



Please send the invoice for this order to the address shown. Failure to use our order number on any documentation pertaining to this order may result in return of shipment or delayed payment.

Supplier:

Felsburg Holt & Ullevig Inc
 Dept 1539, PO Box 30106
 Salt Lake City, UT 84130

Ship To:

244 North 7th Street
 GRAND JUNCTION, CO 81501
 UNITED STATES

Bill To:

City Hall
 250 N 5th Street
 GRAND JUNCTION, CO 81501
 UNITED STATES

SUPPLIER #: 11046
 FAX#:
 EMAIL:

Order Number
GJPO101341

Order Date
03/27/2026

SOLICITATION #:
 NOTES: Contract Award RFP-5770-26-KF

2026 I-70 & 29 ROAD DESIGN CONTRACT

Tax Terms		For the tax-exempt purchase, Grand Junction's tax ID is 84-6000592 All Library Purchases are Tax Exempt - Tax ID 98-03544			
Requestor	Phone	Net Terms	Date Required		
gailh@gjcity.org	1-970-256-4082	Net 30	03/24/2026		
QUANTITY	UNIT	ITEM	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
			2026 I-70 & 29 ROAD DESIGN CONTRACT		2,000,000.00
			2026 I-70 & 29 ROAD DESIGN CONTRACT		199,830.00
			2026 I-70 & 29 ROAD DESIGN CONTRACT		199,830.00
Total					2,399,660.00

Approved:



NOTICE TO PROCEED

Date: March 30, 2026

Consultant: Felsburg Holt & Ullevig, Inc.

Project: I-70 and 29 Road Interchange and 29 Road Corridor Design Services (RFP-5770-26-KF)

In accordance with the Contract dated March 26, 2026, the Consultant is hereby authorized to commence work on the Project on or before **March 31, 2026**.

The Contract Time for completion of the Services shall be in accordance with the approved project schedule, with a current anticipated final completion date of **September 24, 2027**, unless modified by the City through a written amendment or Change Order.

CITY OF GRAND JUNCTION, COLORADO

DocuSigned by:
Kathleen Franklin

Kathleen Franklin
Senior Buyer/Purchasing Agent

CONSULTANT ACKNOWLEDGEMENT

Receipt of this Notice to Proceed is hereby acknowledged:

Consultant: Felsburg Holt & Ullevig

By: _____

Print Name: Michelle Stevens

Title: Principal

Date: March 31, 2026



CITY OF GRAND JUNCTION, COLORADO

CONTRACT

The CONTRACT is made and entered into this 26th day of March, 2026, by and between the City of Grand Junction, a Colorado Home Rule municipality in the County of Mesa, State of Colorado ("City") and Felsburg Holt & Ullevig, Inc. (the "Consultant").

WITNESSETH:

WHEREAS the City issued RFP-5770-26-KF for I-70 and 29 Road Interchange and 29 Road Corridor Design Services (the "Services"); and

WHEREAS, the City has awarded the Contract to the Consultant, and the Consultant is ready, willing, and able to provide the Services in accordance with the Contract Documents;

NOW, THEREFORE, in consideration of the compensation to be paid to the Consultant, 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 that the following instruments and documents, whether attached hereto or incorporated herein by reference, collectively constitute the "Contract Documents" or the "Contract." Taken together, these documents form the entire agreement between the Parties and are as fully binding as if set forth herein in full.

In the event of a conflict between Contract Documents, the order of precedence shall be as follows:

- a. The body of this Contract Agreement
- b. Negotiated General Contract Terms and Conditions
- c. Consultant's Negotiated Scope of Services, Schedule, and Fee Proposal
- d. Solicitation Documents, including all Addenda for the Project: I-70 and 29 Road Interchange and 29 Road Corridor Design Services (RFP-5770-26-KF)
- e. Consultant's Response to the Solicitation
- f. Service Change Requests (directing changed service(s) to be performed)
- g. Field Orders
- h. Change Orders
- i. Amendments

This Contract is subject to all applicable federal, state, and Colorado Department of Transportation (CDOT) requirements.

ARTICLE 2

Definitions: The definitions set forth in the Solicitation shall apply to the Contract and all Contract Documents.

ARTICLE 3

Contract Services: The Consultant shall furnish all labor, supervision, professional services, equipment, materials, and incidental items necessary to perform and complete the Services.

The Services include all work necessary to complete the design services for the I-70 and 29 Road Interchange and 29 Road Corridor, including Phase 1 and Phase 2, as defined in the Solicitation and the Consultant's negotiated Scope of Services.

ARTICLE 4

Contract Time: Time is of the essence. The Consultant shall commence performance upon full execution of the Contract and shall diligently perform the Services in accordance with the project schedule and milestone dates set forth in the Contract Documents, unless otherwise modified by written amendment or Change Order approved by the City.

ARTICLE 5

Contract Price and Payment Procedures: The Consultant shall accept as full and complete compensation for the performance and completion of all the Services specified in the Contract Documents, the amount **not to exceed Two Million Three Hundred Ninety-Nine Thousand Six Hundred Sixty and 00/100 Dollars (\$2,399,660.00)** (the "Contract Price").

The Consultant shall be solely responsible for managing its work to complete the Services within the Contract Price. No additional compensation shall be paid unless authorized by a written Change Order executed by the City.

Funds for the Contract Price have been appropriated by the Grand Junction City Council for the use and benefit of this Project. The City shall not be obligated to pay amounts exceeding the appropriated funds unless additional appropriations are made and confirmed in writing.

The City shall not issue a Change Order or other written directive requiring additional Services that would cause the aggregate amount payable under this Contract to exceed the amount appropriated for the Project unless and until the City provides written assurance that sufficient lawful appropriations have been made to cover the additional costs.

Payment shall be made in accordance with the invoicing and payment provisions set forth in the Contract Documents.

ARTICLE 6

Contract Binding: The City and the Consultant each bind itself, its partners, successors, assigns, and legal representatives to the other party hereto in respect of all covenants, agreements, and obligations contained in the Contract Documents. The Contract Documents constitute the entire agreement between the City and the Consultant and may be altered, amended, or repealed only by a duly executed written instrument. Neither the City nor the Consultant 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. Specifically, the Consultant shall not assign any monies due or to become due without the prior written consent of the City.

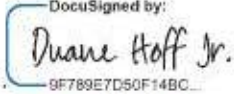
ARTICLE 7

Severability: If any part, portion, or provision of the Contract shall be found or declared null, void, or unenforceable for any reason whatsoever by any court of competent jurisdiction or any governmental agency having the authority thereover, only such part, portion, or provision shall be 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, sealed, and attested on its behalf; and the Consultant has signed this Contract on the day, and the year first mentioned herein.


The Contract is executed in two counterparts.

CITY OF GRAND JUNCTION, COLORADO

By:  _____
Duane Hoff Jr.,
Contract Administrator

3/26/2026
_____ Date

Felsburg Holt & Ullevig Inc.

By:  _____
Michelle K. Stevens
Principal

3/26/2026
_____ Date



Negotiated General Contract Terms and Conditions

The following refinements to the General Contract Terms and Conditions have been agreed upon by the City and the Consultant:

- 2.14. Compliance with Laws and Consultant Qualifications:** The Consultant shall comply with all applicable federal, state, local laws, statutes, codes, regulations, ordinances, and requirements governing the performance of the Services under the Contract, including those applicable to CDOT Local Agency projects.

The Consultant represents and **certifies** that it is duly organized, validly existing, and in good standing under the laws of its jurisdiction of formation, and that it is fully qualified, authorized, and capable of performing the Services. The Consultant further represents and **certifies** that it possesses, and shall maintain throughout the term of the Contract, all required corporate authority, personnel, skills, experience, certifications, registrations, and professional licenses necessary to perform the Services in accordance with applicable law.

- 2.25. Indemnification:** The Consultant shall, indemnify, and hold harmless the City, along with its officers, employees, insurers, and self-insurance pool, from and against any and all liabilities, suits, actions, claims, demands, damages, losses, or expenses of any kind, including attorney's fees, arising out of or related to any injuries, damages, or losses to persons or property caused by the negligent act, error, omission, or fault of the Consultant, its agents, employees, subcontractors, or suppliers in the execution or performance of the Contract.

The Consultant shall be responsible for satisfying any judgment, settlement, or associated costs incurred by or awarded against the City due to such claims. This indemnification obligation shall survive the termination or expiration of the Contract.



March 13, 2026

City of Grand Junction
Public Works
250 N 5th Street
Grand Junction, CO 81501
Attn: Trent Prall

Re: I-70 and 29 Road Interchange and 29 Road Corridor Design Services

Dear Mr. Prall:

Per your request, this proposal provides the scope of work associated with completing the Federal Highway Administration (FHWA) Interstate Access Request (IAR), the National Environmental Policy Act (NEPA) Documentation and Clearance for the Environmental Assessment (EA) and FONSI, preliminary design for the proposed 29 Road Interchange at I-70, and preliminary and final design for the ultimate five lane section along 29 Road with a Alternate Bid for Phase I (Interim three lane section) corridor improvements including Patterson Road Intersection Improvements the "Project"). Other tasks include project management and meetings as well as stakeholder engagement.

SCOPE OF WORK (REVISED)

Task I – Project Management and Coordination

Task I.1 Stakeholder Engagement and Colorado Department of Transportation (CDOT) Local Agency Project Process

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

The Consultant shall coordinate with CDOT and other appropriate regulatory agencies to obtain any required permits to comply with the CDOT Local Agency project process. The Consultant shall initiate communication with State and Federal agencies regarding the project's intent and shall submit appropriate permit applications on behalf of the City. This shall include providing technical support in obtaining CDOT clearances for design, right-of-way (ROW), environmental, and utilities.

For the Design Scoping Review Meeting (DSR), the Consultant will prepare the meeting agenda and conduct the scoping review meeting with CDOT Region 3 representatives, as defined in CDOT Local Agency Project Desk Reference (July 2022) Section 5.5, the Mesa County Regional Transportation Planning Office, Mesa County, and the City of Grand Junction. The Consultant will be responsible for preparing meeting minutes and documenting action items.

The Consultant shall include City PM on all correspondence with regulatory agencies and must copy City PM on all email correspondence.

- Attend and run the CDOT DSR, prepare the agenda and provide meeting minutes and document action items.

March 13, 2026

Trent Prall, PE

Page 2

- Attend and run CDOT and FHWA coordination meetings (assumes 6 meetings). Grand Junction and Mesa County will also be included as part of the CDOT/FHWA coordination meetings, as well as a participant in the PMT meetings as well.
- Attend and run additional CDOT Specialty Unit coordination meetings (assumes 2 meetings).
- Prepare and execute the Stakeholder Engagement Plan (SEP).

Deliverables

- DSR meeting agenda, minutes, and action items
- SEP and updates
- Meeting agendas
- Meeting graphics/handouts/exhibits
- Meeting minutes and action items

Task 1.2 Project Management Scheduling and Coordination

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

- Prepare and implement a Project Management Plan (PMP)
- Maintain a project schedule in Microsoft Office Project and update on a monthly basis
- Implement a Project-Specific Total Quality Management Plan (TQMP) for Quality Assurance/Quality Control for all deliverables including:
 - Discipline-level independent technical review
 - Cross-discipline coordination checks
 - Constructability review prior to 90% submittal
 - Final PS E quality certification
- Coordinate project work tasks with City's Project Manager and early identification of potential problems.
- Manage and coordinate the work efforts of the consultant team.
- Prepare and submit monthly invoices and progress reports (assumes 17 invoices and progress reports).
- Conduct monthly budget tracking.

Deliverables

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

Task 1.3 Meetings

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

- Attend and run monthly progress PMT meetings (assumes 17 meetings). The meetings will coordinate the work effort; review activities required to be completed since the last meeting; and review problems encountered/anticipated and potential solutions, project schedule update and issues, action items, and coordination required; and requirements and comments from State and Federal agencies.

March 13, 2026

Trent Prall, PE

Page 3

- Attend and run monthly consultant team coordination meetings (assumes 17 meetings – 9 in person, 8 virtual).
- Attend and run Field Investigation Review (FIR) and Final Office Review (FOR) Meetings with City, CDOT and appropriate stakeholders.
- Prepare agendas, handouts, and exhibits, and conduct and write minutes for the above-mentioned meetings.
 - Agendas will be sent to meeting attendees two (2) calendar days prior to each meeting.
 - Meeting minutes will be completed and distributed to meeting attendees within seven (7) calendar days of the meeting. When a definable task is discussed during a meeting, the minutes will identify the “Action Item,” the party responsible for accomplishing it, and the proposed completion date. Meeting minutes will also clearly document decisions.

Deliverables

- Meeting agendas
- Meeting handouts/exhibits
- Meeting minutes and action items

Task 2 – Data Collection and Field Investigations

Task 2.1 Topographic Survey (Farnsworth)

The Consultant will perform and provide a design level topographic survey and mapping within the survey project limits. All work is to be prepared in accordance with CDOT requirements. The following services and associated tasks are to be provided for the design survey:

- Right of Entry Permitting
 - Farnsworth will secure ROW permits from the city, county, and/or CDOT.
- Prepare and obtain necessary written permission right of entry utilizing CDOT form 730 for up to five (5) adjacent properties.
 - Permission to enter will be completed by others (FHU and/or TRS)
- Submit signed permissions to the City/PM prior to entering property.
- Project Meetings
 - Attend One (1) Project Kickoff meeting
 - Attend One (1) existing field conditions meeting on site.
 - Attend One (1) FIR Meeting
 - Attend One (1) FOR Meeting
 - Attend Ten (10) city meetings & Ten (10) consultant meetings
- Establish horizontal and vertical survey control for the project limits based on the Mesa County Local Coordinate System (LCS), CORS reference stations and the Survey Information Management System (SIMS).

March 13, 2026

Trent Prall, PE

Page 4

- Establish permanent project specific inter-visible control points at a maximum spacing of 300' along the project corridor. Control points will be tied to recovered section corners and quarter section corners along the corridor as necessary.
- Prepare a survey control diagram with point tabulation containing horizontal coordinates, elevations, monument descriptions, datums used, benchmark statement and conversion factors and include in plan set.
- Aerial Mapping/Photogrammetry
 - To be completed by a subconsultant (Bohannon Houston) with Farnsworth setting the control points (approx. 35 necessary to acquire the topographic data).
 - Bohannon Huston will be responsible for their own ROW permits, traffic control expenses, and FAA coordination.
 - Manned aircraft digital aerial imagery will be acquired sufficient for photogrammetric mapping in support of engineering design services. This imagery will be captured in a single mobilization over the project mapping limits and will provide coverage necessary to support design efforts. Flight plans are developed for an acquisition that will support topographic mapping at a 1"=30' horizontal scale, 1.0 foot contour interval, and 0.2 foot pixel resolution natural color orthophotography. Surveyors will establish appropriate ground control points and panel/paint targeting to support the aerial imagery capture.
 - Stereo compilation specialists then digitize in three dimensions all permanent visible features (planimetrics) within the area to include but not limited to; road edges, sidewalk, curb, gutter, pavement markings, vegetation, fences/walls, utilities, buildings, driveways, pathways, alleyways, signage, and signals. Digital terrain model surface) will be developed from the collected features and further developed with additional breakline placement.
 - High resolution orthophotography is developed over the width of the aerial imagery footprint at a 0.2ft or better pixel resolution. A single orthophotography mosaic will be created for the delivered file.
- Mobile Laser Scanning
 - To be completed by a subconsultant (Bohannon Houston) with Farnsworth setting the control points (approx. 20 necessary to acquire the topographic data).
 - Bohannon Huston will be responsible for their own ROW permits and traffic control expenses.
 - Mobile Scanning data (LiDAR) will be captured over the corridor via several drive paths providing full coverage of the paved surface that is the roadway main-line corridor. This data will be portrayed at GPS RTK accuracies covering the full extents of the paved surface roadway thereby avoiding dangerous field survey situations and eliminating lane drops and traffic shutdown permitting processes.

March 13, 2026

Trent Prall, PE

Page 5

- LiDAR technicians then process and classify the paved surface into a ground classification for use in final surface creation. A highly accurate digital terrain model (surface) is developed for the roadway pavement areas. This surface and associated lane markings planimetrics is substituted into the roadway surface area previously created in the aerial mapping.
- Field survey to locate dry utilities, utility appurtenances, and utility markings will be performed by others under Task 3 - Subsurface Utility Engineering.
- As-built survey of existing sanitary, storm, and water structures including inverts will be performed by others under Task 3 - Subsurface Utility Engineering.
- Prepare a topographic base map in AutoCAD format containing points, break lines, planimetrics, 1' contours and DTM. Depiction of utilities will be limited to at-grade features. Utility linework and utility structure locations will be completed and surveyed by others under Task 3 - Subsurface Utility Engineering.
- Perform boundary retracement surveys to locate and verify existing ROW lines. Document physical features and landmarks that may influence ROW boundaries, such as fences, utility poles, and natural landmarks. Collect relevant data, including distances, angles, and elevations.
- Topographic mapping will extend from north of the highway as shown on the KMZ provided by FHU to Farnsworth on 03/02/2026 .
- Survey Supplemental Topographic Survey
 - This task includes field staking of Geotechnical exploration holes (Assume 10 and survey of actual field locations.
 - One week of a 2-person field crew has been included for the purposes of field locating supplemental topographic areas where more detailed survey is required and includes integrating the data into the existing topographic base map provided by Bohannan Huston; more time may be required to match design requirements.
 - Utility information, including all above-ground appurtenances manholes, manhole inverts, utility boxes, utility vaults, traffic boxes, traffic signals, irrigation features, water-storm-sanitary features, drainage structures, utility poles, overhead utility lines, etc. will be located by others as part of Task 3 – Subsurface Utility Engineering) and will be incorporated into the information collected via Aerial LiDAR and Mobile Laser Scanning.

Deliverables

- Topographic Survey
- DTM Surface
- Survey Control Diagram

March 13, 2026

Trent Prall, PE

Page 6

Task 2.2 Subsurface Utility Engineering (SUE) Investigation (T2 Utility Engineering)

The Consultant will perform a SUE investigation to develop existing utility plans, in accordance with Senate Bill 18-167 (SB 18-167) and the American Society of Civil Engineers (ASCE Standard Guideline for Collection and Depiction of Existing Subsurface Utility Data CI/ASCE 38-02 ASCE 38).

The Consultant will have underground and/or above ground utilities identified and located. The SUE investigation will be conducted under the direct charge of a Professional Engineer licensed in the State of Colorado, including conducting, documenting, stamping, and sealing a SUE investigation to determine the existing utility conditions in accordance with ASCE 38, as amended.

The Consultant will obtain all necessary permits to complete the work (i.e. traffic control, etc.) for both the initial SUE investigation and the utility test hole program (referenced in the section below.) Existing utilities will be identified to a minimum QL-B, or a reasonable rationale for a lesser quality level will be developed and approved by the City Project Manager. Prior and during the SUE investigation, the Consultant will notify the City of any utilities that do not meet the QL-B criteria.

As part of the SUE investigation, the Consultant will, at a minimum:

- Submit a SUE notification to the Utility Notification Center of Colorado, obtain mapping and research available data, and contact and/or meet with facility owners as necessary and collect available utility records within the project area,
- Provide guidance as to what Quality Level to achieve for any utilities that the Consultant believes do not need to be depicted at QL-B.
- From a synthesis of all information, depict the following utility attributes on the plans, or within the SUE report: ownership, type, size, encasement, material, QL level, etc. if known.

The deliverables will include plans and a report:

- Existing utility plans are required to meet ASCE 38 Guideline, at a minimum QL-B (or provide reasonable rationale), signed and stamped by a Professional Engineer, licensed in the State of Colorado. The Consultant will provide an electronic CAD file of the existing utility plan to the City. The Consultant will differentiate between transmission main lines and secondary feed lines, when possible.
- The Consultant will provide a sealed SUE summary report describing the findings of the utility investigation along with the methods, equipment, calibration, calculations, standards, correspondence, mapping, etc. used during the process of obtaining utility information. A list of known utility providers in the area is required as well as contact information, as available.
- Representatives conducting the SUE investigation are required to provide ongoing support throughout the duration of the project to update plans, participate in coordination calls, meetings etc. in support of the project.

Design sequencing will be coordinated to incorporate new or relocated existing utilities. The Consultant will prepare mapping for use in coordination with utility owners for new utilities within

March 13, 2026

Trent Prall, PE

Page 7

the project limits.

Task 2.3 Utility Test Holes (T2 Utility Engineering)

During the design process, the Consultant will prepare a utility test hole program to identify utilities that are potentially impacted by the project and therefore depiction in accordance with ASCE 38 Quality Level A (QL-A) is appropriate. The recommended utility test hole program necessary to achieve QL-A will be provided to the City for review and authorization prior to proceeding with the test hole field data collection.

The Consultant will provide labor, equipment and materials to perform the utility test holes authorized by the City to certify the QL-A of the depicted utility test holes. Thirty (30) - Utility Test Holes are included in the Scope of Services.

The Consultant will update the existing utility mapping with the field collected test hole data. The updated mapping will be consistent with the deliverables requested above, stamped and sealed plans and an updated SUE report. The Consultant will prepare final existing utility plans utilizing the test hole information and field locates.

Deliverables

Subsurface Utility Engineering (T2)

- Proposed Utility Test Hole Program (at FIR submittal)
- Subsurface Utility Engineering Report (at FOR submittal)

Task 2.4 Utility Coordination and Clearances (Goodbee & Associates)

The Consultant will be responsible for coordinating all utility conflicts with affected utility companies and ensuring that the CDOT Local Agency utility clearance process is met to the satisfaction of the City and CDOT. This task includes finalizing utility relocation coordination with the affected utilities and documenting the resolution with a utility relocation agreement that will be signed by the affected utilities. A matrix indicating the existing and proposed utility design conflicts is required to be prepared during the FIR design submission, and updated and submitted with each subsequent submission, as necessary. Final utility plans will identify utility conflicts and provide a suggested relocation plan as required. It is assumed that relocation designs will be completed by the utility companies and water and sanitary sewer relocation design is excluded from this scope of work.

The Consultant shall develop agenda, meeting minutes and facilitate utility coordination/conflict resolution meetings. Prior to FIR, the Consultant will meet with up to 15 utility companies to provide an update about project, schedule, and request information on existing facilities/easements, planned facilities, and design criteria. Between FIR and 100% plan development, the Consultant shall meet with affected utility companies to confirm timing, location, and cost with potential relocations. Assume no more than 12 utility companies and between 2-3 meetings each, not to exceed 36 meetings. The Consultant will draft utility coordination letters for City of Grand Junction review and signature. It is assumed that CDOT approval/review will not be required for 29 Road and Intersection.

The Consultant will also be responsible for preparing the utility clearance package and obtaining CDOT approval prior to final project approval and advertisement.

March 13, 2026

Trent Prall, PE

Page 8

Deliverables

Utility Coordination and Clearances (Goodbee)

- Initial identification of potential Utility Conflicts contained in FIR Plans
- Draft Utility Clearance Letter of Understanding, Agreements and/or Associated Permits at FOR submittal)
- FOR Utility Plans. Final letters with 100% design.
- FOR Utility Specifications

Task 2.5 Geotechnical Investigation and Pavement Design *Shannon & Wilson)*

Geotechnical explorations and final design recommendations are required for the proposed interim improvements to the 29 Road corridor from Road G through the Patterson Road intersection. Geotechnical design elements consist of pavement design services for 29 Road and cross streets, retaining wall analysis at Indian Wash, and signal pole foundation design recommendations for the Patterson Road intersection. In addition, preliminary geotechnical design recommendations are requested for the future 29 Road interchange at I-70. Preliminary geotechnical design recommendations will be provided for the future 29 Road bridges over I-70 and Highline Canal.

Field Subsurface Investigation

Shannon & Wilson SW will coordinate and observe a field exploration program consisting of 31 borings for a total of 505 linear feet of drilling. Proposed boring depths will range from 5 to 50 feet. A summary of the proposed drilling program is presented below. A kmz of proposed boring locations is provided separately.

29 Road over I-70 Bridge:

3 borings consisting of one boring located at each abutment and center bent drilled to a maximum depth of 50 feet.

29 Road over Highline Canal Bridge:

2 borings consisting of one boring located at each abutment drilled to a maximum depth of 50 feet.

Retaining Wall at Indian Wash:

3 borings each drilled to a maximum depth of 25 feet. The approximate boring spacing is approximately 200 feet.

Pavement Subsurface Investigation:

21 proposed pavement borings varying from 5 to 10 feet are proposed to be completed in 29 Road, F 1/2 Road, and Patterson Road. Borings completed at the Indian Wash retaining wall will be used in our pavement analysis. At locations where the proposed boring is located in an existing lane, the existing pavement section will be cored.

- Prior to drilling, we will call the Utility Notification Center of Colorado to locate utilities and will meet with individual utility locators at the site.

March 13, 2026

Trent Prall, PE

Page 9

- Each boring will be drilled using a truck-mounted drill rig supplied and operated by a drilling contractor under subcontract to Shannon & Wilson.
- Shannon & Wilson will arrange for traffic control. We anticipate all borings will be completed during daytime hours.
- Sampling will be conducted on approximately 2.5 to 5-foot intervals using the Standard Penetration Test (SPT), in general accordance with ASTM D-1586. Additional SPT samples will be collected in pavement borings. Occasional larger-diameter drive samples using a modified California-barrel sampler may also be collected, as appropriate. In addition, bulk samples will be collected for R-value testing.
- A geologist or geotechnical engineer will observe the drilling and prepare descriptive field logs of the explorations based on ASTM D2487 (Classification of Soil for Engineering Purposes) and ASTM D2488 (Description of Soils – Visual-Manual Procedure).
- On completion of drilling, groundwater levels will be measured and then the boreholes will be backfilled in accordance with the requirements of the applicable CDOT or Grand Junction permit. We assume borings in the roadway will be backfilled with flow fill, and borings located off the roadway can be backfilled with drill cuttings. We assume excess cuttings can be dispersed adjacent to the borehole.
- Shannon & Wilson will transport the geotechnical samples back to our in-house laboratory for further observation and laboratory testing.

Laboratory testing may include:

- Natural moisture content
- Unit weight
- Grain size distribution
- Atterberg limits
- Corrosion testing
- Swell/collapse testing
- R-value testing

GEOTECHNICAL REPORT

Data generated during the subsurface exploration and laboratory testing programs will be analyzed by a Shannon & Wilson geotechnical engineer in developing findings and recommendations to be presented in a Geotechnical Design Report and a Pavement Design Report.

We will issue draft reports for review by the project team. After receiving and incorporating comments as appropriate, we will finalize the reports.

Our reports will include:

- A site plan showing exploration locations
- Field and laboratory test results, including boring logs
- General description of subsurface soil/rock conditions and groundwater levels below the site

March 13, 2026

Trent Prall, PE

Page 10

Geotechnical design recommendations will be provided for the 29 Road corridor improvements, consisting of:

- Pavement design for 29 Road and cross streets at the project tie-ins
- Signal pole foundation evaluation
- Retaining wall analysis

Preliminary design recommendations will be provided for the 29 Road interchange structures, including:

- Proposed 29 Road bridges over I-70
- Highline Canal bridge
- Retaining walls
- Embankment fill

A geology sheet will be prepared for the proposed retaining wall at Indian Wash. The geology sheet will show:

- Plan location of explorations
- Stick boring logs
- Selected laboratory test results

ASSUMPTIONS

- All borings are accessible with a truck- or track-mounted drill rig.
- Permits or fees will be waived for all field explorations.
- Right-of-entry for borings on private property will be provided by others at no cost to Shannon Wilson.
- Borings in existing pavement will be backfilled with flow fill, and cuttings will be spread in the vicinity of the borehole.
- Repairs to the existing pavement will be made with hot mix asphalt or non-shrink grout, depending on pavement type.
- Subsurface conditions are suitable for solid stem or hollow stem auger drilling. Rock coring at proposed bridge structures is not included.
- Borings will encounter non-contaminated and non-hazardous soil/rock.
- Groundwater will be measured during drilling; no monitoring wells or piezometers will be installed.
- Boring location coordinates will be collected using a resource-grade GPS unit to estimate location and elevation.
- No utility potholing will be performed.
- Project specifications will be developed by others.
- The SW project manager will attend up to 20 hours of meetings (design coordination meetings and FIR/FOR meetings).
- Geotechnical recommendations will follow:
 - 2020 AASHTO LRFD Bridge Design Specifications
 - CDOT Geotechnical Design Manual
 - CDOT Bridge Design Manual
 - Applicable CDOT structural worksheets

March 13, 2026

Trent Prall, PE

Page 11

- If MSE walls are considered at Indian Wash, internal and compound stability evaluation is not included.
- Life cycle cost analysis of paving materials will not be completed.
- A traffic study will be completed by others, and projected traffic loading will be provided.
- Work will be completed during calendar year 2026.
- Additional explorations and geotechnical recommendations will be required for final design of the Interchange.
- Soil/rock samples will be discarded 30 days after issuing the final geotechnical report.

Deliverables

- Draft Geotechnical Investigation Report (at FIR Submittal)
- Initial pavement draft recommendation (at FIR Submittal)
- Final Geotechnical Report at FOR Submittal
- Final Pavement Design Report (at FOR Submittal)
- FOR Geology plan sheet
- FOR Materials Specifications

TASK 3 – NEPA AND ENVIRONMENTAL

The Consultant will manage the NEPA process, which is anticipated to include development of an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI). Resources not included in this scope of work and the associated fee that are required by CDOT following the scoping meeting will necessitate a contract amendment request. The following NEPA and Environmental tasks are included in this scope of work.

Task 3.1 NEPA (Ramp Up from Existing Conditions Contract

Project Study Area Limits/Logical Termini

The Project study area was established during the previous contract. However, as the Project was not anticipated to be an EA, documentation of the study area and the logical termini must be approved by CDOT. The Consultant will prepare a recommendation and a memorandum to CDOT for approval of the logical termini, if applicable.

Purpose and Need

As part of the previous contract, the Consultant team revised the Purpose and Need from the previous PEL Study completed in 2020. During the NEPA Class of Action meeting with the City, the County, CDOT, and FHWA on September 30, 2025, it was determined that the Project would be re-classified as an EA rather than a Categorical Exclusion. This determination was based on FHWA's concerns about the potential for public controversy, possible land use consequences, and the lack of a clearly applicable Categorical Exclusion category under CDOT and FHWA's Programmatic Agreement. The revised Purpose and Need was formally adopted.

March 13, 2026

Trent Prall, PE

Page 12

Alternatives

As part of the previous contract, the Preferred Alternative was developed through the alternatives analysis that satisfied the Purpose and Need requirements of the Project. The Consultant team, in coordination with the City and the County, determined the design year (2045) to use for the project. Changes in the design year during the project may be subject to a contract amendment request. This EA will document evaluation of the Preferred Alternative and the No Action Alternative.

Project File

Maintain a Project File, set up according to the established process for a NEPA Administrative Record. All parts of the project file will be available to the CDOT PM or his or her designee, at any time during the project's duration. All materials associated with the project file shall be delivered in the format specified by the CDOT PM when closing the project.

Deliverables

- Draft and Final Memorandum for Logical Termini and documentation of the Preferred Alternative and No Action Alternative and confirmation of the design year
- Tracking spreadsheet of the files
- Accessibility to OneDrive folders containing the project files

Task 3.2 Environmental Resource Review

As part of the previous contract, the Consultant evaluated existing conditions for the following resources:

- Biological Resources
- Aquatic Resources formerly known as Wetlands and Waters of the US
- Historic Properties
- Socioeconomic and Community Resources
- Non-Historic Section 4(f)
- Section 6(f)
- Air Quality
- Traffic Noise
- Visual Resources
- Archeological Resources
- Hazardous Materials

During the previous contract's scoping meeting, it was determined that CDOT would complete the paleontological assessment.

As part of the previous contract, each resource was summarized in the *29 Road Interchange at I-70, Grand Junction NEPA Document*, dated March 2026 with the intent of evaluating environmental consequences (i.e., impacts) and mitigation measures during the subsequent contract. These documents will be used as the basis for moving forward with this EA process.

Using the existing conditions information gathered during the previous contract and the preliminary design developed during this contract, environmental consequences and mitigation measures for the following resources will be evaluated for the Preferred Alternative.

March 13, 2026

Trent Prall, PE

Page 13

Biological Resources

Using the existing field data collected during the first project contract, the Consultant will collaborate with the design team to avoid and minimize impacts to biological resources. Utilizing FIR design, the Consultant will evaluate anticipated environmental consequences to biological resources (including vegetation, noxious weeds, Senate Bill 40 (SB 40) resources, threatened and endangered species, wildlife movement, migratory birds, and aquatic resources) and determine appropriate mitigation measures and next steps related to permitting and documentation. The *29 Road Interchange at I-70 Biological Resources Report BRR* will be revised based on coordination with CDOT and the City. The report will be updated to address anticipated environmental consequences, and mitigation measures will be identified and summarized. In addition, a summary of findings will be included in the EA/FONSI. Proposed mitigation plans for biological resources are included in this scope of work.

