



CITY COUNCIL

WORKSHOP AND REGULAR MEETING AGENDA

August 25, 2022
1:00 PM
202 Railroad Avenue, Rifle, CO

1:00 PM - Special Meeting

- 1. Call to Order**
- 2. Pledge of Allegiance**
- 3. Roll Call**
- 4. Public Comment** *(maximum time permitted for Public Comment is 3 minutes per person)
- 5. Regular Agenda**
 - 5.a.** Consider Approving Resolution No. 11, Series of 2022 - Garfield County FMLD Grant
 - 5.b.** Consider Approving Resolution No. 12, Series of 2022 - Energy and Mineral Impact Assistance Fund Grant
- 6. Adjournment**



Agenda Item #5.a.

Agenda Item Name:

Consider Approving Resolution No. 11, Series of 2022 - Garfield County FMLD Grant

Presenter:

Tommy Klein, City Manager

Item Description:

Consider approving resolution No. 11, Series 2022- Garfield County FMLD Grant

Recommended Action:

Move to approve Resolution No. 11, Series of 2022, to allow the city manager to submit the grant application to Garfield County Federal Mineral Lease District, sign the grant agreement and to expend the funds necessary to meet the terms of the grant not to exceed \$1,000,000.

Fiscal Impact:

Up to \$1,000,000 from General Fund monies would be used as a match if the grant is awarded.

Operational Impact:

None

Prior Board Motions:

On July 6, 2022, Council awarded the design of the Gateway Improvement Project to KLJ. The design work will include the roundabout.

Background Information:

A roundabout and pedestrian improvement project for the Whiteriver and HWY 6 intersection is at the design stage and we hope to begin construction as early as fall of 2023. Staff estimates that the project will cost between \$5,000,000 and \$6,000,000. There is a possibility that the project will exceed our cost estimate due to uncertainty in the construction market.

Staff is requesting Council approval to allow the city manager to apply for the FMLD grant, sign agreements related to the grant, and expend up to \$1,000,000 in matching funds.

Executive Summary:

A roundabout and pedestrian improvement project for the Whiteriver and HWY 6 intersection is at the design stage and we hope to begin construction as early as the fall of 2023. Staff estimates that the project will cost between \$5,000,000 and \$6,000,000. There is a possibility that the project will exceed our cost estimate due to

uncertainty in the construction market.

Staff is requesting Council approval to allow the city manager to apply for the FMLD grant, sign agreements related to the grant, and expend up to \$1,000,000 in matching funds. If awarded the grant, it is possible that the City would not receive the entire \$1,000,000. Staff plan on using \$1,000,000 in ARPA funding to support the roundabout project, regardless of the outcome of this application. If we are awarded the FMLD grant, ARPA funding can be applied towards the match.

On July 6, 2022, Council awarded the design of the Gateway Improvement Project to KLJ.

Staff recommend approving this resolution.

Notification Requirements:

None

Prepared By:

Tommy Klein, City Manager

Attachments:

1. Resolution No. 11-GCFMLD Traditional Grant-Gateway Improvements Project
2. KLJ_Rifle_Gateway_Traffic-Ped_Improvements_6-22

**CITY OF RIFLE, COLORADO
RESOLUTION NO. 11
SERIES 2022**

A RESOLUTION OF THE CITY OF RIFLE, COLORADO SUPPORTING A
TRADITIONAL GRANT APPLICATION TO THE GARFIELD COUNTY
FEDERAL MINERAL LEASE DISTRICT FOR THE COMPLETION OF THE
RIFLE GATEWAY TRAFFIC AND PEDESTRIAN IMPROVEMENTS
PROJECT.

WHEREAS, the City of Rifle is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Garfield County Federal Mineral Lease District (“GCFMLD”); and

WHEREAS, the City of Rifle is submitting a Grant Application requesting a total award of \$1,000,000 for the completion of the Rifle Gateway Traffic and Pedestrian improvements Project; and

WHEREAS, the City Council of the City of Rifle supports the completion of the Rifle Gateway Traffic and Pedestrian improvements Project if a grant is awarded by the GCFMLD.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIFLE THAT:

1. The above recitals are hereby incorporated as findings by the City of Rifle.
2. The City Council strongly supports, and the City Manager is hereby authorized to submit, the Grant Application for a traditional grant with the GCFMLD for the completion of the Rifle Gateway Traffic and Pedestrian improvements Project.
3. The Project site is owned by the City of Rifle and will be owned by the City of Rifle for the next 25 years. The City of Rifle will continue to maintain the Rifle Gateway Traffic and Pedestrian improvements Project in a high-quality condition and will appropriate funds for operation and maintenance.
4. If a grant is awarded, the City of Rifle hereby authorizes the City Manager to sign a Grant Agreement with the GCFMLD and authorizes the expenditure of funds necessary to meet the terms and obligations of the Grant Agreement.

THIS RESOLUTION was read, passed, and adopted by the Rifle City Council at a regular meeting held this 25th day of August 2022.

ATTEST:

CITY OF RIFLE, COLORADO

By _____
City Clerk

By _____
Mayor



KLJ

City of Rifle

GATEWAY TRAFFIC AND PEDESTRIAN IMPROVEMENTS



June 17, 2022

Craig Spaulding
City of Rifle
202 Railroad Avenue
Rifle, CO 81650

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



RE: Gateway Traffic and Pedestrian Improvements

Dear Craig and Selection Committee:

We understand how vital this project is to the community of Rifle for the safety, operation, capacity, and mobility of the Whiteriver, Centennial Parkway, 1st Street, Highway 6, and Highway 13 (Railroad Avenue) intersections as the gateway to the city and downtown. KLJ is pleased to have assisted the City with generating updated traffic counts and forecasts for grant funding pursuits in anticipation of this project, as well as renderings of the proposed downtown development (adjacent to the intersections) for further planning. We have spent the better part of a year investigating and researching the study area to greater understand challenges and issues with this corridor, and are 100 percent vested and committed to helping the City achieve its goals. While we have developed some concept ideas to help you visualize alternatives and demonstrate our full-service capabilities, we come with no preconceived notions, but with an open mind, tremendous talent, and expertise to help you analyze and execute the ideal safe and cost-effective solution. The advantages KLJ's team bring are clear and distinct:

LOCAL MANAGEMENT – KLJ will manage and deliver this project from our Grand Junction office, less than one hour from Rifle. Our team is comprised of several local partners (e.g., Bookcliff Survey and Colorado River Engineering) with great insight, relationships, and past experience with the City of Rifle. Bookcliff Survey has performed right-of-way (ROW) and topographic surveys throughout the project area. Colorado River Engineering is a Rifle-based company that regularly works with the City. Most recently, both firms worked with the City on the 3rd Street reconstruction project.

DEPTH OF INTERSECTION ANALYSIS AND DESIGN – One of KLJ's key differentiators is our traffic modeling and analysis expertise. We bring our national expert and frequent speaker on intersection and corridor studies, Joe DeVore, to the team. Joe has worked with our Colorado team of Ryan Sundberg, Jason Reimer, Dean Cooper, and me on intersection studies for the City of Montrose and the City of Delta. Joe and Ryan have designed several roundabouts and other intersection types for cities, counties, and Departments of Transportation (DOT). We encourage you to reach out to our references regarding the performance and quality of our traffic and roadway design expertise. Our team brings many lessons learned and industry best

practices from across the country with traffic modeling, analysis, and alternatives development that will significantly benefit your project. Traffic Engineer Joe DeVore has analyzed more than 150 intersections and helped recommend 17 roundabouts in the past 10 years, including design of six roundabouts with our Colorado Lead Roadway Engineer Ryan Sundberg.

We have the capacity and availability to quickly start this project with bid documents ready by mid-December. We welcome the opportunity to work with the City of Rifle on this gateway to your community. If you have any questions regarding our submittal, please contact me at 970-450-7476 or marc.kenney@kljeng.com.

Sincerely,

KLJ

A handwritten signature in blue ink that reads "Marc Kenney".

Marc Kenney, PE, CFM
Project Manager



Rendering of Future Downtown Development South of Highway 6

KLJ acknowledges Addendum #1.

ENGINEERING, REIMAGINED

Project Understanding

The intersection of Whiteriver, Centennial Parkway, 1st Street, and Highway 13 (aka Railroad Avenue) and adjacent intersections create unique traffic patterns and present both capacity and safety challenges. Our locally-based team members use and are intimately familiar with this corridor. Providing pedestrian facilities and speed control will be important for pedestrian use, drivability, and overall corridor safety. This project will require collection and analysis of multimodal traffic data to accurately model current and future predicted traffic flow/patterns through potential intersection design. A cost-benefit and safety analysis of potential multimodal options will be used to select a preferred alternative intersection layout. The successful consultant will proceed with preferred alternatives design, culminating in the delivery of a project bid package for construction. The City of Rifle has applied for a Colorado Department of Transportation (CDOT) Safer Main Streets grant to fund construction and, as such, the construction package will be completed as per City of Rifle and CDOT standards. This project will require involvement, input, and coordination with many stakeholders, including, but not limited to, the City of Rifle, CDOT, local utility providers, adjacent property owners, and adjacent/local businesses. The following are key project challenges/issues we identified while researching

this project that will be addressed and mitigated to minimize projects costs and impact to schedule.

PROJECT CHALLENGES AND SOLUTIONS

CHALLENGE: Elevation differentials creating steep grades.

SOLUTION: Optimize the location of improvements (intersections, streets, sidewalk, etc.) to reduce grades. This means shifting the proposed intersection slightly south and east. Retaining walls are an option, but are costly so their use will be avoided or minimized to the extent possible.

CHALLENGE: Determine the most feasible intersection design and traffic impacts beyond the project area.

SOLUTION: KLJ uses the latest data collection methods and modeling software to evaluate the project area and surrounding system. Improved traffic flow through a project intersection can negatively impact surrounding intersections due to increased conveyance. Our team will look at the project area and system as a whole under existing conditions, future traffic projections, and crash data/projections, and will run several concepts to key-in on safe, cost-effective solutions prior to detailed design.

CHALLENGE: Drainage, retention, and water quality.

SOLUTION: Our team includes Colorado River Engineering, whose office is only a few blocks from the project area. They are familiar with the region's hydrology, storm drain infrastructure within and adjacent to the intersection, and stormwater quality requirements now that the City of Rifle is transitioning into an Municipal Separate Storm Sewer System (MS4) community.

CHALLENGE: Relocation of utilities, including broadband and waterline, through study area.

SOLUTION: Our team includes Horrocks Engineers and Colorado River

Engineering. Horrocks has their own utility locators so our team's schedule is not at the mercy of an 811 engineering locate call, which are known to be slow to respond. Colorado River Engineering knows the local utility companies, has worked with them on past projects, has relationships with key contacts, and will be able to keep the utility coordination aspect of this project on schedule.

CHALLENGE: Minimize right-of-way (ROW) impact and acquisition.

SOLUTION: The best way to avoid potential ROW impacts is to develop a clear understanding of existing ROW boundaries. Bookcliff Survey has conducted extensive ROW research within the project area. ROW impacts will be part of the evaluation matrix and ranking of potential design concepts. The goal is to have no impacts or minor impacts, with the understanding that there may be an alternative with minor ROW impacts that provides other benefits and should be evaluated.

CHALLENGE: Maintenance of traffic (MOT) during construction will be important.

SOLUTION: Traffic routing during construction will be the responsibility of the selected contractor. However, our traffic engineers have considerable construction experience and are always giving thought on how solutions will be constructed and how the contractor facilitates continuous traffic flow through the project during construction. Accordingly, we can share our thoughts with the selected contractor, but ultimately MOT decisions and responsibilities will be their decision.

CHALLENGE: Relocation of Park-n-Ride facility and potential land swap with developer.

SOLUTION: The City may or may not include this within the scope of this project. However, it is a possibility and will have several coordination and design challenges related to, but separate from the intersection project. Colorado River Engineering has studied this co-project, has developed feasible concepts, knows all parties involved, and will lead this effort.



Project Approach



TASK 1. PROJECT MANAGEMENT

Project Manager **Marc Kenney, PE, CFM** will schedule a kick-off meeting with City of Rifle staff and our team to confirm understanding of the project scope, goals, objectives, controlling criteria, and project schedule. This meeting will also establish roles and responsibilities within the project team. Marc will be the primary point of contact for the City to streamline and promote effective communication. Our team will take a proactive approach to identify potential issues and provide solutions to avoid negative schedule impacts. Having productive project coordination meetings will avoid surprises and help assure efficiency in execution and project success. The open and continuous line of communication between Marc and the City is necessary for a successful outcome and will include phone calls, emails, and scheduled meetings. Project team meetings will be scheduled at critical project milestones with City staff, KLJ, subconsultants, utilities, and other stakeholders, as shown on the project schedule. Our team typically prefers to meet with City staff in-person for these meetings, but are open to attending meetings virtually. Some staff will attend meetings virtually to save travel costs to the project. KLJ will provide meeting minutes for all Project Kick-Off and Project Team Meetings, as well as all other significant meetings. Schedule updates will be completed throughout the project's duration, and invoicing will be submitted monthly.

TASK 2. PUBLIC ENGAGEMENT

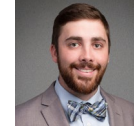
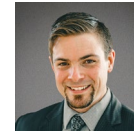
This project will modify the gateway to downtown Rifle from the I-70 corridor. Public outreach, education, and feedback will be key to a successful project. KLJ's in-house senior public engagement specialist will be involved in assisting the City and project team with public engagement. We will create a project website, host a public meeting, initiate outreach, and solicit project feedback. Public engagement will start just after the project kick-off meeting and will continue through the 90 percent design.

