



WORK ORDER FORM  
PURSUANT TO AN AGREEMENT BETWEEN  
NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL  
AND

FELSBURG, HOLT & ULLEVIG  
P-970 DATED: 2/25/05

Work Order Number: No. 1  
Purchase Order Numbers: PO # 60  
Project Title: Regionally Significant Corridors  
Commencement Date: 10/10/05  
Completion Date: 8/31/06  
Maximum Fee: (time and reimbursable direct costs not to exceed): \$31,000

Project Description: See Attached  
Scope of Services: See Attached

Acceptance: *Angela G. Thompson*  
User

Professional agrees to perform the services identified above and on the attached forms in accordance with the terms and conditions contained herein and in the Professional Services Agreement between the parties. In the event of a conflict between or ambiguity in the terms of the Professional Services Agreement and this work order (including the attached forms) the Professional Services Agreement shall control.

Professional:  
By: *Robert W. Felsburg*  
Date: 10/7/05

The attached forms consisting of two (2) pages are hereby accepted and incorporated herein, by this reference, and Notice to Proceed is hereby given.

North Front Range Transportation & Air Quality  
Planning Council:

By: *Chris Quirk*  
Date: 10/11/05

Purchasing – City of Ft. Collins:  
(if over \$30,000)  
By: *Gene B. O'Neill*  
Date: 10/13/05

## SCOPE OF WORK REGIONALLY SIGNIFICANT CORRIDORS

The North Front Range MPO is beginning the process of evaluating the Regionally Significant Corridors (RSCs) to be used as the basis for the 2035 Regional Transportation Plan. The evaluation of the RSCs will consist of three elements: 1) reviewing the definition and identification of the RSCs that were established in the 2030 Regional Transportation Plan, 2) tiering the RSCs for use in the project identification, prioritization and resource allocation elements of the Regional Transportation Plan, and 3) developing customized corridor visions for the RSCs. Felsburg Holt & Ullevig (FHU) has prepared the following scope of services to assist the MPO staff with these three elements of the evaluation of the RSCs. FHU will act as an extension of the MPO staff, providing technical assistance and conducting both technical and policy oriented meetings, as appropriate.

### 1. DEFINITION AND IDENTIFICATION OF REGIONALLY SIGNIFICANT CORRIDORS

**Scope:**

The NFR MPO went through a process prior to the development of the 2030 RTP to identify Regionally Significant Corridors. The definition of, and criteria for identifying, Regionally Significant Corridors will be revisited and fine-tuned. It is anticipated that MPO staff will complete the majority of this task; however, FHU will be available to assist in reviewing the definition and identification of RSCs.

**Level of Effort:**

Principal II	4 Hours @ \$150	= \$ 600
Engineer III	16 Hours @ \$ 90	= \$1,440
Support	4 Hours @ \$ 60	= \$ 240
ODC (5%)		= \$ 120
Total Budget		<u>\$2,400</u>

### 2. TIERING OF REGIONALLY SIGNIFICANT CORRIDORS

**Scope:**

FHU will assist the NFR MPO in developing a system to tier the Regionally Significant Corridors into two or three tiers of regional significance. The corridors will be tiered based on such measures as connectivity, congestion, safety, and regional use. Each corridor will receive a generalized ranking based on the established measures for both existing and forecasted future conditions. The Ad Hoc and TAC committees will be utilized to fine-tune the definition of the tiers. It is anticipated that FHU will attend one TAC and one Planning Council meeting related to the tiering of the Regionally Significant Corridors. FHU will also assist in the documentation of the tiering process.

**Level of Effort**

Principal II	24 Hours @ \$150	= \$ 3,600
Engineer IV	36 Hours @ \$100	= \$ 3,600
Engineer I	60 Hours @ \$ 75	= \$ 4,500
Support	12 Hours @ \$ 60	= \$ 720
ODC (5%)		= \$ 680
Total Budget		<u>\$13,100</u>

**3. CORRIDOR VISIONING**

**Scope:**

FHU will assist the MPO staff in facilitating the corridor visioning process. Corridor visions, particularly for the top tier(s) of Regionally Significant Corridors, will be more customized and meaningful to serve as the mechanism to recognize multi-modal solutions and to identify needs. Each corridor vision will identify the corridor's desired ultimate capacity, facility access types (i.e. grade separated interchanges or at-grade intersections) as well as ultimate transit and bicycle/pedestrian facilities. Because of CDOT's continued emphasis on investment categories, the relative importance of mobility, safety and system quality will be identified for each corridor. This task will likely require a full-day workshop with the TAC, along with up to three meetings with the Ad Hoc committee, the TAC or the Planning Council. FHU will also assist in the documentation of the corridor visions.

**Level of Effort:**

Principal II	20 Hours @ \$150	= \$ 3,000
Engineer III	100 Hours @ \$ 90	= \$ 9,000
Engineer I	24 Hours @ \$ 75	= \$ 1,800
Support	16 Hours @ \$ 60	= \$ 960
ODC (5%)		= \$ 740
Total Budget		<u>\$15,500</u>

**SUMMARY**

The following is a summary of the budget estimate for all of the above noted tasks:

1. Definition and Identification of RSCs	= \$ 2,400
2. Tiering of RSCs	= \$13,100
3. Corridor Visioning	= <u>\$15,500</u>
<b>Total Estimated Budget</b>	<b>\$31,000</b>