Deliverables:

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final BRR
- FIR Environmental Plans depicting environmental consequences and mitigation measures
- FOR Environmental Specifications

Assumptions:

- A field visit is not anticipated or included because this effort builds on the earlier work completed.
- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Aquatic Resources

Using the data collected during the first project contract, the Consultant will collaborate with the design team to avoid and minimize impacts to aquatic resources. Utilizing FIR design, The Consultant will evaluate anticipated impacts to aquatic resources and determine appropriate mitigation measures and next steps related to permitting and documentation. The *29 Road Interchange at I-70 Aquatic Resources Report* will be revised based on coordination with CDOT and the City. The report will be updated to address anticipated impacts, and mitigation measures will be identified and summarized. In addition, a summary of findings will be included in the EA/FONSI. Proposed mitigation plans for aquatic resources are included in this scope of work.

Deliverables:

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Aquatic Resources Report
- FIR Environmental Plans depicting environmental consequences and mitigation measures
- FOR Environmental Specifications

Assumptions:

- Use of the Colorado Stream Quantification Tool (SQT) is not anticipated or included.
- A field visit is not anticipated or included because this effort builds on the earlier work completed.

March 13, 2026

Trent Prall, PE

Page 14

- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

March 13, 2026

Trent Prall, PE

Page 15

Historic Properties

Continuing from the existing conditions assessment and survey work previously conducted, the Consultant will update the *29 Road Interchange at I-70 Historic Resources Eligibility Report* and collaborate with CDOT and the City on necessary adjustments to the project's Area of Potential Effect (APE). It is anticipated that two (2) additional historic property surveys will need to be conducted to reflect a comprehensive review of all properties 45 years and older (1981 and prior) located within the project APE, for the completion of the Section 106 process during final design. The Consultant will update the prior report and assist CDOT with the preparation of consultation letters to the State Historic Preservation Officer (SHPO) and all applicable Consulting Parties.

Following eligibility consultation, The Consultant will draft the effects analysis technical report to document and consult on proposed project effects to historic resources. The Consultant will work with the design team to find ways to avoid and minimize any impacts to NRHP eligible historic resources located within the project APE. The proposed scope of work was developed in anticipation of an effect determination of no adverse effects to historic resources located within the project APE. If the project results in an adverse effect, additional scope and fee would be required to find ways to avoid, minimize, and mitigate impacts to historic resources. The Consultant anticipates two (2) additional historic property surveys in the field for properties that have since aged-in and meet the minimum age requirements of 45 years (1981 and prior), including developing figures and photo logs for each resource. A summary of findings will be included in the EA/FONSI.

Deliverables:

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Historic Determination of Effects Technical Report
- Up to two review drafts (one for City/CDOT and one for FHWA) and one final SHPO and Consulting Party effects consultation letters

Assumptions:

- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Socioeconomic and Community Resources

Using the data collected during the first contract and current available data, the Consultant will update the *Socioeconomics Analysis Technical Report* and the *Community Analysis Technical Report* into one document.

The Consultant will identify adverse effects and mitigation measures of alternatives that would avoid or reduce the environmental consequences. Impacts to communities affected will be evaluated in accordance with the CDOT *NEPA Manual*. Beneficial effects of the project on these communities will also be identified. The analysis will cross-reference other resources as appropriate (e.g., noise, air and water pollution, aesthetics, community cohesion, relocation impacts). A summary of findings will be included in the EA/FONSI.

March 13, 2026

Trent Prall, PE

Page 16

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Updated Socioeconomics and Community Analysis Technical Report

Assumptions:

- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA

Non-Historic Section 4(f)

Please note that there are separate requirements for historic and non-historic Section 4(f) evaluations.

Using the information gathered from the previous contract, the Consultant will determine if any environmental consequences or ROW acquisitions include Section 4(f) resources (e.g., publicly owned parks, recreational facilities, nationally significant historic sites, wildlife refuges). Following impact analysis, an evaluation of necessary commitments for mitigation measures will be completed. The Consultant will determine whether impacts require an exception, de minimis, programmatic, or individual 4(f) evaluation.

Prepare an analysis that includes avoidance alternatives, discussion of prudent and feasible, least harm (if necessary), minimization, and mitigation related to Section 4(f) resources. This may include the development of a new alternative(s) as an avoidance alternative(s). The appropriate documentation will be prepared in consultation with CDOT and the City.

The Consultant will also develop Official with Jurisdiction (OWJ) concurrence request letters (if necessary). For non-historic resources, the OWJ will vary. A summary of findings will be included in the EA/FONSI.

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final OWJ concurrence request letters, if necessary
- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Updated Section 4(f) Eligible Properties Technical Report

Assumptions:

- This task does not include documentation needed for programmatic or full Section 4(f) evaluations.
- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Section 6(f)

Using the information gathered from the previous contract, the Consultant will determine if any potential environmental consequences or ROW acquisitions include Section 6(f) resources. Following impact analysis, the Consultant will determine whether impacts qualify as a temporary non-conforming use or a park improvement and the necessary commitments for mitigation measures will be developed. The level of impact, practical alternatives to the conversion, and avoidance and minimization measures taken will be documented. The appropriate documentation will be prepared in consultation with CDOT and the City. A summary of findings will be included in the EA/FONSI.

March 13, 2026

Trent Prall, PE

Page 17

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Assumptions:

- It is assumed that no conversion of Section 6(f) properties will be necessary. If Section 6 f) impacts become possible, then the Consultant will request a contract amendment.
- Up to Two 2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Air Quality

Federal Conformity Requirements: This project is located in attainment areas for the National Ambient Air Quality Standards. As such, air quality conformity requirements do not apply to this project. A project memorandum will be developed to document this attainment status.

State of Colorado Requirements: Under CRS 43-1-128, the Consultant assumes these requirements will not apply. The Consultant's understanding is that this project may meet the definition of a Regionally Significant/Transportation Capacity RS/TC project; however, the effort is a local agency project that is not currently and will not be included in CDOT's 10-Year Plan. Therefore, the CRS 43-1-128 Part 4 requirements will not apply to this project. If these factors change and if modeling, monitoring, mitigation, or reporting were to become necessary for this project under CRS 43-1-128, then a contract amendment would be requested.

NEPA Requirements: This project is expected to undergo EA review for NEPA. Mobile Source Air Toxins (MSATs) will be evaluated qualitatively, per FHWA's 2023 MSAT guidance. Indirect and Cumulative impacts will be assessed qualitatively. No greenhouse gas analysis is included in this scope of work based on direction from FHWA/CDOT. It is assumed that no quantitative modeling will be required. If modeling is required, then a contract amendment would be necessary.

A summary of findings will be included in the EA/FONSI.

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Updated Air Quality Technical Report to document findings

Assumptions:

- Up to Two 2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

March 13, 2026

Trent Prall, PE

Page 18

Traffic Noise

According to CDOT's 2020 *Noise Analysis and Abatement Guidelines* (NAAG), this project is a Type I noise project. It adds a new interchange and through-travel lanes over 2,500 feet in length. With this fee estimate, the following traffic noise analysis tasks are anticipated for the Consultant, in accordance with CDOT's NAAG. The Consultant will review and confirm the noise study zone for the proposed action.

Noise measurements, model validation, and an existing conditions noise model have been completed as part of the existing conditions study. The Consultant will use this available data and modeling to advance the project's noise analysis. This scope of work does not include new noise measurements or new model validation. Updated desktop reconnaissance will be completed to confirm current land use/receptors in the noise study zone.

The existing conditions model will be updated, if necessary, to reflect potential changes in existing conditions along the corridor that may have occurred since the initial existing conditions model was developed.

Two new scenarios will be modeled using TNM Version 2.5 software:

- Preferred Alternative
- No Action Alternative

The Consultant will use traffic data from either the project team, the existing and future traffic data available from CDOT's Online Transportation Information System or MS2 system, and/or the worst noise level volumes (NAAG Exhibit 3) in support of the noise modeling analysis. The Consultant will receive design data developed by the engineering team for use in noise modeling/analysis efforts.

Noise levels will be evaluated. Identified noise impacts in the noise study zone will be assessed for noise abatement as required by the NAAG.

A summary of findings will be included in the EA/FONSI.

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Noise Technical Report (using CDOT's July 2024 version 3 template)
- TNM model files

Assumptions:

- This scope of work does not include new noise measurements or new model validation.
- This scope of work does not involve the Consultant conducting traffic operations analysis.
- This scope of work does not include final design noise verification or abatement optimization.
- Noise verification and documentation are necessary during final design because it is required in CDOT's 2020 NAAG. Nevertheless, scoping for noise verification occurs after the noise impact analysis and abatement evaluation are complete and findings are available. The noise verification level of effort varies depending on if (and how many) noise walls are recommended during NEPA. As a result, this scope of work excludes noise verification for now, but a contract amendment may be requested when findings are known from the noise

March 13, 2026

Trent Prall, PE

Page 19

impact analysis and abatement evaluation processes.

- Furthermore, if a noise wall is recommended and a noise verification is required then the Consultant would be required to conduct additional analysis, including final barrier design and a survey of benefited receptors. The survey of benefited receptors is not conducted until after preliminary design and therefore is excluded from this scope of work, but could be included in a contract amendment.
- Up to Two 2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Visual Resources

Conduct a visual contrast analysis and impact assessment of the landscape setting, scenic quality, and views within the study area, based on the proposed 30% design for the 29 Road Interchange Project, and develop visual resource mitigation measures, using CDOT's 2020 *Visual Impact Assessment Guidelines*. For the purposes of this scope of work, the following assumptions are made:

- A Visual Impact Assessment Technical Memorandum is the appropriate level of documentation for this undertaking, based on the Visual Scoping Questionnaire completed under a previous contract of the Project.
- The proposed improvements along 29 Road and the interchange will include landscaping.

A summary of findings will be included in the EA/FONSI.

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Visual Resource Technical Memorandum

Assumptions:

- Up to Two 2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Archeological Resources (Alpine Archeological)

Based on lack of access to the two residential properties along the 29 Road corridor (Alvir and Eckly properties) during the previous contract, the Consultant was not able to evaluate those properties for archeological resources. Thus, when access is granted, the Consultant will conduct an intensive field survey of those properties and undertake limited site-specific test excavations, as necessary and appropriate, to determine NRHP eligibility. The Consultant shall not undertake test excavations before consulting with CDOT. Additionally, laboratory analyses of all collected artifacts and ancillary specimens will be completed.

Based on the evaluation completed during the previous contract, the archaeological sites that were documented were recommended as not-eligible for the NRHP. No mitigation is assumed for the previously evaluated sites; however, assuming that CDOT and SHPO agree, there would be no mitigation needed for these sites.

Using the information gathered during the previous contract, the Consultant will update the comprehensive survey report previously completed. A summary of findings will be included in the EA/FONSI.

March 13, 2026

Trent Prall, PE

Page 20

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Updated Comprehensive Archeological Survey Report

Assumptions:

- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.
- If archaeological resources are located within the previously confirmed APE and shovel tests are needed, the Consultant will coordinate regarding a contract amendment request.

Hazardous Materials

Using the *Modified Phase I Environmental Site Assessment* completed during the first contract, and based on the FIR design, environmental consequences will be evaluated. The Consultant will review the findings and recommendations regarding potential risks, unknowns, and future investigations.

A summary of findings will be included in the EA/FONSI. Should a Phase II limited subsurface investigation be warranted based on the *Modified Phase I Environmental Site Assessment*, this will be clearly identified in the conclusions and recommendations section.

Deliverables

- Up to two review drafts (one for City/CDOT and one for FHWA) and one final Updated *Modified Phase I Environmental Site Assessment*
- FIR Environmental Plans depicting environmental consequences and mitigation measures
- FOR Environmental Specifications

Assumptions:

- A Phase II limited subsurface investigation would be considered out of scope and would require a contract amendment request.
- The preparation of a Materials Management Plan (MMP) is not anticipated as part of this Project. If an MMP is required, then a contract amendment would be requested.
- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Task 3.3 Additional Resource Considerations

As part of this contract, the Consultant will coordinate with the City and CDOT to evaluate additional resources that may be required which will be confirmed at a scoping meeting with CDOT and the City. Additional resources are assumed to be part of the scope and will include conducting the following:

Water Quality

The Consultant will review and update the status of the water resources (quality, etc.) by utilizing available up to date information to describe the existing environment and potential project impacts to ground water/aquifers, streams, springs and locations of drinking water and sewage treatment facilities. A summary

March 13, 2026

Trent Prall, PE

Page 21

of findings will be included in the EA/FONSI. Coordination with the hydraulic design team will occur to determine that water quality requirements are sufficiently met and documented accordingly.

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Floodplains

The Consultant will coordinate with the hydraulics/drainage team to reference and summarize the impacts analysis completed by the hydraulics/drainage team. The Consultant will include a map of floodways and 100-year floodplain boundaries into the EA. A summary of findings will be included in the EA/FONSI.

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Land Use

The Consultant will collect, map and evaluate baseline information and summarize relevant comprehensive plans, land use and subarea plans guiding current and future land use along the corridor. Transit supportive land use policies will be identified.

The Consultant will prepare information and mapping regarding land use and zoning, including maps of existing, planned, and future uses. Mapping may include parcel use categories such as land in public ownership, commercial, retail, wholesale, industrial, residential, vacant, mixed etc. The Consultant will identify jurisdictional boundaries and land usage for the Preferred Alternative. Information may be obtained from Mesa County RTPO, the Department of Local Affairs, Sanborn maps, archival aerial photos, the local city, town or county land use and zoning maps, and/or from field verification.

The Consultant will depict current and future potential densities, calculate potential land area devoted to land use categories, and describe projects under construction and planned developments. Additionally, the Consultant will describe and gather information about previous corridor-related public outreach efforts including efforts to engage the development community. A summary of findings will be included in the EA/FONSI.

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Residential/Business/ROW Relocations

The Consultant will coordinate with the ROW and Relocations team to reference and summarize the impacts analysis and relocation assessment that will be completed as described in **Section 7**. The Consultant will prepare a table identifying and listing all potentially affected properties including, property address, type of property, estimated areas of impacts per parcel, type of impact (i.e. – full or partial acquisition), and temporary or permanent easements. This table will be submitted to the City and CDOT for review and may be included in the NEPA document (without personal property details) at the

March 13, 2026

Trent Prall, PE

Page 22

discretion of CDOT. The Consultant will compile a ROW acquisition and relocation cost estimate for the Preferred Alternative and develop and document mitigation measures for impacted properties. A summary of findings will be included in the EA/FONSI.

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Utilities

SUE will be completed as described in **Section 2.2** and **Section 2.3** of this Scope of Work. The potential impacts on or from utilities in the project area will be analyzed as well as any appropriate mitigation measures. The Consultant shall document if 3rd party agreements with utility companies are required. A summary of findings will be included in the EA/FONSI.

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Geologic Resources and Soil

The Consultant will identify geologic and soil resources using National Resources Conservation Service (NRCS) soil survey reports, U.S. Geologic Survey (USGS) or Colorado Geologic Survey reports of geologic investigations, and available assessments of mineral and energy resources. A summary of the findings will be included in the EA/FONSI.

Deliverables

- Other than the summary included in the NEPA document, no separate deliverable is anticipated.

Task 3.4 EA Documentation

As noted, an EA has been requested for this project's NEPA review. An EA is prepared for an action where the significance of impacts is uncertain. It may also be prepared for projects that do not fit the Categorical Exclusion category and that are not expected to require the preparation of an Environmental Impact Statement (EIS). The Consultant will complete the following tasks:

- Use the NEPA template available from CDOT to develop and document the EA.
- Use the CDOT mitigation tracking table template to document and track mitigation commitments made in the EA.
- For the review cycles, prepare a comment/response matrix for each draft NEPA document and relevant technical reports that describe how each comment was addressed. This matrix will be distributed with each version of the draft document and relevant technical reports at each CDOT and FHWA review. Respond to comments within 45 working days after received.
- Create draft and final text for the public Notice of Availability of the draft EA and the date, time and location of the public hearing for placement in all appropriate local papers and provide to FHWA.

March 13, 2026

Trent Prall, PE

Page 23

- Provide an electronic version of the draft EA and relevant technical reports on the CDOT website in PDF, or other read only format. FHU will utilize tools to document that the reports that are generated and published are Section 508 compliant.
- Make revisions to the final draft EA for no more than two (2) review cycles. The resulting final draft EA and relevant technical reports will be provided to CDOT for distribution and final review, prior to preparing the signature copy. Provide certification that all comments have been addressed. The Consultant shall submit a signature copy of the final EA and relevant technical reports to CDOT for signatures and routing to FHWA for approval and then will provide copies of the signed final EA to CDOT and FHWA.

Deliverables

- Two drafts (one for the City/CDOT and one for FHWA) and one final EA using CDOT's NEPA and mitigation tracking templates

Assumptions:

- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

Task 3.5 Finding of No Significant Impact (FONSI) Documentation

The FONSI document summarizes environmental decisions based on the EA and explains why an EIS is not required. The Consultant will prepare the documentation required for CDOT and FHWA to determine that the project **will not result in significant environmental impacts**, allowing issuance of a FONSI instead of requiring an EIS. The Consultant will complete the following tasks in coordination with CDOT and FHWA.

- Compile public and agency comments on the draft EA
- Coordinate responses with CDOT and FHWA
- Identify necessary clarifications or revisions
- Confirm impact determinations for all resource areas
- Validate mitigation commitments
- Confirm regulatory compliance
- Finalize mitigation summary table
- Identify implementation responsibility
- Establish monitoring commitments

The Consultant will prepare the FONSI including the Preferred Alternative description, a summary of consequences, and mitigation commitments. The FONSI will include an agency coordination summary, a public involvement summary, responses to public comments, and a statement supporting no significant impacts. Coordination with CDOT and FHWA will be completed as described in Section 1.1. The Consultant will use the FONSI template available from CDOT for documentation of the NEPA decision.

Deliverables

- Two drafts (one for the City/CDOT and one for FHWA) and one final FONSI using CDOT's template

March 13, 2026

Trent Prall, PE

Page 24

Assumptions:

- Up to Two (2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.

TASK 4 – PRELIMINARY AND FINAL DESIGN (*Felsburg Holt & Ullevig, Goodbee and Associates, Farnsworth Group, PK Electric, and T2*)

The Consultant will be responsible for the preliminary and final design related to the scope of work. The following FIR and FOR plan drawings will be prepared by the Consultant team for the FIR and FOR submittals. The scope of 29 Road corridor and the I-70 and 29 Road Interchange have separate elements and are scoped separately for tracking purposes.

Task 4.1- Phasing Alternatives Analysis and Selection

The Alternatives Analysis and selection is to determine which portion of the 5-lane section (Phase II) is designed and built as an interim 3-lane section (Phase I). The consultant will prepare exhibits, tables, and high-level cost data in preparation for a workshop with the City project team. The team will prepare up to three alternatives to evaluate.

Deliverables

- Presentation materials, roll plots, and documentation of final decision.

Task 4.2 - I-70 and 29 Road Interchange (30% level of design to FIR

The Consultant will utilize the conceptual design developed during the System Level Study and further refine elements of the interchange design for the five-lane section of 29 Road extending north of G Road to the I-70 interchange. This effort will include refinement of the interchange ramps and the 29 Road crossing over I-70 through the development of horizontal alignment and vertical profile in accordance with CDOT standards and project design criteria.

A 3D model will be developed using CAD software to approximately the 30% design level to support drainage analysis, preliminary earthwork calculations, and identification of anticipated limits of disturbance.

The following plan sheets will be included in the 30% design submittal to the City and CDOT.

- Title Sheet
- Standard Plans List
- General Notes
- Survey Control Diagram
- Typical Sections
- Geometric Plan Interchange and Ramps Alignments – Match 29 Road Alignment south of G Road
- Removal Plans
- Roadway Plans & Profiles
- Bridge Plans (Bridge over Highline Canal and Bridge over I-70)
- Retaining Wall Plans (4 MSE walls assumed for interchange)
- Drainage Plans

March 13, 2026

Trent Prall, PE

Page 25

- Signing and Striping Layout
- Construction Phasing Plans
- SUE Existing Utility Plans (T2)
- Utility Coordination Plans (Goodbye)
- Preliminary Lighting Layout Plans
- Roadway Cross Sections (Every 100 feet)
- Preliminary ROW Plans
- Preliminary Ownership Map

Task 4.3- 29 Road Corridor and Patterson Intersection (30% level of design) to FIR

The Consultant will utilize the conceptual design developed during the System Level Study and further refine elements of the five-lane roadway section (Phase II) of 29 Road from south of G Road to the Patterson Road intersection. This refinement will include establishing horizontal alignment and vertical profile in accordance with City design standards and project design criteria.

Intersection improvements at Patterson Road and 29 Road will be incorporated into the design layout, including preliminary traffic signal design. The roundabout at the intersection of F ½ Road and 29 Road is also included within the scope of work.

A 3D model will be developed using CAD software to approximately the 30% design level to support drainage analysis, preliminary earthwork calculations, and identification of anticipated limits of disturbance. The Phase I alternative identified during the alternatives analysis will be incorporated into the final design drawings. However, the Phase II roadway section will be developed to establish the full limits of impact necessary to support the NEPA evaluation.

The following plan sheets will be included in the 30% design submittal to the City and CDOT.

- Title Sheet
- Standard Plans List
- General Notes
- Survey Control Diagram
- Typical Sections
- Geometric Plan (Corridor, Side Streets)
- Signing and Striping Layout
- Preliminary Traffic Signal Plans (at Patterson Intersection)
- Preliminary Construction Phasing & Traffic Control Plans
- SUE Existing Utility Plans
- Utility Design Plans
- Lighting Layout
- Preliminary Transit Layout
- Preliminary Landscape and Irrigation Layout
- Roadway Cross-Sections (Every 100 feet)
- Preliminary ROW Plans
- Preliminary Ownership Map
- Retaining Wall Plans (1 CIP concrete wall assumed adjacent to Indian Wash)

March 13, 2026

Trent Prall, PE

Page 26

Deliverables contained in other task descriptions as "at FIR" will be submitted with the FIR plan drawings. In addition, the following is to be submitted with the FIR package:

Deliverables (4.2 & 4.3

- Preliminary Engineer's Opinion of Probable Construction Costs OPCC
- Preliminary Drainage Report (including Permanent Water Quality Analysis)
- Structure Selection Memo (Single Report Combining both bridges and walls)
- CDOT Form 463
- CDOT Form 464 (as necessary)

For the design plan drawings, the consultant will respond to one (1) round of comments from CDOT for each submittal.

March 13, 2026

Trent Prall, PE

Page 27

Task 4.4 - 29 Road Corridor and Patterson Intersection (90% design) FOR

The Consultant will incorporate comments provided from the FIR meeting and proceed with providing final design to a 90% level (FOR) for the 29 Road Corridor, F ½ Roundabout intersection, and the Patterson and 29 Road intersection. The design drawings will show the Phase II five-lane section. An alternative bid schedule set of drawings will show the Phase I three-lane section, with the outer limits of the ROW, and multi-modal accommodations set for Typical Sections and Roadway Plans.

The following construction drawings will be prepared by the Consultant team for the FOR submittal:

- Title Sheet
- Standard Plans List
- General Notes
- Summary of Approximate Quantities
- Tabulation of Quantities
- Survey Control Diagram
- Typical Sections
- Geometric Plan
- Removal Plans
- Roadway Plans & Profiles including multimodal accommodations
- Transit Bus Stop Plans and Details
- Intersection Details
- Drainage Plans & Profiles
- Drainage Details
- CDOT SWMP Template
- Permanent Water Quality Plans
- Erosion Control Plans (Initial, Interim & Final)
- Signing & Striping Plans
- Traffic Signal Plans (at Patterson Intersection)
- Construction Phasing Traffic Control Plans
- SUE Existing Utility Plans
- Utility Relocation Plans, Pothole Log, and Matrix
- Lighting Plans
- Landscape and Irrigation Plans
- Roadway Cross Sections (at 50 feet)
- Retaining Wall Plans (1 CIP concrete wall assumed adjacent to Indian Wash)

Deliverables contained in other task descriptions as "at FOR" will be submitted with the FOR plan drawings. In addition, the following is to be submitted with the FOR package:

- FOR Specifications
- FOR Engineer's OPCC
- Final Drainage Report
- CDOT Form 463
- Preliminary CDOT Form 859
- Preliminary Construction Schedule (MS Project and PDF formats)

Exclusion: Final design deliverables for improvements north of G Road including the 29 Road interchange.

March 13, 2026

Trent Prall, PE

Page 28

Task 4.5 – 100% Design (Advertisement Package)

After incorporating comments from the FOR review, FHU will finalize construction documents for advertisement. The following deliverables are scoped.

- 100% plans
- Specifications
- Reports
- OPCC, and bid schedule
- CDOT forms and preliminary construction schedule

Task 4.6 - Public Outreach and Engagement

This task provides for the general public outreach and engagement.

- Prepare a Public Involvement Plan (PIP) that is specific to the nature of this Project. The level of effort included in the plan will be in keeping with the complexity and expected controversy of the Project. The plan will identify the methods for:
 - Website content development and quarterly updates. A separate project website will be developed that can be linked to/from the CDOT, Mesa County, and Grand Junction webpages.
 - Contact database.
 - An in-person public meetings, including public notification postcards and press releases (assumes one [1] public meeting for Scoping/Purpose and Need Refinement, Alternatives Analysis/Preferred Alternative [in-person], and NEPA Documentation Public Review [in-person]). Per the RFP, one public meeting is anticipated for the Consultant. Additional public involvement activities is excluded from this scope of work, but could be included in a contract amendment.
 - Project Video.
 - Miscellaneous informational materials.

Deliverables

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

March 13, 2026

Trent Prall, PE

Page 29

Task 5.0— Permitting and Agency Coordination

Task 5.1—Environmental Permitting

This section addresses the environmental permitting requirements associated with the project. These activities will be required as part of ultimate section for the 29 Road Corridor and the 29 Road/Patterson Road intersection. The permitting associated with the interchange with I-70 will be conducted when final design is initiated for the interchange.

The following environmental permits will be obtained for this project:

- CDOT Wetland Finding Report
- USACE Section 404 Permitting—Nationwide Permit
- SB40 Permitting
- Separate 401 Certification or Approved Jurisdictional Determination (AJD) other than what is included in the Section 404 Nationwide Permit is not anticipated or included in this scope of work
- If it is found that a Noise Barrier is recommended from the NEPA documentation, a change order would be required to:
 - Conduct the benefited receptor survey
 - Determination of barrier dimensions
 - Structural engineering related to noise barrier design for inclusion in final design plans

Task 5.2 —Interstate Access Justification Report (IAJR) Preparation.

Once the 1601 application is approved, FHU will work with the City and County to prepare the FHWA IAJR. This proposal assumes that the December 19, 2024 FHWA requirements will be used. The FHWA approval requires two steps: (1) an initial Safety, Operations, and Engineering (SO&E) Determination to demonstrate technical feasibility of the alternative considered in NEPA and 2) a final determination at the completion of the NEPA process.

The IAJR must be submitted as part of the initial SO E review. FHU will obtain most of the material needed for the IAJR from the CDOT 1601 Process. FHU will perform the following additional tasks to complete the IAJR and apply for both the SO E determination and final approval.

5.2.1 Conceptual Guide Signing Plan

Per FHWA requirements, FHU staff will prepare a conceptual guide signing plan for the Build Alternative to be included in the IAJR. This plan will reflect existing guide signing in the project area and demonstrate that the guide signing can be provided for the Build alternative in accordance with Manual on Uniform Traffic Control Devices requirements and guidance.

5.2.2 IAJR Development

FHU will use the material developed for the SLS and the Conceptual Guide Signing Plan to prepare a preliminary draft of the IAJR. It is anticipated that the quantitative analyses included in the SLS will meet the basic needs of the IAJR. The IAJR will include the following elements:

- Introduction and Background

March 13, 2026

Trent Prall, PE

Page 30

- Proposed Change in Access
- Purpose and Need
- Alternatives
- Operations Analysis
- Safety Evaluation
- Multimodal Evaluation
- Geometry and Conceptual Guide Signing Layout
- Conclusions

FHU will provide a preliminary review draft of the IAJR to the City, County, and CDOT. We will address one round of reasonable the City, County, and CDOT comments on the IAJR and prepare a final draft for agency review. Significant comments, including those that involve changes in study area, analysis years, and/or number of project alternatives may require additional scope and fee. FHU will catalog agency comments in a comment and response matrix and prepare a final version of the IAJR for use in the FHWA Interstate Access Approval process. We will coordinate throughout this process as needed to clarify comments.

CDOT is required to submit the IAJR to FHWA. FHU will coordinate the elements needed for submittal to FHWA.

5.2.3 SO&E Determination

FHU will work with the City and County to support preparation of the FHWA request letter and IAJR for submittal to FHWA. We will support the SO E Determination process as needed.

5.2.4 Final IAJR Approval

After completion of the NEPA process, FHU will support the steps needed to request final approval of the interstate access request.

Deliverables

- Up to Two 2) rounds of revisions will be made, including addressing one set of comments from the City/CDOT and one set of comments from FHWA.
- Draft IAJR Report—for FHWA Review
- Final IAJR Report and Comment Tracking Matrix

TASK 6 – ROW (Farnsworth)

Temporary easements will be depicted with standard legal descriptions and exhibits along with coordination with the City and the CDOT Region 3 Right of Way Department for ROW clearance.

The ROW plan set will include the calculation of parcels, easements and remainders in accordance with CDOT requirements. Services to obtain ROW Acquisition or Permanent Easement will be performed in conformance with the CDOT Right of Way Plan Review (ROWPR) process.

ROW plans will extend from approximately E. 7/8 Road to the proposed tie-in ramps to the I-70 highway the north and extend 700-LF west and 600-LF east of the 29 Road & Patterson Road intersection. ROW and parcel linework south of the canal will be surveyed and finalized for the final design. Linework north of the canal will be appropriate for preliminary design; For final design ROW will require additional parcel surveying to finalize the boundary once the design advances and a separate change order will be required.

March 13, 2026

Trent Prall, PE

Page 31

The following services are to be performed:

Legal Descriptions – CDOT (Farnsworth)

- Prepare legal descriptions and exhibits per CDOT specifications and signed and sealed by a Colorado Licensed Professional Land Surveyor for use in dedicating an easement.
- The Scope of Services assumes preparation of 25 legal descriptions and exhibits covering ROW Acquisitions and Temporary Construction Easement on impacted properties.

CDOT ROW Plans (Farnsworth)

- Review project coordinate system and basis of bearing from Control Survey prior to calculations.
- Review and tabulate found boundary and right of way evidence.
- Label monuments found with description of monument and project coordinates.
- Label aliquot lines and found corner monuments and describe each found corner.
- Compute alignment of ROW centerline and store coordinates of found monuments within the first tier of properties left and right of centerline.
- Review ownership documents (title commitments, deeds and supporting plats). Assumes the review of 4 ROW plans, 5 highway deeds, and 25 title commitments to be ordered by Farnsworth. If more are encountered, a separate task order may be required.
- Number ownerships alternately as they occur along the centerline from south to north or west to east in the same direction as the stationing. Show current names of owners and lessees. The conventional numbering system will need to be authorized and approved by CDOT prior to the commencement of ROW plans.
- Calculate the total area of all ownerships affected, including coordinates of all property corners.
- Deduct areas for existing road Rights-of-Way. Bearings and distances do not need to be shown on ownership Maps.
- Create a Tabulation of Properties for the proposed right of way parcels and proposed easements.
- Create a Tabulation of Monumentation to be set for the proposed ROW parcels and proposed easements. Because the number of monuments needing to be established is unknown, the cost to set these monuments will need to be covered by a separate task order.
- Create monument records and re-establish PLSS monuments and ties. Because the number of monuments needing to be established is unknown, the cost to set these monuments or update monument records will need to be covered by a separate task order.
- Transmit finished reproducible ownership map, electronic drawing files, with all calculations, field notes, and supporting data. The ownership map will include a copy of the control and monumentation sheet. (Note that only the Project control data needs to be completed at this time .
- Prepare ROW plans in accordance with the current version of the CDOT ROW manual.
- Plan set will include Title Sheet, Tabulation of Properties, Survey Control Plan, Monumentation Sheet, Plan Sheet and Ownership Maps.
- Conduct quality reviews for accuracy and completeness prior to submittals.

March 13, 2026

Trent Prall, PE

Page 32

- Coordinate and attend a ROW Plan Review (ROWPR) meeting.
- Address comments received at the CDOT ROWPR and finalize the ROW plans and legal descriptions for CDOT authorization. Only one set of minor revisions is covered. Major changes to ROW/Easement geometry location, orientation, and numbering will be discussed with the client and may require a separate task order.

Title Commitment Review *Farnsworth*

- Acquire title commitments for 25 properties impacted by ROW or easement acquisitions.
- Acquire updates for 25 title commitments (one update only). Additional updates will require a separate task order.
- Identify any encumbrances or restrictions affecting the ROW boundaries.
- The 25 Title Commitments are limited to the areas located south of the canal.

