRATION

CDOT Qualified ROW Acquisitions Agent

Right-of-Way Agent – Transportation (IRWA)

### EDUCATION

MS Public Policy – University of Denver

BA History – Colorado State University

HORROCKS ENGINEERS

# Ted Ciavonne, PLA

## LANDSCAPE ARCHITECTURE

**YEARS OF EXPERIENCE**

40 years

**REGISTRATION**

Professional Landscape Architect – CO

**EDUCATION**

Bachelor of Landscape Architecture – Colorado State University

Since starting Ciavonne, Roberts & Associates (now Kaart Planning) more than 40 years ago, Ted has established himself as a respected landscape architect and land and site planner with both public and private sector clients throughout western Colorado. He enjoys applying his professional skills toward a full range of projects and services. Ted has worked on the detailed design of roundabouts, streetscapes, plazas, parks, and trail systems; the site planning of commercial, educational, and recreational facilities; the comprehensive planning of residential developments and multi-acre communities. He has worked throughout the Western Slope region of Colorado since 1978. In 2021 Ciavonne, Roberts & Associates was acquired by Kaart to complement their GIS and surveying services; the transition has been seamless as the entirety of Ciavonne, Roberts & Associates is now a part of Kaart Planning.

### Relevant Experience

- City of Delta Main Street Revitalization
- City of Delta Pocket Park and Plaza
- Rifle North Gateway Roundabout
- Riverfront at Dos Rios Master Plan
- Las Colonias Master Plan
- City of Rifle Railroad Avenue Revitalization
- Fruita Gateway Enhancements and Fruita Streetscape Phase 2
- Horizon Drive Roundabout
- Horizon Drive Master Plan

### Community Involvement

- Colorado State Board of Landscape Architecture 2007-2010 (President – 2007/2008)
- American Society of Landscape Architects: Past Western Slope Director
- Current Member City of Grand Junction Zoning Focus Group
- Current Member County Process and Code Review Committee
- Legends Art Committee Volunteer: Site Design/Install Coordinator
- Governor's Award for Smart Growth: Fruita Riverfront Action Plan

Kaart

KLJ

KLJENG.COM

EOE / M/F / Vet / Disability

Engineering, Reimagined

# CERTIFICATE OF LIABILITY INSURANCE

9/13/2022

DATE (MM/DD/YYYY) 7/25/2022

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 rights to the certificate holder in lieu of such endorsement(s).

| | |
|---|---|
| PRODUCER<br>Lockton Companies<br>444 W. 47th Street, Suite 900<br>Kansas City MO 64112-1906<br>(816) 960-9000<br>kctsu@lockton.com | CONTACT NAME:<br>PHONE (A/C, No, Ext):<br>FAX (A/C, No):<br>E-MAIL ADDRESS: |
| INSURED<br>1493950 KLJ ENGINEERING LLC<br>KLJ SOLUTIONS HOLDING COMPANY<br>P.O. BOX 4130<br>BISMARCK ND 58502 | INSURER(S) AFFORDING COVERAGE — NAIC #<br>INSURER A : Zurich American Insurance Company — 16535<br>INSURER B : American Guarantee and Liab. Ins. Co. — 26247<br>INSURER C : Berkley Insurance Group<br>INSURER D :<br>INSURER E :<br>INSURER F : |