TASK 3. SURVEY AND ROW

3A. RIGHT-OF-ENTRY REQUESTS – Bookcliff Survey will properly notify adjacent property owners of the proposed survey work via certified mail. Survey work will start after we have received right-of-entry documentation back from property owners and/or when the two-week right-of-entry notification time frame has elapsed.

3B. SURVEY AND BASEMAP PREPARATION – Bookcliff Survey will prepare a basemap of the ROW, property boundary, topography, and existing features. KLJ has teamed with Horrocks for the mapping of subsurface utilities. Horrocks has extensive experience in providing these services and uses its own utility locating and survey staff to identify, mark, and survey existing utilities to a Quality Level B investigation. KLJ and Horrocks will coordinate with the City to complete any required Quality Level A investigation of identified potential utility conflicts that require vertical as-built data. Basemap preparation will be a combined effort between KLJ, Bookcliff Survey, and Horrocks, using collected field surveys and other available data.

3C. ROW IDENTIFICATION – ROW acquisition is often a challenging aspect of any project, and we have teamed with Bookcliff Survey because they have previously researched much of the ROW within the project area. If required, Bookcliff Survey will prepare detailed exhibits for the City showing the locations of proposed ROW acquisitions, including existing and proposed ROW and permanent and temporary easements. Legal descriptions will also be prepared for impacted parcels, as needed. The team will schedule a ROW review meeting with City ROW staff after completing the preliminary design tasks to review ROW and easement acquisitions.



TASK 4. TRAFFIC ANALYSIS AND DESIGN PHASE

Joe DeVore, PE, PTOE, RSP2 will lead the traffic analysis and **Ryan Sundberg, PE** will lead the preferred alternative design. Joe is familiar with this area and completed a limited scope traffic analysis to support a grant for this project. KLJ will expand on the data collection already completed for the intersection and use StreetLight Data to understand origins and destinations of traffic and seasonal variations in traffic demand. KLJ has conducted a preliminary analysis of the project area, and we believe the analysis of alternatives is likely to indicate a roundabout configuration the most suitable outcome. Roundabouts are becoming quite common, but still are viewed with hesitation by some of the traveling public. Our team acknowledges these concerns and bring significant experience developing roundabouts of all types and sizes to fit each communities' needs. To provide an end product that meets the needs of City and the traveling public, our team will review previous roundabout designs used south of I-70 to provide satisfactory movements, improve safety, and reduce conflicts. KLJ will develop the geometric layout following Federal Highway Administration (FHWA) and CDOT Geometric Design and Layout development guidance, including basemap, design calculations, turning movements, horizontal and vertical alignments, intersection and interchange geometrics, preliminary structure locations/depths, and typical sections at key locations. With consensus on a preferred alternative, we will continue with the design.



Concept shifting roundabout to Whiteriver Avenue focused on minimizing ROW impacts

4A. TRAFFIC STUDY – KLJ will use third-party data from StreetLight to check and supplement the data collected in March 2022 to identify seasonal fluctuations and trip characteristics. Our team will evaluate existing (2022) and predict future (2045) traffic conditions within the project area to confirm that roundabout designs will provide capacity necessary for Rifle's seasonal traffic peaks. Up to three intersection layouts/types will be analyzed to determine the most cost-effective solution over the short and long-term. KLJ will work with the City to determine if any land use or demographic changes will change from a two percent average annual growth rate. Safety analysis will be completed to understand the last 5 to 10 years of available crash data and identify possible existing crash trends. A 24-hour Vissim microsimulation model of the proposed roundabout will be created looking at both queuing and delay caused by various intersection layouts. The goal of the selected alternative will be to maximize multimodal safety, capacity, and project cost. Vissim will also be used to test intersection geometric design features, such as fast path radius, approach offsets, curve radius, and entry geometry. In addition to the Vissim operations analysis, the Surrogate Safety Assessment Model (SSAM) will be used to understand vehicular conflict safety between intersection types to identify a design with the highest safety for the site-specific conditions. By utilizing Vissim and SSAM together, KLJ will optimize and maximize the operations and safety benefits of the proposed layout. Results of the operations and safety analysis will be documented in an Intersection Control Evaluation (ICE) memo finalizing the intersection recommendations.



4B. GEOMETRIC DESIGN – Working with the City of Rifle and reviewing key design elements and lessons learned on the existing roundabouts south of I-70 will be one of the first agenda items to deliver an excellent end product. Additionally, KLJ knows the site-specific constraints and is already vetting different ways to mitigate the concerns. The concept on page 3 is one possible alternative KLJ developed while researching this project. This concept focused on minimizing ROW impacts to the existing business and improving both the Railroad Avenue and Whitewater intersections with Highway 13 and 6.

After gaining concurrence on the 2D design, KLJ will move into the 70 percent plan design. One key item that can be overlooked with intersections is the 3D AutoTURN analysis for large vehicles. Our team has designed, constructed, and observed the operation of thousands of intersections and the ideal vehicle for the 3D analysis is a tractor-trailer with lo-boy. Lo-boys have minimal clearance and making sure profile grades are sufficiently set to provide drainage and mitigate belly drag is crucial to a well-functioning intersection.

4C. DRAFT AND FINAL TRAFFIC MANAGEMENT (DETOUR) PLAN – The contractor is responsible for providing detailed Methods for Handling Traffic (MHT). KLJ's plan set will include basic traffic control plans to provide guidance to the contractor when preparing detailed MHTs. KLJ will coordinate with the City and CDOT to establish allowed detour routes, street closures (if any), and guidance for lane swaps, etc. All traffic control will be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and CDOT requirements.

4D. GEOTECHNICAL INVESTIGATION AND REPORT – KLJ has retained HBET to provide geotechnical services to perform all geotechnical sampling, laboratory analyses, and design calculations, as necessary, to establish suitable roadway sections for the project. This includes the determination of the 20-year equivalent single axle load (ESAL) counts and pavement design per CDOT's Pavement Design Manual.

4E. STORM SEWER HYDROLOGY AND HYDRAULICS – KLJ's team of experienced

drainage engineers will analyze the existing stormwater collection system in accordance with CDOT Drainage Design Manual (except where modified by City standards), utilizing existing data and other information available from the City to develop a working model for the tributary area of this project. Using that data, KLJ will appropriately size and position new gravity piping and curb inlets with the understanding that only those elements within the immediate project area will be detailed and designed for construction.

4F. UTILITIES, LANDSCAPE ARCHITECTURE, AND STREET LIGHTING – Existing utility impacts and relocations will be coordinated with the city for water, sanitary, and storm; Xcel Energy for power and natural gas; Comcast for cable TV communications; and Century Link for phone. Horrocks Engineering will provide our team's subsurface utility engineering (SUE) services. KLJ and Horrocks have teamed on numerous projects together and have a strong working relationship. Horrocks has a wealth of experience with SUE work and utilize their in-house utility locators and survey to streamline coordination and reduce schedule delays. Relocation plans for existing utilities and relocations will be the responsibility of the respective utility purveyor, including City-owned elements. KLJ will incorporate relocation plans prepared by others into our design plan set deliverable. This project is a gateway project and must look the part, so KLJ asked Ted Ciavonne to join our team to provide Landscape Architecture (LA) services. Ted was an owner of Ciavonne Roberts Associates, who have been acquired by Kaart. Ted's team has completed LA for numerous gateway intersections across the western slope, including the existing roundabouts in Rifle. KLJ's in-house electrical engineers will provide street lighting and associated circuitry design and will coordinate with the City during design. Sizes and exact locations will be determined and coordinated with the City during the geometric design phase.

4G. CDOT CATEGORICAL EXCLUSION (CATEX) – KLJ brought on ERO to assist with this task due to their depth of experience with CDOT, local species, Western Slope challenges, and our working relationship on other projects.

4H. PARK-N-RIDE FACILITY – This is an optional scope of work that has been discussed as part of this project. Colorado River Engineering is familiar with this

scope, has developed concepts, and will lead this scope, should the City opt to include it with this project.

4I. PLANS AND SPECIFICATIONS –

Following selection of a design alternative, our staff of seasoned engineers and CAD designers will provide the City of Rifle the level of detail and hands-on attention this project demands. The design and drawings will use current CDOT format, design standards, M&S standards and details, construction standards and specifications, and project special provisions. KLJ’s deliverables include all items identified in the request for proposal, specifically, stamped and signed construction drawings that depict existing conditions; existing ROW; survey control; street plan; profile and cross sections; Americans with Disability Act (ADA) improvements; lighting; landscape/streetscape improvements, plantings, and irrigation system; striping; signage; details; and specifications. KLJ has experience with, and will utilize, CDOT Specifications Section 101 and sections 200 through 717 of the current Standard Specifications for Road and Bridge Construction.

4J. CONSTRUCTION COST ESTIMATE –

Accurate construction cost estimates impact the City of Rifle’s ability to accurately plan and fund the project. KLJ’s cost estimates will use quantity take-offs with unit prices from CDOT Average Bid Costs incorporated with City gathered cost data from recent projects, and allocations for unmeasured items derived from similar projects to obtain a total project cost. These allocations will include lump sums for items such as erosion control, traffic control, signing, and striping. As design progresses, the estimate will be refined, and, where applicable, allocation items will be replaced with actual bid items and quantity take-offs to lock in project costs. If required, ROW estimates will be included and closely coordinated with City of Rifle staff. The team will also work with the City to determine the appropriate amount of the contingency to be included within the engineer’s estimate of probable cost.

TASK NAME	2022						2023		
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Project Award	6								
Notice to Proceed with Signed Contract	7/7-7/15								
Kick-Off Meeting	1								
Public Engagement (Project Website, One Public Meeting, Outreach, and Public Comments)	7/11-11/4								
Traffic Data Collection	7/18-7/29								
Traffic Analysis	8/1-8/5								
Preliminary Traffic Report (Analysis of Alternatives and Recommended Solution)		8/8-8/19							
City of Rifle Review of Preliminary Traffic Report		8/22-8/26							
Progress Meeting to Review Alternatives Analysis and Recommended Solution		26							
Finalize Traffic Report			8/29-9/9						
Environmental Fieldwork and Report (CDOT CATEX)				8/29-10/7					
Geotechnical Fieldwork	7/18-8/5								
Geotechnical Lab Work		8/8-8/19							
Preliminary Geotechnical Report			8/22-9/16						
Survey Data Collection	7/18-8/12								
ROW and Property Boundary Map	7/18-8/12								
SUE Level C and D	7/18-8/12								
Project Basemap Complete		12							
Optional Park-n-Ride Design			8/29-9/23						
60 Percent Design			8/29-9/23						
Issue 60 Percent Review Package to City of Rifle			28						
City of Rifle Review of 60 Percent Design			9/26-9/30						
60 Percent Design Progress/Review Meeting with City			30						
Finalize Geotechnical Report				10/3-10/21					
SUE Level A and B (Test Holes at Horizontal Conflict to Verify Existing Utility Elevations)				10/3-10/21					
Public Meeting				7					
90 Percent Design				10/3-11/4					
Issue 90 Percent Design Package to City of Rifle				4					
City of Rifle Review of 90 Percent Design					11/7-11/11				
90 Percent Design Progress/Review Meeting with City					1				
Finalize Design and Complete Bid Package						11/14-12/16			
Issue Final Design and Bid Package to the City of Rifle							16		
Check-In and Follow-Up with the City of Rifle							22		
Bid Advertisement								3	
Construction									3/13-9/29
Target Construction Completion									September 29

SCHEDULE

The proposed project schedule indicates we can fully commit to completing final design by December 16, 2022. We laid out, in detail, the project management, survey, and ROW tasks and design. Our team has the availability and capacity to serve the City on this project.

Previous Similar Project Experience

One key defining differentiators we bring to your project is the **level of expertise and skill set of our in-house traffic engineers with regard to traffic modeling and analysis** to improve safety, vehicle capacity, and pedestrian/bike mobility. Our traffic modelers are critical to the design of our roadway projects with analysis of more than 160 intersections in the past 10 years. Many of our transportation projects require analysis of complex systems, including the inter-relationship of crash history, traffic counts, future growth, traffic flow, geometric design, signal timing, signing, and striping. Our team is adept at examining intersection, corridor, and area traffic operation and safety issues within a community.

Joe DeVore, PE, PTOE, RSP2 will provide traffic analysis and modeling to support the geometric design. He has led the traffic modeling and analysis for the design of **17 roundabouts**. Joe is one of KLJ's leading traffic engineers and modelers, having provided analysis for **more than 150 intersections**. He provides a unique background of both macro and micro safety analysis and has perfected a surrogate conflict analysis methodology using Vissim and SSAM to provide detailed future safety analysis for daily site-specific conditions. Joe is a frequent national speaker on microsimulation analysis, traffic modeling, and ICE guidance.

Our roadway engineer, **Ryan Sundberg, PE**, has designed **six roundabouts in the past five years** for the Minnesota Department of Transportation (MnDOT) and several cities and counties. He has collaborated with Joe on the traffic analysis for each of these projects. Ryan has been the lead roadway engineer on more than \$150 million worth in roadway reconstruction projects in the past 10 years. His expertise is in roadway and intersection/roundabout geometric design and mobility integration. Ryan uses his knowledge and experience to design solutions that improve capacity and safety for traffic and pedestrians, while minimizing environmental and ROW impacts – balancing construction costs, constructability, and service life.

