



Lake County Government

505 Harrison Ave | Leadville, CO

REQUEST FOR PROPOSALS

Lake County Gateways: US 24 and SH 91 Safety, Mobility, and Transit Improvements Plan.
An Infrastructure Improvement Plan for Lake County, Colorado.

Anticipated Timeline

RFP ISSUE date:	June 14, 2024
Pre-Proposal Information Meeting	June 21, 2024 @ 1 pm
Final Date for Questions:	June 24, 2024
Final posting of Official Answers/Final Addendum:	June 25, 2024
Proposal Due Date:	July 12, 2024
Interviews (if necessary):	Week of July 15, 2024
Anticipated Notice of Intent to Award:	July 31, 2024
Anticipated Project Completion Date:	December 31, 2025

Project Manager: Tim Bergman
Email: tbergman@lakecountyco.gov
Phone: 719-838-0004



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Summary Introduction

Lake County is seeking a qualified, experienced, creative, and engaging firm to provide consulting, public engagement, and preliminary planning and design to improve pedestrian, multimodal, and vehicle safety in four identified areas in Lake County. The project will complement, but is separate from, new local transit and existing regional transit programs. The project is funded by a CDOT Multimodal and Mitigation Options Fund (MMOF) grant and will produce design options that have local support and follow CDOT standards to be eligible for engineering and construction grants and funding. The work product under this RFP will also inform pre-application discussions regarding land developments and site plan approval, as well as potentially inform changes to County and City zoning and land use codes.

Responses to this Request for Proposal (RFP) will be used to identify qualified consultants to lead the public engagement, including members of the County's Spanish speaking community, and conduct planning, design, and preliminary engineering services including cost estimates. Proposals are due by July 12th, 2024.

Background

Highway 24 passes through several areas of Lake County that either currently, or in the reasonably foreseeable future, have a high level of pedestrian/bicycle activity. The current roadway design is not conducive to safe pedestrian/bicycle use in these areas. As a result, pedestrian and bicycle use is either unsafe, or deterred in ways that harm community cohesion and economic activity. The scope of work may also include adjacent areas on County roads where this is necessary to support connectivity of pedestrian/bicycle usage to the core areas of this proposal.

The details of each project area are elaborated below in more detail. In general, the scope of study is to identify options for traffic calming, pedestrian pathways/refuges/crossing, signage, restriping, redesigned vehicle traffic access points, lane reduction, and related approaches. Study recommendations shall take into consideration the location of current and future local and regional transit bus stops, including new local shuttle service through the study areas beginning in 2024. The scope will also address the feasibility of reduced speed limits. In all cases the goal is to promote pedestrian/bicycle access and safety. Each project area should have up to 3 proposals/alternatives that should include a focus on pedestrian circulation, provide coordination directly with public transit and implementing traffic calming strategies that enhance bicycle safety. Maps of the four project areas are included in each section.



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Area 1 – Mountain View Village

This is an area of current and longstanding recognized need to address pedestrian safety. Highway 24 splits a community of over 200 households. In particular, the mobile home office, community room, playgrounds, and a regional bus service shelter all require crossing a 40-mph, poor sightline curve. In a community study conducted four years ago to identify priorities for recreation access, a safe crossing of Highway 24 was a top priority. The key benefit here is the safety of community residents, and increased community vitality and cohesion. (There is no commercial or business activity in this Area 1). This area is in Lake County’s jurisdiction.



Area 2—“Northern Gateway”

This area is a rapidly developing and changing area of Lake County. This area running roughly from the Highway 24/Mountain View intersection (“Safeway traffic light”) north to the Highway 91/24 intersection is currently entirely business/commercial with very little adjacent residential areas. The roadway is four lanes with a center turn lane. There is a narrow sidewalk on the west side, and no pedestrian/bicycle pathway on the east.

Residential developments (with small mixed commercial) that are either permitted or in pre-application discussions will add 800 or more residential units immediately adjacent to this



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section of Highway 24. While this may take years to be fully built, Lake County desires to have a clear plan to steer this development in a way that can accommodate the major shift of this area to a mixed commercial-residential neighborhood, and specifically to support a pedestrian-accessible neighborhood. In the near term, this project will provide guidance to the County and City in requiring some aspects of the new development design. This area will include coordination of feedback between both local jurisdictions, the City of Leadville and Lake County.

The goal of work in this Area 2 is to facilitate a transition from an auto-centric commercial corridor to an area that functions more like a Main Street corridor. The City of Leadville historic main street (on Highway 24) successfully restriped several years ago to implement a “road diet”, including adding a bike lane, in a way that has greatly increased pedestrian and bicycle safety. This prior work is somewhat of a model for transitioning to a community-oriented and economically productive area.