Data Submittal *Farnsworth*

- Prepare and submit a Survey Report in accordance with the CDOT Survey Manual.
- Submit approved electronic field data signed and sealed by the PLS.
- Prepare and submit a Project Narrative to include Method and points used as basis for establishing existing alignment and ROW limits. Procedures, property pins/points used to resolve ownership and property boundary locations. Procedures, property pins/points used to resolve or identify any gaps or overlaps discovered. Date, details and reasoning for any requests for additional survey data or ties.

Appraisal Staking (*Farnsworth*)

- Field survey to verify control monumentation
- Stake proposed ROW line, permanent and temporary easements and existing ROW lines for 25 ROW or easement acquisition areas.
- Stakes will be set at all corners and angle points and online as necessary to have at least three stakes visible from any point online.
- Mark COGO point numbers on all stakes and color code per CDOT Survey Manual.

Exclusion: ROW Acquisition and appraisals are not included.

Deliverables

- Ownership Map
- Draft Legal Descriptions (submitted to CDOT for review at FIR submittal)
- FIR Draft ROW Plans (CDOT format)
- Title Commitments – 25 properties
- Legal Descriptions Exhibits (25 areas – copies submitted to CDOT at FOR submittal)
- FOR Final ROW Plans (CDOT format)

March 13, 2026

Trent Prall, PE

Page 33

Task 7 – ADDITIONAL SERVICES – AS REQUESTED

Services excluded as noted above or outside of the above scope may be included in this task as requested through a separate task order or amendment, if required. These services may include, but are not limited to, additional topo, additional test holes for QL A SUE based on additional or unforeseen investigations, additional legal descriptions or exhibits, aesthetic renderings, or other out-of-scope design work. FHU will identify additional services to be completed under this task and receive approval from the City prior to conducting work.

Post design services during construction are not included as part of the scope for this task order; however, design services during construction can be provided through a separate task order or amendment if required.

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

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

Respectfully,

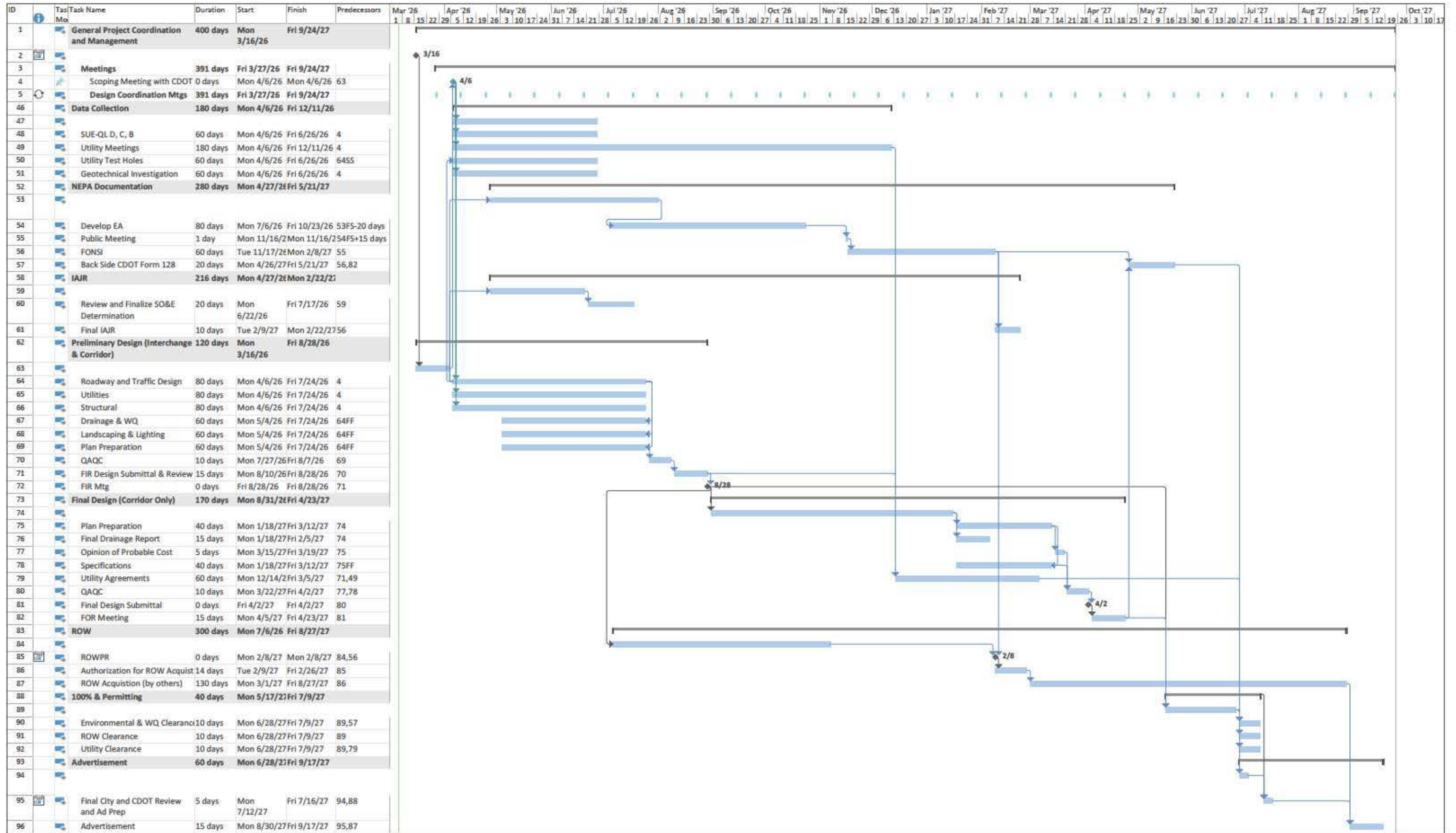
FELSBURG HOLT ULLEVIG



Alex Pulley
Principal/Project Manager



Michelle K. Stevens, PE, MBA
Principal-in-Charge



Project: N. Parker Rd Final Design
Date: Fri 3/6/26

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



Request for Proposal

RFP-5770-26-KF

I-70 and 29 Road Interchange and 29 Road Corridor Design Services

Proposal Deadline

January 23, 2026, before 2:00 p.m. (Mountain Standard Time)

Electronic Submission Only

Proposals Must Be Submitted Exclusively Through
BidNet Direct® – Rocky Mountain E-Purchasing System (RMEPS)

<https://www.bidnetdirect.com/colorado/city-of-grand-junction>

Important Notice

The City of Grand Junction does not control or administer vendor access to the BidNet® Direct system. Proposers are solely responsible for ensuring a successful submission. Technical assistance must be requested directly from BidNet at (800) 835-4603.

Virtual Solicitation Opening

All City solicitation openings will be conducted virtually.
For meeting access and participation details, refer to Section 1.9.

Purchasing Agent Contact

Kathleen Franklin
kathleenf@jcity.org
970-244-1513

Table of Contents

Section 1.0. Administrative Information & Conditions for Submittal..... 4

Section 2.0. General Contract Terms and Conditions..... 11

Section 3.0: Insurance Requirements 21

Section 4.0: Specifications and Scope of Services..... 23

 Attachments..... 32

 Tentative Calendar of Events: 33

Event	Date	Time (MDT)
Solicitation Issued/Posted Published via BidNet® Direct – RMEPS	December 19, 2025	
Non-Mandatory Pre-Proposal Conference	January 7, 2026	11:00 a.m.
Inquiry Deadline: No questions will be accepted after this date	January 13, 2026	5:00 p.m.
Final Addendum Issued (if applicable)	January 16, 2026	
Proposal Submission Deadline Electronic submission via BidNet® Direct only	January 23, 2026, before	2:00 p.m.
Evaluation of proposals Internal review by City-appointed committee	January 26-30, 2026	
Interviews (if required) Virtual or in-person, by City invitation only	February 10, 2026	
Notice of Intent to Award (tentative) Subject to final evaluations and interview outcomes	February 13, 2026	
City Council Approval	March 4, 2026	
Contract execution Contingent upon Council approval and funding availability	March 11, 2026	
Services begin no later than	March 23, 2026	
CDOT Design Scoping Meeting	April 2, 2026	
Environmental Resource Impact Analysis	July 31, 2026	
Environmental Develop NEPA Document (EA)	September 4, 2026	
Environmental Develop NEPA Decision Document (FONSI)	February 15, 2027	
Preparation of Interstate Access Justification Report (IAJR)	November 20, 2026	
CDOT Field Inspection Review (30%)	August 13, 2026	

CDOT Right of way plan review	February 28, 2027
CDOT Final Office Review (90%)	March 9, 2027
Construction documents	June 15, 2027

Section 5.0: Preparation and Submittal of Proposals 34

Section 6.0. Evaluation Criteria and Factors 37

Section 7.0. Solicitation Response Form 41

 Subcontractor Disclosure 43

Online Reference Materials

[Pedestrian and Bicycle Plan – April 2023](#)

[Transportation and Engineering Design Standards – December 2023](#)

[29 Road at I-70 Interchange](#)

Section 1.0. Administrative Information & Conditions for Submittal

- 1.1. **Americans with Disability Act (ADA) Compliance Mandate:** Following HB21-1110, all documents produced and submitted in response to this solicitation must adhere to the provisions outlined in §§24-85-101, C.R.S., and subsequent sections, as well as the Accessibility Standards for Individuals with a Disability, as established by the Office of Information Technology under section §24-85-103 (2.5), C.R.S. Additionally, all documents must align with the State of Colorado's technology standards related to accessibility, including Level A.A. conformity with the latest iteration of the Web Content Accessibility Guidelines (WCAG) as integrated within the State of Colorado's technology standards.
- 1.2. **Required Review:** The Proposer is responsible for thoroughly reviewing all solicitation documentation to gain a comprehensive understanding of the scope, specifications, project requirements, and all associated rules, regulations, laws, conditions, instructions, and procurement policies related to the solicitation process and the Project or Work outlined in this Request for Proposal (RFP).
- 1.3. **Issuing Office:** This solicitation is issued by the City of Grand Junction, Colorado ("City"). The Purchasing Agent responsible for this procurement is:

Kathleen Franklin
kathleenf@gjcity.org

Except for pre-proposal or site visit meeting(s), all inquiries, concerns, clarifications, or communications regarding this solicitation—including those about the process, specifications, or project scope—must be submitted in writing to the Purchasing Agent. Any communication directed to other City personnel may result in the disqualification of the Proposer's submission.

- 1.4. **Purpose:** The City of Grand Junction, Colorado, is soliciting competitive proposals from qualified and professional Engineering Consultants to perform the necessary tasks to complete environmental documentation, prepare detailed construction plans, specifications, right-of-way plans, and cost estimates necessary for permitting & construction of the Interchange on I-70 at 29 Road and corridor improvements on 29 Road to Patterson Road. The Project is funded in part by federally issued Congressionally Directed Spending authorization through the Colorado Department of Transportation (CDOT) and will need to comply with the CDOT Local Agency project process.

Section 4.0 of this solicitation describes the Project objectives, required professional services, service delivery expectations, facility and technical requirements, and applicable performance standards (Scope of Work). All services and work shall be performed in accordance with the terms and conditions set forth in this solicitation and incorporated into, and govern, any Contract resulting from this solicitation.

- 1.5. **Non-Mandatory Pre-Proposal Conference:** Prospective Proposers are encouraged to attend a non-mandatory pre-proposal conference to obtain a general understanding of the Project, requirements, and conditions related to the Scope of Services and Work.

Meeting Details:

Date: Wednesday, January 7, 2026

Time: 11:00 a.m. (Mountain Time)

• **Location:**

City of Grand Junction
City Hall Auditorium
250 N 5th St
Grand Junction, CO 81501

Purpose and Participation:

The non-mandatory pre-proposal conference is intended to provide Proposers with an opportunity to receive an overview of the Project and to seek clarification regarding the solicitation requirements. Attendance is optional; however, Proposers are encouraged to participate to support the submission of complete, responsive proposals that align with the City's objectives.

Important Notes:

- Attendance at the pre-proposal conference is not required to submit a Proposal.
- Statements or responses provided during the pre-proposal conference shall not be considered binding and shall not modify the solicitation.
- Only written addenda issued by the City shall be considered official and binding.

- 1.6. The City:** The City will act by and through its authorized representative(s).
- 1.7. Compliance:** By submitting a proposal, the Proposer affirms its commitment to comply with all terms, conditions, requirements, and instructions outlined in this solicitation, including any modifications made through addenda. Should a Proposer identify any ambiguity, omission, or conflict within the solicitation documents that might impact its/his/her understanding of the requirements, the Proposer must seek clarification from the Purchasing Agent before the inquiry deadline. Failure to do so shall not relieve the Proposer of its obligation to fulfill the requirements of the Contract.
- 1.8. Controlling Authority:** The 2024 version of the City [Procurement Policy](#) is controlling.
- 1.9. Submission:** Proposers shall prepare and submit its/his/her proposal following the requirements outlined in **Section 5.0.—Preparation and Submittal of Proposals**. All proposals must adhere to the specified formatting, content, and submission guidelines outlined in that section.

To participate in the public **proposal opening**, please refer to the following virtual meeting information:

Solicitation Opening: RFP-5770-26-KF
I-70 and 29 Road Interchange and 29 Road Corridor Design Services
Date/Time: January 23, 2026, 2:00 p.m. (America/Denver)

Please join the meeting from a computer, tablet, or smartphone:

<https://meet.goto.com/342076301>

Or join the meeting by phone.

Access Code: 342-076-301

United States: [+1 \(872\) 240-3212](tel:+18722403212)

To join from a video-conferencing room or system:

Meeting ID: 342-076-301

Dial in or type: 67.217.95.2 or inroomlink.goto.com

Or dial directly: 342076301@67.217.95.2 or 67.217.95.2##342076301

Get the app now and be ready when the meeting starts:

<https://meet.goto.com/install>

- 1.10. Public Disclosure Notice:** Pursuant to the Colorado Open Records Act (CORA), all materials submitted in response to this solicitation shall be considered public records and may be subject to public disclosure. Any information claimed by a Proposer to be confidential, proprietary, or trade secret must be clearly identified as such and will be treated in accordance with CORA and applicable law. The City makes no representation or guarantees that such information will be withheld from disclosure.

Upon award and execution of the Contract, the solicitation file, including all responsive proposals (whether awarded or not), shall be available for public inspection in accordance with CORA and upon receipt of a valid [Open Records Request](#).

The City makes no representation or guarantees that such information will be withheld from disclosure.

- 1.11. Public Disclosure Record:** If the Proposer is aware that any of its employee(s), officers, or subcontractors have an immediate family relationship with a City employee or elected official, the Proposer shall disclose such relationship in writing to the Purchasing Agent. The identified individual(s) shall be required to file a Public Disclosure Record and/or a Statement of Financial Interest, as applicable, before conducting business with the City.

- 1.12. Collusion Clause:** By submitting a proposal, each Proposer certifies that it is not engaged in, and is not participating in, any collusive action(s) or activity(ies) that may violate applicable federal or state antitrust laws, rules, or regulations. Any proposal(s) found to have evidence, or for which the City has a belief of collusion among the Proposers, will be rejected.

The City reserves the right, at its sole discretion, to determine whether future proposals for the same or similar services will be accepted from parties identified as having engaged in such collusion.

- 1.13. Gratuities, Kickbacks, and Contingent Fees:** By submitting a Proposal, the Proposer certifies that no gratuities, kickbacks, contingent fees, or other improper consideration have been offered, solicited, or paid in connection with this solicitation

or any resulting Contract. This includes, but is not limited to, commissions, gifts, or other benefits contingent upon the award of a Contract.

If the Consultant breaches this certification, the City reserves the right to terminate the Contract immediately without liability and may pursue all available legal remedies.

- 1.14. Ethics:** Proposers shall comply with all applicable ethical standards and shall not offer, give, solicit, or accept any gift, favor, or anything of value to or from any employee, official, or agent of the City that could influence, or appear to influence, the procurement process.

Proposers shall not enter into any business arrangement or financial relationship with any City employee, official, or agent that creates, or may reasonably be perceived to create, a conflict of interest or undermine public confidence in the procurement process.

Any violation of this provision may result in disqualification from consideration, termination of any resulting Contract, and pursuit of any remedies available to the City.

- 1.15. Alteration or Withdrawal of the Proposal:** Any modification, revision, or withdrawal of a Proposal must be initiated by the Proposer and received by the City through the designated electronic submission platform prior to the Proposal submission deadline specified in this solicitation. After the deadline, no modifications, amendments, or withdrawals shall be accepted.

All Proposals shall be deemed final, complete, and binding upon the Proposer as of the submission deadline and shall remain firm, valid, and irrevocable for a period of ninety (90) calendar days following the Proposal due date, unless otherwise extended by mutual written agreement of the City and the Proposer. Proposals may be withdrawn only prior to execution of a Contract.

- 1.16. Multiple Offers:** A Proposer may submit more than one proposal; however, any alternate Proposal must be clearly identified and labeled as "Alternate Proposal." The City reserves the right to consider or reject any or all Proposals and to make an award, if any, in the best interest of the City.

- 1.17. Exclusions:** The City shall not consider any proposal submitted orally, by telephone, email, or facsimile. Only proposals submitted under the requirements outlined in this Solicitation shall be accepted for evaluation.

- 1.18. Contract Documents:** The Contract Documents shall consist of this solicitation, the Proposal submitted by the selected Proposer, including any supporting documents, and any clarifications, negotiations, or modifications formally accepted by the City and incorporated into a written agreement. Upon execution, these documents shall collectively constitute a binding and enforceable agreement ("Contract") between the City and the selected Proposer.

The Contract represents the entire and integrated agreement between the City and the selected Proposer (collectively, the "Parties"), superseding all prior or contemporaneous negotiations, representations, or agreements, whether written or

oral. No modification or amendment to the Contract shall be valid unless made in writing and executed by authorized representatives of the Parties.

- 1.19. Questions Regarding Specifications or Scope of Services:** All requests for clarification or interpretation of the Specifications or Scope of Services shall be submitted in writing via email to the Purchasing Agent no later than the inquiry deadline identified in this solicitation. The City has no obligation to respond to inquiries received after the stated deadline.

Any responses or clarifications provided by the City shall be issued, if at all, by written addendum and posted on the City's designated electronic solicitation platform. Such addenda shall become part of the solicitation and any resulting Contract. Oral responses shall not be considered binding.

- 1.20. Acceptance of Proposal Content:** The Proposal selected by the City, if any, shall be incorporated into and made part of the Contract Documents to the extent accepted by the City. The City reserves the right to accept or reject any portion of a Proposal.

Failure of the selected Proposer to accept or perform the obligations set forth in the Contract may result in cancellation of the award and may subject the Proposer to disqualification from future City solicitations.

Upon execution of the Contract between the Proposer and the City, the Proposer may be referred to as the "Agency," "Consultant," "Contractor," or "Firm" as applicable, for purposes of contract administration.

- 1.21. Addenda:** Official responses to questions, clarifications, interpretations, corrections, modifications, or extensions of the Proposal submission deadline shall be issued exclusively by the Purchasing Agent through written addenda. Authority to issue addenda is vested solely in the Purchasing Division.

All addenda shall be distributed electronically through the City's designated electronic solicitation platform, BidNet® Direct Rocky Mountain E-Purchasing System (RMEPS), at:

<https://www.bidnetdirect.com/colorado/city-of-grand-jefferson>

Proposers are responsible for monitoring the electronic solicitation platform for issued addenda. Failure to receive or review addenda shall not relieve a Proposer of responsibility for complying with the requirements of the solicitation.

Proposers shall acknowledge receipt of all addenda on the Solicitation Response Form included in **Section 7.0**, which must be submitted with the Proposal.

- 1.22. Exceptions and Substitutions:** All proposals meeting the intent of this solicitation will be considered for award. A Proposer that takes exception to the stated specifications does so at the Proposer's risk. The City reserves the sole right to accept or reject any proposed exception(s), substitution(s), or alternative(s).

If the Proposer(s) wish to propose a substitution or alternative, it must:

- 1.22.1.** Clearly state each exception in a designated section of its proposal, specifying the affected requirement.

- 1.22.2. Demonstrate how the proposed substitution or alternative meets or exceeds the stated intent and performance criteria of the original specification(s).

Failure to explicitly state exceptions shall be deemed an acknowledgment of full compliance with this solicitation and all its requirements. If awarded a Contract, the Proposer(s) shall be fully responsible for strict adherence to and performance following all terms, conditions, and specifications outlined in the Contract Documents.

- 1.23. **Open Records and Confidential Material:** All materials submitted in response to this solicitation shall become public records and, upon contract award, shall be subject to public inspection under the Colorado Open Records Act (CORA).

For the purposes of this provision, "**Proprietary or Confidential Information**" refers to information that is not generally known to competitors and provides a competitive advantage. The unrestricted disclosure of such information places it in the public domain, thereby eliminating any claim of confidentiality.

Proposer(s) seeking to designate specific information as confidential or proprietary must:

- 1.23.1. Clearly mark each page or section of the submission containing such information with the words "**Confidential Disclosure**."
- 1.23.2. Upload confidential information as a separate document; and
- 1.23.3. Provide a written explanation justifying the claim of confidentiality, specifying how disclosure would cause substantial harm to the Proposer's competitive position, consistent with CORA.

The City shall review all confidentiality requests. The final determination of whether materials qualify for confidential treatment rests solely with the City. If a confidentiality request is denied, the Proposer(s) can withdraw its proposal or remove the contested confidential or proprietary information before the proposal is made publicly available.

Notwithstanding the foregoing, the following materials shall not be considered confidential or proprietary under any circumstances:

- Cost or pricing information.
- The entirety of a proposal submission.

Failure to comply with these requirements may result in the information being deemed public and subject to disclosure under CORA. The City assumes no responsibility for protecting information not properly designated and submitted under this section.

- 1.24. **Response Material City Ownership:** All proposals submitted in response to this solicitation shall become the City's sole property upon receipt and will not be returned to the Proposer(s) except at the City's sole discretion. The City's rights are not affected by the selection, rejection, or disqualification of any proposal.

The City reserves the unrestricted right to use any concepts, ideas, or adaptations in any proposal received in response to this solicitation. This right extends to all proposals, regardless of the selection status, except where such use is expressly

limited by properly designated and approved “Confidential Material” under Section 1.23.

Disqualification or non-selection of a proposal shall not limit or negate the City’s rights under this provision.

1.25. Minimal Standards for Responsible Proposer(s): To be considered for an award, the Proposer(s) must affirmatively demonstrate its responsibility, qualifications, and capability to perform the services described in this solicitation. At a minimum, the Proposer must:

1.25.1. Demonstrate the ability to comply with the required or proposed schedule. Proposers should submit documentation of comparable projects completed within the last two years, including:

1.25.1.1. A comparison of original schedules to actual completion dates

1.25.1.2. A brief explanation of methods used to manage timelines and mitigate delays

1.25.2. Provide evidence of a satisfactory performance record on projects of similar size, complexity, and scope.

1.25.3. Maintain a satisfactory track record of integrity, ethical practices, and regulatory compliance.

1.25.4. Be fully qualified and otherwise eligible to receive an award and enter a legally binding Contract with the City.

1.25.5. Ensure full compliance with the requirements outlined in Section 5.0. – **Preparation and Submittal of Proposals.**

1.26. Disqualification of a Proposer: A Proposal will not be accepted from, nor shall a Contract be awarded to, any person, firm, consultant, corporation, or entity that is in arrears to the City on any debt or Contract, has defaulted—whether as principal, surety, or otherwise—on any obligation to the City, or that is otherwise deemed to be irresponsible, unreliable, or otherwise not qualified to perform the Services.

The City may require a Proposer to submit satisfactory evidence demonstrating its/his/her responsibility, including its qualifications, relevant experience, financial capacity, and availability of resources necessary to perform the proposed Services.

A Proposer and its Proposal may be disqualified for reasons, including but not limited to the following:

1.26.1. Submission of more than one Proposal for the same Services by an individual, or entity, whether submitted under the same or different name; except where alternate Proposals are expressly permitted by the solicitation; and

1.26.2. Evidence of collusion or other conduct in violation of applicable federal or state antitrust laws. Any Proposer determined to have engaged in such conduct may be disqualified from consideration and may be suspended from future City solicitations until reinstated as a qualified Proposer.

- 1.27. **Taxes:** The City is exempt from state, county, and municipal sales and use taxes, as well as federal excise taxes. All fees and costs proposed shall exclude such taxes.
- 1.28. **Sales and Use Taxes:** The Consultant and all subconsultants shall be responsible for obtaining any applicable tax exemption certificates from the Colorado Department of Revenue. Proposals shall reflect the exclusion of sales and use taxes on any materials, fixtures, or equipment, if applicable.
- 1.29. **Federal Taxpayer Identification Certificate:** The selected Proposer, if not currently on file with the City, shall be required to submit a completed and signed Federal Taxpayer Identification Certificate (Form W-9) through the City's Supplier Registration process prior to execution of the Contract. The City reserves the right to request an updated Form W-9 from the Consultant as necessary.
- 1.30. **Public Opening:** The proposal opening shall be conducted publicly in a virtual meeting immediately following the proposal submission deadline. Proposers, its/his/her representatives, and other interested parties may attend.

To ensure transparency and procedural integrity, all proposals received in BidNet by the deadline will be formally acknowledged during the opening. In accordance with the nature of the RFP, only the names of the entities that submitted proposals by the deadline will be announced. Proposal contents, including pricing or fee information, will not be disclosed at the opening.

Section 2.0. General Contract Terms and Conditions

- 2.1. **Acceptance of Terms:** Submission of a proposal in response to this solicitation constitutes a binding offer by the Proposer to enter into a Contract with the City in accordance with the terms and conditions set forth herein. The Proposal shall be signed by an individual who is duly authorized to bind the Proposer to contractual obligations.

By submitting a Proposal, the Proposer acknowledges and agrees to comply with all requirements of this solicitation, including the Scope of Services, compensation terms, and all applicable contractual, legal, and ethical obligations.

Any exceptions, deviations, or proposed modifications to the City's requirements must be clearly and specifically identified in the Proposal. Failure to expressly identify such exceptions or deviations may be deemed a waiver of the Proposer's right to request changes to the terms of performance, except as explicitly specified within this solicitation.

- 2.2. **Execution, Correlation, Intent, and Interpretations:** The Contract Documents shall be executed by authorized representatives of the City and the Consultant. By executing the Contract, the Consultant represents that it has reviewed and understands the requirements of the Contract Documents and the conditions under which the Services shall be performed.

The Contract Documents are intended to be complementary to one another. A requirement stated in any one Contract Document shall be as binding as if stated in all Contract Documents. All requirements of the Contract Documents shall be binding

upon the Consultant and all individuals performing Services under the Contract on the Consultant's behalf, including officers, employees, agents, and subconsultants.

The Contract Documents are intended to include all Services and professional effort necessary for the proper performance and completion of the Scope of Services.

- 2.3. Permits, Fees, and Regulatory Compliance:** The Consultant shall be responsible for coordinating, preparing, and submitting all permit applications, approvals, and regulatory documentation necessary for the proper performance of the Services in accordance with this solicitation, including compliance with the CDOT Local Agency project development process.

The Consultant shall provide all required notices and shall comply with all applicable federal, state, and local laws, statutes, regulations, ordinances, codes, rules, and orders of any public authority having jurisdiction over the Project, including, but not limited to, requirements of the Federal Highway Administration (FHWA), the Colorado Department of Transportation (CDOT), and the City of Grand Junction, as applicable to the Services.

If the Consultant identifies any conflict, inconsistency, or variance between the Contract Documents and applicable legal or regulatory requirements, the Consultant shall promptly notify the City in writing and shall not proceed with the affected Services until receiving written directions from the City. The City shall determine the appropriate resolution in coordination with CDOT, as applicable.

If the Consultant proceeds with Services knowing that such Services do not comply with applicable legal or regulatory requirements and fails to provide the required written notice to the City, the Consultant shall be responsible for the consequences of such noncompliance and shall bear the costs associated with necessary corrective actions attributable to the Consultant's failure to notify.

- 2.4. Standard of Care (Professional Services):** The Consultant shall perform all Services under the Contract in a professional and workmanlike manner, consistent with the degree of care, skill, and diligence ordinarily exercised by qualified professionals practicing in the same or similar discipline under comparable circumstances at the same time and in the same or similar locality.

No other warranty, express or implied, is made or intended by the Consultant, including any warranty of merchantability or fitness for a particular purpose.

If the City determines that any portion of the Services does not meet the applicable standard of care, the Consultant shall, upon written notice from the City, promptly correct such deficiencies, to the extent attributable to the Consultant, at no additional cost to the City.

- 2.5. Responsibility for Performing the Services:** The Consultant shall be solely responsible for the acts, errors, omissions, and performance of its officers, employees, agents, subconsultants, and any other individuals performing Services under the Contract. Nothing in the Contract shall be construed to create a contractual relationship between the City and any subconsultant or other third party.

- 2.6. Payment & Completion:** Compensation for the Services shall be as set forth in the Contract, as a not-to-exceed amount. The Contract amount represents the total compensation payable by the City to the Consultant for the performance of the Services, unless adjusted by a written Contract amendment executed by the Parties.

The Consultant shall submit invoices in accordance with the billing requirements set forth in the Contract and the Scope of Services. Invoices shall accurately reflect the Services performed during the applicable billing period and shall include sufficient detail to support review and approval by the City's Project Manager.

Progress payments may be made based on the satisfactory completion of Services or deliverables, as determined by the City, and in accordance with the Contract Documents. Final payment shall be contingent upon the City's acceptance of all required deliverables and receipt of a final invoice.

All Services performed by the Consultant shall conform to the applicable standard of care set forth in Section 2.4 and shall comply with all applicable federal, state, and local laws, regulations, and requirements, including those applicable to CDOT Local Agency projects.

- 2.7. Protection of Persons and Property:** The Consultant shall comply with all applicable federal, state, and local laws, regulations, and requirements governing the safety of persons and protection of property in connection with the performance of the Services, including during field investigations, surveys, geotechnical work, utility investigations, and other on-site activities.

The Consultant shall take reasonable precautions to protect the public, workers, and property from damage, loss, or injury arising out of the Consultant's performance of the Services. Such precautions shall be commensurate with the nature and location of the Services being performed.

To the extent damage to public or private property is caused by the negligent acts or omissions of the Consultant or its subconsultants in the performance of the Services, the Consultant shall, upon written notice from the City, be responsible for repair or restoration of such property to a condition reasonably equivalent to its condition prior to the damage, subject to the terms of the Contract and applicable law.

Nothing in this Section shall be construed to impose upon the Consultant responsibility for construction means, methods, or site safety for construction activities.

- 2.8. Changes in the Services:** The City may request changes to the Services that are within the general scope of the Contract, including additions, deletions, or other modifications necessitated by regulatory coordination, agency review comments, project phasing, or refinement of design alternatives. Such changes shall not invalidate the Contract but may require an equitable adjustment to the Contract amount and/or Contract time.

No change to the Services shall be authorized, approved, or binding unless set forth in a written Contract amendment or Change Order executed by authorized representatives of both Parties. The Consultant shall not proceed with any change to the Services until receipt of written authorization from the City.

Adjustments to compensation or schedule shall be made only in accordance with the Contract Documents. No claim for additional compensation or extension of time shall be valid absent an approved, executed Change Order or Contract amendment.

- 2.9. Minor Changes in the Services:** The City may authorize minor changes to the Services that do not materially alter the Scope of Services, increase the Contract amount, extend the Contract time, or conflict with the intent of the Contract Documents. Such minor changes may be authorized in writing by the City's Project Manager and shall be binding upon the Consultant.
- 2.10. Correction of Services:** The Consultant shall perform all Services and prepare all deliverables in accordance with the applicable standard of care set forth in Section 2.4 and in compliance with the requirements of the Contract Documents.

If the City determines that any Services or deliverables do not conform to the applicable standard of care or the Contract requirements, and such nonconformance is attributable to the Consultant, the Consultant shall, upon written notice from the City, promptly correct the deficiencies at no additional cost to the City.

The Consultant shall be responsible for the costs associated with correcting nonconforming Services or deliverables to the extent caused by the Consultant's acts or omissions. Nothing in this Section shall be construed to require the Consultant to perform additional Services or redesign work resulting from changes in regulatory requirements, agency direction, or City-directed scope changes without an approved Change Order.