The below chart lists additional intersection traffic analysis studies completed by Joe DeVore in the past five years. KLJ has analyzed various types of intersection alternatives from roundabouts and continuous flow intersections to restricted U-turns, grade separated, diverging diamond interchanges (DDI), and single-point urban interchanges (SPUI). Access control and multimodal integration are often part of these studies, analysis, and design.

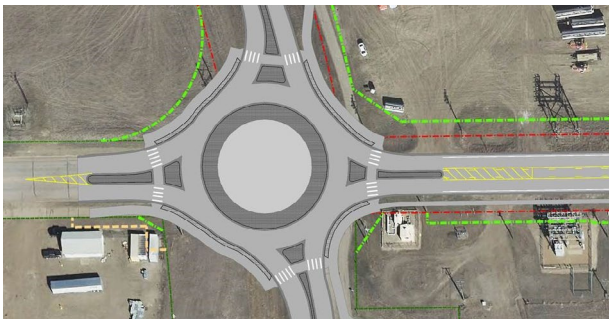
Our team also brings recent CDOT local agency experience working on the City of Montrose West Main Revitalization, Town of Bayfield Trail Extension, and Huerfano County Bridge Replacement. Our team is adept at coordinating with CDOT, understanding CDOT design standards, and executing CDOT's approval process.

SAMPLE LIST OF INTERSECTIONS ANALYZED BY THE KLJ TEAM IN THE PAST FIVE YEARS		
<p>City of Montrose, CO West Main Revitalization</p> <ul style="list-style-type: none"> » West Main and Chipeta Road » West Main and Grand Avenue » West Main and Townsend Avenue » West Main and Park Avenue » West Main and Nevada Avenue <p>City of Delta, CO Hillside Street Reconstruction</p> <ul style="list-style-type: none"> » Hillside and 5th Street <p>Mesa County, CO Clifton 1st Street Reconstruction</p> <ul style="list-style-type: none"> » 1st Street and Grand Avenue <p>Town of Silt, CO New Pedestrian Bridge Over I-70</p> <ul style="list-style-type: none"> » I-70/Silt Interchange <p>City of West Fargo, ND Sheyenne Street Reconstruction</p> <ul style="list-style-type: none"> » Sheyenne Street/I-94 Interchange <p>City of Bismarck, ND 43rd Avenue Reconstruction Centennial Road/Bismarck Expressway/I-94B Interchange</p>	<p>City of Mendota Heights, MN Dodd Road and Delaware Avenue</p> <p>City of Fargo, ND 17th Avenue, including Five Intersections</p> <p>Saint Cloud Area Planning Organization (APO), MN US 12 (Independence)</p> <p>Montana Department of Transportation (MDT) Intersection Safety Evaluations (ISE) Reports for 16 Intersections with High Historical Crash Rates/Severity</p> <p>MnDOT ICE Reports</p> <ul style="list-style-type: none"> » TH 60/I-35 (Faribault) » TH 60/3rd Street (Faribault) » TH 21/CSAH 11 (Faribault) » TH 63 and MN 30 (1st Street) (Stewartville) » TH 65 and Front Street (Albert Lea) <p>TH 60 Corridor Study (Windom)</p> <ul style="list-style-type: none"> » 9 ICE Reports 	<p>MnDOT (continued) TH 59 Complete Streets (Pelican Rapids)</p> <ul style="list-style-type: none"> » TH 59 and TH 108 South » TH 59 and TH 108 North » TH 59 and CSAH 9 <p>TH 22 Reconstruction (St. Peter to Mankato)</p> <ul style="list-style-type: none"> » TH 22 and CSAH 57 » TH 22 and CR 101 » TH 22 and CSAH 21 » TH 22 and Bassett Drive » TH 22 and CSAH 26 » TH 22 and N Victory Drive <p>TH 371 Corridor Study (Brainerd)</p> <ul style="list-style-type: none"> » TH 371 and CR 125 » TH 371 and CR 126 » TH 371 and Brainerd International Raceway (BIR) Access <p>MN 53 (International Falls)</p> <ul style="list-style-type: none"> » MN 53 and 7th Street » MN 53 and 11 Street <p>TH 10 Corridor Study (Royalton)</p> <ul style="list-style-type: none"> » TH 10 and CR 26

KLJ Traffic Modelers Have Analyzed More Than 160 Intersections in the Past Decade

In the past 10 years, **KLJ has designed 18 roundabouts** – from mini and compact roundabouts to single-lane, multilane, and teardrop roundabouts. We will evaluate several intersection design concepts as part of this project. However, given our preliminary work, knowledge of the traffic flows/patterns, and available ROW, we anticipate a configuration involving a roundabout will likely be the most efficient and safest intersection type for this project. Joe DeVore, Ryan Sundberg, and their supporting teams bring a broad depth of roundabout experience for city, county, and DOT clients across a multi-state region. In addition to the previously listed intersection studies, these projects also included traffic analysis/modeling, alternatives development, and intersection design. We solved similar issues and faced similar design criteria on these roundabout projects and bring many lessons learned, which will help mitigate issues on the City of Rifle project and assure a high-performance roundabout design. Full-depth profiles of these projects are featured in the Appendix along with completion date, construction value, and reference contact information.

In the Past 10 Years, KLJ Has Designed 18 Roundabouts



CLIENT/PROJECT TITLE/LOCATION	# of Roundabouts	SIMILAR PROJECT CRITERIA										DESIGN LEAD	
		Traffic Analysis	Environmental Permitting	ROW Acquisition/Coordination	Roundabout Design	Pedestrian/Bike Mobility	Lighting	Utility Relocation	Landscape Architecture	Public Engagement	Maintenance of Traffic	Joe DeVore, PE, PTOE, RSP2	Ryan Sundberg, PE
NDDOT ND Highway 1806 Reconstruction – Mandan, ND	1	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Bismarck 43rd Avenue Reconstruction – Bismarck, ND	2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
MDT US 93A Seven-Mile Kalispell Bypass – Kalispell, MT	5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
MDT Kalispell Bypass Foys Lake Road Reconstruction Design-Build – Kalispell, MT	2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
MDT Kalispell Bypass Airport Road Reconstruction – Kalispell, MT	2	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Hennepin County CSAH 92/TH 12 Intersection Improvements – Hennepin County, MN	1	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Koochiching County CSAH 332 and Highway 53 Intersection Improvements – Koochiching County, MN	1	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
MnDOT Pelican Rapids Complete Streets – Pelican Rapids, MN	2	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
MnDOT TH 22 Reconstruction – Mankato, MN	1	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
City of Bozeman Cottonwood-Stucky Intersection Improvements Bozeman, MT	1	✓	✓	✓	✓	✓	✓	✓	✓		✓		
TOTAL ROUNDABOUTS	18												

Corporate Resume/Project Team



KLJ Team

- Joe DeVore, PE, PTOE, RSP2**
Traffic Modeling/Analysis
- Ryan Sundberg, PE**
Roadway/Design Lead
- Caitlin Wotruba, PE**
Lighting
- Laura Langdon**
Public Involvement

Subconsultant Team

- Michael Langhorne, PLS (BOOKCLIFF SURVEY)**
Survey/ROW Coordination
- Chris Manera, PE**
Eric Brynildson, PE (COLORADO RIVER ENGINEERING)
Drainage/Utility Relocations & Park-n-Ride Design
- Aleta Powers (ERO)**
Environmental Permitting
- Ted Ciavonne, PLA (KAART)**
Landscape Architecture
- Michael Berry, PE (HUDDLESTON-BERRY)**
Geotechnical
- John Holzworth, PE Taylor Lane (HORROCKS)**
Subsurface Utility Engineering (SUE)

Team Availability			
Team Member	Percent Available	Team Member	Percent Available
Marc Kenney	55%	Chris Manera	55%
Dean Cooper	35%	Eric Brynildson	60%
Joe DeVore	55%	Ted Ciavonne	45%
Ryan Sundberg	55%	Aleta Powers	50%
Caitlin Wotruba	40%	Michael Berry	60%
Laura Langdon	50%	John Holzworth	50%
Michael Langhorne	50%	Taylor Lane	45%

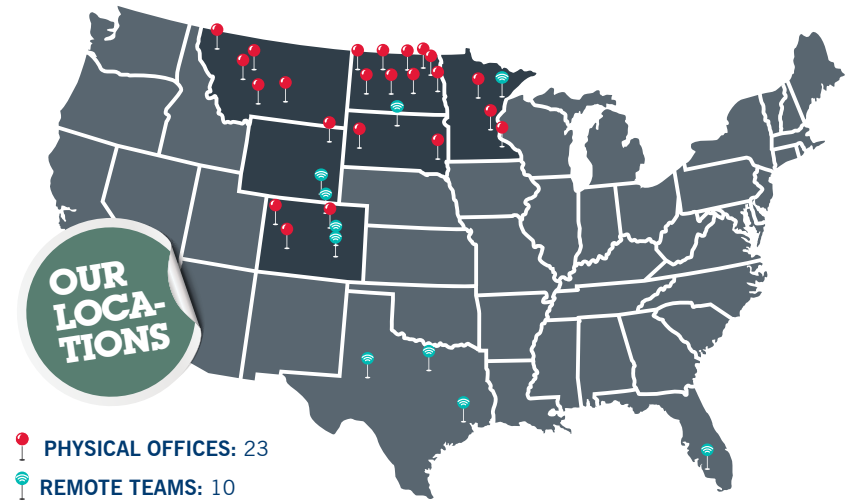
PRIME CONSULTANT



KLJ will serve as the prime consultant, providing project management, traffic modeling and analysis, intersection/roadway design, drainage, utility relocations, lighting, cultural resources, public engagement, and visualizations. The project will be led by **Marc Kenney, PE, CFM** a 25-year veteran senior project manager from **KLJ's Grand Junction office**. Marc has worked extensively across the Western Slope on municipal/public, roadway, drainage, and private projects.

KLJ is a multi-discipline engineering consulting firm specializing in the municipal and transportation markets. Since 1938, KLJ has served city, county, state, federal, DOTs, Tribal, and private clients, providing planning, design, and construction engineering services for infrastructure projects. We are an employee-owned firm with a staff of 500 in 23 offices across Colorado, North Dakota, South Dakota, Minnesota, Montana, and Wyoming.

KLJ expanded to the Colorado market in mid-2018 with an office in Denver and has since opened offices in Grand Junction and Montrose – growing to nearly 40 team members in Colorado. Several of our key team leads have spent most of their careers serving the Colorado market, specifically the Western Slope, bringing familiarity with the region and relationships with local municipalities, utilities, and contractors. Since opening offices in Colorado, KLJ has worked with the cities of Montrose, Delta, Arvada, and Fort Lupton; towns of Collbran, Silt, and Bayfield; and counties of Mesa, Montrose, Ouray, Clear Creek, and Huerfano.



If desired, KLJ can assist the City with our value-added grant services. Our expert grant writers have helped clients secure more than \$384 million in grants in the past 15 years. We assist our clients in identifying available grants, writing grant applications, and assisting in the negotiation of the grant between the agency and you. We also can serve as the grant administrator, overseeing the compliance related to grant commitments, certifying pay estimates, managing the grant reimbursement process, and generating pre-project, quarterly, and annual reports to meet grant requirements.

SUB-CONSULTANTS



COLORADO RIVER ENGINEERING, based in Rifle, will assist with drainage, utility coordination, and lead design of the Park-n-Ride facility, if elected as an option. They previously led concept development for relocation of the Rifle Park-n-Ride facility. Their local knowledge, relationships, and past experience with Rifle will be extremely important to the success of the intersection and possible future relocation of the Park-n-Ride facility.



BOOKCLIFF SURVEY SERVICES, located in Rifle, will provide all surveying services for the roundabout and Park-n-Ride

facility. Bookcliff brings years of experience with roadway and development projects within Rifle and surrounding communities.



ERO RESOURCES (ERO), located in Hotchkiss, will provide environmental services. KLJ and ERO have worked on the Town of Collbran and Town of Bayfield trail feasibility and extension projects



KAART will provide LA from its Grand Junction office. Ted Ciavonne provided LA services for the Rifle roundabout south of I-70 and several smaller roundabouts within Rifle commercial/residential developments, as well as City of Grand Junction Horizon Drive and City of Fruita roundabouts.



HUDDLESTON BERRY ENGINEERING & TESTING (HBET), based in Grand Junction, will provide geotechnical services.



HORROCKS ENGINEERING will provide SUE services from its Denver office. KLJ, HBET, and Horrocks have worked together on the City of Montrose West Main Revitalization and Mesa County Clifton 1st Street Reconstruction and South Camp Road Widening.

Answers to Questions

Does KLJ have experience in high traffic intersection design? KLJ has experience in high traffic intersection studies and design throughout the Midwest with recent projects on:

- » Preliminary Traffic Model for Whiteriver, Centennial Parkway, 1st Street, Highway 6, and Highway 13 (Railroad Avenue) Intersections in Rifle, CO (16,000 Annual Average Daily Traffic [AADT])
- » West Main in Montrose, CO (20,000 AADT)
- » US 93 and US 93A in Kalispell, MT (20,000 AADT)
- » TH 15 in St. Cloud, MN (32,000 Average Daily Traffic [ADT])
- » US 12 in Independence, MN (18,000 AADT)
- » Sheyenne Street in West Fargo, ND (18,000 AADT)
- » Centennial Road/Bismarck Expressway/I-94B (26,000 AADT) in Bismarck, ND

KLJ has used a microsimulation traffic modeling approach on all of these projects to accurately analyze corridors and intersections that are approaching or at capacity to quantify latent demand and understand the benefits of alternative intersection control.

If KLJ does have experience in high traffic intersections, please provide a list of the types of intersections you have designed. Include locations. See list included under the “Similar Experience List” in the Appendix of this proposal.

