

# Kimley»Horn

November 6, 2025

Mr. Steven Marfitano, P.E.  
City and County of Denver  
Department of Transportation and Infrastructure  
201 W. Colfax Avenue, Denver, CO 80202

**RE: *W Alameda Lane Reduction  
City and County of Denver, CO  
Master Contract Alfresco No.: 202056606  
Task Order No. 2  
Task Order Alfresco No.: PO-00120141  
Amendment #4***

Dear Mr. Marfitano:

**Kimley-Horn and Associates, Inc.** (the “Consultant” or “Kimley-Horn”) is pleased to submit this Amendment to modify the agreement executed August 15, 2022 (the “Agreement”) with the **City and County of Denver** (the “Client”, “City”, or “CCD”) for the W Alameda Lane Reduction Project for the Department of Transportation and Infrastructure in Denver, Colorado (the “Project”). Kimley-Horn has entered into the Agreement with Client for the furnishing of professional services, and the parties now desire to amend the Agreement.

Therefore, it is mutually agreed that the Agreement is amended to include additional services for the project as set forth below. The parties ratify the terms and conditions of the Agreement not inconsistent with this Amendment, all of which are incorporated by reference.

## Project Understanding

Kimley-Horn understands that the City and County of Denver desires planning, engineering, and design services for the Alameda Avenue Lane Reduction Project. The purpose of this project is to update the previously completed analysis and final design as noted below.

- City desires update of previous analysis and final design efforts for an alternative consisting of one (1) westbound through travel lane, one (1) turn lane/median, and two (2) eastbound through travel lanes.
- The existing traffic signals at the intersections of Alameda Ave and Pearl St, Washington St, Downing St, and Marion St are to remain as-is with minor modifications to signal equipment as part of the project improvements. It is understood that the intersection of Alameda Ave & Downing St may be modified to include eastbound and westbound left-turns. No traffic signal structure improvements are planned or included for these intersections.
- The existing traffic signal Alameda Ave & Emerson St is anticipated to be modified. Add Alternate Task 7 includes scope for the modification of the traffic signal at Alameda Ave & Emerson St.
- Intersection improvements at Alameda Ave & Franklin St included in 2021 Pedestrian Program Intersection Improvements PRJ-10002820/310/50/501100 dated 7/18/2022 prepared by Muller Engineering Company are to be designed and constructed by others and will be reflected as existing conditions in the Alameda Lane Reduction final design plans.

- City desires a revised approach to the traffic analysis, safety analysis, final design, and public engagement tasks as noted in the scope of services below.

## Scope of Services

### REVISED TASK 1 PROJECT MANAGEMENT AND MEETINGS

Kimley-Horn will provide project management and administrative services and coordinate, prepare for, and attend meetings with DOTI, key stakeholders, and subconsultants as detailed below.

#### Coordination Meetings

Kimley-Horn will prepare for, coordinate, and attend up to six (6) one-hour check-in virtual meetings with the DOTI Project Manager and staff. The purpose of these meetings will be to review project status and coordinate on action items.

#### Project Oversight/Management

The Kimley-Horn project manager will provide weekly oversight and management, invoicing, and other project management services. It is assumed that up to eighteen (18) hours of effort will be provided for this task based on an assumed up to six (6) month project schedule.

### REVISED TASK 3 TRAFFIC AND SAFETY ANALYSIS AND EVALUATION

#### Traffic Analysis

Kimley-Horn will utilize the previously developed Synchro model without any re-calibration to re-evaluate the alternative identified in the Project Understanding. The analysis will consider delays along the corridor only. The analysis will not consider anticipated traffic diversion, queuing, individual intersection spot treatments/interventions, Virginia Ave & Downing St, crash and safety analysis, or impacts to the project corridor/intersections/adjacent facilities.

Kimley-Horn will recommend corridor traffic signal timing and develop a proposed signal timing plan that can be implemented during construction. Field observation and verification of timing will be completed upon implementation.