**COVERAGES** **CERTIFICATE NUMBER:** 18737230 **REVISION NUMBER:** XXXXXXX

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 INSD | SUBR WVD | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS | |
|---|---|---|---|---|---|---|---|---|
| A | [X] COMMERCIAL GENERAL LIABILITY<br>[ ] CLAIMS-MADE [X] OCCUR<br>GEN'L AGGREGATE LIMIT APPLIES PER:<br>[ ] POLICY [X] PRO-JECT [X] LOC<br>[ ] OTHER: | Y | N | GLO7025052 | 9/13/2021 | 9/13/2022 | EACH OCCURRENCE<br>DAMAGE TO RENTED PREMISES (Ea occurrence)<br>MED EXP (Any one person)<br>PERSONAL & ADV INJURY<br>GENERAL AGGREGATE<br>PRODUCTS - COMP/OP AGG<br>$ | $ 1,000,000<br>$ 1,000,000<br>$ 5,000<br>$ 1,000,000<br>$ 2,000,000<br>$ 2,000,000<br>$ |
| A | AUTOMOBILE LIABILITY<br>[X] ANY AUTO<br>[ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS<br>[ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY | Y | N | BAP7025055 | 9/13/2021 | 9/13/2022 | COMBINED SINGLE LIMIT (Ea accident)<br>BODILY INJURY (Per person)<br>BODILY INJURY (Per accident)<br>PROPERTY DAMAGE (Per accident)<br>$ | $ 1,000,000<br>$ XXXXXXX<br>$ XXXXXXX<br>$ XXXXXXX<br>$ XXXXXXX |
| B | [X] UMBRELLA LIAB [X] OCCUR<br>EXCESS LIAB [ ] CLAIMS-MADE<br>[ ] DED [X] RETENTION $ 10,000 | N | N | SXS 6695075 | 9/13/2021 | 9/13/2022 | EACH OCCURRENCE<br>AGGREGATE<br>$ | $ 10,000,000<br>$ 10,000,000<br>$ XXXXXXX |
| A | WORKERS COMPENSATION AND EMPLOYERS' LIABILITY<br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N [N]<br>(Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below | N/A | N | WC7025054 | 9/13/2021 | 9/13/2022 | [X] PER STATUTE [ ] OTH-ER<br>E.L. EACH ACCIDENT<br>E.L. DISEASE - EA EMPLOYEE<br>E.L. DISEASE - POLICY LIMIT | <br>$ 1,000,000<br>$ 1,000,000<br>$ 1,000,000 |
| C | PROFESSIONAL LIABILITY INCL. POLLUTION CLAIMS MADE | N | N | AEC-9049895 | 9/13/2021 | 9/13/2022 | $10,000,000 PER CLAIM<br>$10,000,000 AGGREGATE | |

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

CERTIFICATE HOLDER IS INCLUDED AS ADDITIONAL INSURED FOR GENERAL, AUTO AND UMBRELLA LIABILITY ON A PRIMARY AND NON-CONTRIBUTORY BASIS IF REQUIRED BY WRITTEN CONTRACT. A WAIVER OF SUBROGATION APPLIES TO THE GENERAL, AUTO, UMBRELLA, PROFESSIONAL AND WORK COMP/EMPLOYER'S LIABILITY WHERE ALLOWED BY STATE LAW AND IF REQUIRED BY WRITTEN CONTRACT. BOTH ARE SUBJECT TO THE TERMS AND CONDITIONS OF THE POLICIES. WORK COMP COVERAGE DOES NOT APPLY TO EMPLOYEES HIRED OR RESIDING IN ND, OH, WA AND WY. EMPLOYERS LIABILITY STOP GAP COVERAGE APPLIES IN ND, OH, WA AND WY. UMBRELLA LIABILITY IS EXCESS OF GENERAL, AUTO AND EMPLOYERS LIABILITY. ADDITIONAL INSURED: CITY OF GRAND JUNCITON, CO AND THEIR OFFICERS AND EMPLOYEES

| CERTIFICATE HOLDER | CANCELLATION See Attachments |
|---|---|
| 18737230<br>CITY OF GRAND JUNCTION, CO | SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.<br>AUTHORIZED REPRESENTATIVE Joyce M Agnello |

Attachment Code: D592554 Certificate ID: 18737230

## OTHER INSURANCE AMENDMENT - PRIMARY AND NON-CONTRIBUTORY

| Policy No. | Eff. Date of Pol. | Exp. Date of Pol. | Eff. Date of End. | Producer No. | Add'l. Prem | Return Prem. |
|---|---|---|---|---|---|---|
| GLO7025052 | 9/13/2021 | 9/13/2022 | | | | |

**this endorsement changes the policy. please read it carefully.**

**Named Insured:** KLJ SOLUTIONS HOLDING COMPANY

**Address (including ZIP Code):** PO BOX 4130, BISMARCK, ND 58502

This endorsement modifies insurance provided under the:

**Commercial General Liability Coverage Part**

1. The following paragraph is added to the Other Insurance Condition of Section **IV – Commercial General Liability Conditions**:

   This insurance is primary insurance to and will not seek contribution from any other insurance available to an additional insured under this policy provided that:

a. The additional insured is a Named Insured under such other insurance; and

b. You are required by a written contract or written agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

2. The following paragraph is added to Paragraph **4.b.** of the Other Insurance Condition of Section **IV – Commercial General Liability Conditions**:

   This insurance is excess over:

   Any of the other insurance, whether primary, excess, contingent or on any other basis, available to an additional insured, in which the additional insured on our policy is also covered as an additional insured on another policy providing coverage for the same "occurrence", offense, claim or "suit". This provision does not apply to any policy in which the additional insured is a Named Insured on such other policy and where our policy is required by written contract or written agreement to provide coverage to the additional insured on a primary and non-contributory basis.