Briefly describe how you anticipate addressing the pedestrian traffic at this intersection. KLJ intends to address pedestrian traffic by improving crossing visibility, providing pedestrian refuges where applicable, and working with the City of Rifle to address any pedestrian concerns. One way to address the pedestrian traffic is with the construction of a roundabout, to limit the crossings to one direction of vehicular travel at a time. If traffic counts

warrant the need, the use of rapid flashing beacons or other advanced warning signs will be recommended.

Briefly describe how you anticipate addressing the pedestrian issues at this intersection. KLJ has extensive experience considering pedestrian crossings of single and multi-lane intersections throughout the upper Midwest, including accommodations at high-speed intersections. These designs have considered enhanced pedestrian crossings, such as pedestrian signalization and rapid flashing beacons, displaced pedestrian crossings, and even pedestrian underpasses for high-volume pedestrian routes. At the intersection of US 6 and Highway 13, pedestrian crossings will be a major concern from businesses and residential to the north and east to the park and ride/transit station in the southwest quadrant. With the west leg having an AADT of approximately 6,000 and the north leg of approximately 12,500, different pedestrian crossing designs will need to be implemented to maximize pedestrian safety while also providing capacity for the intersection. KLJ will minimize the pedestrian crossing distances and maximize the visibility of pedestrian movements to vehicles entering or exiting from the intersection.

Briefly describe how you anticipate addressing the adjacent intersections in both your analysis and design. KLJ will complete a microsimulation traffic analysis to identify and test alternatives that will provide the necessary capacity at US 6, Railroad Avenue, and Highway 13 approaches, while considering future developments and growth in the study area. This analysis will guide the design to minimize vehicle lanes and vehicular conflicts to create a safe design that moves traffic and pedestrians acceptably and safely. By including all three intersections in a microsimulation analysis, we will be able to identify queuing concerns between intersections and prioritize alternatives that reduce queues and keep traffic flowing through these closely spaced intersections. One option to possibly consider, from a high-level assessment, will be a five-legged roundabout with a southbound bypass lane to remove thru traffic from the circulatory roadway (see photo to the right).

How many concepts do you envision for this project? KLJ proposes analyzing up to three alternatives and two sub-options as part of the traffic analysis considering a combination of one or two roundabouts with a continuous flow intersection at White River Avenue and Highway 13. These concepts will start with two different alternatives that will likely have two sub options created for the highest benefit alternative considering bypass lanes or direction movements that will further limit potential vehicle conflicts and maximize the safety of this project. With the site-specific traffic analysis using Vissim software, KLJ will optimize the roadway design to the project constraints.

Please provide a minimum of three references that have worked with the engineer that will be leading the project.

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

Nathan Ellingson, PE 612-596-0375
Principal Engineer, Hennepin County
nathan.ellingson@hennepin.us

Forrest Hasty, PE, PMP 507-508-4018
MnDOT Project Manager, MnDOT
forrest.hasty@state.mn.us

David Hood 970-874-7904
City Engineer, City of Delta
davidhood@cityofdelta.net



Potential Conceptual Development for Gateway Intersections



Appendix

Similar Experience Resumes

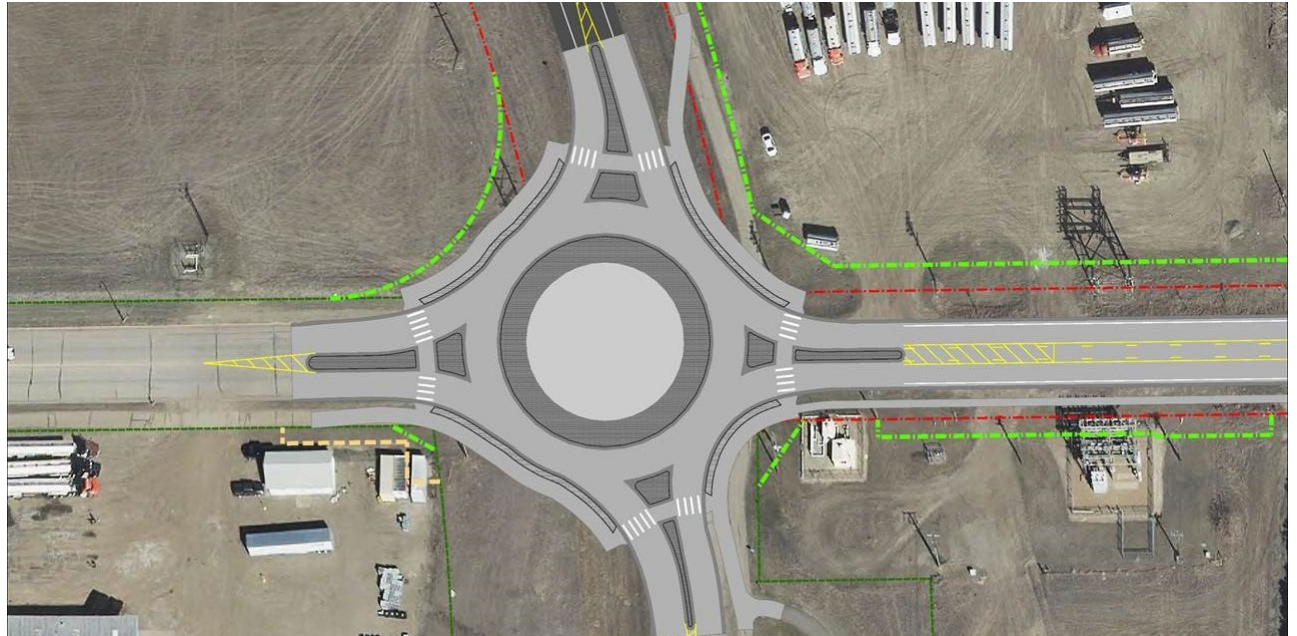
ND HIGHWAY 1806 RECONSTRUCTION ROUNDABOUT AT OLD RED TRAIL AND COLLINS AVENUE

Mandan, ND

COMPLETION DATE: 2021 | COST: \$6.9 MILLION

ND Highway 1806 (Mandan Avenue/Old Red Trail) was a two-lane rural roadway located in northeast Mandan that supported a large residential development near the school, trucks accessing the largest oil refinery in the state, a large sports complex, and boaters/campers at a recreational reservoir. The road lacked adequate turn lanes, proper sight distance at some intersections, pedestrian facilities, and lighting. Also, the curve near the refinery did not meet the 35-mph design speed of the corridor, resulting in numerous crashes. These challenges led to a reconstruction of the roadway to accommodate safety and increased vehicular and pedestrian traffic demands. KLJ provided a traffic study of the corridor, comparing alternative design solutions and led extensive public engagement meetings. The project reconstructed and widened Old Red Trail from Mandan Avenue to Collins Avenue, installed a roundabout for traffic control at the intersection of Old Red Trail and Mandan Avenue, added turn lanes, made spot improvements at the refinery entrance, and improved the nearby interstate ramps. KLJ provided civil, survey, ROW, environmental, lighting, public engagement, and construction administration. New lighting featured an LED system. Roadside ditches were replaced with curb and gutter with storm sewer drainage, and landscape architecture was provided along the corridor.

CONTACT: ARDIN STRIEFEL, NDDOT, 701-328-2559, ASTRIEFE@ND.GOV



43RD AVENUE NE URBAN RECONSTRUCTION WITH TWO ROUNDABOUTS

Bismarck, ND

COMPLETION DATE: 2022 | **COST:** \$8.8 MILLION

The 43rd Avenue NE project, from State Street to N 26th Street, consists of reconstruction and widening of approximately one mile of 43rd Avenue NE and approximately a half mile of N 19th Street. The alternative analysis process included traffic operations, ROW, utility, and environmental impacts. The selected roadway section consists of a four-lane urban road section between State Street and N 19th Street that transitions to a three-lane urban road section between N 19th Street and N 26th Street. Other improvements include new roundabouts at the intersections of N 19th Street and N 26th Street, lighting, traffic signal modifications at State Street, restricted access intersections, retaining walls, landscaping, railroad crossing, a 10-foot wide shared-use pedestrian trail, a 6-foot wide pedestrian sidewalk, watermain improvements, sanitary sewer improvements, and installation of a stormwater conveyance system that includes installing two box culverts and channel grading along the Hay Creek watershed.

CONTACT: GABE SCHELL, CITY ENGINEER, 701-355-1505, GSCHELL@BISMARCKND.GOV



US 93 ALTERNATE SEVEN-MILE BYPASS, INCLUDING FIVE ROUNDABOUTS

Kalispell, MT

COMPLETION DATE: 2010-2016 | COST: \$130 MILLION

KLJ provided planning, preliminary design, and final design for an alternate route of US 93 that bypasses the central business district of the City of Kalispell. The project was constructed in 13 segments over a multi-year period to align with funding availability. The new bypass initially featured a temporary two-lane highway for nearly four miles and a four-lane highway for another 3.6 miles. The project required extensive coordination between MDT, the City of Kalispell, Flathead County, and the Confederated Salish and Kootenai Tribe (CSKT). The project was accelerated into a fast-track process with 10 construction phases. The project included rural and urban arterial roadway, seven bridges, three pedestrian bridges, two pedestrian tunnels, nine miles of bike paths, four interchanges, five roundabouts, and noise walls. KLJ provided updates, design, and permit assistance for re-evaluation of the 10-year old Environmental Impact Statement (EIS) for 404, 124, floodplain, and MS4 permits, which included utility connections, bike path connectivity, and ROW design and acquisition for 280 parcels of land. We performed an extensive traffic study, forecasted future traffic volumes, analyzed intersection configurations, and completed a predictive study of each. Roundabouts and traffic signals were compared for capacity and safety using a traffic simulation that KLJ prepared and presented in the analysis to the public to build consensus for a preferred alternative. We provided civil, structural, traffic, survey, ROW, environmental, cultural resources, and public engagement for all segments. KLJ is currently in design on converting two of the original two-lane segments to four-lane to make the entire length of the bypass a four-lane highway.

CONTACT: BOB VOSEN, MDT PROJECT MANAGER, 406-523-5802, RVOSEN@MT.GOV





US 93 ALTERNATE BYPASS FOYS LAKE DESIGN-BUILD WITH TWO ROUNDABOUTS

Kalispell, MT

COMPLETION DATE: 2022 | COST: \$17 MILLION

KLJ is the lead design engineer for a design-build project to convert the last 1.9-mile segment of the two-lane bypass around Kalispell into a four-lane highway for MDT. The project includes changing the at-grade roundabout at Foy's Lake Road into a grade-separated interchange. The on/off ramps feature teardrop-shaped roundabouts instead of traditional traffic signals. KLJ is providing highway and traffic engineering, environmental document and permit preparation, survey, ROW, storm drainage improvements, utility relocations, streambank restoration, public involvement, and enhancement to the Great Northern Historic Trail. The project is substantially completed and open to traffic with final chip-seal and road line painting in 2022.

KALISPELL BYPASS AND KALISPELL BYPASS US 93 TO AIRPORT ROAD

Kalispell, MT

COMPLETION DATE: 2023 | COST: \$19 MILLION

KLJ is currently designing a 1.7-mile reconstruction of the Kalispell Bypass from Basecamp Drive to Airport Road. The reconstruction project includes two-lane roadway widening, replacing an at-grade roundabout with a grade-separated interchange at Airport Road with two teardrop-shaped roundabouts, bridge widening design over Ashley Creek, and addressing geotechnical settlement conditions, trail improvements, ROW design, public outreach, and environmental document updates and permitting. KLJ performed an extensive traffic study, forecasted future traffic volumes, analyzed intersection configurations, and completed a predictive safety study of each configuration, summarizing these findings in a comprehensive intersection selection report. Roundabouts and traffic signals were compared for capacity and safety using a traffic simulation that was used in presenting the analysis to the public to build consensus for a preferred alternative. A diamond interchange with roundabouts at the on/off ramp intersections was the preferred alternative that is being carried forward into design.