- 2.11. Acceptance Not Waiver:** The City's review, approval, acceptance, or payment for any Services or deliverables shall not relieve the Consultant of its obligation to perform the Services in accordance with the Contract, including the applicable standard of care. No acceptance, approval, or payment by the City shall be deemed to waive any rights, remedies, or claims the City may have under the Contract arising from the Consultant's performance or nonperformance of the Services.
- 2.12. Contract Amendments and Change Orders:** No oral statement, representation, or course of conduct by any individual shall modify, amend, or waive any term or condition of the Contract. Any amendment or Change Order to the Contract shall be in writing and executed by authorized representatives of the City and the Consultant in accordance with the City's established procedures. Written amendments and Change Orders are the sole means by which the Contract may be modified.
- 2.13. Assignment:** The Consultant shall not assign, transfer, convey, or otherwise dispose of the Contract, in whole or in part, without the prior written consent of the City, which shall not be unreasonably withheld. Any attempted assignment without such consent shall be void.
- 2.14. Compliance with Laws and Consultant Qualifications:** The Consultant shall comply with all applicable federal, state, local laws, statutes, codes, regulations, ordinances, and requirements governing the performance of the Services under the Contract, including those applicable to CDOT Local Agency projects.

The Consultant represents and warrants that it is duly organized, validly existing, and in good standing under the laws of its jurisdiction of formation, and that it is fully

qualified, authorized, and capable of performing the Services. The Consultant further represents and warrants that it possesses, and shall maintain throughout the term of the Contract, all required corporate authority, personnel, skills, experience, certifications, registrations, and professional licenses necessary to perform the Services in accordance with applicable law.

- 2.15. Debarment or Suspension:** The Consultant certifies that neither it nor any of its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in federally funded or state-administered contracts or from providing the Services.

The Consultant shall promptly notify the City in writing if it becomes subject to any debarment or suspension action during the term of the Contract.

- 2.16. Confidentiality:** The Consultant shall maintain the confidentiality of all non-public information disclosed by the City or obtained in connection with the performance of the Services, except as disclosure may be required by law. The Consultant shall take reasonable measures to safeguard such information and shall ensure compliance with this requirement by its officers, employees, agents, and subconsultants.

This obligation shall survive completion or termination of the Contract.

- 2.17. Conflict of Interest:** No elected official or employee of the City shall have any direct or indirect financial or personal interest in the Contract resulting from this solicitation. The Consultant shall comply with all applicable conflict-of-interest laws and City policies and shall promptly disclose in writing to the City any actual or potential conflict of interest that arises during the solicitation or performance of the Services.

The City reserves the right to determine whether a conflict of interest exists and to take appropriate action to protect the City's interests.

- 2.18. Cancellation of Solicitation:** The City reserves the right, at any time and for any reason, to cancel this solicitation or to reject any or all Proposals, in whole or in part, when the City determines such action to be in its best interest. No Proposer shall have any claim for costs or damages arising from the City's exercise of this right.

- 2.19. Contract Term and Termination:** The Contract shall remain in effect until the earliest occurrence of one of the following:

- (a) Expiration of the Contract term.
- (b) Completion of the Services.
- (c) Final acceptance of the Services by the City; or
- (d) Termination of the Contract in accordance with this Section.

Either the City or the Consultant may terminate the Contract for convenience upon not less than thirty (30) days' prior written notice to the other Party. The Notice of Cancellation shall state an effective date of termination and the reasons for such cancellation. Termination for convenience shall not relieve either Party of obligations incurred prior to the effective date of termination.

- 2.20. Employment Discrimination:** During the performance of any Services, the Consultant agrees to:

- 2.20.1.** The Consultant 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. The Consultant agrees to post notices in conspicuous places, visible to employees and job applicants, setting forth the provisions of this nondiscrimination clause.
- 2.20.2.** All solicitations or advertisements for employees placed by or on behalf of the Consultant shall state that the Consultant is an Equal Opportunity Employer.
- 2.20.3.** Notices, advertisements, and solicitations placed following federal law, rules, or regulations shall be deemed sufficient for meeting the requirements of this section.
- 2.21. Immigration Compliance:** The Consultant certifies that it fully complies with the **Immigration Reform and Control Act of 1986** and all applicable federal, state, and local immigration laws. The Consultant shall not employ or subcontract with any individuals who are unauthorized to work in the United States during the performance of the Contract. Any violation of this requirement may result in the termination of the Contract and potential legal consequences.
- 2.22. Failure to Perform or Deliver:** If the Consultant fails to perform the Services in accordance with the Contract, including failure to meet required deliverables, schedules, quality standards, coordination, and reporting requirements, the City may provide a written Cure Notice of such failure and require a formal corrective action response within a time specified by the City.
- If the Consultant fails to cure the identified deficiency within the time specified in its formal response, or if the failure materially impairs the Project, the City may, in its discretion and without waiving any other rights or remedies, take appropriate action, which may include procuring substitute services from alternate sources, suspending the Services, or terminating the Contract in accordance with Section 2.19.
- The Consultant shall be responsible for costs incurred by the City as a direct result of the Consultant's failure to perform, to the extent permitted by law.
- 2.23. Failure to Enforce:** The City's failure at any time to enforce any provision of the Contract shall not be deemed a waiver of that provision or of any other rights or remedies available to the City under the Contract. Such failure shall not affect the validity of the Contract or any part thereof, nor shall it preclude the City from enforcing any provision later.
- 2.24. Force Majeure:** The Consultant shall not be held liable for failure to perform its contractual obligations under the Contract to the extent that performance is prevented or delayed by events beyond its reasonable control, including, but not limited to, acts of God, fires, floods, earthquakes, epidemics, acts of terrorism, riots, civil disturbances, or labor disputes not involving the affected Party's workforce ("Force Majeure Event")

The Consultant must provide prompt written notice to the City stating the nature and anticipated duration of the event and shall use commercially reasonable efforts to mitigate the effects of the Force Majeure Event and resume performance as soon as practicable. Force Majeure shall excuse performance only for the duration of the event and only to the extent performance is directly impacted.

Nothing in this Section shall excuse the Consultant's obligation to comply with applicable laws, regulatory requirements, or CDOT Local Agency obligations to the extent such compliance remains possible.

- 2.25. Indemnification:** The Consultant shall defend, indemnify, and hold harmless the City, along with its officers, employees, insurers, and self-insurance pool, from and against any and all liabilities, suits, actions, claims, demands, damages, losses, or expenses of any kind, including attorney's fees, arising out of or related to any injuries, damages, or losses to persons or property caused by the negligent act, error, omission, or fault of the Consultant, its agents, employees, subcontractors, or suppliers in the execution or performance of the Contract.

The Consultant shall be responsible for satisfying any judgment, settlement, or associated costs incurred by or awarded against the City due to such claims. This indemnification obligation shall survive the termination or expiration of the Contract.

- 2.26. Independent Consultant:** The Consultant is and shall remain an independent consultant in all respects under the Contract. Neither the Consultant nor its employees, agents, or subcontractors shall be considered employees, representatives, or agents of the City for any purpose.

The City assumes no liability for any negligence, misconduct, or other wrongful acts committed by the Consultant, its employees, agents, or subcontractors. The Consultant is solely responsible for all applicable taxes, including federal and state income taxes, unemployment taxes, Social Security contributions, and any other required withholdings.

Additionally, the Consultant is not entitled to any benefits that the City provides to its employees, including, but not limited to, health insurance, retirement benefits, or Workers' Compensation coverage.

- 2.27. Ownership and Use of Work Product:** All documents, drawings, plans, specifications, reports, studies, calculations, models, data, and other materials prepared by the Consultant in the performance of the Services (collectively, the "Work Product") shall be considered instruments of service.

Upon payment for the applicable Services, the Consultant grants to the City a perpetual, non-exclusive, irrevocable, royalty-free license to use, reproduce, modify, and distribute the Work Product for City purposes related to the Project, including completion, operation, maintenance, future expansion, and public record disclosure, without additional compensation to the Consultant.

The Consultant shall retain ownership of its instruments of service, including any underlying methodologies, standard details, or pre-existing materials, subject to the City's license rights set forth herein. The Consultant shall not reuse or permit reuse

of the Work Product for any purpose unrelated to the Project without the City's prior written consent.

All information, data, and materials provided by the City to the Consultant shall remain the exclusive property of the City and shall be used solely for purposes of performing the Services under the Contract, unless otherwise authorized in writing by the City.

- 2.28. Patents and Copyrights:** The Consultant agrees to indemnify and hold harmless the City from any claims, including but not limited to those related to patent(s), copyright(s), trademark(s), or any other form of intellectual property rights infringement. In no event shall the City be held liable to the Consultant for any damage, awards, costs of defense, or other expenses arising from allegations of intellectual property infringement. Any agreement resulting from the response to this Solicitation shall be rendered null and void in case of patent, copyright, or other intellectual property infringement. This includes but is not limited to the creation of derivative works based on the intellectual property of others.
- 2.29. Governing Law:** The Contract and/or any agreement(s) resulting from responding to this solicitation shall be deemed to have been made in, and shall be construed and interpreted by, the laws of the City of Grand Junction, Mesa County, Colorado. Any action arising under or related to the Contract shall be brought in the District Court of the 21st Judicial District, Mesa County, Colorado. In the event of a conflict between the body of the Contract and any incorporated or referenced document, the provisions of this Contract shall govern and control.
- 2.30. Expenses:** All costs incurred by the Consultant in preparing, submitting, and presenting a proposal in response to this solicitation shall be the Consultant's sole responsibility and shall not be reimbursed or charged to the City.
- 2.31. Sovereign Immunity:** The City expressly reserves and asserts all rights, privileges, and defenses available under Colorado's Governmental Immunity Act, C.R.S. § 24-10-101 *et seq.*, as well as all applicable case law interpreting and construing the same. Nothing in this solicitation or any resulting contract award shall be construed as a waiver of the City's sovereign immunity.
- 2.32. Public Funds and Non-Appropriation of Funds:** Payment for services under this Contract is contingent upon funds appropriated by the City's approved budget for the applicable fiscal year. Under Colorado law, public funds cannot be obligated or expended beyond the fiscal year for which a budget has been approved.
- Accordingly, any contractual commitments extending beyond the fiscal year are subject to future budget approvals. This Contract shall include a non-appropriation of funds clause, ensuring compliance with Colorado law. If funds are not appropriated for subsequent fiscal years, the City reserves the right to terminate the Contract without penalty or liability.
- 2.33. Performance of the Contract:** In the event of a breach or default, the City reserves the right to enforce the terms of the Contract through any legal or equitable means deemed in the City's best interest. The City may pursue all available remedies as prescribed by law to ensure compliance with the contractual obligations.

- 2.34. Default:** The City reserves the right to terminate the Contract if the Consultant materially breaches any of its obligations, including failure to perform services in a timely, competent, or professional manner; failure to comply with project requirements, administrative procedures, or reporting obligations; or violation of applicable laws, regulations, or contract terms.

Prior to termination, the City will provide written notice of the default and allow the Consultant a reasonable opportunity to cure the issue, unless the breach presents an immediate risk to public health, safety, or the City's operations.

If the Consultant fails to cure the default within the time specified in the notice, the City may take appropriate corrective action, including procuring substitute services from another provider, and may hold the Consultant responsible for any resulting costs, damages, or losses.

This remedy is in addition to, and does not limit, any other rights or remedies available to the City under this Contract, at law, or in equity.

- 2.35. Piggyback:** Contracts resulting from this solicitation are primarily intended for the City. However, upon mutual agreement between the awarded Consultant and other governmental entities, the contract may be extended for use by additional agencies, subject to the specifications, terms, conditions, and pricing established in the original agreement.

Each participating governmental entity shall establish its own separate contract with the Consultant, issue its own purchase orders, be invoiced directly, make its own payments, and provide its own tax exemption certificates, if applicable.

It is expressly understood that the City is not a party to any contract formed between the Consultant and any other governmental entity under this provision. The City assumes no liability for any obligations, costs, or damages incurred by any other entity utilizing this Contract.

- 2.36. Definitions:** Unless otherwise stated, the following definitions shall apply throughout this solicitation and any resulting Contract. Additional terms may be defined within specific sections or added as necessary to clarify intent and ensure consistency in interpretation.

2.36.1. "Agency," "Consultant," "Contractor," or "Firm" refers to the individual, organization, business entity, or other legal entity identified in the proposal and throughout the Contract. This term includes the Consultant's authorized representatives, employees, subcontractors, and agents responsible for fulfilling the obligations of the Contract.

2.36.2. "City" means and refers to the City of Grand Junction, Colorado, including its departments, officials, employees, and authorized representatives.

2.36.3. The "Contract Sum" refers to the total amount payable by the City to the Consultant for the full and satisfactory completion of the required Services. This sum includes all materials, labor, equipment, services, and any other obligations specified in the Contract Documents.

The Contract Sum may be structured as a Fixed Lump Sum, Guaranteed Maximum Price (GMP), or a Not-to-Exceed amount, as defined in the Contract Documents. Any modifications to the Contract Sum must be made in accordance with the provisions of the Contract and duly authorized by both Parties.

- 2.36.4.** “Contract Time” means the period during which the Consultant is obligated to perform the Services under this Contract, beginning on the effective date specified in the Notice to Proceed or other written authorization issued by the City, and continuing through the date of completion, expiration, or termination as set forth in the Contract Documents. Contract Time may be extended or reduced only by a duly executed written amendment or change order.
- 2.36.5.** A “Deliverable” refers to any tangible or intangible work product, report, document, presentation, or other output the Consultant is required to produce as part of the Services. Deliverables must fully comply with all applicable accessibility laws and standards, including:
- The Americans with Disabilities Act (ADA)
 - HB21-1110, requiring compliance with §§24-85-101, C.R.S., and subsequent sections
 - The Accessibility Standards for Individuals with a Disability, established by the Colorado Office of Information Technology under §24-85-103(2.5), C.R.S.
 - The State of Colorado's technology standards, including Level AA conformity with the latest iteration of the Web Content Accessibility Guidelines (WCAG)

All deliverables must adhere to these legal and technical requirements to ensure accessibility for individuals with disabilities.

- 2.36.6.** “Key Personnel” refers to the designated individual(s) from the Contractor, Consultant, or Firm who are essential to the successful execution and completion of the Services. These individuals possess specialized skills, knowledge, or experience critical to fulfilling the scope of work outlined in the Contract. Any changes to Key Personnel may require prior approval from the City, as specified in the Contract Documents.
- 2.36.7.** “Proposer” refers to the individual or entity legally authorized by the Contractor, Firm, or Consultant to submit a proposal in response to this solicitation. This includes submitting pricing or fee proposals and making formal offers on behalf of the proposing entity.
- 2.36.8.** “Project” or “Work” refers to the endeavor outlined in this solicitation that encompasses the required product, service, or deliverable specified in the Contract Documents.

- 2.36.9.** "Services" include all labor, materials, equipment, and professional expertise necessary to complete the Work and fulfill the requirements outlined in the Contract Documents.
- 2.36.10.** "Subcontractor" refers to any individual, entity, or organization with a direct contractual agreement to perform a portion of the Services under the Contract. The term "Subcontractor" includes the subcontractor's authorized representatives.

Section 3.0: Insurance Requirements

At its own expense, the successful Consultant shall procure and maintain, for the duration of the Contract, comprehensive insurance policies with insurers rated A- or better by A.M. Best, authorized to do business in Colorado, and in forms acceptable to the City. Coverage shall be sufficient to satisfy all liabilities, claims, demands, and obligations arising out of the Consultant's performance of Services under the Contract.

This insurance coverage shall meet or exceed any additional insurance requirements imposed by the Contract or by law. The Consultant's failure to procure or maintain adequate coverage, in the required amounts, duration, or types, shall not relieve the Consultant of any liabilities or obligations assumed under the Contract. Furthermore, the Consultant shall ensure that all such insurance remains in full force and effect throughout the term of the Contract.

The Consultant shall require and ensure that any subcontractors maintain insurance meeting these same requirements. The required coverage must be maintained continuously to address all liabilities, claims, demands, and obligations assumed by the Consultant under the Contract. To ensure continuous coverage, the Consultant shall obtain and maintain appropriate retroactive dates and extended reporting periods for any claims-made insurance policies. Unless otherwise specified in the Special Conditions, the minimum coverage limits shall be as follows:

(a) Commercial General Liability

ONE MILLION DOLLARS (\$1,000,000) for each occurrence, and
TWO MILLION DOLLARS (\$2,000,000) general aggregate.

The policy shall apply to all premises, products, and completed operations. It 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 contain a provision for severability of interest.

(b) Professional Liability Errors and Omissions

ONE MILLION DOLLARS (\$1,000,000) per claim, and
TWO MILLION DOLLARS (\$2,000,000) aggregate

Continuous coverage or an extended reporting period shall be maintained for a minimum of five (5) years following the completion of services.

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

ONE MILLION DOLLARS (\$1,000,000) for each accident

Concerning each of the Consultant's owned, hired, or non-owned vehicles assigned to be used in the performance of the Services.

- (d) **Workers' Compensation and Employers' Liability:** At its own expense, the Consultant shall comply with all applicable State of Colorado Laws and Regulations concerning Workers' Compensation and other statutory insurance as required. Additionally, the Consultant agrees to indemnify and hold harmless the City of Grand Junction from any claims or liabilities arising from non-compliance with these requirements.

3.1. **Additional Insured Endorsement**

The Commercial General Liability and Automobile Liability insurance policies required under the Contract shall be endorsed to name the City of Grand Junction, its elected and appointed Officials, employees, and volunteers as Additional Insureds.

All required insurance policies shall be primary and non-contributory with respect to any insurance or self-insurance maintained by the City. Any insurance carried by the City, its officials, employees, volunteers, or provided through the City's self-insurance pool shall be excess of and shall not contribute to the insurance provided by the Consultant.

The Consultant shall be solely responsible for payment of any deductibles, self-insured retentions, or similar obligations under its insurance policies.

3.2. **Certificate of Insurance**

Prior to commencing any Services or Work under the Contract, the Consultant shall furnish to the City a current ACCORD Certificate of Insurance evidencing all required coverages and endorsements.

Certificates shall, at a minimum:

- Reference the solicitation title and solicitation number.
- Clearly identify each policy, coverage type, limits, effective and expiration dates, and insurance carrier, and
- Include copies of all required endorsements, including Additional Insured endorsements.

The Consultant shall maintain the required insurance coverages in full force and effect for the duration of the Contract and shall provide updated certificates and endorsements to the City upon renewal, replacement, cancellation, or material modification of any required policy.

Proof of insurance must be submitted and approved by the City before any on-site or remote access work begins.

Section 4.0: Specifications and Scope of Services

- 4.1. General/Background:** The purpose of this Request for Proposals (RFP) is to solicit qualifications and proposals from experienced Engineering Consultants to lead environmental documentation and design for the planned I-70/29 Road Interchange and related 29 Road corridor improvements extending south to Patterson Road. The selected consultant will be responsible for preparing environmental documents, detailed construction plans and specifications, right-of-way plans, and cost estimates. Because the project is partially funded through federally Congressionally Directed Spending administered by the Colorado Department of Transportation (CDOT), all work must comply with CDOT's Local Agency project requirements.

Mesa County and the City of Grand Junction have jointly pursued development of the 29 Road corridor as a major arterial since the early 2000s. Mesa County completed a Planning and Environmental Linkages (PEL) study in 2021 with David Evans and Associates, followed by CDOT's 1601 process, completed by Felsburg, Holt & Ullevig (FHU), which will conclude in Spring 2026.

Although the November 2024 ballot measure to authorize bonding did not pass, community feedback identified uncertainty regarding CDOT and Federal Highway Administration (FHWA) approval as a key concern. As of September 2025, the City and County reached an agreement on a project scope acceptable to both CDOT and FHWA.

The City of Grand Junction has received federal Congressionally Directed Spending (CDS) funds to complete environmental documentation, advance the I-70/29 Road interchange design to 30%, and complete 100% design for the 29 Road corridor improvements from I-70 to Patterson Road, including intersection upgrades at Patterson.

The 29 Road corridor improvements will be designed for construction in two phases:

- **Phase 1:** A three-lane section with multimodal features to meet immediate local needs.
- **Phase 2:** Widening to the full arterial section, constructed in coordination with the interchange.

The consultant will be responsible for the alternative development of the Phase 1 scope, with the intention of minimizing the amount of infrastructure that would need to be removed to accommodate Phase 2.

If awarded a Rural and Tribal Lands Assistance grant. The City plans to advance the interchange design to full (100%) construction-ready plans.

4.2. Special Conditions/Provisions:

4.2.1. Questions Regarding the Solicitation Process or the Scope of Services:

All questions regarding this solicitation shall be submitted by email only to:

Kathleen Franklin, Purchasing Agent

Email: kathleenf@gjcity.org

- 4.2.2. Non-Mandatory Pre-Proposal Conference:** Prospective Proposers are encouraged to attend a non-mandatory pre-proposal conference to obtain a general understanding of the Project, requirements, and conditions related to the Scope of Services.

Meeting Details:

Date: Wednesday, January 7, 2026

Time: 11:00 a.m. (Mountain Time)

Location:

City of Grand Junction
City Hall Auditorium
250 N 5th St
Grand Junction, CO 81501

Purpose and Participation:

The non-mandatory pre-proposal conference is intended to provide Proposers with an opportunity to receive an overview of the Project and to seek clarification regarding the solicitation requirements. Attendance is optional; however, Proposers are encouraged to participate to support the submission of complete, responsive proposals that align with the City's objectives.

Important Notes:

- Attendance at the pre-proposal conference is not required to submit a Proposal.
- Statements or responses provided during the pre-proposal conference shall not be considered binding and shall not modify the solicitation.
- Only written addenda issued by the City shall be considered official and binding.

- 4.2.3. Project Schedule:** The Proposer shall provide a project schedule delineating key milestones, deliverables, and deadlines to meet the project completion.

- 4.2.4. Fee Proposal Requirements:** This is a CDOT-funded project and is subject to qualifications-based selection requirements. **Proposers shall not submit any pricing, rates, or cost information as part of its proposal**, including within the Scope of Services, project approach, or any other section of the solicitation. Pricing information will not be evaluated.

Following selection of the highest-ranked proposer, the City will **negotiate a fair and reasonable fee** with the selected firm prior to Contract award, consistent with CDOT requirements.

At the City's request during negotiations, the selected Consultant shall be prepared to submit a detailed fee proposal that may include, at a minimum:

- A rate schedule identifying applicable labor classifications and fully burdened hourly rates, as applicable. All proposed labor rates shall remain firm for the term of the Contract.
- The proposed pricing structure (e.g., by task, or not-to-exceed).

- A task-based cost breakdown aligned with the Scope of Services.
- Identification of subconsultant costs, if applicable.
- Identification of any proposed reimbursable expenses

All rates and prices shall be **all-inclusive**, incorporating all costs necessary for the complete performance of the Services, including labor, overhead, project management, coordination, meetings, fieldwork, software, travel, and incidental expenses.

The City shall not be responsible for, nor liable for, any additional costs, including, but not limited to, taxes, insurance, interest, penalties, termination payments, attorney fees, liquidated damages, etc.

All proposed fees and pricing are subject to negotiation by the City prior to Contract execution.

4.2.5. Contract: A binding Contract shall consist of the following components: (1) This RFP, including all Exhibits, Attachments, and any Addendum(s) thereto; (2) The Proposer's response (Proposal); (3) Any written clarifications, if applicable, and (4) the City Purchasing Division's acceptance of the proposal, as evidenced by a formal "Notice of Award."

4.2.5.1. The Contract represents the entire agreement between the parties. Performance shall be governed exclusively by the terms, specifications, and requirements outlined in the Contract, as well as all applicable federal, state, and local laws. No other agreements, representations, or understandings shall be valid or binding unless expressly incorporated into the Contract.

The City's terms and conditions shall take precedence in the event of a conflict between documents.

4.2.5.2. Any change to the Contract, whether by modification or supplementation, must be accomplished by a formal Contract Amendment in writing and executed by a duly authorized representative of the Consultant and the City Contract Administrator or by a modified Purchase Order/Contract before the effective date of such modification. The Proposer expressly and explicitly acknowledges and agrees that no verbal agreement, informal communication, or other unauthorized document shall constitute a valid amendment to the Contract.

4.2.6. City Project Manager: The City's Project Manager shall oversee, approve, and accept all Services and Work performed under the Contract.

During the performance of the Contract, all notices, letters, submittals, and other communications directed to the **City** shall be delivered to the designated City representative at the following address.

Trent Prall
Engineering and Transportation Director
City of Grand Junction

Department of Engineering and Transportation
244 N 7th St
Grand Junction, CO 81501

- 4.2.7. Contract Administrator:** The Contract Administrator for the City shall be responsible for all matters related to the administration of the contract, including the issuance of amendments, modifications, change orders, and the interpretation of the general contract. All such inquiries shall be directed to:

Duane Hoff, Jr., CPPB
Contract Administrator
Email: duaneh@gjcity.org
Phone: (970) 244-1545

The Contract Administrator serves as the City's primary point of contact for all administrative matters related to the contract. This role does **not** include technical oversight or work acceptance, which remains under the authority of the designated Project Manager or City Point of Contact.

4.3. Scope of Services

The Consultant shall provide all professional services, labor, materials, coordination, and technical expertise necessary to complete the Project as described in this RFP and in accordance with the CDOT Local Agency project development process.

4.3.1 Project Locations and Limits

The project scope shall include complete design services necessary for one (1) bid package:

Phase 1 – 29 Road Corridor Improvements: development of a three-lane urban collector section of G Road south to Patterson Road.

The project scope also includes complete design services for:

Phase 2 – I-70/29 Road Interchange and corridor improvements to and including the intersection of Patterson Road.

Both phases shall be complementary to minimize the amount of infrastructure that must be removed for the implementation of Phase 2.

The scope includes 30% design services for the interchange construction and all road improvements north of G Road.

The project limits shall include the following:

- I-70 at 29 Road area
- 29 Road from the I-70 area south to Patterson Road
- 29 Road and Patterson Road intersection

4.3.2 Project Scope

The Project scope includes, but is not limited to, the following services as described in this RFP:

- Project management and coordination
- Data collection and field investigations
- Environmental documentation (NEPA)
- Preliminary and final design
- Permitting and regulatory coordination
- Right-of-way (ROW) plan development

4.3.3 Project Management and Coordination

CDOT Local Agency Project Process: The Consultant shall coordinate with CDOT and other appropriate regulatory agencies to obtain any required permits required to comply with the CDOT Local Agency project process. The Consultant shall initiate communication with State and Federal agencies regarding the project's intent and shall submit appropriate permit applications on behalf of the City. This shall include providing technical support in obtaining CDOT clearances for design, ROW, environmental, and utilities.

The Consultant shall include City PM on all correspondence with regulatory agencies and must copy City PM on all email correspondence.

Project Initiation and Scheduling: Develop and prepare a project schedule to meet the proposed construction timeframe and assign tasks accordingly. The schedule shall outline individual tasks described in the project's scope of work and identify key milestone dates. The Consultant's Project Manager (Consultant PM) shall maintain and update the project schedule as the work proceeds. The Consultant's PM will be assigned to this Project for the duration of the work.

Work Task Coordination: The Consultant PM shall assign and coordinate all work tasks being accomplished, including those performed by sub-consultants, to ensure project work is completed on schedule.

Project Team Coordination: The City PM and the Consultant PM shall maintain ongoing communication about the project on a frequent and regular basis. Each PM shall provide the other with:

- Written synopsis of its respective contacts (both telephone and in person) with others
- Copies of pertinent written communications, including electronic (email) correspondence
- Early identification of potential problems

Progress Meetings: The City and Consultant shall meet, either in person or via virtual conference calls (e.g., Zoom or similar video conferencing platforms), 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 process. 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 discussion held, including all action items assigned.

Reporting Requirements: The Consultant PM shall provide the following on a routine basis:

- Monthly progress reports identifying percent completion by design component
- Monthly billing

4.3.4 Design Scoping Review Meeting (DSR)

The Consultant will prepare the meeting agenda and conduct the scoping review meeting with CDOT Region 3 representatives, as defined in CDOT Local Agency Project Desk Reference (July 2022) Section 5.5, the Mesa County Regional Transportation Planning Office, Mesa County, and the City of Grand Junction. The Consultant will be responsible for preparing meeting minutes and addressing action items.

4.3.5 Preliminary Design Plans (FIR)

Data Collection: The Consultant will perform field survey work necessary to capture updated field conditions and provide a survey/base mapping for the design. The Consultant shall be responsible for conducting utility investigations and collecting any other necessary data for the project.

Preliminary Design Deliverables: The Consultant will prepare preliminary/conceptual design plans at a 30% complete level and, at a minimum, will include the following:

- Roadway plans, drainage plans, utility plans, cross sections, removal plans, summary of approximate quantities, and other notes & details in compliance with CDOT standards.
- Major Structural Design
- Transit Stop Design: In coordination with the City and the Mesa County Regional Transportation Office, the consultant shall lead the design of transit stops as well as other multimodal improvements desired by the City and other stakeholders.
- Phasing Alternatives Analysis and Selection
- Construction Phasing Plan
- Stormwater Management Plan
- Subsurface Utilities Engineering in accordance with current laws (utility conflicts must be identified and relocation/removal plans must be coordinated through the appropriate utility company).
- Preliminary ROW Plans
- Plans shall be in CDOT format with the City of Grand Junction title block
- Engineer's Opinion of Probable Cost for each design alternative
- Survey, Base mapping, and existing plan files
- Geotechnical Investigation Report
- Signing and Striping Plans
- Streetlighting Plans
- Landscape and Irrigation Plans

Conduct FIR Meeting: The Consultant shall conduct a CDOT Field Inspection Review (FIR) meeting to review the preliminary design plans with City and CDOT Specialty Staff. The Consultant shall document all issues identified at the FIR to be resolved during the final design.

Public Engagement: The proposed improvements are intended to implement the vision outlined in the conceptual drawings completed by Mesa County's consultant, FHU. The preliminary design phase shall include one (1) public outreach event to present the plans to the community. The Consultant shall attend and provide graphics / technical support for the public outreach event. Any additional public outreach will be completed by the City.

4.3.6 **Right-of-Way Plan Development and Authorization**

The Consultant is to provide complete ROW plan development services and legal descriptions for all property acquisitions on the project, consistent with CDOT's Survey Manual and CDOT's ROW Manual Chapter 2, ROW Plans.

Preliminary Research:

- Acquiring title commitments for all private properties from which ROW or easements may be required and reviewing to determine interests and conveyances that may affect ROW, property boundaries, or interests.
- Conduct a thorough review of existing documentation, including deeds, plats, and any relevant legal descriptions.
- Identify any encumbrances, easements, or restrictions affecting the right-of-way boundaries.
- Prepare and obtain "Permission to Enter Property" forms for the purpose of surveying within private ownership parcels.

Field Survey:

- Deploy qualified surveyors equipped with appropriate instruments and tools to conduct on-site measurements.
- Establish control points and benchmarks to ensure accuracy and consistency throughout the survey.
- Perform boundary retracement surveys to locate and verify the existing right-of-way lines.
- Document physical features and landmarks that may influence right-of-way boundaries, such as fences, utility poles, and natural landmarks.
- Collect relevant data, including distances, angles, and elevations.

Analysis and Documentation:

- Perform survey, research, calculations, and drafting to determine existing Right-of-Way within project limits defined by metes and bounds on the project coordinate system
- Tie the aliquot, property, and other land monuments to the control survey. Prepare a combined Project Control/Land Survey Control Diagram that shows a graphical representation of the found aliquot, property, and land monuments, along with its relationship to the project control.
- Tabulation of the coordinates and physical description of the found monuments and other physical evidence.
- Prepare detailed right-of-way plans and associated documents, including maps, plats, and legal descriptions.
- Clearly delineate the boundaries of the right-of-way, highlighting any encroachments or discrepancies discovered during the survey.
- Provide comprehensive notes and annotations to aid in the interpretation of the survey results.

- Ensure that all plans and documents adhere to CDOT Survey and Right-of-Way Plan development standards.

Quality Assurance:

- Conduct internal reviews and quality checks to verify the accuracy and completeness of the survey data and documentation.
- Address any discrepancies or inconsistencies identified during the review process.
- Seek client feedback and incorporate any requested revisions or modifications to ensure client satisfaction.

Right-of-Way Plan Authorization:

- Coordinate and attend a right-of-way plan review meeting (ROWPR) with the appropriate staff personnel from the City and CDOT and finalize the right-of-way plans and legal descriptions for CDOT authorization.

Survey Staking for acquisition site inspections:

- Field Survey to verify control monumentation.
- Create a stakeout for easements and right-of-way.
- Set survey stakes in the field for each parcel.

4.3.7 Right of Way Acquisition and Appraisals

Acquisition and Appraisal Services: Right-of-way acquisition services and appraisals are not included in the project scope at this time. This scope may be added should additional funding become available.

4.3.8 Final Design Plans and Project Specifications

FOR Plans: Prior to submitting the final design, the Consultant shall provide 90% design review plans for Final Office Review (FOR). FOR plans shall include an updated Engineer's Opinion of Probable Cost for the proposed design. The Consultant shall conduct a FOR meeting with the City and CDOT and shall document any unresolved issues.