All other terms and conditions of this policy remain unchanged.

Attachment Code: D592555 Certificate ID: 18737230

## Additional Insured – Owners, Lessees Or Contractors – Scheduled Person Or Organization

| THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY. | |
|---|---|
| Policy No.GLO7025052 | Effective Date:9/13/2021 |

This endorsement modifies insurance provided under the:

**Commercial General Liability Coverage Part**

**SCHEDULE**

| Name Of Additional Insured Person(s) Or Organization(s): | Location(s) Of Covered Operations |
|---|---|
| ANY PERSON OR ORGANIZATION OTHER THAN AN ARCHITECT, ENGINEER, OR SURVERYOR, WHOM YOU ARE REQUIRED TO ADD AS AN ADDITIONAL INSURED UNDER THIS POLICY UNDER A WRITTEN CONTRACT OR AGREEMENT. | ANY LOCATION OR PROJECT, OTHER THAN A WRAP-UP OR OTHER CONSOLIDATED INSURANCE PROGRAM LOCATION OR PROJECT FOR WHICH INSURANCE IS OTHERWISE SEPARATELY PROVIDED TO YOU BY A WRAP-UP OR OTHER CONSOLIDATED INSURANCE PROGRAM. |
| | |
| | |

A. Section **II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule of this endorsement, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated in such Schedule.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

All other terms, conditions, provisions and exclusions of this policy remain the same.

Attachment Code: D592556 Certificate ID: 18737230

## Additional Insured – Owners, Lessees Or Contractors – Completed Operations

| THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY. | |
|---|---|
| Policy No.GLO7025052 | Effective Date:9/13/2021 |

This endorsement modifies insurance provided under the:

**Commercial General Liability Coverage Part**

**SCHEDULE**

| Name Of Additional Insured Person(s) Or Organization(s): | Location And Description Of Completed Operations |
|---|---|
| ANY PERSON OR ORGANIZATION, OTHER THAN AN ARCHITECT, ENGINEER, OR SURVEYOR, WHOM YOU ARE REQUIRED TO ADD AS AN ADDITIONAL INSURED UNDER THIS POLICY UNDER A WRITTEN CONTRACT OR WRITTEN AGREEMENT EXECUTED PRIOR TO LOSS. | ANY LOCATION OR PROJECT, OTHER THAN A WRAP-UP OR OTHER CONSOLIDATED INSURANCE PROGRAM LOCATION OR PROJECT FOR WHICH INSURANCE IS OTHERWISE SEPARATELY PROVIDED TO YOU BY A WRAP-UP OR OTHER CONSOLIDATED INSURANCE PROGRAM. |
| | |
| | |

Section **II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule of this endorsement, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in such Schedule, performed for that additional insured and included in the "products-completed operations hazard".

All other terms, conditions, provisions and exclusions of this policy remain the same.

Attachment Code: D595688 Certificate ID: 18737230

POLICY NUMBER: COMMERCIAL AUTO

CA 20 48 02 99

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

**DESIGNATED INSURED**

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM
GARAGE COVERAGE FORM
MOTOR CARRIER COVERAGE FORM
TRUCKERS COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" under the Who Is An Insured Provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

| | |
|---|---|
| Endorsement Effective:<br>9/13/2021 | Countersigned By:<br><br>(Authorized Representative) |
| Named Insured:<br>KLJ SOLUTIONS HOLDING COMPANY | |

**SCHEDULE**

| |
|---|
| **Name of Person(s) or Organization(s):**<br>ANY PERSON OR ORGANIZATION TO WHOM OR WHICH YOU ARE REQUIRED TO PROVIDE ADDITIONAL INSURED STATUS OR ADDITIONAL "INSURED STATUS ON A PRIMARY, NON-CONTRIBUTORY BASIS, IN A WRITTEN CONTRACT OR WRITTEN AGREEMENT EXECUTED" PRIOR TO LOSS, EXCEPT WHERE SUCH CONTRACT OR AGREEMENT IS PROHIBITED BY LAW. |

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to the endorsement.)

Each person or organization shown in the Schedule is an "insured" for Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured Provision contained in **Section II** of the Coverage Form.