CONTACT: BOB VOSEN, MDT PROJECT MANAGER, 406-523-5802, RVOSEN@MT.GOV

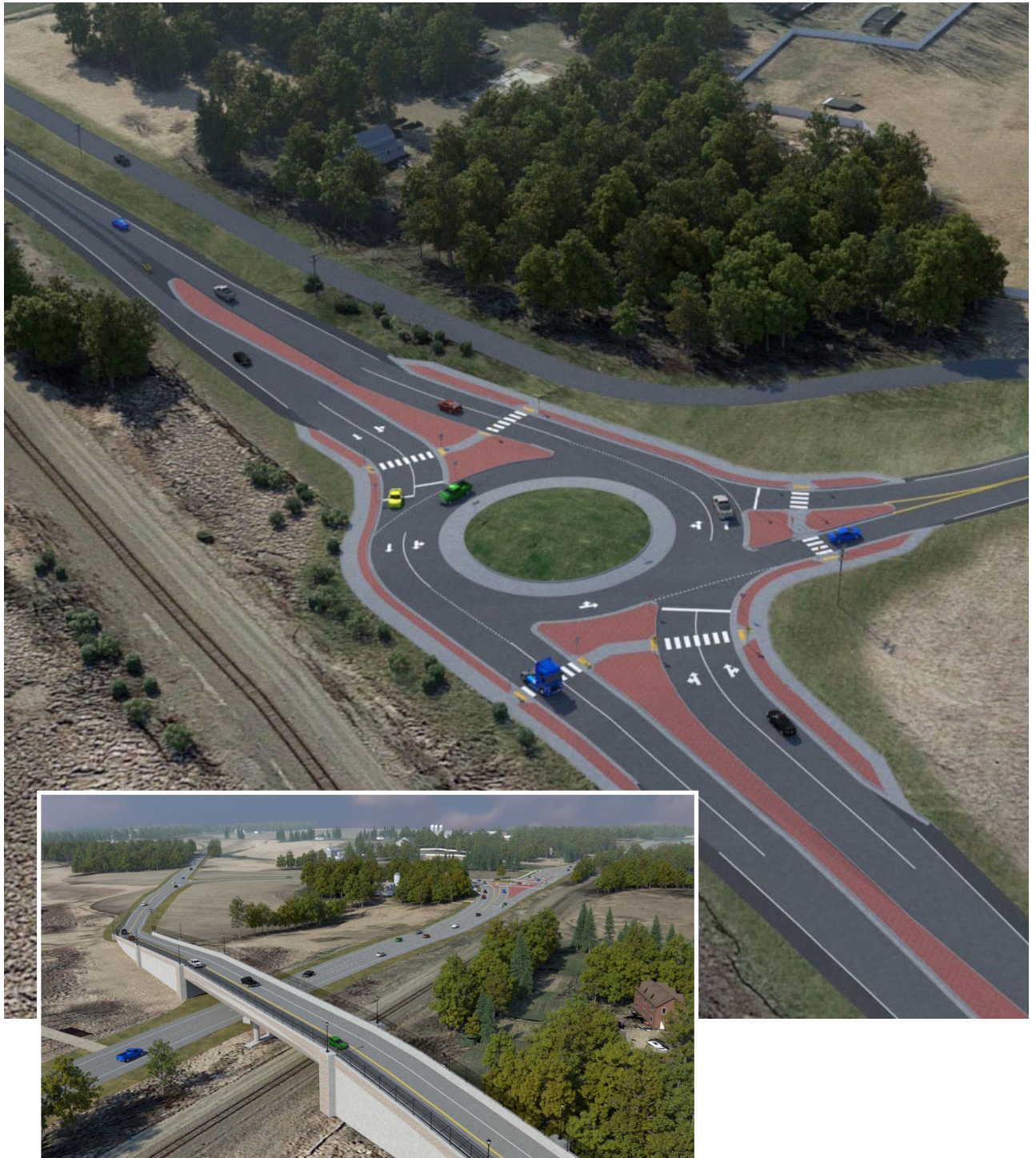
CSAH 92/TH 12 INTERSECTION IMPROVEMENTS

Hennepin County, MN

COMPLETION DATE: 2022 | COST: \$15 MILLION

The split intersection of TH 12 and CSAH 92 has been fraught with safety and mobility challenges for decades. It is particularly difficult to make left-hand turns from CSAH 92 onto TH 12, leading to driver frustration and risk taking. Fatal crashes along the corridor gave rise to an active safety coalition that secured state bond and federal aid funding to develop major safety and mobility improvements. KLJ led traffic analysis, alternatives analysis, and an extensive public engagement process. The project's first open house had more than 100 attendees, and an on-line survey of alternatives that was shared through Facebook advertisement received nearly 2,000 responses. KLJ also produced a video highlighting the proposed improvements to gain public and stakeholder support. Public involvement resulted in a challenging alternative selection process with strong and sometimes conflicting positions taken by various stakeholders. KLJ used ConceptStation during agency meetings to develop, present, and analyze many alternatives and sub-alternatives quickly and effectively. Ultimately, a grade separation of CSAH 92 and the BNSF railroad track was selected with a hybrid roundabout providing access to CSAH 92. The new crossing included significant infrastructure within the railroad ROW; KLJ promptly sought and achieved initial project approval and a Preliminary Engineering Agreement from BNSF. Ongoing coordination allowed for bridge pier placement within BNSF ROW to significantly reduce bridge costs and project impacts. After achieving consensus on the preferred alternative to improve safety and mobility on TH 12 and CSAH 92, KLJ completed environmental documentation and preliminary and final design. We used drone survey to efficiently collect data, while simultaneously avoiding potential conflict with an aggressive landowner.

CONTACT: NATHAN ELLINGSON, HENNEPIN COUNTY,
612-596-0375, NATHAN.ELLINGSON@HENNEPIN.US





PELICAN RAPIDS COMPLETE STREET WITH ROUNDABOUTS

Pelican Rapids, MN

COMPLETION DATE: 2025 | COST: \$15 MILLION

The City of Pelican Rapids is a diverse community with numerous cultures and transportation needs to accommodate all modes of users. It's not uncommon for residents to bike or walk to work. With two schools and access to several parks along TH 59, pedestrian and bicycle safety are critically important to the corridor. The City plans to replace underground utilities in conjunction with MnDOT's improvements on TH 59 and TH 108. MnDOT has opted to employ a complete streets approach to improve safety and mobility for all users along the corridor. KLJ is working to balance operational needs of the road with multimodal solutions, incorporating aesthetics and streetscape design, Americans with Disabilities (ADA) features, and drainage improvements. KLJ evaluated the existing conditions of the corridor and provided environmental documentation and a Level I Layout for the corridor. The design includes two mini roundabouts through the heart of Pelican Rapids. The team is carrying the project into final design. We led public engagement, which played a significant role in developing design alternatives.

CONTACT: THOMAS PACE, MNDOT DISTRICT 4, 213-846-3627, THOMAS.PACE@STATE.MN.US

TH 22 RECONSTRUCTION

Mankato to St. Peter, MN

COMPLETION DATE: 2025 | COST: \$30 MILLION

The TH 22 reconstruction project includes development of three Level 1 Staff Approved Layouts, a high-speed roundabout design, divided two-lane highway with continuous T-intersection, access consolidation, and passing lanes for a 6.5-mile stretch of highway. Unique to this project is the roundabout that needs to handle 110-foot long Load King trailers in all directions without being a super-sized roundabout due to heavy traffic patterns in all directions and pedestrian crossings. KLJ also led all the traffic analysis, provided a non-programmatic Categorical Exclusion (CAEX) for the project, and provided preliminary design for a Minnesota Department of Natural Resources (MnDNR) trail adjacent to the highway.

CONTACT: CHARLES ANDROSKY, MANKATO AREA PLANNING ORGANIZATION, 507-387-8396, CANDROSKY@MANKATOMN.GOV



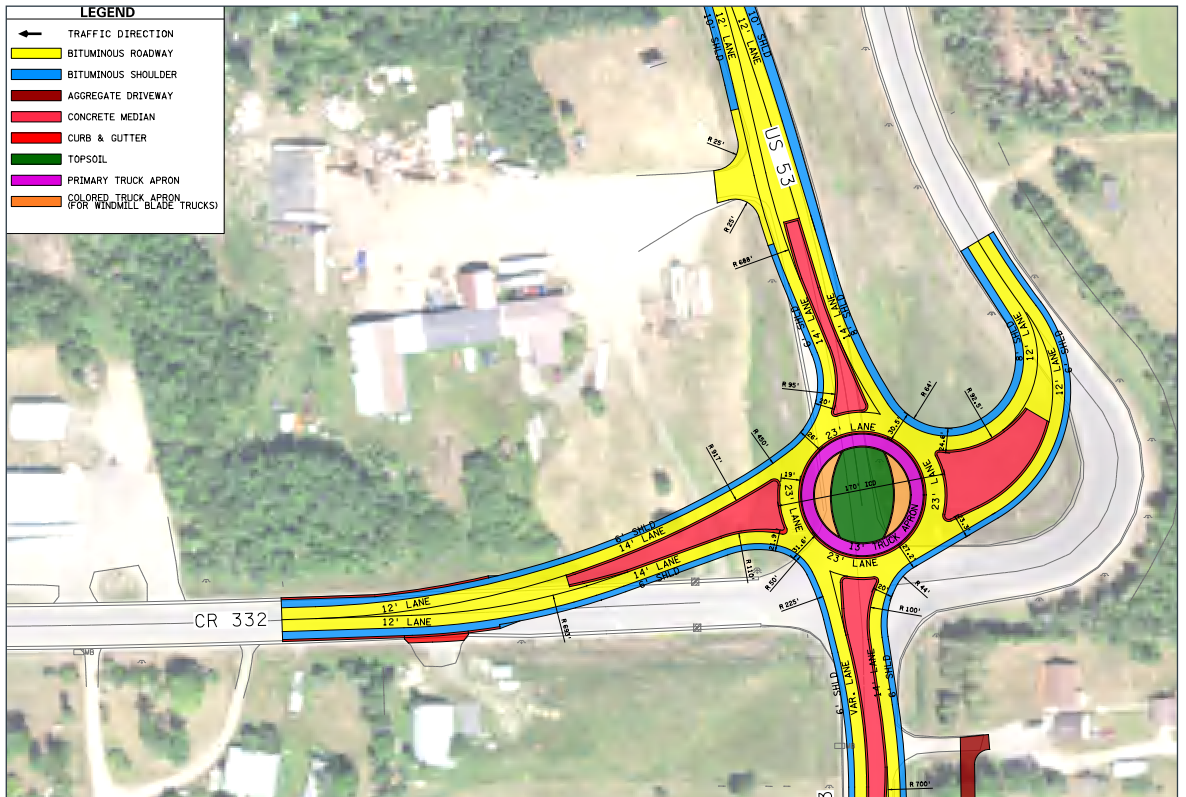
CSAH 332 AND HIGHWAY 53 ROUNDABOUT

Koochiching County, MN

COMPLETION DATE: 2023 | COST: \$3 MILLION

Koochiching County identified the intersection of US 53 and CSAH 332 as a location needing significant safety improvements. US 53 is the primary route into International Falls, as well as the international border crossing into Canada. CSAH 332 is the primary route for logging trucks to reach the laydown yard. The County was awarded \$1.8 million in funding to improve the intersection. KLJ completed an ICE study and led the public involvement phase working with Koochiching County, MnDOT, City of International Falls, and the Minnesota Timber Producers Association to approve the selection of a roundabout. We are providing preliminary and final design of the roundabout, which required a larger radius design to handle long logging trucks. KLJ is also providing ROW acquisition and environmental permitting.

CONTACT: DAVE REIMER, KOOCHICHING COUNTY, 218-283-1186, DAVE.REIMER@KOOCHICHING.MN.US



COTTONWOOD AND STUCKY ROUNDABOUT

Bozeman, MT

COMPLETION DATE: 2017 | COST: \$2.3 MILLION

KLJ completed preliminary and final design for MDT to install a single-lane roundabout at a rural intersection with a known stop-sign compliance history. The project included preliminary concepts to address safety and future capacity needs; final construction plans, specifications and estimate; permitting; environmental documentation; and design for ROW acquisition. The existing intersection was realigned to the east to minimize ROW impacts, including shifting impacts from developed parcels to undeveloped lands. The project also included street lighting, a 10-foot shared-use path, and realignment of irrigation ditches. We provided topographic and cadastral survey, environmental documentation, public involvement, and overall design services for the roundabout.

CONTACT: KELLY WILLIAMS, MDT PROJECT MANAGER,
406-444-7964, KWILLIAMS@MT.GOV



Appendix: Similar Experience



1-94/SHEYENNE STREET INTERCHANGE AND RECONSTRUCTION

West Fargo, ND

COMPLETION DATE: 2021 | COST: \$61 MILLION

KLJ completed a study and design of this reconstruction project using Synchro, SimTraffic, and Vissim software to model travel demand, microsimulation, macroscopic, and crash prediction to provide detailed analysis of a wide range of alternatives along the five-mile corridor. We used a value engineering process at the I-94 interchange to develop a Modified SPUI (MSPUI) to address the uniquely directional peak hour traffic congestion issues. The project involved an intense public involvement strategy with several public, landowner, and neighborhood association meetings using marketing videos, educational 3D simulation videos, and a video game simulation to highlight improvement strategies. Our team utilized context-sensitive solutions to provide varied improvement strategies through downtown West Fargo, the interchange, and residential areas. The two-lane rural roadway became a six-lane urban corridor with new storm sewer, sanitary sewer, watermain, 12-foot wide pedestrian paths on both sides with underpasses, a new 272-foot bridge over the diversion, retaining walls, new lift station, 10 traffic signals, and lighting. KLJ completed the survey, environmental, cultural resources, ROW, public involvement, roadway and interchange design, and construction administration. ***The study won the American Council of Engineering Companies (ACEC)-ND 2018 and ACEC National 2019 Planning Study Award.***

CONTACT: DUSTIN SCOTT, PE, ASSISTANT CITY ADMINISTRATOR, CITY OF WEST FARGO, 701-515-5050, DUSTIN.SCOTT@WESTFARGOND.GOV

MENDOTA HEIGHTS NORTH-SOUTH MOBILITY STUDY

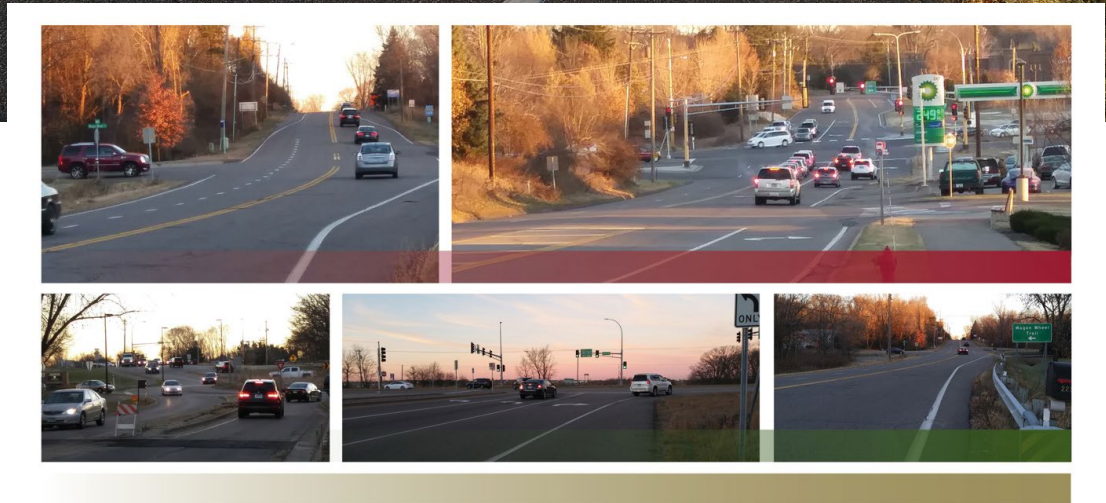
Mendota Heights, MN

COMPLETION DATE: 2018 | COST: \$49,000 (STUDY)

KLJ assisted the City of Mendota Heights in planning for the vision of the Dodd Road and Delaware Avenue corridors from the southern city boundary to north of Highway 110. With the Vikings Lakes and Inver Grove Heights Northwest Expansion developments expected to produce almost 150,000 daily trips at full build-out, there will be a large increase in traffic using the north-south connections of Dodd Road and Delaware Avenue/Argenta Trail through Mendota Heights. Additional developments in the city were also included in the analysis. KLJ developed traffic projections and provided traffic safety and operations analysis for the study corridors to understand deficiencies in the existing roadway and to plan for traffic control and corridor improvements as proposed developments are built. This will help City planners to prioritize these improvements and provide safe and efficient roadways in the future. Key deliverables from this study included:

- » Alternative intersection analysis along TH 110 at major intersections included continuous flow, median U-turn, and signalized RCI alternatives in addition to the preferred long-term SPUJ recommendation at Dodd Road.
- » Mini-roundabout recommendations at two existing all-way stop intersections.