Please note that 90% (FOR) and 100% designs are included in this scope for the 29 Road Corridor from G Road south to Patterson Road, including improvements to the intersection of 29 Road and Patterson Road. Final design deliverables for improvements north of G Road, including the 29 Road interchange, are not part of the current scope of work. The Consultant will be responsible for developing complete plans and specifications for an interim three-lane section, as well as comprehensive plans and specifications for the future construction of the ultimate

corridor buildout.

Final Design Deliverables: The Final Design documents shall include phased final design drawings and specifications, the Engineer's Opinion of Probable Cost, and a bid schedule that can be incorporated into the Advertisement for Construction Documents. The final design shall include obtaining all permitting and CDOT clearances necessary for project advertisement.

Authentication: The Consultant's Professional Engineer responsible for the Project shall affix its stamp and signature to the final drawings, bid documents, and design report.

4.3.9 National Environmental Protection Act (NEPA) documentation

The consultant will be responsible for completing the NEPA process. FHWA and CDOT have confirmed that the class of action will be an Environmental Assessment (EA). Mesa County Consultant Engineer FHU will have completed the "existing conditions" section of the EA, and the selected consultant will be responsible for determining impacts, mitigation, and preparation of the Finding of No Significant Impact (FONSI).

4.3.10 Interstate Access Justification Report (IAJR) Preparation.

The Consultant will be responsible for preparing and submitting the Interstate Access Justification Report to the FHWA.

4.4. Additional Background Resources

The City has recently updated two key transportation documents. While all work at the interchange and along 29 Road must be completed in accordance with CDOT standards, the documents are provided for additional background information for the Consultant's reference.

[Pedestrian and Bicycle Plan – April 2023](#)

[Transportation and Engineering Design Standards – December 2023](#)

4.5. Prior Work and Reference Materials

Attachments

[Attachment A – I-70 Interchange at 29 Road – Conceptual Layout – Roundabout](#)

[Attachment B – 29 Road Corridor - Shared Use Path](#)

[Attachment C – 29 Road Corridor - Share Use Path – Visualization](#)

[Attachment D – Patterson and 29 Road Intersection](#)

[Attachment E – NEPA Existing Conditions](#)

For reference, the following website has more information on the work completed to date: <https://fhu.mysocialpinpoint.com/29-road-interchange>.

4.6. Contract Term

The initial term of the Contract shall commence upon execution by both Parties and shall remain in effect for a period sufficient to allow for the completion of the Services, as mutually agreed upon by the City and the Consultant.

Tentative Calendar of Events:

The following schedule is provided for planning purposes. The City reserves the right to modify this schedule at its sole discretion, as necessary. Any updates or changes will be communicated via a written addendum posted to BidNet® Direct.

Event	Date	Time (MDT)
Solicitation Issued/Posted Published via BidNet® Direct – RMEPS	December 19, 2025	
Non-Mandatory Pre-Proposal Conference	January 7, 2026	11:00 a.m.
Inquiry Deadline: No questions will be accepted after this date	January 13, 2026	5:00 p.m.
Final Addendum Issued (if applicable)	January 16, 2026	
Proposal Submission Deadline Electronic submission via BidNet® Direct only	January 23, 2026, before	2:00 p.m.
Evaluation of proposals Internal review by City-appointed committee	January 26-30, 2026	
Interviews (if required) Virtual or in-person, by City invitation only	February 10, 2026	
Notice of Intent to Award (tentative) Subject to final evaluations and interview outcomes	February 13, 2026	
City Council Approval	March 4, 2026	
Contract execution Contingent upon Council approval and funding availability	March 11, 2026	
Services begin no later than	March 23, 2026	
CDOT Design Scoping Meeting	April 2, 2026	
Environmental Resource Impact Analysis	July 31, 2026	
Environmental Develop NEPA Document (EA)	September 4, 2026	
Environmental Develop NEPA Decision Document (FONSI)	February 15, 2027	
Preparation of Interstate Access Justification Report (IAJR)	November 20, 2026	
CDOT Field Inspection Review (30%)	August 13, 2026	
CDOT Right of way plan review	February 28, 2027	
CDOT Final Office Review (90%)	March 9, 2027	
Construction documents	June 15, 2027	

Section 5.0: Preparation and Submittal of Proposals

5.1. Submission Requirements

Proposals shall be submitted electronically only through BidNet® Direct Rocky Mountain E-Purchasing System:

<https://www.bidnetdirect.com/colorado/city-of-grand-junction>

- The platform offers both free basic registration and paid subscription options. Free registration may require up to twenty-four (24) hours for activation; Proposers are encouraged to register and upload proposals well in advance of the submission deadline.
 - The City does not control or administer the vendor's access to BidNet Direct. Proposers are solely responsible for ensuring a successful electronic submission.
 - Technical assistance must be requested directly from BidNet® at (800) 835-4603 before the proposal deadline.
 - Late submissions will not be accepted under any circumstances.
-

5.2. Proposal Format and Submission Requirements

Each proposal shall be submitted as **one (1) complete, searchable PDF document** not to exceed **Thirty (30) pages**, excluding the required Solicitation Response Form (Section 7.0).

- The cover page shall clearly identify the solicitation number and title.
 - Pages beyond the thirty (30) page limit will not be reviewed or scored.
-

5.3. Cover Letter

Proposers shall submit a cover letter that briefly summarizes the Proposer's interest, qualifications, and understanding of the Project.

The cover letter shall include:

- Name, title, address, phone number, and email address of the primary point of contact
- Identification of the individual(s) authorized to make representations and bind the Proposer
- Signature of a duly authorized representative, including printed name and title

Submission of a Proposal constitutes acceptance of the requirements and conditions of this solicitation.

5.4. Solicitation Response Form

Proposers shall complete and submit the **Solicitation Response Form (Section 7.0)** with the Proposal. Only the completed form is required. The full solicitation shall not be returned unless exceptions or proposed modifications are identified.

5.5. Fee Proposal

Proposers shall not submit any pricing, rates, or cost information as part of its proposal, including within the Scope of Services, project approach, or any other section of the solicitation. Pricing information will not be evaluated.

Following the selection of the highest-ranked proposer, the City will **negotiate a fair and reasonable fee** with the selected Consultant prior to Contract award.

The Contract will be established as a **not-to-exceed amount**.

5.6. Capacity, Credentials, and Experience

Proposers shall demonstrate their ability to successfully perform the Services, including:

- **Relevant Experience:** Similar CDOT, FHWA, NEPA, interchange, corridor, or phased design projects
 - **Key Personnel:** Roles, office locations, qualifications, and availability (personnel are contractually committed and may not be replaced without City approval)
 - **Organization:** Project team structure and use of subconsultants
 - **Work Samples:** Up to two (2) representative examples (optional)
-

5.7. Strategy and Implementation Plan

Proposers shall describe its approach to delivering the Services outlined in Section 4.0, including:

- Understanding of the City and Project objectives
- Approach to CDOT Local Agency coordination, NEPA, and phased design
- Communication and coordination methods
- Proposed schedule and key milestones
- Risk management and quality control strategies
- Any value-added or innovative approaches

This plan should clearly illustrate the Proposer's readiness and capability to meet the solicitation's requirements and objectives.

5.8. References

Provide **at least three (3)** references from projects completed within the past **five (5) years** that are similar in scope and complexity:

For each reference, include:

- Client name and contact information
 - Project description and location
 - Key personnel involved in the Project
 - Project budget and final cost
 - Schedule performance and notable challenges.
-

5.9. Legal Proceedings/Litigation

Proposers must disclose any legal proceedings, lawsuits, or regulatory actions involving the Proposer, its employees, or any subcontractors who may be involved in performing the services under this Contract. This includes:

- All pending or current litigation, including the status of each case
- Any matter filed, settled, or adjudicated within the past five (5) years

For each case, provide:

- A brief description of the underlying issue
- The status or outcome

Failure to disclose relevant legal proceedings may impact the evaluation process.

5.10. Additional Data (Optional)

Proposers may submit additional information that demonstrates unique qualifications, specialized expertise, or value-added services relevant to the Project.

The remainder of this page has been intentionally left blank.

Section 6.0. Evaluation Criteria and Factors

6.1. Overview

An evaluation committee appointed by the City will review and evaluate all responsive Proposals to determine which Proposer(s) demonstrate the qualifications, technical expertise, experience, and capacity necessary to successfully perform the Scope of Services. The evaluation will assess each Proposal's responsiveness, technical merit, approach, and overall ability to deliver the Project in accordance with City, CDOT, and FHWA requirements.

6.2. Evaluation Summary

Proposals will be evaluated and prioritized based on the criteria, categories, and weightings set forth in this Section. The City reserves the right to:

- Reject any Proposal or any portion thereof
- Consider the Proposer's past performance on similar projects, including projects for the City or other public agencies
- Make an award, if any, in the best interest of the City

6.3. Scoring Criteria

The City will evaluate proposals using the criteria and relative weights identified below. Each Evaluation Committee member will independently score qualitative criteria on a scale of 1 to 10, where 1 indicates an unsatisfactory response, and 10 indicates a highly qualified response that fully meets or exceeds the solicitation requirements.

Raw scores will be multiplied by the assigned weights to determine weighted category scores. The sum of all weighted qualitative scores will represent each Proposer's raw qualitative total.

To ensure fairness and consistency, the highest overall qualitative score among all proposers will establish the benchmark for curved scoring. All other proposers' qualitative totals will be proportionally adjusted (curved) relative to that benchmark before the final composite scores are calculated.

6.3.1. Evaluation Criteria and Weighted Values (Qualitative – 100%)

Evaluation Category	Description	Weight
Responsiveness to Solicitation	The Proposal is complete, well-organized, and responsive to all requirements of this solicitation,	5%

Evaluation Category	Description	Weight
	including adherence to submission instructions, required forms, and content outlined in Section 5.0.	
Understanding of the Project, Scope of Services, and Objectives	Demonstrated understanding of the Project limits, phased implementation, CDOT Local Agency process, NEPA requirements, and the City's objectives for the I-70 / 29 Road Interchange and 29 Road Corridor improvements.	25%
Capacity, Credentials, Experience, and References	Demonstrated experience delivering comparable federally funded transportation projects, including interchange and corridor design, environmental documentation, and agency coordination. Qualifications of key personnel, effectiveness of project team structure, and quality and relevance of references.	25%
Strategy and Implementation Plan	Clarity, feasibility, and effectiveness of the proposed approach for delivering the Scope of Services, including project management, coordination with the City and CDOT, phased design delivery, risk management, quality control, and schedule adherence.	25
Project Management, Coordination, and Quality Assurance	Demonstrated ability to manage complex, multi-agency projects; maintain communication and coordination; meet milestones; and ensure quality, consistency, and regulatory compliance throughout the Project lifecycle	20%
Total Qualitative Score		100%

6.3.2. Curved Scoring Method

Following completion of individual evaluations, the City will aggregate the weighted qualitative scores assigned by the Evaluation Committee to determine each Proposer's total qualitative score.

The Proposer receiving the highest total qualitative score will be assigned a normalized score of one hundred percent (100%). All other Proposers' qualitative scores will be normalized proportionally based on this benchmark.

If a fee proposal is evaluated, the normalized qualitative score may be combined with the fee score to determine each Proposer's final composite score.

6.4. Shortlisting Proposers

The City will use the following process to identify Proposers for further consideration. The City reserves the right to modify this process if deemed in its best interest:

- **Compliance Review:** Proposals will be reviewed to ensure compliance with this solicitation's mandatory requirements. The Purchasing Agent may, at the City's discretion, request clarification from Proposers.
 - **Evaluation and Scoring:** Evaluation committee members will independently review and score proposals based on the criteria set forth in the solicitation. Scores will be compiled into an Evaluation Matrix used to rank and prioritize proposals.
-

6.5. Reference Checks

The City reserves the right to conduct reference checks for one or more top-ranked Proposers to verify qualifications, past performance, and reliability. Reference checks may include, but are not limited to, evaluation of the Proposer's performance on comparable projects, adherence to schedules and budgets, responsiveness, professionalism, and quality of work.

The City may contact references provided by the Proposer and/or other sources with knowledge of the Proposer's performance. The City may also request additional information, including representative deliverables, or conduct site visits, if applicable, to verify information submitted in the Proposal.

6.6. Interviews

At its discretion, the City may invite Proposers whose evaluation scores rank within the top tier for interviews (virtual or in-person) to further assess qualifications, proposed approach, and ability to perform the Scope of Services. The City reserves the right to adjust the number of Proposers invited based on the quality of proposals received and the number of competitive responses.

Shortlisted Proposers will be notified if interviews are required. Interview dates will be scheduled in accordance with the Tentative Calendar of Events. Proposers will receive advance notice regarding:

- Interview format and expectations
 - Duration and structure
 - Location (virtual or in-person)
-

6.7. Negotiations

The City reserves the right to negotiate with the highest-ranked Proposer following completion of the evaluation process. The City will not negotiate with lower-ranked Proposers unless negotiations with the higher-ranked Proposer are unsuccessful and formally concluded.

Negotiations may include, but are not limited to, the Scope of Services, project approach, staffing, schedule, and the negotiation of a **fair and reasonable fee**.

If selected for negotiations, the Proposer may be required to submit revisions to its Proposal, which may include, but are not limited to:

- Development of a detailed fee proposal
- Refinements to the technical approach, scope, or staffing
- Other modifications reasonably requested by the City to achieve alignment with Project objectives and requirements

All negotiations shall be conducted at the City's sole discretion and in a manner determined to be in the City's best interest.

6.8. Award

The City reserves the right to:

- Award a Contract to the Proposer deemed to be the most advantageous to the City, in accordance with the evaluation criteria set forth in this solicitation.
- Reject any or all Proposals and waive informalities or irregularities in the Proposals received.
- Consider a Proposer's history of performance with the City or other public agencies when determining responsibility and final award suitability.

The City may, at its sole discretion, determine that no award will be issued if it is not in the City's best interest.

6.9. Contract Execution

- The selected Proposer must execute the contract within a specified timeframe after award notification. Failure to do so may result in a contract award to the next highest-ranked proposer or re-solicitation.
 - The award is contingent upon funding availability and final City approval.
-

6.10. Notice of Intent to Award & Protest Procedures

- A Notice of Intent to Award may be issued before final contract execution.
- Any formal protest must be submitted in writing within a specified timeframe following the Notice of Intent to Award, following the City's [Procurement Policy](#).

Section 7.0. Solicitation Response Form

RFP-5770-26-KF

“I-70 and 29 Road Interchange and 29 Road Corridor Design Services”

The proposer must submit this completed, dated, and signed form with its Proposal.

The City reserves the right to accept or reject any portion of the proposed Services, at its discretion.

The undersigned has thoroughly reviewed this Solicitation and submits this Proposal, including all required forms and the proposed fee schedule, in response thereto.

This Proposal is firm and irrevocable for ninety (90) calendar days following the proposal submission deadline.

By submitting this Proposal, the undersigned Proposer acknowledges and agrees to all terms, conditions, and requirements set forth in this Solicitation and certifies that it is fully prepared, willing, and able to perform the Services described herein if selected by the City for award of the Contract.

The Proposer further acknowledges the City's sole discretion to reject any or all Proposals, waive informalities or irregularities, and take any action deemed to be in the City's best interest.

By submitting this Proposal, the Proposer certifies— and, in the case of a joint Proposal, each participating party certifies independently— that the Proposal has been developed and submitted without collusion, consultation, communication, or agreement with any other Proposer or competitor regarding any aspect of the Proposal, including pricing, terms, or strategy.

By submitting this Proposal, the **Proposer** certifies that:

- The prices set forth in the Proposal have not been knowingly disclosed to any other Proposer and will not be disclosed before the award.
- No attempt has been made, nor will be made, to induce any other person or entity to submit or refrain from submitting a Proposal for the purpose of restricting competition.
- The individual signing the Proposal is duly authorized to bind the Proposer and has the legal authority to make representations contained herein.
- Direct purchases by the City of Grand Junction are tax-exempt from Colorado Sales or Use Tax. The City's tax-exempt identification number is **98-903544**. No federal, state, county, or municipal taxes have been included in the prices submitted.
- The City of Grand Junction's payment terms are **Net thirty (30) days** from receipt of a proper invoice.
- A prompt payment discount of _____ percent of the net dollar will be offered,

RFP-5770-26-KF

to the City if the invoice is paid within _____ days after the receipt of the invoice.

Receipt of Addenda

The undersigned Proposer acknowledges receipt of all Addenda issued for this Solicitation, including modifications to the Solicitation or Contract Documents.

- **Total number of Addenda received:** _____

The Proposer is solely responsible for ensuring that all Addenda have been received, reviewed, and acknowledged as part of the Proposal submission.

Authority of Signatory

By signing the Solicitation Response Form, the Proposer certifies that the individual executing the Proposal is duly authorized to bind the Proposer to the terms and conditions of this Solicitation.

The City reserves the right to require written evidence of such authority, including a letter signed by the entity's owner or a statement of authority, prior to Contract execution.

Proposer Information and Authorization

Entity Name: _____

Authorized Agent Name & Title: _____

Authorized Agent Signature: _____

Telephone Number: _____

Email Address of Agent: _____

Business Address: _____

City, State, Zip Code: _____

Date: _____

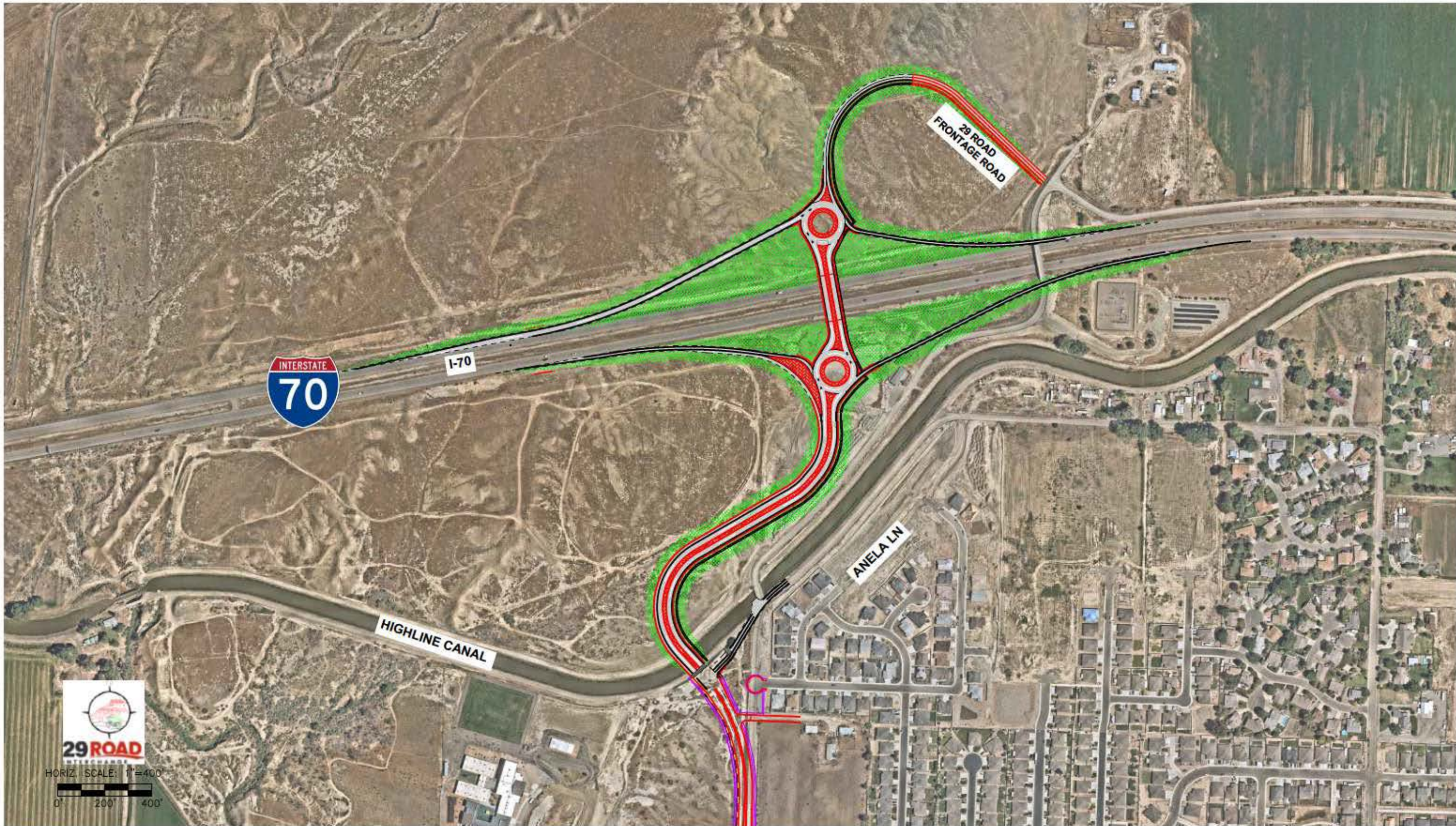
Subcontractor Disclosure

The undersigned Proposer intends to subcontract the following portion(s) of Services/Work:

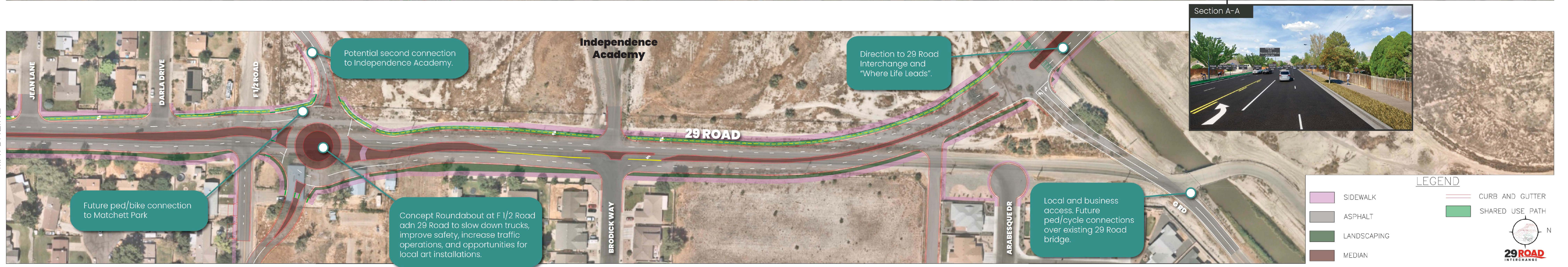
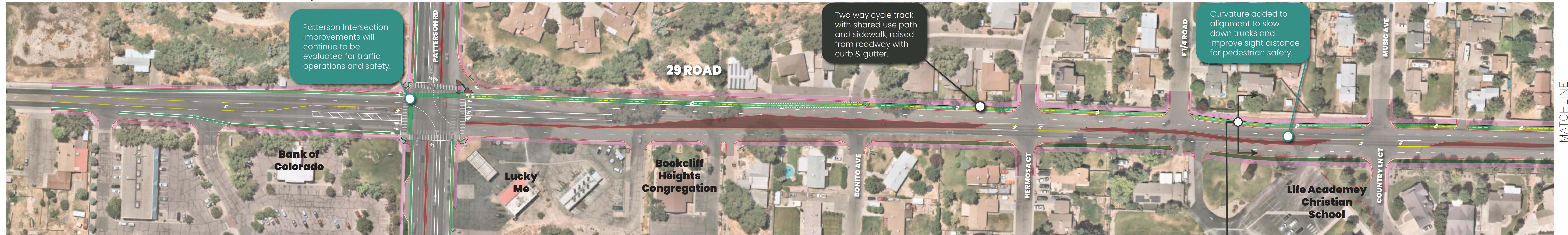
Name, address, city, and state of Subcontractor	Description of Service(s) to be performed	Est. Value & % of Service(s)

The **Proposer** certifies that all listed subcontractors are qualified to perform the specified services and will comply with all applicable contract requirements.

The remainder of this page has been intentionally left blank.



Shared Use Path Arterial Corridor Option



MATCHLINE

MATCHLINE

LEGEND

- SIDEWALK
- ASPHALT
- LANDSCAPING
- MEDIAN
- CURB AND GUTTER
- SHARED USE PATH

N



Total Width
93 ft
Requires 0.5 ft ROW on
either side

Sidewalk
8 ft

Buffer
2 ft

Cycle Track
8 ft

C&G
2 ft

Travel Lane
11 ft

Travel Lane
11 ft

Center Left
Turn Lane
12 ft

Travel Lane
11 ft

Travel Lane
11 ft

Travel Lane
11 ft

C&G
2 ft

Landscape
7 ft

Sidewalk
8 ft



Project Background

The City of Grand Junction, Colorado (the "City") and Mesa County (the "County") are advancing the 29 Road Interchange at I-70, NEPA/1601 Project (the "Project" or the "Interchange") and conducting project development activities to enhance the eastern Grand Valley transportation network between Interstate 70 (I-70) Business Loop East (I-70B) interchange and Horizon Drive to:

- ▶ Improve local and regional connectivity, and
- ▶ Provide enhanced access to planned land use surrounding I-70 in Grand Junction, Colorado.

As described in various regional planning documents for the Grand Valley (the "Valley"), including the Grand Junction 2040 Regional Transportation Plan, the Valley communities desire to complete a "beltway" from I-70 west of Grand Junction, along the south side of downtown, and back to I-70 between downtown Grand Junction and Clifton.

Preferred Alternative

The Preferred Alternative generally consists of a new 29 Road Interchange at I-70 and improvements to 29 Road between I-70 and Patterson Road to enhance connectivity between the new interchange and the surrounding roadway network. The various components of the Preferred Alternative are described in the following subsections.

I-70 Interchange

The proposed 29 Road / I-70 Interchange would use a typical diamond layout located west of the existing 29 Road alignment. A new 4-lane bridge would be constructed across I-70, generally perpendicular to the interstate alignment. The interchange would include I-70 ramp connections for both eastbound and westbound interstate traffic and 2-lane roundabouts at the arterial ramp terminals. Bicycle and pedestrian access would be provided across the interstate within the interchange. Additional multimodal access across I-70 may be provided using the existing 29 Road overpass if it can be demonstrated that the current structure has an adequate lifespan and can be brought up to current multimodal standards.

29 Road Corridor

Two portions of 29 Road will be modified to accommodate the interchange project: one from Patterson Road north to the interchange and the other from the interchange north to the I-70 North Frontage Road, described as follows:

- ▶ **I-70 to I-70 North Frontage Road:** This segment is currently proposed as a two-lane facility that will begin at the north side of the interchange and curve north, northeast, and east to connect with the existing I-70 North Frontage Road at the exiting 29 Road intersection.
- ▶ **Patterson Road to I-70:** In this segment, 29 Road will be widened to four lanes along the existing alignment from Patterson Road to approximately Arabesque Drive. North of Arabesque Drive, the 4-lane cross-section will begin to curve northwest to cross the Highline Canal on a new structure that will be approximately perpendicular to the channel. From the Highline Canal, the 4-lane roadway will curve again to a more northerly alignment and connect to the south side of the interchange. The proposed 4-lane facility is based on the City's Principal Arterial cross-section template and has been optimized to minimize ROW impacts and utility conflicts. It will include separated pedestrian facilities on both sides of the roadway, a cycle track along the west side of 29 Road, and a raised median with turn lanes where needed. Access changes are proposed between Patterson Road and G Road to improve safety and reduce congestion. The 29 Road / F $\frac{1}{2}$ Road intersection will be converted to a 2-lane roundabout, allowing future access to Independence Academy and Matchett Park to the west of 29 Road.

Environmental Study Area

The environmental study area is approximately 245 acres and extends along 29 Road for approximately 1.5 miles and along I-70 for approximately 2 miles.

Affected Environment

The following environmental resources were identified for further analysis during the NEPA process due to potential for impacts:

- ▶ Biological Resources
- ▶ Aquatic Resources
- ▶ Historic Resources
- ▶ Socioeconomic Resources

29 Road Interchange at I-70 Affected Environment Summary

Page 2

- ▶ Recreational Resources (Non-Historic Section 4(f) and Section 6(f))
- ▶ Traffic Noise
- ▶ Air quality
- ▶ Visual Resources
- ▶ Archaeological Resources
- ▶ Paleontological Resources (to be completed by CDOT)
- ▶ Hazardous Materials

The following resources were not identified for further analysis during the NEPA process and are not included in this NEPA document:

- ▶ Geospatial Data
- ▶ Geologic Resources, Soils, and Geohazards
- ▶ Water Quality
- ▶ Floodplains
- ▶ Land Use
- ▶ Transportation Resources
- ▶ Residential/Business/Right-of-Way Relocations
- ▶ Utilities and Railroad Facilities
- ▶ Farmlands
- ▶ Energy

Impacts and mitigation for each resource will be evaluated during the next contract for this Project. The following sections provide a summary of the resources for the Affected Environment.

Biological Resources

Threatened and Endangered Species

The following 10 federally listed or proposed species have habitat that occurs within or near the environmental study area:

- ▶ Bonytail
- ▶ Colorado pikeminnow
- ▶ Humpback chub
- ▶ Razorback sucker
- ▶ Yellow-billed cuckoo
- ▶ Gray wolf
- ▶ Monarch butterfly
- ▶ Silverspot
- ▶ Suckley's cuckoo bumble bee
- ▶ Colorado hookless cactus

The Monarch butterfly, Silverspot, and Suckley's cuckoo bumble bee are proposed for listing.

29 Road Interchange at I-70 Affected Environment Summary

Page 2

The following two state-listed species have habitat that occurs within the environmental study area:

- ▶ Western burrowing owl
- ▶ Kit fox

There is a known white-tailed prairie dog colony located to the north of I-70 and to the west of the Government Highline Canal access road that was observed during a site visit. There is potential habitat for the Western burrowing owl associated with the prairie dog colonies within the environmental study area. Suitable habitat for the Kit fox was observed north of I-70.

There is no suitable habitat within the environmental study area for the remaining listed species, and the Suckley's cuckoo bumble bee has not been observed in Colorado for over 10 years and is considered to be extirpated from Colorado.

Migratory Birds

No active or inactive raptor nests, ground, or arboreal nests were observed during the site visits or identified on Colorado Parks and Wildlife's raptor database.

Vegetation, Noxious Weeds, and Invasive Weeds

Six noxious weed species identified on List B and C of Colorado's Noxious Weed List occur in the environmental study area:

- ▶ hoary cress
- ▶ Russian olive
- ▶ salt cedar
- ▶ downy brome
- ▶ field bindweed
- ▶ Siberian elm

The environmental study area is composed of undeveloped areas consisting of rangeland as well as landscaped trees and lawns along 29 Road.

Aquatic Resources

Two wetlands, one palustrine emergent wetland and one riverine wetland, were identified in the environmental study area, totaling 0.9 acres. Two waters of the US, Indian Wash and Government Highline Canal, are also located in the environmental study area.

Historic Properties

Historic properties were identified within a historic Area of Potential Effect (APE) and evaluated for National Register of Historic Places (NRHP) eligibility. The APE includes properties that may be subject to any impacts by the Project. Section 4(f) of the U.S. Department of Transportation Act of 1966 requires special consideration of historic sites for transportation projects.

Twenty-six potentially historic resources were identified within the APE. Two linear resources were identified as NRHP eligible resources. The NRHP eligible Government Highline Canal (5ME.4676) traverses through the north end of the APE. Three segments of the Canal were found supporting of the overall integrity of this resource (5ME.4676.19, 5ME.4676.22, and 5ME.4676.44). Segment 5ME.4676.44 runs approximately 2.40 miles long spanning from the Horizon Drive bridge to 90 feet south of I-70 bridge (CDOT# H-02-O) and encompasses the other two segments.

The assumed NRHP eligible 29 Road (5ME.24748) goes through the APE as well. A segment of 29 Road (5ME.24748.1) was evaluated for the purpose of this Project; however, the overall linear resource has not been evaluated. As a result, it is assumed to be NRHP-eligible as an early farm to market road. Segment 5ME.24748.1 was found to be non-supporting of the overall integrity of the resource due to substantial configuration and material changes over the past several decades.

The remaining 21 resources identified were determined to be not eligible.

Socioeconomic Resources

Population and Households

The overall population within the Community Study Area (CSA) has decreased 1.5 percent from 2020 to 2023. The number of households and housing units have both increased, 7.2 percent and 4.2 percent, respectively. The number of owner-occupied and renter occupied households also increased, 1.1 percent and 26.1 percent, respectively.

Additionally, there has been an increase in residents aged 65 and older, with an increase of 3.8 percent.

Zoning and Community Resources

The majority of land in the CSA is zoned as Agricultural, Forestry, and Transitional, with Parks and Public Spaces with the next highest zoning percentage. Various community resources that increase quality of life in the community are present, such as schools, places of worship, and outdoor recreational facilities (trails, parks, etc.).

Employment, Income, and Economic Characteristics

The CSA had an estimated labor force of 5,809, an unemployment rate of 3.2 percent and a median household income of \$82,250. There are many notable economic activity locations within the CSA, such as the Grand Junction Regional Airport.

The main industries in Grand Junction are tourism and agriculture with over 75 percent of the CSA zoned for Agricultural, Forestry, and Transitional areas. Within the CSA there are several recreation opportunities for off-road vehicles, hiking, a shooting range, and scenic views.