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Area 3—CMC Intersection

This single intersection adjacent to Colorado Mountain College (CMC) has current and emerging pedestrian and bicycle crossing and access issues. There are two multi-use crossings south of the intersection involving access to the Mineral Belt Trail (MBT) crossing and CMC pedestrian path. On the southeast corner is a significant recreation parking lot and



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trailhead, providing access to the Mineral Belt Trail and an extensive mountain bike trail system. There are frequent bicycle crossings by users coming from the City of Leadville to this recreation area, as well as crossing by MBT users and CMC staff and students. In addition, the southwest corner is in active discussions for mixed commercial/affordable housing development and may increase local use (including both increased pedestrian/bicycle traffic, and increased vehicle access/turnoffs in this area, as well as and increased potential for vehicle/non-motorized conflict). This area will include coordination of feedback between the City of Leadville, Lake County and Colorado Mountain College.



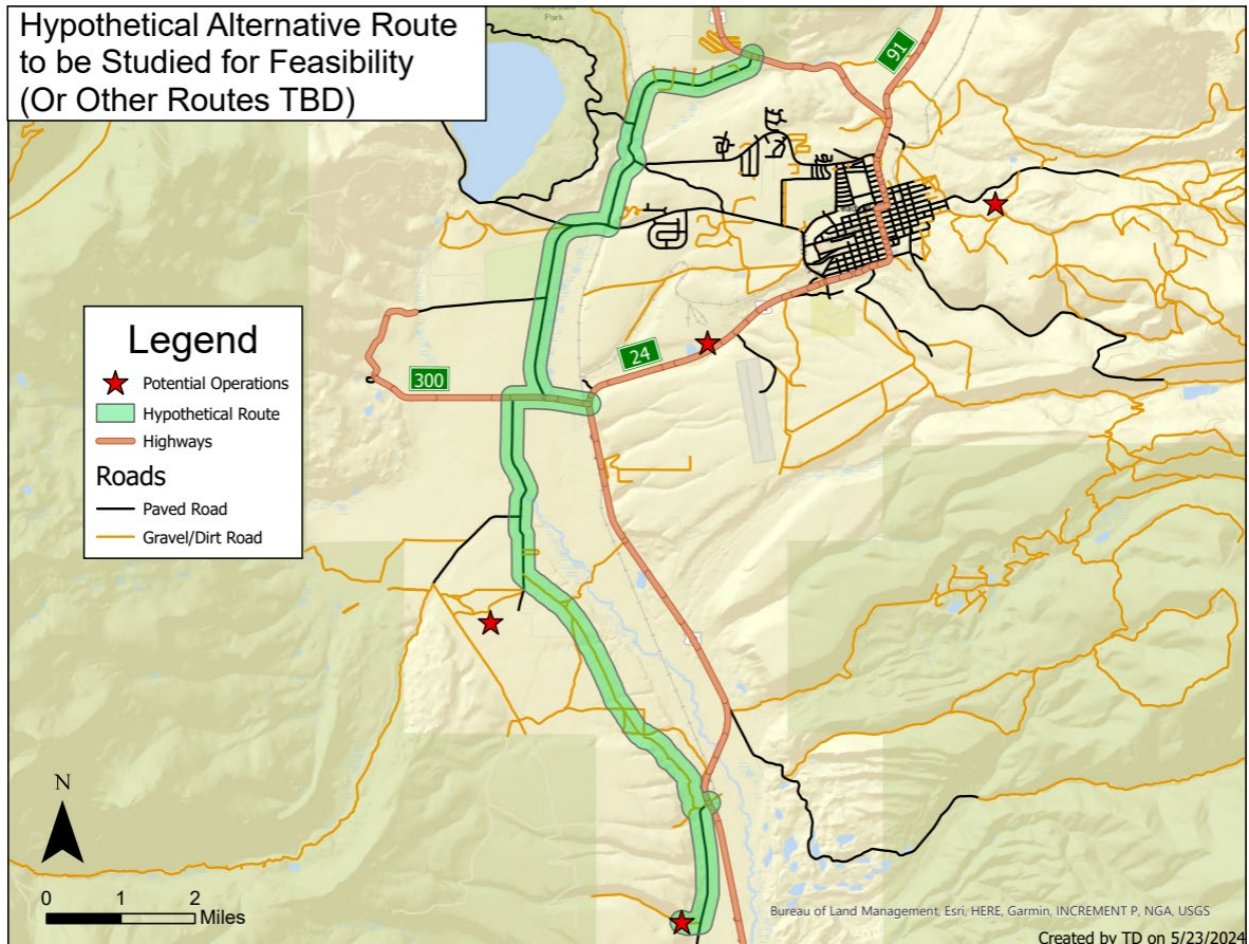
Area 4—Local Truck Diversion Route

Lake County has three facilities (two gravel pits; one milling operation) in various stages of permitting that would increase heavy truck traffic through the Leadville downtown core and other sections of Highway 24. Truck volume estimates from these facilities indicate peak volume of one truck every four minutes. Lake County is interested in identification and feasibility assessment of one or more alternate truck routes for these three facilities that would avoid the significant safety issues for pedestrian and bicycle traffic in the downtown core on Highway 24. While the planning options would be for a route on county roads, the benefit would occur on Highway 24. This area is in Lake County's jurisdiction.