CONTACT: RYAN RUZEK, PE, 651-452-1850, RYANR@MENDOTA-HEIGHTS.COM



Mendota Heights N-S Mobility Study



COLORADO RIVER ENGINEERING EXPERIENCE

A list of detailed projects and clients highlighting our experience the last 10 years of successfully completed projects can be provided that demonstrate Colorado River Engineering's ability to plan, design, manage, and coordinate through construction. Most Recent projects completed by Colorado River Engineering personnel or consultants of similar relevance include:

City of Rifle

Rifle Downtown Improvements – Railroad Avenue and 3rd Street: Design team project leader, performed civil design, and managed sub-consultants. Quality control oversight and inspection throughout construction. Worked closely with City staff to manage geotechnical testing, materials compliance, and business owner coordination.

CDOT Park and Ride Planning/Larner Land Swap: Performed street and parking layouts, utility planning, land use planning and schematics, attended landowner meetings with City Attorney, planning, and engineering.

Wendy's and Centennial Parkway Improvements: Performed civil design and managed design team including streetscaping, bus stop, lighting, electrical, irrigation, landscaping, and surveying.

Journey Home Animal Care Facility: The project was for the Garfield County Animal Welfare Foundation. Performed civil design for new building site, parking area, and access road.

Rifle Metro Pool Renovation: Performed civil design and site plan for project that included set pool elevations, grading, deck design, trench drains, and utilities. Coordinated with aquatic design consultants, architectural, mechanical, electrical, and project management team. Construction quality control oversight.

I-70/Highway 13 North Roundabout: Performed civil design and prepared CDOT permitting package and bid package. Provided design and specifications for the project to support grant funding operations and future construction.

Downtown Transit Oriented Development Strategic Plan: Worked on Charlier's team to analyze the downtown corridor for streetscaping, pedestrian accessibility, crosswalks, traffic patterns, and street layout.

2nd Street and West Avenue Improvements: Managed the design team and performed civil design for this project which included streetscaping, irrigation, landscaping, sidewalk, and lighting.

Rifle Regional Drainage Report: Performed a drainage analysis for the downtown area south of 3rd street. Provided an investigation of existing infrastructure and design layout of new infrastructure including a future buildout for future planning and compliance.

Brenden Theater Site: Performed civil design and coordinated with City staff for relocation of sewer main trunk line and water mains through the project. Coordinated with landscape architect to layout streetscaping, irrigation, parking, lighting, and traffic flow through site.

Highway 13/Fairway Avenue: Consultant engineer who coordinated with multi-jurisdictional agencies including CDOT, City of Rifle, and Private Developer. Completed the access line relocation, access permit, notice to proceed and construction management services. Construction documents included surface reconstruction of super elevation highway in a spiral curve, utility coordination and relocation, and future master planning for signalization, highway expansion with acceleration, deceleration, and travel lanes.

16th Street Improvements: Work included municipal roadway design for 16th Street including extensive utility coordination and relocations, roadway reconstruction to accommodate multimodal access, roadway base and asphalt construction, and construction management/administration.

Garfield County

County Road 137: Canyon Creek road and bridge replacement project. Managed structural, geotechnical, ROW acquisition, scour, hydraulic design, quality control team, and compliance through construction.

County Road 311: Currently working on Quality Assurance/Quality Control (QA/QC) services for the 2.5-mile road improvement project on Divide Creek. This project includes two bridges, irrigation, retaining walls, storm drain, and landowner coordination.

Garfield County Fairgrounds: Completed design and QA/QC services for improvements including parking lot, lighting, drainage, fencing, irrigation, landscaping, fire suppression, and access.

County Road 115 (Red Canyon Road): Performed QA/QC services for road and drainage system construction.

Battlement Trail Phase 3 Trail Crossing CR 300: Completed design of trail crossing and associated roadway and drainage improvements for a new pedestrian Trail crossing of Battlement Parkway at the Golf course.

Federal Emergency Management Agency (FEMA) Floodplain Review: Consultant engineer reviewing the proposed FEMA Floodplain studies for impacts to Garfield County. Duties include review and analysis of existing floodplain mapping to proposed, summary presentation to Garfield County and coordination with FEMA consultant representatives.

US 6 and CR 300 Traffic and Safety Study: Selected consultant to review County Road 300 for increase in traffic and safety factors, including traffic analysis and summary of findings report.

KAART EXPERIENCE

Although Kaart has experience in all aspects of LA for both public and private sector clients, they have had the opportunity to work on a number of roundabouts, sometimes from the initial planning stages of its configurations, and sometimes from the more aesthetic detailed design of the landscape.

Kaart was involved with the first roundabout in Grand Junction, at Horizon and 12th, with a scope of planting, irrigation, and accommodations for maintenance. Many years later they worked on the newest roundabout in Grand Junction, which is being constructed next year at G Road and 24 Road, the design solution is in process.



Kaart has also had the privilege of working on the Rifle roundabouts south of the interstate, where this historic cattle drive route is now honored with a local artist's sculptures. They have been involved in the design of a number of smaller roundabouts within commercial and residential developments; but their most comprehensive roundabout project to date was the entire design of the Horizon Drive streetscape, including the main entrance roundabouts at I-70 and Horizon Drive with a design solution, including sculptures set in enhanced native landscapes. Kaart has also been involved with conceptualizing the landscape architecture for roundabouts for the City of Fruita and the City of Rifle.



Marc Kenney, PE, CFM

PROJECT MANAGER

Marc is a licensed civil professional engineer in Colorado, Wyoming, Utah, New Mexico, and North Dakota with 25 years of private and public work experience in hydrology, hydraulics, transportation, and environmental engineering. His focus over the past 16 years has been projects located in the western United States and he has been a part of several successful infrastructure projects.

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

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

Design Engineer | West Main Revitalization | Montrose, CO

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

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

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

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

This project consisted of a corridor study and development of CDOT standard plans and specifications for corridor improvements. The primary objectives of the project were to upgrade the street section, install storm drain and improve drainage throughout the corridor, provide and improve pedestrian access, and upgrade the undersized structure over Lewis Wash. Marc provided project scoping, drainage analysis, storm drain layout and design, utility/irrigation stakeholder coordination, roadway and intersection design review, stormwater quality analysis, and hydraulic design of the Lewis Wash structure, including sizing and analysis of floodplain/floodway.

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

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

YEARS OF EXPERIENCE

25 years

AVAILABILITY

55%

REGISTRATION

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

Certified Floodplain Manager (CFM)

Certified Professional in Stormwater Quality (CPSWQ)

Certified Professional in Erosion and Sediment Control (CPESC)

EDUCATION

ME Civil Engineering – Clarkson University

BS Civil Engineering, Concentration in Environmental Engineering – Clarkson University

AS – Sullivan County Community College





Dean Cooper, PE

QA/QC

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

QA/QC | Hillside Street Reconstruction | Delta, CO

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

Project Manager | West Main Revitalization | Montrose, CO

West Main Street is part of State Highway 90 and runs 0.5 miles through downtown Montrose's urban core and serves as the primary access and frontage for adjacent businesses. KLJ was retained to provide a study, preliminary design, and final design for reconstruction of the existing two-travel lanes in each direction, shoulders for undefined parallel parking, and narrow, non-ADA-compliant sidewalks and driveways on each side of the road for recommended improvements. Upgrades include ADA-compliant widened sidewalks along both sides of the street; addition of bicycle lanes along one or both sides of the street; crosswalk safety with bulbouts and traffic calming measures; lane configuration

to accommodate future traffic volumes, including studying a road diet; and modern streetscape of the corridor with trees, lighting, parking, and outdoor restaurant-style seating. KLJ is also providing a traffic study of the roadway for future growth expectations and for analysis of alternative roadway concepts.

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

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

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

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

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

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

YEARS OF EXPERIENCE

32 years

AVAILABILITY

35%

REGISTRATION

Professional Engineer – CO, SC

Unmanned Aerial Vehicle (UAV) Pilot – Part 107 Certified

Private Pilot

EDUCATION

BS Civil Engineering – The Citadel, Charleston, SC





Joe DeVore, PE, PTOE, RSP2

TRAFFIC MODELING/ANALYSIS

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

Traffic Engineer | TH 12 and CSAH | Hennepin County, MN

Joe led traffic engineering and modeling tasks that included a 24-hour traffic operations and safety analysis using Vissim and SSAM, documenting the process in an ICE, and conducting a detailed roundabout evaluation comparison between HCS, Rodel, and Vissim software to identify the impact of unacceptable traffic conditions. This process prioritized safety improvements through conflict reduction while also reducing delay by more than 80 percent on the existing corridor.

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

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

Traffic Engineer | MDT Kalispell Bypass and Kalispell Bypass South US 93 to Airport Road | Kalispell, MT

Joe was a key member of the traffic engineering team for the design of the south segment of the Kalispell US 93 bypass. He led both traffic operations and safety analysis, identifying when existing at-grade intersections will

need to be improved to grade separated interchanges. This process is using the same Vissim and SSAM process to identify operations and safety benefits using a detailed microsimulation Vissim model. This work also includes providing alternative interchange design, including the analysis of roundabout and quadrant interchanges that will reduce the cost and impacts compared to a conventional diamond interchange.

Lead Traffic Engineer | Foy's Lake Road Design-Build | Kalispell, MT

Joe provided initial conceptual modeling that proposed a roundabout terminal interchange that allowed bridge widths to be minimized and to maximize operations and safety of the proposed interchange. He assisted throughout the design project creating 20-year traffic forecasts, providing public and stakeholder involvement, and providing a CD Road analysis to reduce freeway access by combining two closely spaced exit ramps.

Traffic Operations | ND 1806 Reconstruction from I-94 to 27th Street and the I-94 Mandan Avenue Interchange | Mandan, ND

ND 1806 serves a diversity of users, including daily commuter traffic; industrial traffic accessing the Marathon Refinery and the local industrial area; visitors and sports enthusiasts accessing Mandan's premier sports complex; and recreational users traveling to Harmon Lake. The project provides users access to all these different facilities, as well as a positive image to welcome visitors and promote the City. The project increased roadway capacity, improved intersection operations, corrected roadway deficiencies, and improved pedestrian facilities. KLJ provided preliminary engineering and the environmental documentation, including a Documented CATEX. We wrote the project's Interstate Justification Report (IJR), provided in-depth traffic analysis, provided significant utility coordination, analyzed existing stormwater and drainage systems, developed a maintenance of traffic plan, and facilitated multiple project involvement meetings.

YEARS OF EXPERIENCE

10 years

AVAILABILITY

55%

REGISTRATION

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

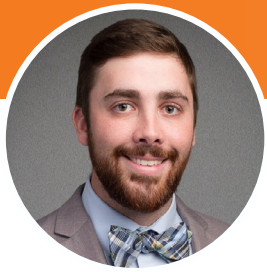
Professional Traffic Operations Engineer (PTOE)

Road Safety Professional 2 (RSP2) - Infrastructure

EDUCATION

BS Civil Engineering – University of Minnesota





Ryan Sundberg, PE

ROADWAY/DESIGN LEAD

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

Design Lead | NDDOT Highway 1806 Reconstruction | Mandan, ND

ND 1806 was a two-lane rural roadway supporting a large residential, a school, the state's largest oil refinery, a large sports complex, and a recreational reservoir. The road lacked adequate turn lanes, proper sight distance at some intersections, pedestrian facilities, and lighting. The curve did not meet the 35 mph design speed of the corridor, resulting in numerous crashes. To improve safety and accommodate vehicular and pedestrian traffic, KLJ conducted a traffic study, comparing alternative design solutions and led extensive public engagement meetings. The project ultimately reconstructed and widened Old Red Trail from Mandan Avenue to Collins Avenue, installed a roundabout for traffic control at the intersection of Old Red Trail and Mandan Avenue, added turn lanes, made spot improvements at the refinery entrance, and improved the nearby interstate ramps. Ryan provided engineering related to roadway geometrics, concrete jointing plan, and erosion control/seeding.