Recreation areas and facilities include:

- ▶ Tellerico Trailhead
- ▶ Rocky Mountain Open Golf
- ▶ Adrenaline Driven Adventures

Along I-70, between Horizon Drive and 27 Road, along Horizon Drive between 27½ Road and the Grand Junction Regional Airport, and on Patterson Road between 28 Road and 29½ Road, there are commercial areas and public facilities including shopping centers, restaurants, health and medical facilities, government facilities, hotels, and recreation. Commercial/industrial development to the north of I-70 at 29 Road is anticipated to become an activity center.

Section 4(f)

Non-Historic Section 4(f) resources are publicly owned parks, recreational, or wildlife refuges of national, state, or local significance that are open to the public. There is one Non-Historic Section 4(f) resource within the environmental study area, Independence Academy.

Section 6(f)

Land and Water Conservation Fund (LWCF) properties are those that have been purchased or improved with grants from the LWCF Act. Section 6(f) of this act applies to all projects involving possible conversions of the property whether or not federal funding is being used for the project. There are no LWCF properties within the environmental study area.

Traffic Noise

The Project meets the criteria for a Type I project established in 23 CFR 772 as it includes construction of a new interchange and addition of through lanes. Land uses within the environmental study area were categorized by activity category according to CDOT's guidelines. Land uses within the environmental study area included activity categories B, C, and F. Using the CDOT guidance, of 243 noise-sensitive receptors, 27 receptors were at or above the Noise Abatement Criterion (NAC) of 66 decibels.

Air Quality

The Project is located in an attainment area for the National Ambient Air Quality Standards (NAAQs) for criteria air pollutants. Due to this attainment status, air quality conformity requirements do not apply to this Project. While this Project meets the definition of a regionally significant/transportation capacity (RS/TC) project, CRS 43-1-128 requirements are not necessary because the Project is not currently, and is not anticipated to be, included in CDOT's 10-Year Plan.

Visual Resources

Visual resources for the Project are based on defining landscape features and the visibility of improvements from key viewpoints including both travelers and neighbors of the environmental study area.

The environmental study area is generally defined with a mid-20th century suburban development landscape character, with rural landscape character at the north end and along I-70. Regionally defining landscape features include mountains and mesa plateaus. Suburban residential lots generally face away from 29 Road and feature privacy fences parallel to 29 Road. The scenic quality of the environmental study area is moderately

harmonious. Viewers include travelers along I-70 and 29 Road, as well as suburban residents, with low to moderate visual sensitivity.

Archaeological Resources

The archaeological APE is characterized by a mix of rural and suburban land use on the northern margins of the Valley. I-70 is a prominent built component of the APE, along with the Government Highline Canal, 29 Road, and numerous smaller adjacent roads. Modern impacts and ground disturbance to the APE include roadbuilding, residential and commercial development, refuse dumping, and, to a lesser extent, recreation.

Prior archaeological surveys of the APE identified seven previously recorded historical cultural resources within the APE. All known previously recorded sites within the APE are part of the built environment and not evaluated as part of the archeological survey.

Five historical sites and four historical isolated finds (IFs) were documented within the APE. All of the documented sites and IFs are historical trash dumps that resulted from the discard of domestic trash in undeveloped areas along 29 Road. Based on aerial images from the 1950s, these areas were on the periphery of the lands that were once developed for agriculture and are now residential neighborhoods. None of the documented cultural resources are recommended as eligible for listing in the NRHP.

Hazardous Materials

A Modified Environmental Site Assessment was prepared using CDOT's hazardous materials guidance. This assessment conducted a database search of available local, state, tribal and federal environmental agency databases for sites with potential or known environmental conditions. A summary of identified findings of known hazardous materials and potential environmental concerns within the environmental study area is presented in **Table 1**. Six sites were identified, with three identified as low risk sites and three identified as high-risk sites.

Table 1. Findings Summary

Location	Finding
Lucky Me Premises: 2902 Patterson Road	<ul style="list-style-type: none"> ▶ Underground Storage Tank (UST) ▶ Leaking Underground Storage Tank (LST) ▶ Leaking Underground Storage Tank TRUST Site (LUST TRUST) ▶ Aboveground Storage Tank (AST)
Former Mac's Interstate Texaco: 736 Horizon Drive	<ul style="list-style-type: none"> ▶ Former automotive service and fueling station ▶ UST ▶ LUST ▶ LUST TRUST Site
Zarlingo Automotive: 748 Horizon Drive	<ul style="list-style-type: none"> ▶ UST ▶ LST ▶ Resource Conservation Recovery Act Very Small Quantities Generator (RCRA VSQG) ▶ Solid Waste Facility/Landfill (SWF/LF)
Safeway Fueling Station: 2915 F Road	<ul style="list-style-type: none"> ▶ UST
Former Amoco Oil #8601: 750 Horizon Drive	<ul style="list-style-type: none"> ▶ Former fueling station from 1967-2009 ▶ LST ▶ UST ▶ LUST TRUST Site
Safeway Store #1533: 2901 F Road	<ul style="list-style-type: none"> ▶ RCRA VSQG



ADDENDUM NO. 1

Date: January 15, 2026

From: City of Grand Junction Purchasing Division

To: All Proposers

RE: *I-70 and 29 Road Interchange and 29 Road Corridor Design Services, RFP-5770-26-KF*

Proposers responding to the above-referenced solicitation are hereby advised that certain requirements have been **clarified, modified, or supplemented** as of the date of this Addendum, as outlined below.

Please take note of the following:

1. **Question:** Can the City provide the Rural and Tribal Lands Assistance grant application submitted for this project?

Answer: The OMB Control Number is 2105-0584. The application narrative that was entered into the federal government online application is available at the link below.

[🔗 Rural and Tribal Assistance Pilot Program Application](#)

2. **Question:** Is there additional information available regarding the Congressionally Directed Spending earmark for this Project?

Answer: Yes. The City is under contract with CDOT for \$2,415,751, comprising \$415,751 in local match and \$ 2,0 million in federal funds. Mesa County and the City are splitting the local match evenly.

3. **Question:** Can the City provide additional information regarding the County and City match for this Project?

Answer: The City and the County are splitting the \$415,751 local match required for the project equally. County funding is from their capital improvement fund. City funding is from its Transportation Capacity Fund.

4. **Question:** Who owns the irrigation ditch?

Answer: Bureau of Reclamation; however, it is operated by the Grand Valley Water Users Association.

Addendum 1 RFP-5770-26-KF

5. **Question:** Can the City clarify the responsibility relationship between the County and the City for this Project?

Answer: The City and the County have worked collaboratively for over 25 years on the development of the 29 Road corridor. Under this contract, the City will take the lead; however, Mesa County will have staff involved in both the procurement of this RFP and in the ongoing development and review of the consultant-prepared final design.

6. **Question:** Page 29 of the RFP indicates that the preliminary design phase includes one (1) public outreach event. Will the City require additional public engagement support for this Project?

Answer: The Project website will need to be maintained. Any additional outreach, if needed, will be limited to preparing graphics and messaging to be conveyed through Mesa County and City outreach and engagement offices.

7. **Question:** Will the City require updates to the external project website, and if so, which party will be responsible for managing those updates?

Answer: The Consultant will be responsible for maintaining both internal and external project websites that the City and County will link to from their respective websites.

8. **Question:** Are any preliminary plan sets available in addition to the documents included with the RFP?

Answer: No preliminary plan sets have been generated to date; only the conceptual drawings previously provided have been provided.

9. **Question:** Is paleontological analysis included or excluded from the Scope of Services, and are there any known existing conditions related to paleontological resources?

Answer: Paleontological analyses are excluded from the Scope of Services. There are no known existing conditions related to paleontological resources.

10. **Question:** With respect to Right-of-Way (ROW) preliminary research, it is understood that ROW acquisition cannot proceed without additional funding. Does the City want Proposers to identify ROW firms they typically work with as part of their Proposal?

Answer: Please provide ROW acquisition firms as part of the proposal. It will not be part of the initial scope; however, it may be added should additional funding for the project be secured.

This addendum amends the original solicitation for the referenced project as outlined above. All other terms and conditions of the solicitation remain unchanged.

Addendum 1 RFP-5770-26-KF

Proposers must acknowledge receipt of this addendum by completing the acknowledgment section on the **Solicitation Response Form** (Section 7.0).

Thank you for your attention to this matter.

Respectfully,

A handwritten signature in blue ink, appearing to read 'K. Franklin', is positioned above the typed name.

Kathleen Franklin
Senior Buyer/Purchasing Agent
City of Grand Junction

CITY OF GRAND JUNCTION

I-70 AND 29 ROAD INTERCHANGE AND 29 ROAD

CORRIDOR DESIGN SERVICES

RFP 5770-26-KF2 | January 23, 2026



Submitted By:



Submitted To:



Table of Contents

Section	Page
1. Cover Letter	1
Solicitation Response Form	
2. Understanding of the Project, Scope, and Objectives	2
3. Capacity, Credentials, Experience, and References.....	8
4. Strategy and Implementation Plan.....	15
5. Project Management, Coordination, and Quality Assurance	22
6. Legal Proceedings / Litigation Disclosure.....	24
7. Additional Data / Value-Added Services.....	24



January 23, 2026

Kathleen Franklin
Purchasing Agent
City of Grand Junction
250 N 5th St.
Grand Junction, CO 81501



RE: RFP-5770-26-KF I-70 and 29 Road Interchange and 29 Road Corridor Design Services

Dear Ms. Franklin and Members of the Selection Committee:

The completion of the 29 Road Corridor and Interchange represents decades of planning, design, and construction. The City of Grand Junction (City) and Mesa County (County) formed a partnership that is uncommon in Colorado and remained committed to advancing the 29 Road vision. For the past four years, Felsburg Holt & Ullevig (FHU) has truly appreciated the opportunity to work alongside you to advance this project to its current state. Despite challenges along the way, our team worked closely with you to resolve issues and maintain progress toward completion. We are confident in our ability to continue leading this work successfully.

We are certain that our team is best positioned to continue this work. We offer the **Right Team** with the **Necessary Continuity** to fully **Implement the Vision** of the 29 Road Corridor and Interchange.

Right Team

Our team combines familiar faces with new experts to provide the City and County with a well-rounded team equipped to tackle any project challenge. Alex Pulley, John Dibble, and Amanda Cushing are the trusted team members you've worked with before, each bringing a proven track record to complete this project.

Michelle Stevens, our Principal-in-Charge, brings decades of experience designing interchanges and corridors for municipalities using the Colorado Department of Transportation (CDOT) Local Agency process. In fact, she is currently managing the US 85 & 120th Avenue Interchange for Commerce City, giving her direct insight into CDOT's latest Local Agency expectations, which she will bring to your project.

Amanda Denning, our Public Involvement Lead, understands the importance of building public trust and delivering clear, accurate information. Before joining FHU, Amanda served as Director of Communications for multiple departments in Arapahoe County. She has developed a tailored public outreach strategy with an eye toward the 2028 election, when the Interchange and Corridor will likely appear on the ballot. While Amanda did some work on the previous 29 Road Project, she will play a much larger role now.

Necessary Continuity

Having a team in your corner who understands where you have been and where you are headed is invaluable. Because this project stands on the precipice to successful implementation, selecting the right team is critical to maintaining forward momentum and avoiding setbacks. FHU knows the hurdles this project has to overcome, and we know how to prevent outside stakeholders from revisiting previous decisions. This phase demands continuity, momentum, and a team that can immediately execute without a learning curve.

Implement The Vision

You said it yourself on page 29 (just by chance) of the RFP, "the proposed improvements are intended to implement the vision ... completed by Mesa County's consultant, **FHU**." We have been by your side through City Council meetings, Board of County Commissioner meetings, and public meetings, and even quoted in articles by the *Daily Sentinel*. This history allows FHU to take your vision and transform it into tangible improvements that deliver the public benefit your residents deserve.

We do not take lightly the responsibility of advancing this project through construction. FHU is fully committed to prioritizing the 29 Road Corridor and Interchange and to continuing our close collaboration with the City and County to advance the community's vision. We appreciate your consideration and look forward to the opportunity to continue this work.

Please contact Michelle Stevens, Principal-in-Charge, at (303) 721-1440 or michelle.stevens@fhueng.com or Alex Pulley, Project Manager at alex.pulley@fhueng.com with any questions.

Sincerely,

FELSBURG HOLT & ULLEVIG

Michelle K. Stevens, PE, MBA
Principal-in-Charge

Alex Pulley, CE
Project Manager

Section 7.0. Solicitation Response Form

RFP-5770-26-KF

“I-70 and 29 Road Interchange and 29 Road Corridor Design Services”

The proposer must submit this completed, dated, and signed form with its Proposal.

The City reserves the right to accept or reject any portion of the proposed Services, at its discretion.

The undersigned has thoroughly reviewed this Solicitation and submits this Proposal, including all required forms and the proposed fee schedule, in response thereto.

This Proposal is firm and irrevocable for ninety (90) calendar days following the proposal submission deadline.

By submitting this Proposal, the undersigned Proposer acknowledges and agrees to all terms, conditions, and requirements set forth in this Solicitation and certifies that it is fully prepared, willing, and able to perform the Services described herein if selected by the City for award of the Contract.

The Proposer further acknowledges the City's sole discretion to reject any or all Proposals, waive informalities or irregularities, and take any action deemed to be in the City's best interest.

By submitting this Proposal, the Proposer certifies— and, in the case of a joint Proposal, each participating party certifies independently— that the Proposal has been developed and submitted without collusion, consultation, communication, or agreement with any other Proposer or competitor regarding any aspect of the Proposal, including pricing, terms, or strategy.

By submitting this Proposal, the **Proposer** certifies that:

- The prices set forth in the Proposal have not been knowingly disclosed to any other Proposer and will not be disclosed before the award.
- No attempt has been made, nor will be made, to induce any other person or entity to submit or refrain from submitting a Proposal for the purpose of restricting competition.
- The individual signing the Proposal is duly authorized to bind the Proposer and has the legal authority to make representations contained herein.
- Direct purchases by the City of Grand Junction are tax-exempt from Colorado Sales or Use Tax. The City's tax-exempt identification number is **98-903544**. No federal, state, county, or municipal taxes have been included in the prices submitted.
- The City of Grand Junction's payment terms are **Net thirty (30) days** from receipt of a proper invoice.
- A prompt payment discount of 0 percent of the net dollar will be offered,

RFP-5770-26-KF

to the City if the invoice is paid within n/a days after the receipt of the invoice.

Receipt of Addenda

The undersigned Proposer acknowledges receipt of all Addenda issued for this Solicitation, including modifications to the Solicitation or Contract Documents.

- **Total number of Addenda received:** 1

The Proposer is solely responsible for ensuring that all Addenda have been received, reviewed, and acknowledged as part of the Proposal submission.

Authority of Signatory

By signing the Solicitation Response Form, the Proposer certifies that the individual executing the Proposal is duly authorized to bind the Proposer to the terms and conditions of this Solicitation.

The City reserves the right to require written evidence of such authority, including a letter signed by the entity's owner or a statement of authority, prior to Contract execution.

Proposer Information and Authorization

Entity Name: Felsburg Holt & Ullevig

Authorized Agent Name & Title: Michelle K. Stevens, Principal

Authorized Agent Signature: *Michelle K Stevens*

Telephone Number: (303) 721-1440

Email Address of Agent: michelle.stevens@fhueng.com

Business Address: 6400 S. Fiddlers Green Circle, Suite 1500

City, State, Zip Code: Greenwood Village, CO 80112

Date: January 23, 2026

Subcontractor Disclosure

The undersigned Proposer intends to subcontract the following portion(s) of Services/Work:

Name, address, city, and state of Subcontractor	Description of Service(s) to be performed	Est. Value & % of Service(s)
Farnsworth Group	Survey/ROW	5%
T2 Utility Engineers	SUE	4%
Shannon & Wilson	Geotech	6%
TRS	ROW Acquisition	3%
PK Electrical	Electrical & Lighting	3%
Goodbee & Associates	Utility Coordination	4%

The **Proposer** certifies that all listed subcontractors are qualified to perform the specified services and will comply with all applicable contract requirements.

The remainder of this page has been intentionally left blank.

2. Understanding of the Project, Scope, and Objectives

2.1/ Project Understanding

This phase of the 29 Road Corridor improvements represents the culmination of a decades-long effort to realize the vision of a community connection that spans the Colorado River, crosses the BNSF Railway tracks, and connects to a new interchange at I-70. Through the combined resources of the City and County, these goals have been achieved and the final section north of Patterson Road is within reach. For the past four years, FHU has partnered closely with you to overcome complex challenges and lay the groundwork for successful project delivery. Together, we will **implement the vision** for the 29 Road Corridor.

We recognize the significant effort the City and County have invested to bring this project to its current stage. FHU is steadfast in our commitment to be by your side to deliver this important project to the residents of the City and County.

This project will improve local and regional access to destinations throughout Grand Junction by addressing the 5-mile gap between the Clifton and Horizon Drive interchanges. Existing access limitations and increasing traffic demands along the 29 Road Corridor indicate the need for additional capacity and operational improvements. Planned enhancements including the interchange, 29 Road, and the Patterson Road intersection will support continued growth associated with Matchett Park, the new Recreation Center, and nearby residential redevelopment.

The lack of access and associated challenges became evident through the comprehensive analysis of traffic and safety data conducted by FHU in support of your 1601 application. We worked closely with the City and County to provide CDOT and Federal Highway Administration (FHWA) with the documentation required to advance the project. FHU set the foundation for the project's next steps by developing the Purpose and Need for the project.

Purpose

The purpose of the project is to enhance the eastern Grand Valley transportation network between I-70 Business Loop East Interchange and Horizon Drive Interchange to: 1) improve local and regional connectivity and 2) provide enhanced access to planned land use surrounding I-70 in Grand Junction, Colorado.

Need

Improved local and regional connectivity is needed to:

- Address limited regional transportation network connectivity with access to/from I-70 between I-70 Business Loop East and Horizon Drive interchanges
- Extend the functional longevity of the existing transportation system connecting to I-70

Improved access to I-70 is needed to:

- Provide transportation infrastructure to accommodate planned land use surrounding I-70, and specifically, the future Matchett Park and its associated recreation center
- Provide transportation infrastructure to accommodate projected and regional traffic demands

This project addresses future access needs rather than focusing solely on congestion relief or a documented safety issue. Clear, consistent communication of this intent is vital to stakeholder and public support and will help address questions raised by CDOT, FHWA, and community members.

The Planning and Environmental Linkages (PEL) Study provided an important foundation for advancing the project and helped identify key considerations for future decision making. While that study did not fully resolve all issues needed to move the project forward, it clarified the need for additional coordination and analysis. FHWA identified the need for further evaluation of 30 Road, 29 Road, and updated traffic modeling to support the next phase of project development.

FHU was fortunate to be selected by the City and County to lead the next phase of the project to develop and document the analysis for CDOT's 1601 Process. We were able to answer the requirements set forth by FHWA and advance interchange, corridor, and intersection alternatives to meet the traffic demands in the safest and most efficient manner. This approach required substantial effort to analyze interstate operations and safety, while also considering the local traffic network. This phase of the project is nearing completion with the 2050 Travel Demand Model Sensitivity Analysis. When the final System Level Study (SLS) is completed, and presented to and approved by the Transportation Commission, advancement towards implementation will commence.

In November 2024, Mesa County voters did not approve a measure that would allow the County—with City partnership—to bond the entire cost of the project while still pursuing grant opportunities to offset the communities' portion. This defeat sent a message to community leaders that: 1) bonding for the entire project was not desired while 2) all the necessary approvals were not in place. Voters expressed that there were too many outstanding questions yet to be answered and a more refined cost estimate was needed. This phase of the project will provide the answers, approvals, and refined cost estimates needed to better position the project for construction funding.

2.2/ Phased Delivery Strategy

Designing an interim transportation solution that functions effectively today while deliberately positioning the corridor for its ultimate condition requires a fundamentally different approach than that required for a conventional roadway project. For the 29 Road Corridor, the challenge is not simply delivering a three-lane roadway, but advancing a long-term vision that ultimately supports a full five-lane arterial, multimodal facilities, access control, and future interstate interchange connectivity while still meeting current funding, environmental, and approval constraints.

Our team approaches this project with a **“design ultimate, build interim” philosophy**, ensuring that every interim decision directly supports the ultimate condition and avoids costly reconstruction, rework, or regulatory resets.

The ultimate corridor vision consisting of a five-lane arterial with enhanced pedestrian, bicycle, and transit accommodations will require right-of-way (ROW), implementation of the access control framework developed through the CDOT 1601 Study, and geometric decisions that must be vetted through National Environmental Policy Act (NEPA) and CDOT review processes. These elements cannot be delayed to the future; they must be embedded into the project's foundational layout, approvals strategy, and public-facing improvements.

Accordingly, our proposed approach is to **secure ultimate ROW needs during this phase** and to establish the permanent outside corridor footprint at the outset of design. Our approach includes setting the ultimate horizontal alignment, constructing the permanent outside curb lines, and locating the final shared-use paths, sidewalks, and multimodal buffers in their ultimate positions. These features are among the most difficult and disruptive to relocate later and represent a critical opportunity to eliminate throwaway work while accommodating all modes now.

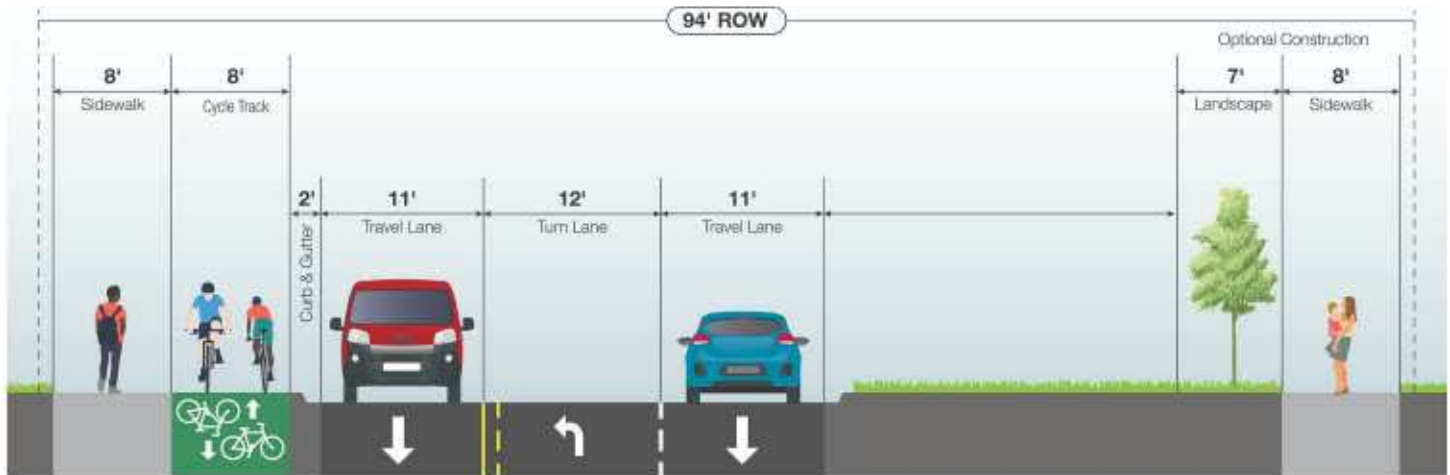
By establishing the ultimate corridor envelope now, interim improvements can be constructed in a manner that allows the three-lane interim section to operate efficiently today, while reserving the interior corridor space for future widening associated with interchange implementation. Under this approach, the Phase 1 pavement section, drainage infrastructure, grading, and access management treatments are intentionally configured so that the future conversion to five lanes can be achieved primarily through median reconstruction and interior widening, rather than removal of curb, sidewalks, utilities, stormwater features, or ROW improvements.

This strategy also supports early implementation of the access control plan by introducing new traffic patterns, driveway modifications, and median treatments now. It improves safety and operations immediately while avoiding the need for a complete traffic pattern reconfiguration when the interchange construction moves forward. Establishing these access conditions early reduces long-term disruption, provides regulatory continuity, and strengthens the corridor's operational identity in advance of the interchange.

Beyond technical efficiency, this phased delivery approach provides tangible near-term public benefit. Delivering permanent pedestrian and bicycle facilities, transit accommodations, and corridor aesthetics early allows the community to immediately experience the safety, connectivity, and mobility improvements envisioned in the long-range plan. In coordination with anticipated improvements at the future Recreation Center and Matchett Park, this approach visibly demonstrates progress, builds public confidence, reinforces the interchange vision, and supports future stakeholder buy-in and funding efforts.

Each alternative should strive to set ultimate ROW limits, and minimize reconstruction for the future Phase 2, while promising the Vision of what is come for residents.

Phase 1 Alternative A



Alternative Configuration

Three lane interim section biased to the western limits with permanent shared-use path; eastern sidewalk and landscape buffer deferred as optional construction.

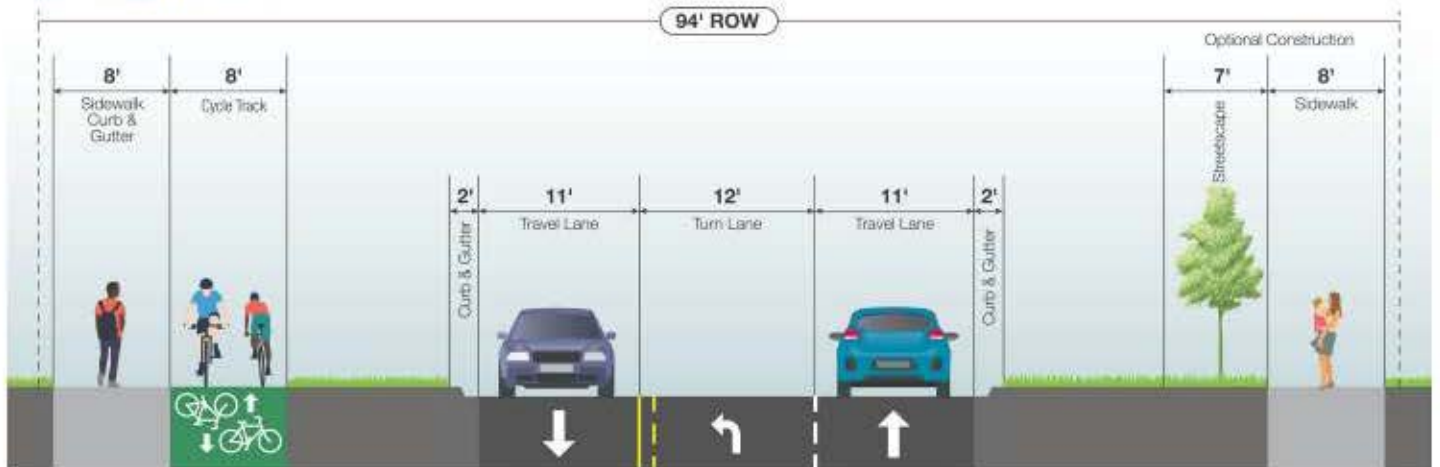
Strategic Value of the Corridor

- Preserves eastern corridor space to support future widening and interchange integration.
- Reduces near-term capital costs by deferring select improvements while advancing ultimate corridor framework.
- Allows early multimodal connectivity on the west side, improving immediate safety and accessibility.

Risk & Long-Term Cost Exposure

- Right-turn geometry and available sight distance may not fully support ultimate access control goals.
- Likely reconstruction of the northern travel lane required to implement raised medians and future access management.
- Higher probability of interim throwaway work associated with future median and lane reconfiguration.

Phase 1 Alternative B



Alternative Configuration

Three lane interim section centered within the corridor; eastern sidewalk and landscaping deferred, with graded shoulders constructed to accommodate future pavement expansion.

Strategic Value of the Corridor

- Establishes a balanced interim roadway footprint that supports phased widening.
- Enables early construction of core pavement and median infrastructure, advancing the ultimate corridor form.
- Positions the corridor to transition efficiently to five lanes once funding and interchange approvals advance.

Risk & Long-Term Cost Exposure

- Phase 2 widening would occur immediately adjacent to live traffic, creating the highest construction and mobility impacts of all alternatives.
- Interim right-turn operations may remain constrained, with potential operational and safety challenges until ultimate build-out.
- Elevated risk of user disruption, temporary traffic control complexity, and public perception impacts during Phase 2.

Phase 1 Alternative C



Alternative Configuration

Three lane interim section with ultimate outside lanes constructed; interior swale reserved for future median and widening, with paving limited to left-turn movements.

Strategic Value of the Corridor

- Maximizes compatibility with the ultimate five-lane corridor by locking in permanent outside roadway elements.
- Minimizes future traffic disruption by shifting most Phase 2 work to the corridor interior.
- Reduces long-term user impacts, construction phasing risk, and temporary traffic control needs.
- Supports a true "design ultimate, build interim" strategy.

Risk & Long-Term Cost Exposure

- Requires early investment in drainage infrastructure on both sides of the corridor.
- Interim swale introduces maintenance considerations, including erosion control, aesthetics, and debris management.

Minimizing construction disruption is equally central to long-term project success and public perception. For the corridor segments, constructing the ultimate outside improvements first allows a significant portion of the work to occur outside existing travel lanes, thereby reducing impacts to 29 Road traffic and improving both safety and productivity. Temporary pavement and staged lane construction can then be used to maintain two-way traffic while interior median, drainage, and final surfacing operations are completed. This approach limits the number of major traffic shifts and avoids repeated reconstruction of temporary features.

Maintaining mobility on Patterson Road at the 29 Road and Patterson Road intersection during construction is paramount. We will phase the intersection using a combination of offline construction, half-intersection staging, and targeted temporary alignments to maximize construction outside live traffic. This approach maintains essential turning movements, preserves peak-hour capacity, and allows the most complex work including utilities, drainage structures, curb returns, and signal foundations to be constructed in controlled conditions.

We will deliberately limit and strategically time traffic switches, focusing on the **early construction of permanent features** such as outside curb lines, pedestrian facilities, and signal infrastructure. By prioritizing permanent elements over temporary installations, the project reduces throwaway work, improves driver expectancy throughout construction, and shortens the duration of the most disruptive phases.

Together, these strategies position Phase 1 construction as a **purposeful investment in the ultimate corridor**, rather than a disposable interim project, delivering immediate benefits while preserving design integrity, regulatory continuity, and construction efficiency for the future interchange.

Example Patterson Phasing Exhibit



2.4/ City Objectives Alignment

Through our previous work with the City and County on this project, we are intimately aware of the challenges and support that the project has within the region. We understand that City and County staff are required to update the Council and Commission regularly, as well as the public. We will ensure that City and County staff have up-to-date information to provide scheduled, as well as ad hoc updates.

Schedule

A realistic project schedule is essential for effective resource planning and for setting clear expectations with stakeholders and the public. At this stage of the project, the level of effort and review requirements are well defined, providing greater predictability in coordination with reviewing agencies such as CDOT and FHWA. While CDOT and FHWA will continue to provide oversight, the expectations outlined in CDOT's Local Agency Manual establish a clear and consistent framework for agency review. The schedule presented on page 23 reflects FHU's decades of experience applying the Local Agency Manual and is designed to provide a realistic and achievable timeframe.

Public Information

By recognizing the critical importance of building public confidence and ensuring transparency, our team will develop a work plan that prioritizes these efforts. After successfully advancing through technical traffic clearances with CDOT and FHWA, the project is now well-positioned to focus on public communication and outreach. Section 5.2 provides more detail on our approach to public communications.

FHU experienced firsthand how much misinformation about the project circulated in the lead up to the 2024 election. That experience has directly shaped our public outreach and communication strategy for this phase to ensure a consistent message and accurate information are delivered through the external website.

Phase I Construction Improvements

Improvements to the 29 Road Corridor between Patterson Road and G Road are needed, even if the interchange is not built. While the corridor was appropriately planned for the full five-lane section, only a three-lane section is required prior to the interchange being constructed. Focusing on constructing the three-lane section of 29 Road now is fitting because it address current needs and public desire for tangible improvements. We heard from the public that the intersection at Patterson Road and 29 Road is a significant concern. In fact, several recent and severe crashes have further compromised safety of the intersection. Our approach to phasing the improvements along 29 Road and the intersection addresses these needs. We have provided multiple phasing scenarios to accommodate the needs of the traveling public, including to and from Independence Academy and Matchett Park.

Future Funding

Not only does focusing on the three-lane section of 29 Road and Patterson intersection address the current public need, but it also increases the likelihood for funding the ultimate project. Competitive federal grants view a project that has demonstrated community participation but needs that final portion of funding to be completed as a highly competitive project. Creating project phases that are meaningful and demonstrate independent utility could further the ultimate project funding. We are keeping our focus on the end game and will use this perspective to test all our decisions along the way.