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Project Scope

This project scope of work and RFP package includes the following known required services, however, additional services and or responsibilities may be necessary to complete the project. These services and or responsibilities shall be identified by the Contractor, stated in the proposal, and included in the pricing. Close coordination with CDOT will be essential for this project.

Project Management

Coordinate all project activities, including scheduling, budgeting, and resource allocation. Serve as the primary point of contact between Lake County Government, stakeholders and CDOT. Provide regular progress reports and updates to stakeholders, CDOT and Lake County Government.



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Study and Planning

Conduct a comprehensive study to assess current bicycle and pedestrian infrastructure, safety concerns, and usage patterns in the identified four Project Areas, and relevant adjacent areas in Lake County.

Identify key areas for improvement and prioritize strategies to enhance bicycle and pedestrian safety. This shall include the vehicle roadway design and layout that currently impact non-motorized use. Develop conceptual designs and preliminary plans for proposed infrastructure enhancements, such as bike lanes, sidewalks, crosswalks, and pedestrian crossings. Consideration shall be given to changes in roadway striping, turn lanes, traffic calming, and speed limits.

Design Services

Prepare detailed designs to be used for future engineering and implementation including plans and specifications for the implementation of recommended safety improvements. Ensure designs comply with relevant standards, codes, and regulations, including Americans with Disabilities Act requirements and Public Right of Way Accessibility Guidelines. Incorporate sustainable design principles and green infrastructure practices where applicable.

Environmental Assessment

Identify at a high level potential National Environmental Policy Act (NEPA) or other environmental and permitting issues that may arise at project design and construction phases.

Community Engagement

Develop and implement a comprehensive bilingual (Spanish and English) public outreach and engagement plan to solicit feedback from residents, businesses, and other stakeholders. Organize public meetings, workshops, and focus groups to gather input on project goals, design options, and potential impacts. The vendor will ensure transparency and inclusivity throughout the planning and design process.

Clearly identify in the proposal the intended minimum number of meetings. It is expected that there would be at least one in-person meeting with stakeholders from each project area, and at least one preliminary and one final public town hall or similar meetings with project recommendations. The proposal should include a formal presentation to the Board of County Commissioners.



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Stakeholder Coordination

Collaborate with relevant local agencies, utility companies, residents, and other stakeholders to address potential conflicts and ensure alignment with ongoing projects and initiatives. Obtain feedback from relevant stakeholders and agencies on the impact of future implementation of the design work.

Project Documentation

Maintain accurate records of all project activities, decisions, and communications. Prepare and submit required documentation, including progress reports, meeting minutes, and any needed compliance certifications, in a timely manner.

Project Closeout

Prepare final documentation for each Project Area, including relevant plans, drawings, or maps. Provide a narrative report on how the stated project goals, and identified community and stakeholder input during the project, are addressed by the proposed design approaches for each of the four Project Areas. Include a discussion of any unresolved issues or areas of conflicting stakeholder input. To the extent possible, identify potential CDOT or other funding opportunities for implementing the proposed design approaches. Conduct one final in-person briefing to Lake County Government, and invited stakeholders, on the final project designs.

Submittal Requirements

To be considered, interested parties must submit proposals via email by 5:00 pm on July 12th, 2024, to Tim Bergman at tbergman@lakecountycolorado.gov. Each proposal package must include:

1. Cover Letter
 - a. Proposer introduction with contact information.
2. Project Understanding
 - a. Knowledge of requirements and project area.
3. Firm Experience
 - a. Years of experience providing services.
 - b. Description of at least three similar transit projects
 - c. References from at least three past projects.
4. Project Team
 - a. List of team members and qualifications.
 - b. Any subcontractors and their staff.
 - c. Organizational chart.
5. Approach to the Project



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- a. Description of ability, methodology, and means of meeting minimum requirements.
 - b. Description of ability, methodology, and means of meeting preferred requirements.
 - c. Approach and methodology to completing defined scope of work tasks.
6. Schedule
- a. Include minimum and maximum timeframe for activities leading up to service launch.
7. Budget
- a. Detailed budget with cost per project area
 - b. Pricing must be valid for 60 days.
8. Statement of Financial Capacity
- Information is needed to enable proposal evaluators to determine the stability and financial strength of the organization. The successful applicant shall authorize Lake County to order consumer / business credit report and verify other information necessary to confirm financial capacity. This may include but not be limited to earnings, bank accounts and other asset or liability balances.