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

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

Design Lead | CSAH 92/TH 12 Intersection Improvements | Hennepin County, MN

The project involves the reconfiguration of a high volume offset T-intersection with a parallel railroad line in western Hennepin County to a unique three-legged roundabout with a high speed bypass. The project scope includes alternatives analysis, environmental documentation, public involvement, preliminary design, staff approved layout, roundabout and interchange design, final design, and structure design. Ryan oversees the roadway design team, which includes alternative analysis concepts, preliminary design, staff approved layout, roadway and interchange design, box culvert design, and drainage design. He also coordinates and oversees the team cohesiveness between the erosion control, structural bridge design, and environmental documentation teams.

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

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

Design Lead | TH 22 Reconstruction | Mankato, MN

The project includes developing three Level 1 Staff Approved Layouts, a high-speed roundabout design, divided two-lane highway with continuous T-intersection, access consolidation, and passing lanes for a 6.5-mile long stretch of trunk highway. Ryan was responsible for the overall design of all three layouts. Unique to this project is the roundabout, designed by Ryan, needs to handle 110-foot long Load King trailers in all directions, without being a supersized roundabout, due to heavy traffic patterns in all directions and pedestrian crossings.

YEARS OF EXPERIENCE

11 years

AVAILABILITY

55%

REGISTRATION

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

EDUCATION

BS Civil Engineering – University of North Dakota





Caitlin Wotruba, PE

LIGHTING

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

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

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

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

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

Lighting | TH 23 Gap | Paynesville to Richmond, MN

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

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

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

Signal Design | 1806 Mandan CRP | Mandan, ND

The project included one signal replacement at 6th Street SE and 3rd Avenue SE. Caitlin worked on the preliminary design to coordinate the signal equipment locations, as well as potential impacts to existing ROW and sidewalks.

Civil Engineer | Franklin Avenue Reconstruction | Minneapolis, MN

The project includes reconstructing Franklin Avenue between Hennepin Avenue and Lyndale Avenue in Minneapolis, MN to improve bike and pedestrian infrastructure. Caitlin worked on modifying the signal at Lyndale Avenue to accommodate the new pedestrian ramps and roadway alignment. She coordinated with the prime consultant, the City of Minneapolis, and the County to determine the needs of each for the design.

Civil Engineer | Columbia Road Reconstruction | Grand Forks, ND

The project included two signal replacements along Columbia Road near the University of North Dakota. Caitlin coordinated with the City in finalizing signal designs, as well as reviewing signal equipment shop drawings during construction.

Civil Engineering Analyst | Cleveland Avenue Reconstruction | Ramsey County, MN

The project included updating infrastructure to modify parking bays, add bike lanes, and a multi-use trail. Caitlin worked on the lighting, signal, signing, and pavement marking designs along the length of the project.

YEARS OF EXPERIENCE

6 years

AVAILABILITY

40%

REGISTRATION

Professional Engineer – CO, MN, ND, MT

MnDOT Signal and Lighting Certification

EDUCATION

BS Civil Engineering – Michigan Technological University

BS Surveying Engineering – Michigan Technological University





Laura Langdon

PUBLIC INVOLVEMENT

Laura was a project manager for a municipal government for five years before becoming a senior public engagement strategist for KLJ. Her experience from the owner’s perspective affords her with unique insight into a project. This inherent sense of owner satisfaction positions her as an invaluable asset to any project. Laura strategizes and executes public information plans for a variety of projects. Although adaptability is key, she uses the same foundational pillars to guide her approaches. These are equity, meaningful engagement, transparency, and accountability. These pillars build a community within the decision-making process, garner public consensus, and ultimately build a stronger, more successful project. In 2021, Laura was lead or had a major part of 18 contracts for public engagement.

Public Involvement Lead | US 53 and CSAH 332 Roundabout | Koochiching County, MN

KLJ provided an ICE study for the intersection of US 53 and CSAH 332, which requires significant safety improvements. US 53 is the primary route into International Falls, as well as the international border crossing into Canada. CSAH 332 is the primary route for logging trucks. The ICE study determined that installing a roundabout is the best solution for the intersection. KLJ is leading preliminary engineering, which includes development of a Level 1 MnDOT Layout. Because of the high importance of both US 53 and CSAH 332 to the region, KLJ is working with Koochiching County, MnDOT, the City of International Falls, and the Minnesota Timber Producers Association to understand potential construction impacts and develop mitigations, early in the design process will be critical. Once constructed, the roundabout will significantly reduce risk factors and improve freight operations at the intersection of US53 and CSAH 332.

Public Information Officer | Rodney Street Phase II | Helena, MT

Collaborating with the City of Helena’s Public Information Officer and City Engineer, Laura created a custom approach to meet the needs of the City and the project. One major element was her development of a conflict mitigation plan for the removal of the old growth trees along the corridor. She took the task head-on to get ahead of the issue by developing detailed visuals, publishing the plan for each individual tree, and communicating directly with the adjacent landowners. By becoming the moderator between the public and City, most questions and issues

were resolved with minimal impact to City staff. She strategized the engagement plan, branded marketing materials, held listening sessions with nearby schools, churches, and businesses, hosted virtual open houses, went door-to-door, created a robust contact list, and worked directly with impacted landowners.

Public Involvement Lead | Highway 197 Corridor Vision, MnDOT District 2 | Bemidji, MN

This corridor vision was looking at redesigning several intersections downtown and revising accesses to businesses. Laura strategized a public engagement plan. She coordinated with MnDOT and their partners, the Headwaters Regional Development Commission (HRDC), and the City of Bemidji. She created an interactive survey to inform the public about the project and let them score their priorities, intersection alternatives, and decorative design features. She coordinated pop-up events and recreational areas, businesses, and the library. She was privy to some previous public pushback and strategized a transparent and informative campaign to build back the public’s trust and engagement.

Public Involvement Manager | Lewistown Street and Sidewalk Improvements Project | Lewistown, MT

MDT hired KLJ to manage stakeholder engagement by supporting communications with the public throughout the three-phased project. Laura’s responsibilities include building relationships with community, creating text and email subscription updates, graphic and map creation, media coordination, stakeholder meetings, and managing the website and call center. KLJ developed the Public Involvement Plan (PIP) that served as the guide to managing all stakeholder engagements. Our team works seamlessly with many state agencies, fully understanding the necessary approvals and actions each step of the way. These relationships build a strong PIP and contribute directly to its success.

YEARS OF EXPERIENCE

9 years

AVAILABILITY

50%

EDUCATION

BS Civil Engineering with Transportation Emphasis – Northern Arizona University





Michael Langhorne, PLS

SURVEY/ROW COORDINATION

Michael has more than 32 years of experience serving as a professional land surveyor in Colorado. He is located in Rifle, CO and is active in the Rifle community, serving on the Rifle Economic Development Corporation, Downtown Development Authority, Visitor Improvement Fund, and Rifle Area Chamber Commerce over the years. Michael's experience includes managing survey projects and personnel, implementing new technology, GIS, construction staking and mapping, topographic and boundary surveys, and assisting with interpreting land records and creating land and easement descriptions.

Survey Lead | Sylvan Lake Spillway Design and Bathymetry | Eagle County, CO

This state park is located in Eagle County, CO. Michael provided the detailed existing conditions survey with one-foot contour interval for design and expansion of existing reservoir. He also completed bathymetry and mapping of the lake floor.

Survey Lead | Alsbury Reservoir | Silt, CO

The project is located south of Silt, CO in the White River National Forest. Michael provided the detailed existing conditions survey with one-foot contour interval for design and expansion of existing reservoir. He established primary and secondary control, along with settlement monuments and piezometers, for post construction settlement monitoring.

Survey Lead | Porter Reservoir | New Castle, CO

The project is located south of New Castle, CO. Michael provided the existing conditions survey with two-foot contour intervals for design and expansion of existing reservoir. He provided construction staking to build the expansion design and intake and outlet structures. Michael established primary and secondary control along with settlement monuments and piezometers for post construction annual settlement monitoring and reporting for the Colorado Division of Water Resources.

Survey Lead | Woods Lake Ranch | Eagle, CO

Michael provided the existing conditions survey with two-foot contour intervals of the existing Woods Lake, located southeast of Eagle, CO to include underwater topography utilizing the Sonarmite Echosounder in conjunction with Trimble GPS Real Time Kinematic (RTK). He also provided a detailed existing conditions survey on the adjacent dams and spillway and across the adjacent landscape.

Survey Lead | City of Rifle Regional Water Purification Facility | Rifle, CO

Michael provided the existing conditions survey with one-foot contour intervals of the existing Rifle Plant intake reservoir to include underwater topography utilizing the Sonarite Echosounder in conjunction with Trimble GPS RTK. He also provided a detailed existing conditions survey on the adjacent landscape and intake structures.

Survey Lead | Alberta Park South Fork Reservoir | South Fork, CO

Michael provided the existing conditions survey with two-foot contour intervals of the existing reservoir to include underwater topography utilizing the Sonarite Echosounder in conjunction with Trimble GPS RTK. He also provided a detailed existing conditions survey on the adjacent landscape and intake structures.

Survey Lead | Hallam Lake | Aspen, CO

Michael provided the existing conditions survey with two-foot contour intervals of the existing reservoir to include underwater topography utilizing the Sonarite Echosounder in conjunction with Trimble GPS RTK. He also provided a detailed existing conditions survey on the adjacent landscape and intake structures.

YEARS OF EXPERIENCE

32 years

AVAILABILITY

50%

REGISTRATION

Professional Land Surveyor – CO





Chris Manera, PE

DRAINAGE/UTILITY RELOCATIONS & PARK-N-RIDE DESIGN

Chris is an engineer in the general field of water resources and land development civil engineering. He has specialized in the analysis of water rights, surface hydrology and watershed modeling, reservoir operation studies, and floodplain evaluation. Chris is also experienced in the design of hydraulic structures, including diversion structures, treatment facilities, pipelines, ditches and canals, and storage vessels, including reservoirs and storage tanks. He has participated in the monitoring and regulation of small water delivery systems. Chris also has experience in groundwater investigations, including groundwater modeling, groundwater exploration, non-tributary groundwater quantification, and groundwater hydrology. He has extensive experience in computer modeling of water rights, hydrology studies, and development of water accounting programs. Chris also has experience in land use planning, subdivision design, and water and sewer utility infrastructure development.

Floodplain/Drainage Engineer | Elk Creek Ranch Public Utility District (PUD) | Rio Blanco County, CO

Chris provided floodplain delineation along the White River for a residential development in Rio Blanco County, CO. He developed flood flow hydrology for the watershed. Chris routed flows through the subject property to determine the 100-year floodway area using HEC-RAS computer model. He also submitted the Letter of Map Revision (LOMR) application to FEMA for floodplain boundary revisions.

Floodplain/Drainage Engineer | Elk Creek Campground | New Castle, CO

Chris provided floodplain delineation along Elk Creek for an existing campground development near New Castle, CO. He routed flows through the subject property to determine the 100-year floodway area using HEC-RAS computer model. Chris submitted the report and reviewed it with County Planning Department to regulate facilities.

Drainage Engineer | Drainage and Grading Plans | Throughout Colorado

Chris worked on numerous drainage and grading plans, which were completed for lot owners and land developers to meet regulatory requirements of local or county governing bodies. Work completed has included rainfall runoff analyses, flood flow hydrology, hydraulic structures design, retention and detention mitigation design, and implementation of best management practices (BMP).

Site Engineer | Brendan Theaters | Rifle, CO

Chris completed site plan engineering for a seven-plex movie theater building and three vacant commercial lots. Engineering involved design of sewer trunk line relocation, trail design, water and sewer services, relocation of dry utilities, drainage, parking, and off-site street improvements.

Site Engineer | Homestead PUD | Rifle, CO

Chris prepared the engineering design documents for final plat submittal of Phase IV and A, and off-site street improvements to Birch Avenue. Design work included road and lot layout, water and sewer services, drainage improvements, irrigation ditch improvements, and utility design details. Work also included review of utility service demands.

Site Engineer | North Pasture | Rifle, CO

Chris provided preliminary plan design for a 100-unit subdivision. He prepared the engineering construction design documents for Phase I, a 29-unit R-1 and R-2 subdivision. Design work included road and lot layout, water and sewer services, drainage improvements, and utility design details. Colorado River Engineering provided construction inspection services.

YEARS OF EXPERIENCE

33 years

AVAILABILITY

55%

REGISTRATION

Professional Engineer – CO

EDUCATION

BS Civil Engineering – Colorado State University



Eric Brynildson, PE

YEARS OF EXPERIENCE

14 years

AVAILABILITY

60%

REGISTRATION

Professional Engineer –
CO

EDUCATION

BS Mechanical Engineer
– Colorado School of
Mines

DRAINAGE/UTILITY RELOCATIONS & PARK-N-RIDE DESIGN

Eric has been a vital component of Colorado River Engineering for the last 14 years. He has been involved as a project manager, design engineer, or staff engineer on every major project in the company. Eric is employed as an engineer in the general field of civil engineering, specializing in dams, water resources, land development, and road and bridge design. He has specialized in managing the design, construction, and quality control of county road and bridge projects, commercial site plans, and pipeline projects. Eric has extensive experience in land development, subdivision design, hydrology, and water and sewer utility infrastructure design and construction. He has been involved with the construction and installation of utility mains, service lines, general underground utilities, and road construction as an operator prior to entering the engineering profession which gives him vital experience from the construction field.