3. Capacity, Credentials, Experience, and References

3.1/ Firm Qualifications



Founded in 1984, FHU is a full-service transportation consulting firm with services in traffic engineering, roadway design, structural design, environmental science, transportation planning and engineering, transportation

operations and safety. Our services also include water resources engineering, rail/transit, drone photography and survey, construction management, and Section 508 document compliance. The philosophy of our firm is to provide high-quality professional services on a range of transportation and design projects through adherence to a multidisciplinary team process. As a firm, FHU is fully vested in solving mobility, infrastructure, and environmental challenges to improve the quality of life within the communities where we live and work.

At FHU, we live by our tag line: connecting and enhancing communities. We do this through planning and design processes that weave together all modes of travel, consider the user experience, complement adjacent land uses, and seek to improve mobility for all. We listen to constituents and stakeholders, seek consensus and community support, and develop custom solutions to meet each community's needs.

With more than 200 employees, FHU is committed to providing our clients with innovative, equitable, and sustainable transportation solutions that respond to a community's growth and evolving mobility needs while creating a sense of place that is safe and inviting for pedestrians, bicyclists, transit riders, and drivers.



Subconsultants



Farnsworth Group provides comprehensive land surveying services for transportation and infrastructure projects,

with over 40 years of experience in Colorado. Pre-qualified with CDOT, the firm supports public agencies statewide through four offices. Services are backed by advanced technologies such as UAVs, LIDAR, and photogrammetry, with railroad-qualified survey crews and nationwide reach.



Established in 1954, Shannon & Wilson provides geotechnical engineering and pavement design services for transportation projects nationwide.

The Denver office, with 30 professionals, has supported Rocky Mountain infrastructure projects for more than 25 years. Services include subsurface exploration, pavement design, geohazard mitigation, and foundation recommendations, supported by an AASHTO- and CCRL-accredited in-house laboratory.



TRS Corp., incorporated in 2006, provides ROW acquisition and relocation advisory services across Colorado for public and private clients. With 12 professionals in three offices, TRS has extensive expertise in property acquisition and relocation under federal and Colorado statutes. Its staff are CDOT-qualified to support local agencies receiving federal highway funds.



Founded in 1984, T2 Utility Engineers (T2ue) delivers comprehensive utility engineering services, including subsurface utility engineering (SUE), geophysics, surveying, and coordination. With 300+ professionals across 38 offices, T2ue completes 2,500+ projects annually. A leader in utility risk management, T2ue helped develop ASCE 38 standards and Colorado's SUE statute, supported by robust field, technical, and 3D mapping resources.



PK Electrical, Inc. is a woman-owned electrical engineering firm with 29 years of experience delivering comprehensive power, lighting, and communications design. With offices in Reno, Denver, and St. Louis, PK serves diverse transportation and infrastructure projects nationwide. The firm is widely certified, CDOT-experienced, and staffed by licensed engineers and specialized technical professionals.



Established in 1994, Goodbee & Associates is a Colorado-based, woman-owned consulting firm providing civil engineering, landscape architecture, and environmental compliance services. The 25-person team specializes in SUE, utility design, utility coordination, NEPA compliance, and urban design, supporting CDOT, Regional Transportation District (RTD), and local agencies statewide through all project phases.

3.2/ Key Personnel



Michelle K. Stevens, PE, MBA | Principal-in-Charge | FHU

HQ Office / 40% Available

Michelle has over 36 years of experience in transportation engineering, providing principal oversight, management, planning, and design for complex projects. Her background includes federally funded, NEPA-compliant interchange projects featuring new and modified configurations such as diverging diamonds, split diamonds, single-point urban interchanges, roundabout ramps, and standard diamonds. Michelle has extensive experience coordinating with local agencies, CDOT, railroads, stakeholders, and the public on design, ROW, and community aesthetics. As principal-in-charge, she brings strong leadership focused on resource management, quality assurance, and collaborative project delivery.



Alex Pulley, CE | Project Manager | FHU

Local/HQ Office / 70% Available

Alex is an FHU principal with 27 years of experience in the transportation and environmental consulting industry. A biologist by training, he has broadened his skills to managing projects from conception to construction. His broad experience makes Alex an excellent multidisciplinary project manager. He has managed large environmental permitting efforts through design and construction, as well as long-range transportation planning projects and design projects. This experience provides Alex with an extremely unique perspective and ability to carry projects to fruition. He has served as a technical specialist and project manager focused on NEPA, wetlands, threatened and endangered species, PELs, 1601 studies, and preliminary and final design.



John Dibble, PE | Deputy Project Manager/Design Lead | FHU

HQ Office / 65% Available

John, a native of Grand Junction, has 13 years of experience of combined project management, deputy project management, roadway and multimodal design. For the last five years, John has specialized in management and deputy project management of Local Agency corridor and interchange projects for the E-470 Public Highway Authority, City of Aurora, Town of Windsor, Town of Breckenridge, Arapahoe County, private developers, and CDOT. Management of these projects has involved coordinating the work efforts of multiple FHU design specialties as well as subconsultants, overseeing design and NEPA clearance in a streamlined process, spearheading multiagency coordination, coordinating public outreach efforts, and maintaining project schedules and budgets. John's leadership skills and attention to detail lead to efficiency and ultimate project success.



Katharine Duitsman, PE | Local Agency Advisor/QC | FHU

HQ Office / 30% Available

Kat is a transportation engineer with 22 years of experience in roadway design and project management. Her expertise includes geometric and roadside design, cross sections, drainage, traffic control, erosion control, signing, and pavement marking, along with utility coordination and state permitting. She has managed projects for local agencies, CDOT, contractors, and developers, including complex Design-Build projects and early diverging diamond interchanges. In recent years, Kat has served as a trusted advisor on the CDOT Local Agency process, guiding state- and federally funded projects through design and construction.



Casey Keller, PE | Multimodal/Corridor Design Lead | FHU

HQ Office / 75% Available

Casey brings 8 years of experience in various types of engineering projects, including roadway design. His experience includes geometric roadway design, roundabout design, trail design, intersection design, and roadway widening projects. He is well-versed in the use of software applications such as AutoCAD, Civil3D, and other CAD software for design, layout, and quantity approximations, as well as Microsoft Office. Casey's past work experience includes storm sewer design, site development design, construction inspection, and overall design of various roadway-related projects.

Office Location

Local Office:

734 Main Street, Suite 113
Grand Junction, CO 81501

HQ Office:

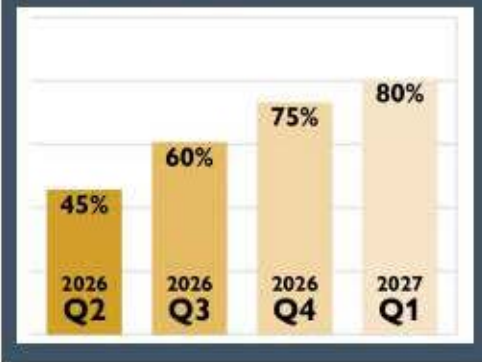
6400 S. Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111

Other Colorado Office Locations:

- Colorado Springs
- Denver
- Fort Collins

Capacity

The following depicts FHU's team capacity for the next four years.





**Amanda Cushing | Environmental/
Permitting | FHU**

HQ Office / 55% Available

Amanda is an environmental professional with 24 years of experience in environmental assessment and compliance. Her background includes asbestos and lead-based paint surveys, mold inspections, historical research, and agency file reviews. While specializing in hazardous materials evaluations, she has expanded her expertise in NEPA compliance, including Sections 4(f), 6(f), and 404 permitting. Amanda has extensive experience writing and managing NEPA documentation, coordinating with agencies, and tracking post-NEPA mitigation. She has supported both public and private transportation projects and is highly skilled in project organization, scheduling, and subconsultant coordination.



**Alivia Plankis, PE | Structures
Lead | FHU**

HQ Office / 40% Available

Alivia has 13 years of structural design experience with transportation projects for public clients across the southwest. She has led the structural design of multiple projects in Colorado. Her experience includes design of single and multi-span prestressed and post-tensioned concrete bridges, retaining walls, and box culverts. She has also worked on bridge preservation and maintenance projects, structures in high-seismic zones, and GRS abutments. Responsibilities have also included preparation of drawings and specifications, cost estimating, bridge rating, and review of shop drawings.



**Zane Matz, PE | Interchange
Lead | FHU**

HQ Office / 70% Available

Zane joined FHU in 2021 bringing four years of experience in roadway design to the civil engineering team. His experience includes interchange, highway, and intersection including roundabout design. He is well versed in the use of software such as AutoCAD, Civil3D, MicroStation, and other CAD software for design and plan production. Zane's past work experience includes geometric design and modeling of various highway- and aviation-related projects, construction administration, and all phases of plan production.



**Zach Grady, PE, CFM | Drainage
Lead | FHU**

HQ Office / 60% Available

Zach has 13 years of experience as a water resources engineer for major roadway projects, including storm sewer design, water quality facilities, hydrology, hydraulics, erosion control, channel design, and floodplain modeling. Before joining FHU, Zach had experience with post-2013 flood recovery projects in Colorado, as well as culvert inventoring, recommendations, and design with the Oregon Department of Transportation. Zach's software expertise for successful project delivery includes HEC-RAS, AutoCAD, Civil3D, SewerGEMS, Flow Master, Culvert Master, Colorado Urban Hydrograph Procedure (CUHP), HY-8, MicroStation, and InRoads.



**Jeff Redfern | Survey/ROW
Plans | Farnsworth Group**

Farnsworth Office / 50% Available

Jeff has more than 39 years of experience in civil engineering and land surveying. His work has included historical land surveying, transportation-oriented surveys, oil and gas surveys, and civil construction related projects. He has served in numerous market sectors including transportation, ROW acquisition, and civil design, as well as serving as a professional expert witness. Under Jeff's leadership, projects are managed for schedule and budget, with an eye toward the relationship and providing the results that are in the best interest of the client. His technical expertise includes Trimble GPS equipment and software, AutoCAD, and MicroStation InRoads and ORD.



**Brad Rodenberg | ROW
Acquisition | TRS**

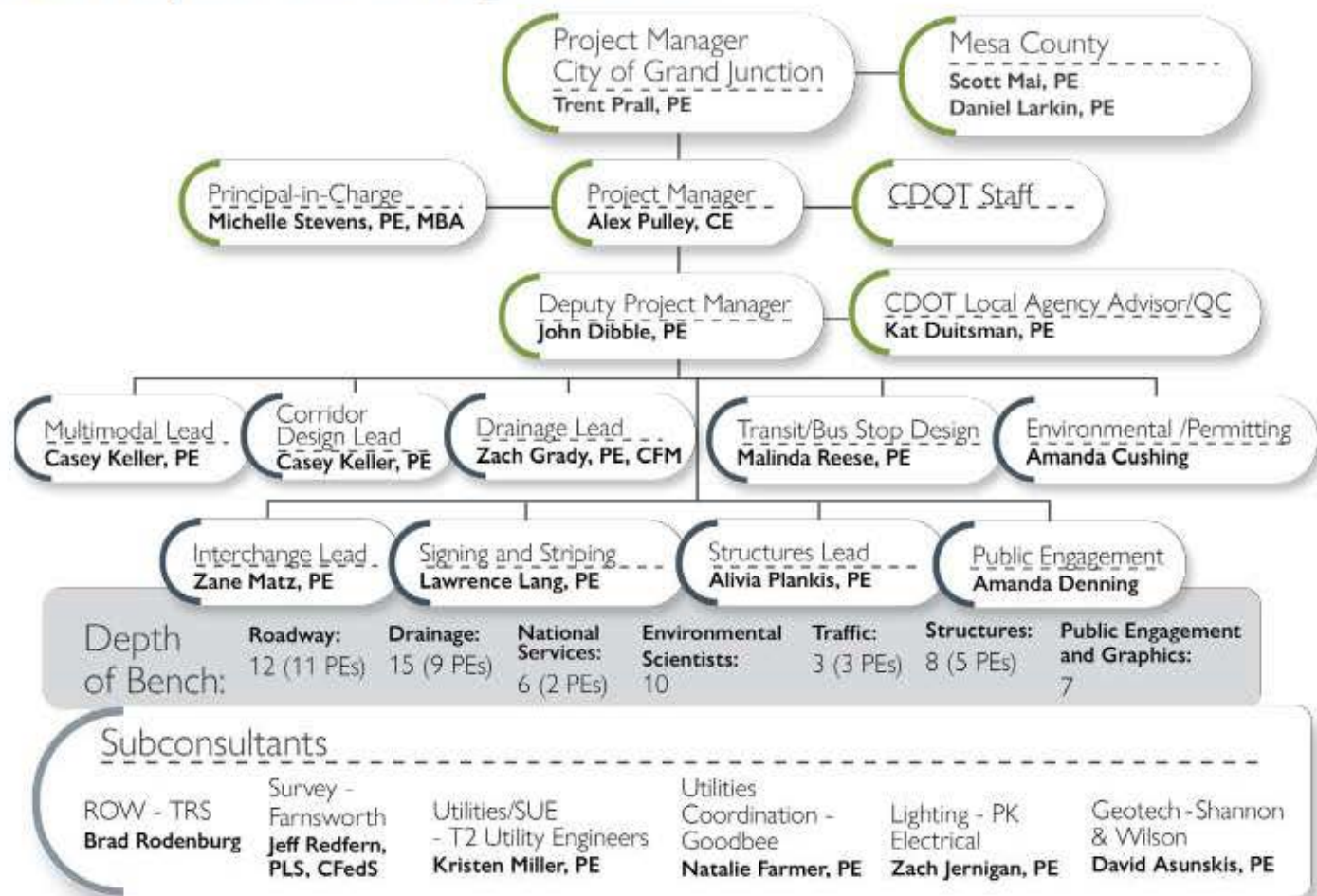
TRS Office / 50% Available

Brad is Vice President of TRS Corp. He has managed ROW projects for Colorado public agencies statewide, including those for CDOT, Boulder County, El Paso County, City of Colorado Springs, and the City of Grand Junction. His duties as Principal of TRS include project management and the development of TRS ROW staff. With over 25 years of industry experience, he is recognized for his ability to develop innovative solutions to the unique challenges presented when acquiring private property for public purposes.

Contractual Commitment of Staff

FHU is contractually committed to providing qualified and appropriately skilled staff to meet all project and service obligations outlined in its agreements. This commitment includes ensuring personnel availability, maintaining continuity of service, and assigning staff with the requisite expertise, certifications, and experience for the duration of the contract. FHU further commits to proactive workforce planning, timely replacement of key personnel when necessary, and adherence to all contractual, regulatory, and client-specific requirements related to staffing, performance, and confidentiality.

3.3/ Project Team Organization



Our project team is intentionally structured to provide the City and County with a highly qualified, responsive, and fully committed group of professionals who bring the technical depth, regulatory experience, and local knowledge necessary to successfully deliver this project. Each team member has been thoughtfully selected based on demonstrated experience with CDOT Local Agency projects, NEPA environmental clearances, and complex multimodal corridor and interchange design, ensuring that the City is supported by a team that understands both the technical demands and the procedural rigor required for a federally funded project.

The project's objectives are inherently multilayered, balancing environmental documentation, phased corridor development, multimodal integration, and future interchange readiness. Our multidisciplinary team, as illustrated on the organizational chart, reflects this complexity. Collectively, our staff brings a strong history of supporting municipalities and public agencies through CDOT processes, federal environmental approvals, and the development of safe, accessible transportation facilities. This experience translates directly into an informed, efficient approach to project delivery, grounded in a working knowledge of CDOT standards, Local Agency procedures, NEPA requirements, and City and County design expectations.

To complement our in-house capabilities, we have assembled a team of trusted, long-standing subconsultant partners to support survey, SUE, geotechnical services, lighting design, and ROW acquisition.

Each subconsultant has extensive experience delivering projects on Colorado's Western Slope and has established strong working relationships with our firm through ongoing and recently completed projects. This continuity promotes efficiency, minimizes learning curves, and strengthens coordination across disciplines. Should the need to add or change a subconsultant, we are prepared to adjust accordingly.

All proposed key personnel are fully available and contractually committed to this effort. Continuity of staff is a cornerstone of our project delivery philosophy, and the City and County can expect the same individuals presented in this proposal to remain actively engaged throughout design, environmental clearance, and final documentation.

We view our subconsultants as fully integrated extensions of our project team, not downstream task executors. They will participate in project initiation, attend recurring progress meetings, and remain actively engaged throughout each design phase to support early issue identification, interdisciplinary coordination, and quality outcomes. The City is welcome to communicate directly with any team member or subconsultant to facilitate collaboration and technical clarity. However, overall responsibility and accountability for performance, schedule, quality, and coordination rests solely with FHU. We will proactively manage all team members and, when necessary, take immediate corrective action to resolve issues and protect the City's interests.

3.4/ Relevant Project Experience and 3.5/ References

29 Road 1601 & NEPA | Grand Junction, CO



This project is a combined effort between Mesa County and the City of Grand Junction and consists of a new interchange at 29 Road as recommended in the PEL study. FHU was selected to advance this long-planned

project to provide a regional connection to Grand Junction. The project includes an interchange at I-70 and 29 Road and 1-mile of multimodal roadway improvements between the new interchange and Patterson Road. The project will establish effective and safe access to the future regional Matchett Park along the regional trail system, 29 Road, and the interstate.

FHU is ensuring that the new interchange and 29 Road improvements provide safe and effective multimodal opportunities. We are performing the necessary analyses and documentation required by CDOT's Procedural Directive 1601.1 and the FHWA IAR process. The team has been coordinating closely with stakeholders from FHWA, CDOT, Grand Valley Regional Transportation Planning Office, Grand Junction Airport, and local groups. In addition, FHU has conducted public outreach and meetings to ensure the project is advancing in a collaborative way.

Why is this relevant to 29 Road?

The relevance to this current phase is obvious, but the importance of this history cannot be understated. Knowing the path we have been on and challenges and solutions that have emerged along the way, allows us to more efficiently navigate the next steps better than any other team.

US 85 & 120th Avenue Interchange Design | Commerce City, CO



The project includes preliminary design for transportation improvements to convert an existing at-grade crossing into a grade-separated diverging diamond interchange over US 85 and the UPRR. Work includes environmental clearance, ROW acquisition, and public and agency coordination. Design refinements improve safety and operations at

the UPRR crossing and the 120th Avenue and US 85 intersection while minimizing impacts to the Fulton Ditch, wetlands, adjacent properties, and other environmental resources.

Improvements include water quality and drainage enhancements, new retaining walls, and new bridge structures, along with extensive utility coordination to relocate overhead power and fiber optic facilities. The project also involves coordination with RTD to address transit access, operations, and stop replacements, as well as landscaping and urban design integrated with art in public places and public engagement. CRISI grant funding requires meeting critical milestones and Federal Railroad Administration approval to advance design, ROW acquisition, and easements.

Why is this relevant to 29 Road?

Accommodating a new interchange to a CDOT highway with federal funding coordination and requirements and working with property owners to acquire needed ROW, while also building public support for the interchange and corridor improvements are common components for these two projects that FHU can rely on to move this proposed project forward.

Project Reference Info

- **Client Name:** Mesa County & City of Grand Junction
- **Contact Person:** Daniel Larkin
- **Address:** 750 Main Street, PO Box 20000, Grand Junction, CO 81501
- **Phone:** (970) 244-1765
- **Email:** daniel.larkin@mesacounty.us
- **Project Budget:** \$2.4 million
- **Current Cost:** \$2.4 million
- **Schedule:** January 2022 – Anticipated Completion April 2026

Key Personnel

- Alex Pulley, Project Manager
- Amanda Cushing, Deputy Project Manager
- John Dibble, Design Lead
- Alivia Plankis, Structures
- Zane Matz, Design Support

Project Reference Info

- **Client Name:** City of Commerce City
- **Contact Person:** John Hubery
- **Address:** 8602 Rosemary Street, Commerce City, CO 80022
- **Phone:** (303) 286-4876
- **Email:** jhubery@c3gov.com
- **Project Budget:** \$3.3 million
- **Current Cost:** \$623,075
- **Schedule:** Ongoing

Key Personnel

- Michelle Stevens, Project Manager
- Alex Pulley, Principal-in-Charge
- Amanda Cushing, Environmental Lead
- Alivia Plankis, Structural Lead
- Lawrence Lang, Signal and Striping Lead

Weld County Road 8 & I-76 Interchange | Weld County, CO



The BNSF Railway selected FHU to complete the CDOT 1601 process, FHWA IAJR, and NEPA process for a new Interchange on I-76 and Weld County Road (WCR) 8. This interchange is required because of a new Logistics Park and Intermodal Facility along the BNSF railroad line. This project involves the efforts

associated with the completion of the 1601 and NEPA processes for a new interchange at I-76 and WCR 8. The 1601 process entailed traffic data collection, analysis, alternative evaluation, and SLS preparation. The NEPA process includes environmental field data collection, alternative analysis, impact assessment, mitigation identification/tracking, and NEPA documentation. It is assumed that a Documented Categorical Exclusion (CatEx) is needed. The FHU team initiated an in-depth process involving close coordination with CDOT Region 4, FHWA, Denver Regional Council of Governments (DRCOG), Weld County, Town of Hudson, and Town of Lochbuie to ensure that traffic information collected and analyzed is acceptable and will be sufficient for both the 1601 and IAR approvals. The FHU process is intended to create the most efficient approval process as possible.

Why is this relevant to 29 Road?

Similar to 29 Road, this is a new interchange on an interstate. FHU successfully led the project through the 1601 process and is nearly complete with the IAJR. We have routinely leveraged this experience to help with the 29 Road project and will continue to bring this vital experience the next phase of 29 Road.

West Colfax Avenue Safety and Infrastructure Improvements | Lakewood, CO



West Colfax Avenue, between Wadsworth Boulevard and Sheridan Boulevard in the city of Lakewood, has experienced safety issues resulting in fatalities and severe injuries over the past few years. As a result, this project received the safer Main Streets grant from CDOT to help alleviate safety concerns.

Activities involved repurposing the curbside lane to provide room for infrastructure improvements, eliminating negative left turn offsets at intersections to improve line of sight, and constructing a new traffic signal to improve corridor signal coordination and vehicular flow. Pedestrian

safety improvements include five Z crossings (i.e., staggered pedestrian crosswalks), along with pedestrian hybrid beacons, for safe crossing opportunities; buffered sidewalks; and improved roadway and pedestrian lighting. Other enhancements involve providing bus pullouts and far side bus stops for efficient and safe transit operations.

The design not only provides pedestrian facilities that exceed ADA accessibility requirements but develops an advanced pedestrian detection system to identify jaywalkers under all weather and lighting conditions so that approaching drivers can be warned.

Why is this relevant to 29 Road?

CDOT Local Agency Project with federal, state, and local funding, delivered in phases based on funding commitments. The project also required coordination with development and other construction projects' traffic control on a heavily traveled corridor, complex drainage and floodplain conditions, innovative pedestrian safety features, and extensive landscape improvements.

Project Reference Info

- **Client Name:** Burlington Northern and Santa Fe (BNSF) Railway
- **Contact Person:** Sugi Baskaran
- **Address:** 26664 Elwood International Park Road, Elwood, IL 60421
- **Phone:** (817) 593-4003
- **Email:** Suganth.Baskaran@BNSF.com
- **Project Budget:** \$993,589
- **Construction:** \$85 million
- **Final Cost:** \$994,092
- **Schedule:** 2021 – 2026

Key Personnel

- Alex Pulley, Project Manager
- Kat Duitsman, Principal-in-Charge
- Alivia Plankis, Deputy Project Manager
- Lawrence Lang, Signal and Striping Lead

Project Reference Info

- **Client Name:** City of Lakewood
- **Contact Person:** Luke Potthast
- **Address:** 480 S. Allison Parkway, Civic Center North, Lakewood, CO 80226
- **Phone:** (303) 987-7951
- **Email:** lpottthast@lakewood.org
- **Project Budget:** \$4.2 million (design)
- **Schedule:** October 2021 – Estimated Completion December 2027

Key Personnel

- Michelle Stevens, Principal-in-Charge
- Kat Duitsman, Multimodal Design Lead
- Alivia Plankis, Structures
- Alyssa Pankow, Drainage
- Amanda Cushing, Environmental
- Casey Keller, Roadway Design Lead
- Lawrence Lang, Signing and Striping

3. Capacity, Credentials, Experience, and References

The following table highlights FHU's experience involving both local agency and federally funded projects. These projects represent those with similarities to the 29 Road Corridor and 29 Road Interchange. Being able to demonstrate experience with both interchanges and corridor projects is key to assuring you that FHU has the knowledge and wherewithal to deliver the project elements. Rest assured that we will rely on FHU's 40+ years of experience delivering transportation solutions for clients throughout Colorado.

FHU Local Agency Experience			
Project	CDOT Region	Interchange (I)/ Corridor (C) Project	Key Personnel Involved
Broadway Wedge Ramp with I-25	1	I	Amanda Cushing, Environmental
County Line Road Widening	1	C	Amanda Cushing, Environmental
I-225/Colfax	1	I	Michelle Stevens, Design Lead Kat Duitsman, Roadway Lead
Stephen D. Hogan Parkway	1	C	Michelle Stevens, Project Manager Alex Pulley, Environmental Alivia Plankis, Structures Lead Kat Duitsman, Roadway Lead
US 6 Design-Build	1	I	Kat Duitsman, Design Lead
Powers & I-25	2	I	Alex Pulley, Environmental John Dibble, Roadway Design Alivia Plankis, Structures Lead
I-70 Edwards Interchange	3	I	Michelle Stevens, Project Manager Kat Duitsman, Roadway Lead
SH 9 Iron Springs	3	C	Alex Pulley, Environmental

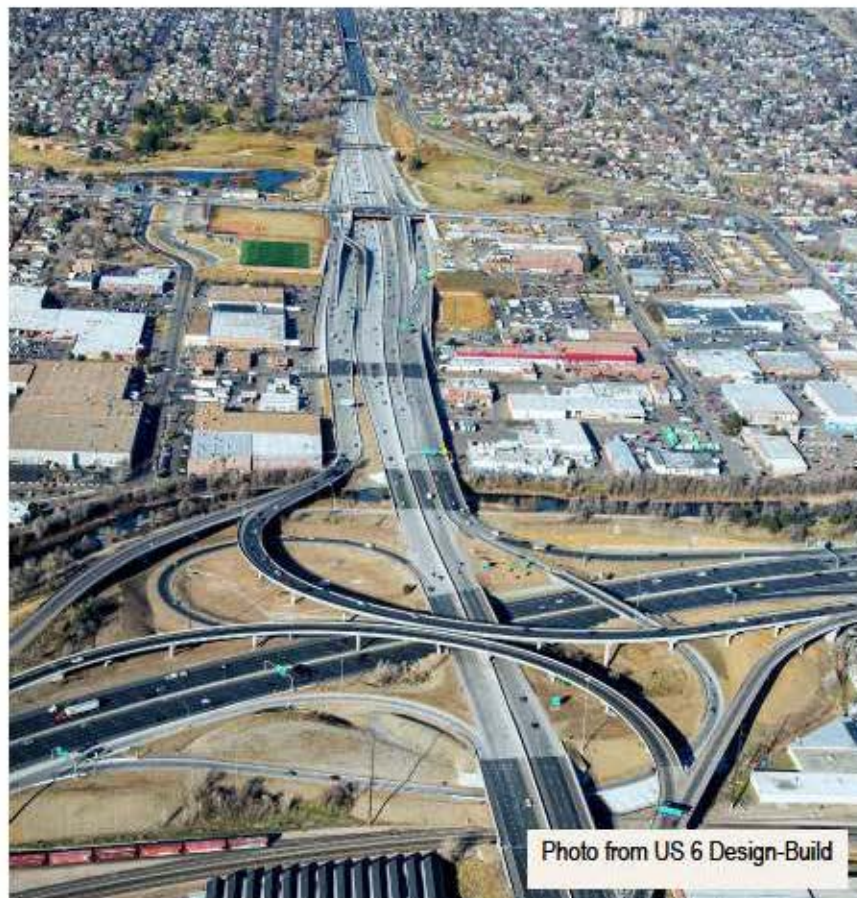


Photo from US 6 Design-Build

4. Strategy and Implementation Plan

4.1/ Technical Approach

FHU's technical approach is structured to partner with the City and County team efficiently from design scoping through final construction documents for the 29 Road Corridor and Patterson Intersection, while integrating environmental requirements, CDOT Local Agency procedures, and phased corridor development into a coordinated and constructable design solution. From project initiation through final design, our team will function as an extension of the City's and County's staff coordinating closely with CDOT Region 3 to advance design in a deliberate, review-driven sequence that supports environmental clearance, ROW authorization, and construction readiness.

1. Design Scoping Through Final PS&E

The project will begin with a formal design scoping and project initiation effort focused on confirming scope, approvals strategy, and technical assumptions. This phase will establish the project's foundational framework, including design criteria, environmental pathways, ROW needs, utility coordination protocols, and phasing constraints associated with the interim corridor and future interchange vision.

Key activities will include:

- Review of existing studies, conceptual layouts, and planning documents
- Confirmation of project limits, design criteria, and multimodal objectives
- Coordination with CDOT Region 3 to validate process requirements and review expectations
- Development of a detailed project management plan (PMP) and design schedule
- Preparation and facilitation of the Design Scoping Review (DSR) meeting

The scoping phase is treated as a risk-management milestone, ensuring that engineering, environmental, and regulatory strategies are aligned before advancing into technical development.

Following scoping, the project will advance through preliminary design, environmental development, and final design as a continuous and integrated effort in finalizing the vision, rather than as isolated tasks. Throughout design, we will emphasize early resolution of geometric, structural, drainage, utility, and ROW considerations so that decisions made at the 30% level remain valid and defensible through final construction documents.

Final PS&E development will include the preparation of all plans, specifications, Opinion of Probable Construction Cost (OPCC), and supporting documentation necessary for CDOT review, federal compliance, and construction advertisement. We will develop deliverables in conformance with CDOT standards, City and County requirements, and federal accessibility regulations, with ongoing Quality Assurance/Quality Control (QA/QC) following FHU's Total Quality Management Plan (TQMP) and five step QC process and constructability review.

2. Progressive Design Reviews (FIR / 30% / FOR / PS&E)

Field Inspection Review (FIR) / 30% Design

Preliminary design will focus on confirming the preferred alternative from the interchange to intersection, full corridor footprint and alignment, and intersection concepts while integrating environmental considerations and enough detail for keeping the entire vision in focus. This phase will include:

- Baseline survey and mapping
- Preliminary roadway geometry and typical sections and pavement design
- Structural concepts, span configurations, and geotechnical foundation design
- Drainage and stormwater management strategies
- SUE and utility conflict identification
- Multimodal facility layout and connectivity
- Preliminary ROW impacts
- Engineer's OPCC

We will use the FIR milestone to formally engage CDOT and City technical staff to validate assumptions, identify risks, and confirm that the project is positioned to advance through environmental clearance and subsequent design. We will track, resolve, and incorporate FIR comments into the design basis going forward.

90% Design / Final Office Review (FOR) Preparation

Following FIR, the project will advance into detailed design, focusing on refinement, coordination, and documentation for the corridor and intersection. During this phase, discipline leads will work in parallel under an integrated model to finalize:

- Roadway profiles, sections, and intersection geometry
- Final drainage networks, detention, and water quality features
- Utility relocation plans and agreements
- ROW plans and legal exhibits
- Traffic control, signing, striping, and lighting
- Americans with Disabilities Act (ADA)-compliant pedestrian and bicycle facilities

The 90% submittal will represent a fully coordinated set of documents suitable for comprehensive CDOT and City review. We will conduct formal QA/QC reviews and constructability evaluations prior to submittal to reduce review cycles and late-stage changes.



Final Plans, Specifications, and Estimate (PS&E) Package

Final design will address remaining review comments, finalize quantities and OPCC, verify environmental commitments, and assemble the bid-ready PS&E package. The team will support CDOT FOR, assist the City with certification activities, and prepare final documentation required for advertisement and federal authorization.

3. Multidisciplinary Integration

A defining feature of our approach is the deliberate integration of all technical disciplines from the outset of design. Rather than developing roadway, structures, drainage, utilities, and multimodal elements independently, our process emphasizes collaborative layout development, shared technical baselines, and routine cross-discipline coordination. This is a differentiator of FHU; we have virtually all of these discipline in-house with communication and coordination already in place.

Roadway

Roadway design serves as the organizing framework for the project. Horizontal and vertical alignments, access control implementation, and phasing concepts will be developed to support the interim three-lane section while preserving the ultimate five-lane arterial footprint. Typical sections, intersection geometry, and median strategies will be coordinated with structural, drainage, and utility needs to minimize future rework and maintain constructability.



FHU will look to consider public art similar to Horizon Drive

ROW

Procurement of ROW is a critical path to successful project delivery. The FHU team includes TRS Corp., a Colorado-based ROW services contractor, to assist the City with ROW acquisition for construction along 29 Road and Patterson. TRS is a CDOT-qualified ROW services contractor for both property acquisition and relocation advisory assistance.

The processes to acquire property for the project are governed by Colorado Law, the CDOT ROW Manual, and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended ("Uniform Act").