Evaluation Criteria and Review Process

The County and a designated review team will review submissions as set forth immediately below:

EVALUATION CRITERIA	POINT VALUE
Firm Experience and Project Understanding – What is the experience and proven ability of the proposer to meet the requirements? Do they understand the project goals?	20
Approach to the Project – How well does the proposer meet the requirements and scope of work of the RFP? Do they present an advantageous approach to service delivery?	25
Qualifications of the Team – How qualified are the identified team members to deliver the project successfully?	20
References – How strong and relevant are the references provided for similar work?	15
Cost, Overall Value, and Financial Capability – How much value does the proposer provide in comparison to other proposals? Is the proposer financially capable?	20
TOTAL MAXIMUM SCORE	100

Protest Procedures

Any person adversely affected by this solicitation shall file with Tim Bergman at tbergman@lakecountycolorado.gov, a Notice of Protest, in writing, at least 5 calendar days prior to the date on which proposals are to be received. Protests will be considered and



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responded to in writing prior to the proposal due date July 9th, 2024. If the protest is sustained, the proposal due date may be delayed, and an addendum issued to modify the due date or cancel the solicitation. If the protest is denied, the proposal due date is upheld, and submissions will be required as originally scheduled.

Any person adversely affected by a decision in connection with this solicitation shall file a Formal Written Protest, in writing, within 5 calendar days of receipt of the decision with Tim Bergman at tbergman@lakecountyco.gov. The formal written protest shall state with particularity the facts and law upon which the protest is based. Protesters may not challenge the evaluation criteria or the relative weight of the evaluation criteria or the formula for making an award determination.

Upon receipt of a formal written protest that has been timely filed Tim Bergman at tbergman@lakecountyco.gov shall stop the proposal solicitation process or the award process until the subject of the protest is resolved by mutual agreement or by final action of the Board of County Commissioners.

Tim Bergman at tbergman@lakecountyco.gov shall provide an opportunity to resolve the protest by mutual agreement between the parties within 7 working days of receipt of a formal written protest. If the protest is not resolved by mutual agreement within 7 working days, Tim Bergman and/or the protester shall refer the protest to: the Board of County Commissioners.

The Board of County Commissioners will review the protest and the project manager's decision, and either concur or reverse the decision in writing within seven working days.

General Conditions

Questions regarding this RFP

Any questions relative to the scope of services must be submitted by email by 5:00 pm Mountain Standard Time July 8, 2024. Questions about the RFP can be directed to: Tim Bergman at tbergman@lakecountyco.gov.

Fee Negotiations

At the time of awarding the contract to the successful firm, a not-to-exceed fee for required services will be established. If the County and the successful firm cannot agree on cost, then Lake County will solicit a fee from the next highest scored firm. Billing will be accepted on a monthly basis for any services provided.

Insurance Requirements

The successful firm shall not begin any work under any contract awarded until it has obtained the required insurance, and Lake County has approved such insurance. The successful firm shall not



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allow any sub-contractor to commence work under an awarded contract until all similar insurance required of the sub-contractor has been obtained and approved.

Such insurance requirements include:

1. Workers' Compensation Insurance in statutory limits.
2. Comprehensive General Liability Insurance: \$1,000,000/occurrence and \$2,000,000/aggregate.
3. Comprehensive Automobile Liability Insurance: \$1,000,000/occurrence;
4. Professional Liability Insurance: \$1,000,000/claim and annual aggregate.

Contractual Terms and Conditions

The selected bidder will be expected to enter into the County's standard agreement for services to be prepared by the Lake County Attorney's Office and approved by the Lake County Board of County Commissioners.

Indemnification

To the fullest extent permitted by law, the successful respondent, its subcontractors, agents, officers, and/or employees shall indemnify and hold harmless Lake County, Colorado, including, but not limited to, its respective elected and appointed officials, officers, employees, and agents, from and with respect to any claim resulting, arising, or alleged to have arisen from the negligent, and/or willful, wanton or reckless acts, errors, or omissions of the respondent, its subcontractors, agents, officers, or employees and any and all losses or liabilities resulting from any such claims, including, but not limited to, damages, costs, and reasonable attorney's fees. This indemnification shall not be affected by any other portions of the contract referenced above relating to insurance requirements.