Aleta Powers

ENVIRONMENTAL PERMITTING

Aleta has worked for ERO since 1994 and has experience in National Environmental Policy Act (NEPA), Environmental Site Assessment (ESA), and Clean Water Act (CWA) compliance. Her considerable project experience focuses on the western Colorado region, and includes permitting assistance and resource analysis for highway reconstruction, reservoir re-operation, pipeline construction, and mining operations. Aleta has worked with CDOT to complete coordination and consultation with federal and state land managing agencies, including with the United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), Bureau of Land Management (BLM), and Colorado Parks and Wildlife (CPW). Additionally, she serves as project manager for the on-call contracts ERO currently holds with the Federal Highway Administration (FHWA).

Project Manager | Mesa County 45.5 Road/DeBeque Cut-Off | Mesa County, CO

Aleta completed NEPA compliance, USACE permitting, cultural resource investigations, and BLM rare plant surveys for multiple phases of road improvements. She coordinated cultural resource studies with the BLM and State Historic Preservation Office. Aleta completed wetland delineations and submitted permit applications to the USACE and conducted CDOT compliance coordination. She also facilitated paleontological survey and construction monitoring.

Project Manager | Kokopelli Trail Phase I and II | Mesa County, CO

Aleta was project manager for approximately five miles of trail between Fruita and Loma. She was responsible for acquiring permits and meeting environmental compliance requirements for CDOT, BLM, CPW, USFWS, USACE, and other agencies on behalf of the City of Fruita. Aleta conducted Phase I ESA, wetland delineation and 404 permitting (NWP 14), Biological Assessment (BA) for yellow-billed cuckoo and Colorado river fishes, cultural resources inventory and reporting, and other environmental compliance. She completed environmental training session, project initiation session, and construction monitoring on behalf of the City.

Project Manager | New Castle Overpass | Garfield County, CO

Aleta completed CDOT compliance studies related to a new pedestrian overpass at the I-70 Interchange in New Castle. She delineated wetlands, surveyed for threatened and endangered species and noxious weeds, addressed cultural resources, and conducted a Phase I ESA.

Project Manager Xcel/PSCo Powerline Maintenance and Renewal Activities | Mesa and Garfield Counties, CO

Aleta aided in resource studies and environmental compliance for transmission line upgrade and renewal between Palisade and the Shoshone Plant in Glenwood Canyon, including coordination with CDOT, BLM (Grand Junction and Colorado River Valley Field Offices), Reclamation, USACE, and USFWS. The biological resource surveys included wetlands/floodplains; raptors and migratory birds; and threatened, endangered, and sensitive species, including endangered Colorado River fish, Colorado hookless cactus, DeBeque Phacelia, and others. She completed cultural resource surveys on private and public lands and completed private access request mailings and coordination

Project Manager | Eagle Valley Trail System Completion Project | Eagle County, CO

Aleta was project manager to meet environmental compliance requirements for two trail segments. She coordinated with BLM, CDOT, USACE, and CPW, and completed or facilitated surveys for cultural resources, rare plants, paleontological resources, and all natural resources. Resource surveys and reports were provided to BLM to support their Environmental Assessment (EA) and to CDOT for their environmental process.

Project Manager | Fruita Connection Trail | Mesa County, CO

Aleta assisted with wetland permitting, ESA compliance, and CDOT environmental clearance requirements for a riverfront connection trail between Grand Junction and Fruita. She completed cultural survey and consultation and secured a USACE permit (NWP).

YEARS OF EXPERIENCE

28 years

AVAILABILITY

50%

EDUCATION

Graduate Work in Environmental Sciences – Colorado School of Mines

MS Environmental Science, Hydrology Emphasis –University of Colorado at Denver

BA Geography/Sociology – University of Northern Colorado





Ted Ciavonne, PLA

LANDSCAPE ARCHITECTURE

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

Relevant Experience

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

Community Involvement

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

YEARS OF EXPERIENCE

40 years

AVAILABILITY

45%

REGISTRATION

Professional Landscape Architect – CO

EDUCATION

Bachelor of Landscape Architecture – Colorado State Univeristy



Michael Berry, PE

YEARS OF EXPERIENCE

25 years

AVAILABILITY

60%

REGISTRATION

Professional Engineer –
CO, UT

EDUCATION

MS Civil Engineering –
Drexel University

MS Engineering
Management – Drexel
Engineering

BS Geological
Engineering – Colorado
School of Mines

GEOTECHNICAL

Michael has more than 25 years of experience as a geotechnical engineer responsible for engineering projects. He has performed various calculations and computerized analyses for shallow and deep foundations, retaining walls, bridge substructures, slopes, landfills, infiltration structures, and water supply facilities. Michael's responsibilities include scoping, contracting, coordinating, and directing subsurface investigations, geotechnical instrument installation, and geophysical investigations. He has managed subsurface investigations, instrument installation, and geophysical investigations and has supervised and directed operations of geophysical, drilling, excavating, and grouting contractors. Michael has also written many detailed geotechnical, geological, hydrologic, and environmental reports and specifications.

Geotechnical Engineer | Bell Rippy Community | Glenwood Springs, CO

Michael completed engineering design of 12 retaining walls for a large multi-family project in Glenwood Springs.

Geotechnical Engineer | 22 Road Improvements | Grand Junction, CO

Michael completed engineering design of a large retaining wall along 22 Road in Mesa County as part of roadway improvements.

Geotechnical Engineer | North River Road | Palisade, CO

Michael completed engineering design of several retaining walls as part of improvements to North River Road in Palisade.

Geotechnical Engineer | DeBeque PK-12 School | DeBeque, CO

Michael completed engineering design of large (14.5-foot high) retaining wall at the PK-12 school in DeBeque.



Huddlestone-Berry
Engineering & Testing, LLC



John Holzworth, PE

SUBSURFACE UTILITY ENGINEERING

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

Relevant Experience

- » Project Principal | Douglas County SUE On-Call | Douglas County, CO
 - > County Line Road and Inverness Parkway Intersection Reconfiguration
 - > Lincoln Avenue, Havana Street, and Meridian Boulevard Intersections
 - > County Line Road Widening University to Broadway
 - > C470 Trail Over the Yosemite Street Pedestrian Bridge
- » Project Principal | Weld County On-Call SUE | Greeley, CO
 - > CR 74 and CR 33 Intersection
 - > O Street and 35th Avenue Intersection
 - > CR 80 and CR 37 Intersection
- » Quality Manager | CR 66 and CR 41 Intersection Design and Improvements | Weld County, CO
- » Project Principal | SH 392 and WCR 23 Intersection Improvements (CDOT Local Agency) | Severance, CO

- » Project Principal | Drake and College Intersection Improvements | Fort Collins, CO
- » Project Principal | Fort Collins Parks Planning and Design On-Call | Fort Collins, CO |
- » Project Principal | Fountain Creek Bridge-Home of Heroes | Pueblo, CO
- » Project Manager | North Vista Highlands Development | Pueblo, CO
- » Project Manager | Academy Boulevard Great Streets Plan | Colorado Springs, CO
- » Principal in Charge | I-25 Gap Planning and Environmental Linkages (PEL) | Colorado Springs/Denver South, CO

YEARS OF EXPERIENCE

35 years

AVAILABILITY

50%

REGISTRATION

Professional Engineer – CO

EDUCATION

BS Civil Engineering – Old Dominion University



Taylor Lane

SUBSURFACE UTILITY ENGINEERING

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

Relevant Experience

- » SUE Lead | Douglas County SUE On-Call | Douglas County, CO
 - > County Line Road and Inverness Parkway Intersection Reconfiguration
 - > Lincoln Avenue, Havana Street, and Meridian Boulevard Intersections
 - > County Line Road Widening University to Broadway
 - > C470 Trail Over the Yosemite Street Pedestrian Bridge
- » SUE Lead | Weld County On-Call SUE | Greeley, CO
 - > CR 74 and CR 33 Intersection
 - > O Street and 35th Avenue Intersection
 - > CR 80 and CR 37 Intersection
- » SUE Lead | CR 66 and CR 41 Intersection Design and Improvements | Weld County, CO
- » SUE Lead | WCR 66 Corridor SUE and Conceptual Alignment | Greeley, CO

- » SUE Lead | US 34 Encore at Johnstown | Larimer County, CO
- » SUE Lead | South Camp Road SUE (subconsultant) | Mesa County, CO
- » SUE Lead | Clifton, 1st Street, and Camp Avenue Improvements SUE (subconsultant) | Mesa County, CO
- » SUE Lead | SUE for ITS Poles in CDOT R4 (subconsultant CDOT Traffic Engineering NPS Task order) | Weld County, CO
- » SUE Lead | 112th and Himalaya Improvements SUE | Adams County, CO
- » SUE Lead | Crown Castle Highway 36 Lyons to Estes Park | Boulder and Larimer Counties, CO
- » SUE Lead | 12th Street Outfall: Phase 1A SUE | Greeley, CO
- » SUE Lead | CDOT R4 SH 40 Bridge Replacement LPA #FBR 2872-020 | Weld County, CO

YEARS OF EXPERIENCE

9 years

AVAILABILITY

45%

TRAINING

OSHA – 10 Hour Training



JUNE 2022

KLJENG.COM

Engineering, Reimagined



EOE/M/F/VET/DISABILITY





Agenda Item #5.b.

Agenda Item Name:

Consider Approving Resolution No. 12, Series of 2022 - Energy and Mineral Impact Assistance Fund Grant

Presenter:

Tommy Klein, City Manager

Item Description:

Consider Approving Resolution No. 12, Series of 2022 - Energy and Mineral Impact Assistance Fund Grant

Recommended Action:

Move to approve Resolution No. 12, Series of 2022, to allow the city manager to submit a grant application for an Energy and Mineral Impact Assistance Fund grant, sign the grant agreement and to expend the funds necessary to meet the terms of the grant not to exceed \$750,000.

Fiscal Impact:

Up to \$750,000 from General Fund monies would be used as a match if the grant is awarded.

Operational Impact:

None

Prior Board Motions:

On July 6, 2022, Council awarded the design of the Gateway Improvement Project to KLJ.

Background Information:

A roundabout and pedestrian improvement project for the Whiteriver and HWY 6 intersection is at the design stage and we hope to begin construction as early as the fall of 2023. Staff estimates that the project will cost between \$5,000,000 and \$6,000,000. There is a possibility that the project will exceed our cost estimate due to uncertainty in the construction market.

Executive Summary:

A roundabout and pedestrian improvement project for the Whiteriver and HWY 6 intersection is at the design stage and we hope to begin construction as early as the fall of 2023. Staff estimates that the project will cost between \$5,000,000 and \$6,000,000. There is a possibility that the project will exceed our cost estimate due to uncertainty in the construction market.

Staff is requesting Council approval to allow the city manager to apply for the Energy and Mineral Impact Assistance Fund Grant, sign agreements related to the grant, and expend up to \$750,000 in matching funds. If awarded the grant, it is possible that the City would not receive the entire \$750,000. Staff plan on using \$1,000,000 in ARPA funding to support the roundabout project, regardless of the outcome of this

application. We have also been awarded \$1,800,000 from CDOT for the project. General Fund monies will cover the cost of the match for this grant should it be awarded.

On July 6, 2022, Council awarded the design of the Gateway Improvement Project to KLJ.

Staff recommends approving this resolution.

Notification Requirements:

None

Prepared By:

Tommy Klein, City Manager

Attachments:

1. Resolution No. 12-DOLA Grant-Gateway Improvements Project

**CITY OF RIFLE, COLORADO
RESOLUTION NO. 12
SERIES OF 2022**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIFLE,
COLORADO, AUTHORIZING THE CITY TO SUBMIT AN ENERGY AND
MINERAL IMPACT ASSISTANCE FUND GRANT APPLICATION FOR THE
COMPLETION OF THE RIFLE GATEWAY TRAFFIC AND PEDESTRIAN
IMPROVEMENTS PROJECT.

WHEREAS, the City of Rifle is a political subdivision of the State of Colorado, and therefore an eligible applicant for a grant awarded by the Energy and Mineral Impact Assistance Fund (“EIAF”); and

WHEREAS, the City of Rifle has submitted a Grant Application for the completion of the Rifle Gateway Traffic and Pedestrian Improvements Project requesting a total award of \$750,000; and

WHEREAS, the City of Rifle supports the completion of the project if a grant is awarded by the EIAF.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIFLE, COLORADO, THAT:

1. The City incorporates the foregoing recitals as findings by the City Council.
2. The City Council of the City of Rifle strongly supports the Grant Application submitted by the City and has appropriated matching funds for a grant with the EIAF.
3. The City Council authorizes the expenditure of funds necessary to meet the terms and obligations of any grant awarded pursuant to a Grant Agreement with the EIAF.
4. The Project site is owned by the City of Rifle and will be owned by the City of Rifle for the next 25 years. The City Council will continue to maintain the Rifle Gateway Traffic and Pedestrian Improvements Project in a high-quality condition and will appropriate funds for maintenance annually.
5. If a grant is awarded, the City Council hereby authorizes the City Manager to sign a Grant Agreement with the EIAF.

THIS RESOLUTION was read, passed, and adopted by the Rifle City Council at a regular meeting held this 25th day of August 2022.

CITY OF RIFLE, COLORADO

By: _____
Mayor

ATTEST:

City Clerk