TRS will secure title commitments to identify matters of record, including easements, financial liens, etc. that affect the needed ROW. We will use this information to survey in preparation of ROW plans, utility coordination with identification of easements and utility usage rights (URAs), and ROW, and to plan for title curative measures to expedite agreement and closings. TRS regularly works with the Farnsworth Group for survey and legal descriptions and plans in preparation for a Right-of-Way Plan Review (ROWPR), Acquisitions, Appraisals, and offers.

Structures

We will develop structural concepts for the interchange in parallel with roadway geometry to ensure compatibility with staging, drainage, and long-term corridor expansion. Early structural involvement supports optimized span layouts, foundation placement, and constructability, reducing the risk of late geometric or ROW changes.

Drainage

FHU's water resources team will complete a thorough analysis of the street drainage along 29 Road, I-70, and the Patterson intersection, beginning with review of both the existing and proposed drainage patterns. In addition to hydrology, we will complete a hydraulic analysis for both the existing and proposed surface runoff. We will perform street capacity spread widths and depths for the inlets directly tributary to the area of disturbance to ensure the proposed design meets criteria.

From an erosion control and GESC perspective, it is anticipated that this project will impact more than one acre; therefore, we will complete a Colorado Discharge Permit System (CDPS) permit application and all necessary documentation for the permit, as well as a comprehensive erosion control plan and CDOT Stormwater Management Plan to assist the City with CDOT clearances.

Utilities and SUE

We will initiate SUE early to identify potential conflicts and inform both horizontal and vertical design decisions. Our team will maintain continuous utility coordination throughout design phase, allowing us to refine relocation concepts alongside roadway and drainage solutions and reduce the risk of construction-phase surprises. As part of the Local Agency process, we will prepare utility agreement letters, comprehensive utility plans showing proposed relocations, and a detailed project special provision outlining the responsibilities of utility owners and contractor responsibilities. CDOT will review and approve this complete utility package as part of the final utility clearance.

Multimodal Elements

We will embed pedestrian, bicycle, and transit accommodations into the base corridor design rather than adding them as secondary features. Our team will coordinate shared-use paths, sidewalks, crossings, and buffer treatments with roadway geometry, structural elements, drainage facilities, and ROW limits to ensure safe, accessible, and continuous multimodal connectivity.

4. Design Management and Coordination

We will support design integration through regular multidisciplinary meetings, internal cross discipline reviews, and recurring coordination meetings with the City. Progress meetings will focus

not only on schedule and deliverables, but on technical details to implement the vision, identify and mitigate emerging risks, and verify upcoming decisions requiring City or CDOT input.

All disciplines will operate under a unified document control, quality management, five-step QC process. Using this process ensures that assumptions, commitments, and review comments are consistently communicated and resolved across the full team.

5. FHWA IAJR

Once the 1601 application is approved, FHU will work with the City and County to prepare the FHWA IAJR using the December 19, 2024 FHWA requirements. The FHWA approval requires two steps: (1) an initial SO&E determination to demonstrate technical feasibility of the alternative considered in NEPA and (2) a final determination at the completion of the NEPA process.

The IAJR must be submitted as part of the initial SO&E review. FHU will obtain most of the material needed for the IAJR from the CDOT 1601 Process. We will perform the necessary tasks to complete the IAJR and apply for both the SO&E determination and final approval.

FHU is aware of this important step and with FHWA participation in the SLS process was ensured that the analysis completed would be acceptable for use in the IAJR.

FHU will use the material developed for the SLS and the Conceptual Guide Signing Plan to prepare a preliminary draft of the IAJR. It is anticipated that the quantitative analyses included in the SLS will meet the basic needs of the IAJR. The IAJR will include the following elements:

- Introduction and Background
- Proposed Change in Access
- Purpose and Need
- Alternatives
- Operations Analysis
- Safety Evaluation
- Multimodal Evaluation Geometry and Conceptual Guide Signing Layout
- Conclusions

FHU will closely coordinate the delivery of the Draft IAJR submittal through CDOT since CDOT must be the applicant to FHWA for this process.

4.2/ NEPA and Environmental Strategy

Data Collection and Resource Analysis

The FHU team has completed all the necessary field work for the resources identified during the CDOT scoping meeting in 2023. Based on the design details completed thus far, biological resources, traffic noise, and historic resources are the more critical resources requiring additional design details to move the project forward. Because of the work already completed, the team can focus on the few resources that create risk, keeping the team's efforts targeted and the project moving toward approval instead of getting bogged down in unnecessary analysis.

The proposed design has the potential to impact aquatic (i.e., wetlands) resources near the intersection of 29 Road and Patterson Road. Although impacts can be costly, by evaluating a retaining wall, we can reduce impacts to wetlands, reduce mitigation requirements and costs, and lower the risk of delays tied to permitting.

Smarter design now saves money, time, and regulatory pain later.

Noise data show that out of more than 200 nearby properties, only 27 would be potentially affected by the current design. Knowing this upfront allows the team to focus on practical noise solutions tied to the roadway widening and interchange, instead of reacting later with costly or last-minute changes. Having this knowledge also supports a defensible noise analysis before it turns into a public concern or approval delay.

The 29 Road alignment will jog to the west near Arabesque Drive, and a new bridge over the Government Highline Canal will be required. With the Canal being historically eligible for the NRHP, FHU has previously coordinated with CDOT's historian on the type of information that must be included in the review package for the State Historic Preservation Office (SHPO). Because the Canal is NRHP-eligible, the new bridge could easily become a schedule killer if handled late or incorrectly. FHU's early coordination with CDOT's historian ensures that already knowing what SHPO expects will reduce rework and streamline reviews, keeping Section 106 from turning into a last-minute scramble.



Agency Coordination Plan

FHU has already established and implemented a coordination plan with the CDOT Region and EPB staff through the completion of the project’s purpose and need revision, scoping meeting, alternatives review, and initial existing conditions review.

Through FHU’s internal social pinpoint website, environmental meeting summaries with key decisions and action items are readily available to the City, County, and CDOT staff at any point during the project. Using this type of coordination approach keeps the project focused, predictable, and within scope—positioning CDOT and FHWA to issue a timely, defensible FONSI without last-minute drama.

Additionally, Amanda Cushing has developed and maintains a tracking form that serves as the project’s coordination control tool. The form documents key draft and submittal dates for each EA resource, identifies the assigned reviewers and review status, and records comment resolution milestones and final approval dates. The form provides real-time visibility into where each deliverable stands, supports proactive schedule management, and reduces the risk of missed reviews, duplicated efforts, or late-stage surprises.

Risk Mitigation for Schedule and Approval

A number of items involved with NEPA documentation can cause substantial project delays. The following common situations may trigger additional coordination:

- Design changes that shift impacts to key resources (e.g., wetlands, Canal bridge, or noise-sensitive properties)
- Requests to broaden the scope of analysis beyond what is appropriate for an EA
- Mitigation measures that are vague, not clearly tied to identified impacts, or not realistically implementable
- Any indication that reviewers are hesitant to support the impact conclusions or the basis for a FONSI

If any of these issues arise during final design, Amanda Cushing will elevate them immediately and coordinate directly with the City and County. Together we will approach CDOT and FHWA to confirm the path forward, align on the appropriate level of analysis and documentation, and refine mitigation as needed. The intent is to resolve concerns early—through targeted coordination, documented decisions, and clear direction—so issues are closed out before the draft EA is released for agency and public review. Doing so avoids late revisions, re-analysis, and schedule impacts with fewer surprises, faster reviews, and a clearer path to approval.

29 Road Interchange at I-70 NEPA/1601 Project
Template EA and Technical Reports
CDOT Region 3, CDOT EPB, FHWA, and Team Review Status

Deliverable	Preliminary Draft Submitted	Reviewers	Preliminary Draft Comments Received	Preliminary Draft Comments Addressed	Draft Submitted	Draft Approved
Biological Resources Report	4/11/2025	Paavo Durkin (CDOT) Christina Lee-Flynn (CDOT)	7/7/2025	11/20/2025	12/3/2025	
Wetland Delineation Report (revised to "Aquatic Resources")	4/11/2025	Paavo Durkin (CDOT)	7/7/2025	11/21/2025	12/3/2025	
Wetland Finding Report (in review)						
Modified Environmental Site Assessment (Hazardous Materials)	4/11/2025	Jennifer Giesch (CDOT)	No comments	N/A	12/3/2025	
Historic Properties Survey/Eligibility Report	4/11/2025	Lise Schach (CDOT)	7/30/2025	10/14/2025	12/3/2025	
Historic Properties Effects Report						
Archaeological Survey Report	4/11/2025	Oleg Wolfe (CDOT)	7/7/2025	11/3/2025	12/3/2025	
Paleontological Positive Results, Tech Memo or Negative Results Letter (Completed by CDOT)	N/A					
Socioeconomics (submitted to Community Analysis)	5/7/2025	Shay Reilly (CDOT)	7/7/2025	11/21/2025	12/3/2025	
Recreational Resources (including Section 4(f) and Section 6(f) Eligible Properties) Technical Report	8/4/2025 8/12/2025	Shay Reilly (CDOT) Troy Hakouni (CDOT)	7/7/2025 10/20/2025	11/17/2025	12/3/2025	
Visual Impact Assessment (VA) Scoping Questionnaire	8/9/2025	Jennifer Giesch (CDOT)	8/24/2025	11/21/2025	12/3/2025	

Environmental Tracking Sheet for the 29 Road Project

4.3/ CDOT Local Agency Process

FHU brings nearly four decades of experience successfully delivering federally funded transportation projects under the CDOT Local Agency process, supporting municipalities, counties, and regional agencies throughout Colorado. (See the Local Agency table on page 14.) This experience has provided our team with a deep working knowledge of CDOT procedures, documentation standards, review protocols, and coordination expectations across all phases of project development from early scoping and environmental clearance through final design, ROW authorization, and construction readiness.

Our team has further strengthened this expertise through recent and ongoing coordination associated with the 29 Road Corridor and Interchange planning efforts, developing productive working relationships with both Local Agency partners and CDOT Region 3 staff. These established connections, combined with our institutional knowledge of CDOT workflows, position us to navigate the Local Agency process efficiently, anticipate review needs, and proactively manage risk for the City.

Federally funded projects administered through CDOT require disciplined adherence to defined procedures, documentation, and approval milestones. Our approach is built on early alignment, continuous coordination, and proactive submittal development to ensure that regulatory requirements are integrated into the project’s technical foundation rather than addressed reactively.

The chart on the following page highlights typical elements of the CDOT Local Agency process that we manage on behalf of our clients.

Step 1. Project Initiation	Step 2. Project Development	Step 3. Clearances/Signoffs for Final CDOT and/or FHWA Project Approval for Advertisement
<ul style="list-style-type: none"> a. Design Scoping Meeting – Assist the City with meeting preparation and attendance. b. CDOT Environmental (NEPA) Scoping Meeting – Attend the meeting with the City and provide input on applicable resources requiring clearance and/or mitigation. c. CDOT Form 463 Design Data – Fill out the form and submit to CDOT for review and approval. 	<ul style="list-style-type: none"> a. Design – Follow CDOT's FIR (30%), FOR (90%), and Final PS&E review process. b. Utility Coordination – Coordinate design with affected utility companies and write clearance letters. c. NEPA Clearance per CDOT and Federal Requirements – Complete environmental permitting. 	<ul style="list-style-type: none"> a. CDOT Form 128b NEPA Sections A & B – CDOT or FHWA signature required for ROW acquisition, including temporary construction easements, to begin. b. CDOT Form 128b NEPA Sections C, D & E – CDOT or FHWA signature signifies final environmental clearance. c. Utility Clearance – CDOT will provide signoff once utility plans and clearance letters are finalized. d. Water Quality Clearance – CDOT will provide signoff once the design satisfies CDOT's and/or the Local Agency's MS4 requirements. e. ROW Clearance – CDOT will provide signoff once acquisitions are complete in accordance with the Uniform Act.

4.4/ Schedule, Milestones, and 5.4/ Cost Control

Keeping the 29 Road Project on schedule is critical to Grand Junction and Mesa County. FHU's approach sets realistic expectations for agency review timelines and promotes strong partnerships through continuous communication and timely responses to requests for feedback or additional information. Recognizing limited agency staffing, Alex and John will proactively support the review process through targeted phone and email outreach to engage reviewers and reinforce schedule needs.

The proposed project schedule, included on the following page, assumes conservative timelines for agency reviews and processes. While some tasks may allow efficiencies depending on decisions, this approach establishes realistic expectations should additional review or procedural steps be required.

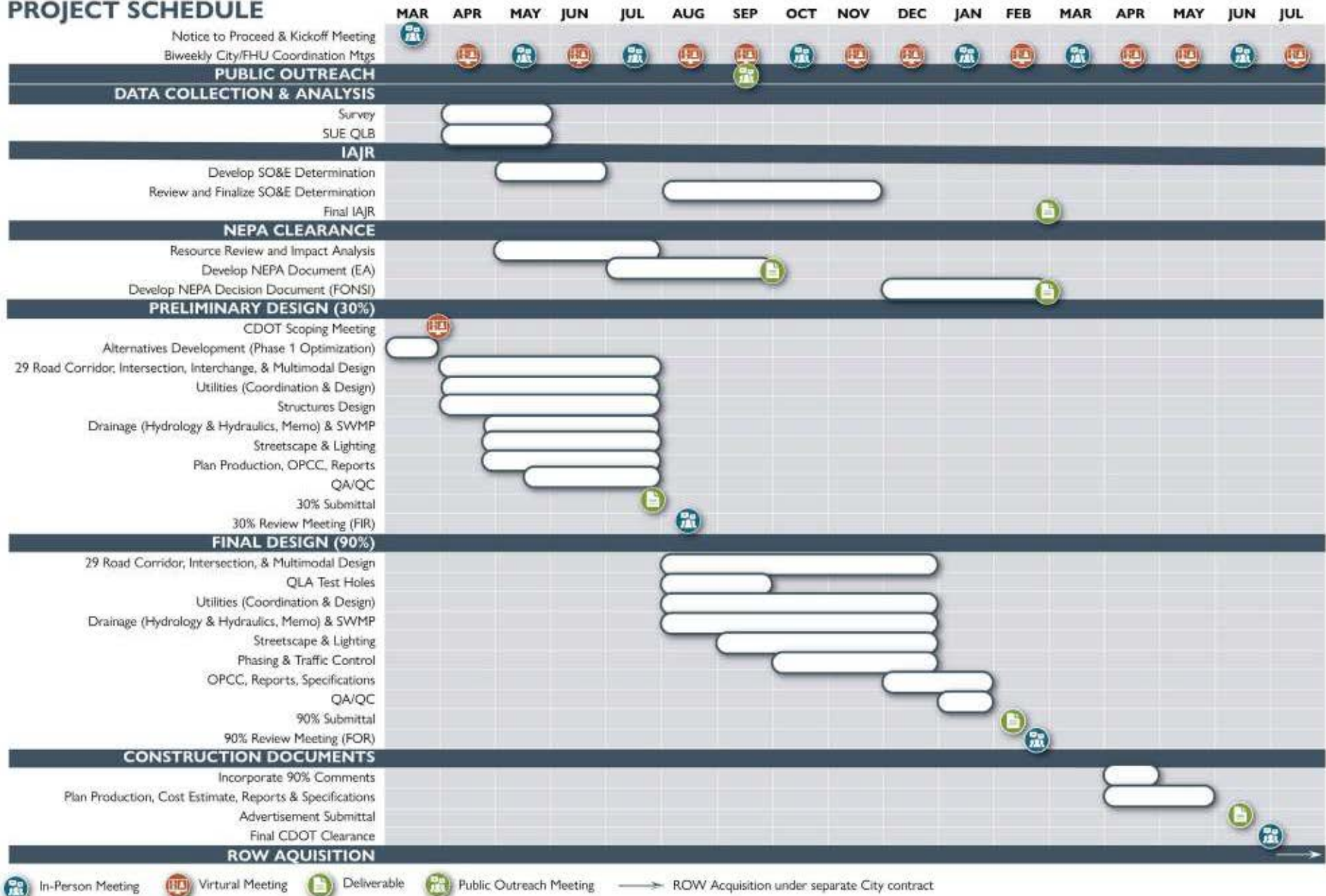
Maintaining schedule compliance requires keeping all project partners informed of progress and decisions. Staff turnover among stakeholders can lead to revisiting prior decisions, resulting in lost time and resources. To mitigate this risk, we propose a dedicated project website to keep stakeholders informed and aligned.

The website will be accessible to Grand Junction and Mesa County leadership, CDOT Region 3, and FHWA. It will track progress against the agreed-upon schedule, outline meeting topics, and allow stakeholders to anticipate and participate in discussions relevant to their interests. As the project advances, the site will be updated with meeting materials, minutes, and an action item log, serving as both a project record and a transparency tool. Ultimately, the website will function as a central repository for key project decisions and documents and as a mechanism for accountability.

Early scoping and ongoing coordination with CDOT during environmental documentation will reduce the risk of clarification requests that could delay the NEPA decision.

At key milestones, Alex and John will review both the schedule and website to confirm progress and address any lagging tasks. We will use a detailed linked Gantt schedule that incorporates internal and agency review periods, allowing the team to quickly identify and manage impacts to the critical path should any task slip.

PROJECT SCHEDULE



4.5/ Risk Management and Innovation

The 29 Road Interchange and Corridor Project is not a conventional transportation project. It is technically complex, politically sensitive, and highly visible within the Grand Junction community. Transportation decisions in Mesa County attract public attention, shape local elections, and can generate sustained media scrutiny. FHU recognizes that the greatest risks to this project are not limited to engineering or environmental compliance. Risks are rooted in perception, trust, misinformation, and fatigue within the community.

As the incumbent consultant, FHU brings not only technical continuity, but institutional knowledge gained through direct experience navigating these risks over the past three years. The project's polarization reflects how important the corridor is and the scale of investment. A proactive, visible, and adaptive public engagement strategy is critical to the advancement into environmental documentation and design.

Risk Identification and Proactive Management

FHU approaches risk management as an integrated, ongoing process that spans technical delivery, agency coordination, and public-facing communication. Key communications risks identified for this phase include:

- Misinformation and narrative gaps related to project purpose, timing, approvals, and costs
- Erosion of public trust driven by long timelines and evolving project details
- Stakeholder fatigue following multiple studies, reviews, and a recent ballot initiative
- Political fragmentation, including divided elected leadership and organized opposition
- Regulatory risk tied to NEPA, CDOT, and FHWA coordination under public scrutiny

To address these risks, FHU will implement a structured Risk and Issue Management Framework that includes:

- Early identification of emerging issues through media monitoring, stakeholder feedback, and coordination with City communications staff
- A standing internal risk log reviewed regularly by project management, technical leads, and public involvement staff
- Clear escalation pathways for issues requiring City leadership awareness or response
- Documentation of decisions, assumptions, and refinements to ensure transparency and defensibility

Integrated Communications and Messaging Strategy

A core lesson learned from earlier phases is that technically sound decisions must be paired with clear, accessible, and consistent communication. In this phase, FHU will continue to walk alongside the City and County to ensure messaging is proactive. We will work closely with City and County communications staff, technical teams, and leadership to develop key elements, including:

- Message framing aligned to purpose and need, emphasizing access, connectivity, and long-term system resilience rather than congestion relief alone
- Coordination across disciplines, ensuring engineers, planners, and communicators are aligned before information is shared publicly
- Rapid response support, providing technical clarification, graphics, and plain-language explanations to address misinformation as it arises
- Consistency across platforms, including public meetings, project websites, media inquiries, and elected official briefings

FHU's role is not to speak on behalf of the City but to equip City staff with timely, accurate, and understandable information to support informed public dialogue.

5. Project Management, Coordination, and Quality Assurance

5.1/ Project Management Framework

Communication is critical in managing a complex interchange project, especially when working with outside agencies such as CDOT, FHWA, environmental agencies, stakeholders, and a comprehensive technical design team. Together, Alex Pulley, project manager, and John Dibble, deputy project manager, will develop a PMP that leverages strong leadership in planning and design with recent corridor experience. Alex and John will coordinate with the City project manager to meet CDOT and FHWA requirements and identify a clear communication and deliverable approach to managing the project. Through a kickoff meeting with City and County staff and key team members, we will confirm the scope and schedule and establish an understanding of the City's expectations. Our primary goal is to **Implement the Vision** established through all the work completed to date. This effort includes successful completion of the IAJR, NEPA documentation, preliminary design for the interchange, and final design for the 29 Road Corridor.

For project cohesion, FHU will hold bi-weekly meetings with the City and County to coordinate key issues, review the decision log and risk register, and assign action items. Regular meetings with CDOT will keep them apprised and determine any information they need to review throughout the project.

To **Implement the Vision**, FHU will maintain the project budget and provide quality services and deliverables, all while meeting the schedule, just as we have on previous phases. For cost controls, we will be fiscally responsible for our project budget established on a mutually agreed upon scope of work. We will consistently monitor budget-versus-work-completed and report results monthly. Alex's flexibility will allow him to handle emerging issues and create solutions with the City project manager to keep the project on track.

QC is part of FHU's culture, extending to our subconsultant teaming partners. As required by our TQMP, we schedule independent QC reviews and hold multidiscipline reviews. Our approach for this project involves senior quality managers conducting the QC reviews. We have identified Kat Duitsman as QA/QC lead for this project. Kat manages our civil design group and is a highly experienced engineer that has implemented the CDOT Local Agency process on many project. Equally important are schedule controls so we will work with the City to develop a detailed schedule that includes key collaboration meetings, reviews, and deliverables and identifies the critical path to track our progress. Alex will continually monitor the schedule to track progress and share the information with John and the team and document time delays and other changes.

5.2/ Communication and Coordination

Complex projects become successful projects when the entire project team (City, County, Consultant, and Stakeholders) all understand where the project is at any given time. This awareness is established and continued through effective communication. FHU's project leadership for the previous phase has demonstrated this communication and we are committed to ensuring that this continues into the remainder of the overall project. The outstanding synergy developed between the City and County has created the foundation for successful project communication into the future.

We will continue to hold the bi-weekly Project Management Team (PMT) meetings with Trent, Scott, and Daniel. As with the previous phase, Alex will ensure that the PMT is given important and valuable information on project progress, next steps, and key decisions among the group. Deputy Project Manager John Dibble will assist Alex with the details necessary to create informed project decisions. Alex and John will continue to provide the PMT meeting minutes documenting the discussion and decisions.

Because we know that every other Friday at 9 AM works for the City and County, we will extend the current calendar invites forward to the next phase to ensure that communication does not miss a beat.

In addition to the bi-weekly PMT meetings, Alex will ensure that monthly invoices are delivered with progress reports that summarize the activities completed during the previous month including major efforts, deliverables, and meetings. We will also identify upcoming tasks and anticipated meetings. We will also include a summary of the budget expended and remaining budget.

Ensuring that CDOT and FHWA are involved and kept up to date is vital for a successful next phase. We will continue the Technical Advisory Committee (TAC) meetings at a regular pace that also coincides with design milestones. These TAC meetings will transition from 1601 and IAJR coordination meetings to design meetings. FHU provides that continuity to help the City and County provide seamless communication between these two project phases.

We will not let time go by without regularly communicating with CDOT and FHWA staff. We can provide a monthly update email to key CDOT and FHWA staff knowledgeable of project progress, upcoming decisions, and reviews to ensure that their resources are appropriately available.

5.3/ Quality Management Plan

FHU is committed to providing a quality product with each submittal on all projects. We accomplish this by developing a project-specific quality management plan based on an established set of guidelines that provides a dependable approach to every project. We also implement and execute the project-specific quality management plan to ensure our clients' needs are met. Kat Duitsman, our QA/QC lead, will ensure that deliverables follow our established process. Having a designated QA/QC lead provides the project with an independent look to ensure that all checks have been completed and documented.

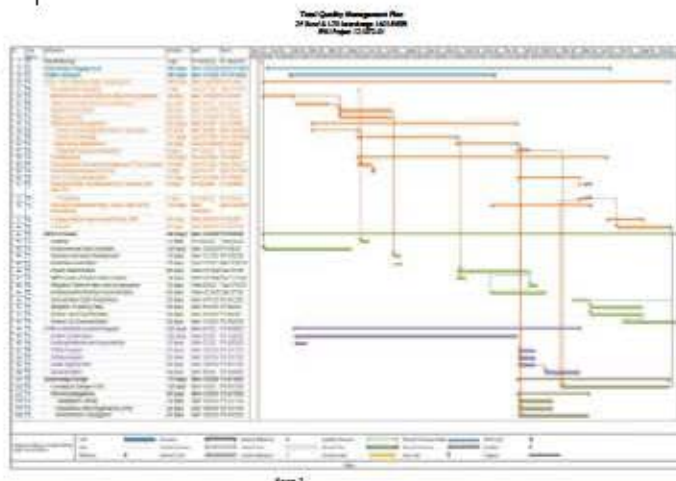
Quality Management Plan

FHU has established a rigorous QA/QC process that each project manager follows. John and Alex will coordinate with Kat, QC Lead, and the FHU leads to carry out this process for each deliverable and ensure we are providing the City and County a solid and complete product.



- 1 The FHU team compiles a complete set of deliverables specific to the task order for review.
- 2 The assigned QC reviewer reviews all deliverables for accuracy and adherence to the QC protocols and the County's Standards.
- 3 The reviewer reports on findings and suggested revisions to the FHU team. If there is disagreement among the reviewer and the FHU specialty groups, the project manager decides if a revision is required and if other suggested quality changes will be made.
- 4 The FHU team addresses all agreed-to comments and resubmits the deliverables for final review.
- 5 The original reviewer back-checks revised deliverables to ensure the required revisions have been made. This step is completed as many times as needed until the reviewer and project manager agree the comments have been adequately addressed. We then submit the deliverable to the City and County. The effort FHU puts into incorporating quality into its planning and design process represents the quality of our finished products, our deliverables. Our plans and reports completely, concisely, and clearly cover the project objective and result in shorter review periods. Our company longevity is attributed to our commitment to providing clients with quality products and through dedicated staff, many of whom have been with FHU for 10, 20, and even 30 years. That's why many of our clients have engaged FHU in a wide range of transportation planning and design services for decades.

A detailed QA/QC plan for all submittals minimizes potential plan, specification, or cost discrepancies during the design process and in the construction contract documents. This, in turn, minimizes Change Orders and Requests for Information (RFIs) during construction and ultimately provides the City and County with more confidence in their construction budgets and schedule.



Snapshots from 29 Road Interchange TQMP

6. Legal Proceedings / Litigation Disclosure

FHU was served a civil summons in early May 2022 regarding a bicycle accident that occurred on a project for which the firm was the lead designer. However, effective January 21, 2023, FHU received a Stipulation for Dismissal from the case.

7. Additional Data / Value-Added Services

Enhanced Boots-on-the-Ground Public Engagement

This next phase requires a fundamentally different level of presence in the community. FHU will move beyond event-based outreach to a sustained, in-person engagement model that meets people where they are and keeps accurate messaging in front of the community on a more regular schedule.

Our approach includes:

- **In-person community touchpoints** beyond formal public meetings, such as pop-up events, small group briefings, and stakeholder-specific discussions
- **Frequent and creative storytelling**, avoiding typical “quiet” times in between technical milestones
- **Targeted engagement with directly affected property owners, neighborhood representatives, and business interests**, coordinated with design milestones
- **Clear visualization tools** that translate complex technical concepts into understandable graphics and scenarios
- **Continuous feedback loops**, documenting concerns, tracking responses, and visibly demonstrating how input informs decisions

Our approach reflects lessons learned from earlier phases and acknowledges that trust is built through presence, listening, and follow-through.

Innovation Through Adaptation and Transparency

FHU’s innovation on this project is not about introducing untested tools but about adapting proven practices to a uniquely challenging context. Innovations include:

- Treating public engagement as a **risk mitigation tool**, not a compliance task
- Integrating public involvement staff directly into project management and technical coordination
- Using scenario-based communication to explain what is known, what is still being evaluated, and why timelines evolve
- Being explicit about uncertainties, constraints, and trade-offs to reduce speculation and rumor

Importantly, FHU is transparent about the lessons learned to date and why those lessons position us to carry the project forward successfully. We understand the history, the sensitivities, and the stakes. Continuity at this stage is not just efficient—it is a risk-reduction strategy in itself.



Public Meeting from 29 Road Project

Grant Readiness Support

FHU has supported our clients on dozens of grant applications, helping to secure various competitive grants, from FHWA to Federal Transit Administration (FTA), as well as state and metropolitan opportunities. Our team has extensive experience managing projects with federal and state grant funding. Backed with this comprehensive knowledge, the FHU team will help ensure that the City and County are connected to the most relevant funding opportunities available. Our firm is focused squarely on solving the most complex transportation challenges. This focus and our background expertise allow us to serve as expert advisors to community leaders seeking discretionary grant funding.

We have written or supported nearly 50 grant projects in the last three years. Our team has successfully secured RAISE, BIP, SMART, CRISI, CFI, PROTECT, BUILD, MEGA, 5339b, and 5339c grants.

Project Types

- Highway design and reconstruction
- Multimodal streets and intersection improvements
- Safety improvements and signal systems
- Trails and bikeway studies and design
- Transit operations, fleet, and facilities
- Drainage improvement plans
- Hydrologic/hydraulic studies
- Railroad quiet zones and crossing design

Constructability Reviews

Our dedication to the success of this project transcends the delivery of construction-ready plans; we will remain steadfast in supporting the City throughout the post-design phases, including advertisement and construction. During the advertisement phase, FHU will actively participate by attending pre-bid meetings, addressing contractor inquiries, and preparing any required addenda to bid documents. Our experience shows that FHU's involvement in these tasks aids in clarifying information for contractors, enabling them to finetune their bids, resulting in the most accurate and cost-effective pricing for the City. Additionally, FHU will assist in reviewing all contractor bids, compiling a bid tabulation, and presenting our recommendation for the lowest qualified bidder.

Throughout the construction phase, FHU will promptly respond to RFIs, review shop drawings, and furnish necessary documentation to CDOT. Our commitment to timely RFI responses aims to prevent construction delays. Furthermore, we will prepare the final as-built plans upon receiving redline plans from the contractor, ensuring a comprehensive deliverable to conclude the project.

Colorado Law for Persons with Disabilities

The FHU team will ensure that all project deliverables use City and County brand standards and comply with applicable accessibility requirements, including Section 508 practices/templates, House Bill 21-1110, Senate Bill 23-244, and WCAG AA. FHU has on-file a VPAT evaluation of our key digital products made using FHU documentation templates. For applicable digital deliverables as defined in the scope of work, we can also provide documentation of their accessibility through industry-standard software such as CommonLook PDF and PAC 2024. As proof of our capabilities, we have made this proposal digitally accessible in accordance with WCAG AA standards. A PAC 2024 accessibility report is provided on the following page.

Contract Review and Compliance

FHU has carefully reviewed the sample contract included in the RFP and is in agreement with the majority of its provisions. We respectfully request consideration of minor revisions, primarily related to the removal of the term "agents." FHU fully meets all stated insurance requirements.




PAC Test Report

DOCUMENT



Title			
RFP-5770-26-KF I-70 and 29 Road Interchange...es_FHU			
Filename			
4 caption role.pdf			
Language	Tags	Pages	Size
en-US	1483	32	8 MB

RESULT

 The PDF/UA requirements checked by PAC are fulfilled.

Date/Time	Standard
2026-01-23 10:37	PDF/UA-1

CHECKPOINT	PASSED	WARNED	FAILED
Basic Requirements			
PDF Syntax	1589	-	-
Fonts	54	-	-
Content	50111	-	-
Embedded Files	-	-	-
Natural language	23742	-	-
Logical structure			
Structure elements	159	-	-
Structure tree	1483	-	-
Role mapping	1483	-	-
Alternative Descriptions	62	-	-
Metadata and Settings			
Metadata	3	-	-
Document settings	4	-	-

ABOUT PAC

Version: 24.4.3.0 BETA 2
OS: Windows

PDF Accessibility Checker (PAC) evaluates the accessibility of PDF files, for machine checkable criteria, according to [ISO 14289-1 \(PDF/UA\)](#) by using the [Matterhorn Protocol](#).

PAC is a free tool developed by [axes4](#). Copyright © 2024 axes4 GmbH.



734 Main Street, Suite 113
Grand Junction, CO 81501
303-721-1440

F H U E N G . C O M

DESCRIPTIONS (Continued from Page 1)

The General Liability, Automobile Liability, Umbrella/Excess insurance applies on a primary and non contributory basis. A Blanket Waiver of Subrogation applies for General Liability, Automobile Liability, Umbrella/Excess Liability and Workers Compensation. The Umbrella / Excess Liability policy provides excess coverage over the General Liability, Automobile Liability and Employers Liability. Please note that Additional Insured status does not apply to Professional Liability or Workers' Compensation.

RE: Contract RFP-5770-26-KF

Additional Insureds Include: City of Grand Junction, its elected and appointed Officials, employees, and volunteers.