### REVISED TASK 5 PUBLIC ENGAGEMENT

Kimley-Horn will provide public engagement support for the project. It is understood that engagement efforts will be led by the City Community Designers with minimal support from Kimley-Horn and that a Public Meeting is not anticipated or included in the scope of work. Kimley-Horn will provide information for with content revisions for website and previously prepared print materials. Spanish translation will be provided for engagement materials.

### REVISED TASK 6 FINAL DESIGN

Kimley-Horn will complete final design and plan development services for the project improvements based on the previously prepared final design plans, the anticipated improvements noted in the Project Understanding, and analysis completed in Revised Task 3. Kimley-Horn will endeavor to utilize previously completed design and plan development effort to the extent possible for all revised final design efforts.

Signal improvements included in this task consist of minor signing and traffic signal modifications at various project intersections as outlined in the Project Understanding. It is understood that the existing eastbound traffic signal mast arm at the intersection of Alameda Ave & Pearl St will be removed and replaced with a longer mast arm. This task does not include any formal traffic signal modification plans or structural analysis existing poles/foundations. Traffic signal improvements outlined in the Project Understanding will be documented in the Signing and Striping sheets.

Please include Alameda/Pearl work in Task 7, including signal sheet for this intersection (likely that TME will ask for this)

Traffic signal modifications to the intersection of Alameda Ave & Emerson St.

Task 7 – Traffic Signal Modifications (Alameda Ave & Emerson St).

It is understood that plan deliverables will consist of “revised cloud” sheets of the previously prepared final design plans. Final design plans and deliverables are anticipated to consist of the following:

- Summary of Approximate Quantities (up to one [1] sheet);
- Tabulations (up to one [1] sheet);
- Signing and Striping Plan (up to four [4] sheets);
- Revised Engineer’s Opinion of Probable Construction Costs (EOPCC); and
- Revised Specifications.

per discussion, change to 100% (Matt, we just want to call this review 100% not 90%)

Kimley-Horn will submit revised Plans, Specifications, and Estimates (PS&E) at a 90% level. Kimley-Horn will address up to one (1) round of reasonable, consolidated City ER comments on the 90% plans and prepare a Final PS&E submittal.

## Add Alternate Task 7 – Traffic Signal Modification (Alameda Ave & Emerson St)

If authorized, this add alternate task will consist of the modification of the existing traffic signal at the intersection of Alameda Ave & Emerson St in order to account for the revised lane configuration noted in the Project Understanding. It is understood that the traffic signal modification is anticipated to consist of the removal of the existing traffic signal pole, mast arm, equipment, controller, and curb ramps on the southeast corner and installation of new traffic signal pole, mast arm, equipment, ground boxes, controller, ground boxes, and curb ramps. The purpose of this modification is to provide a mast arm on the southeast corner of the intersection that is able to provide a traffic signal head centered on the middle of the proposed eastbound left-turn lane.

It is understood that drainage analysis, storm drain improvements, interconnect and conduit improvements, Subsurface Utility Engineering (SUE) will not be included as a part of this task.

### Topographic Survey

Kimley-Horn, through use of a qualified subconsultant, Baseline, will complete a topographic design survey at the intersection of Alameda Ave & Emerson St.

Baseline will locate improvements, establish Right-of-Way to the best of their ability, and show locations of known underground and overhead utilities. Survey will extend approximately 200' in each cardinal direction from the center of the intersection.

do we need this much survey for one corner/leg of the intersection?

Kimley-Horn, through use of a qualified subconsultant, Mayo, will complete utility designation at the intersection of Alameda Ave & Emerson St. Storm and sanitary will only be located upon request, this excludes sanitary laterals. Due to the inability to electronically locate sewer lines (Storm & Sanitary) there

will be no on the ground/in-field markings performed between access points. We will however indicate with paint at all access points direction of travel of pipes as well as endeavor to provide City/municipality maps of the facilities. If requested we can perform line of site locates on sewer between access points but accept no liability of accuracy.

## Full Survey

- Control Work – City and County of Denver Survey Control Datum
- Improvement – Above Ground features will be surveyed along the alignment outlined in the Project Location.
- Utility – Surveying of locates, markings, and visible appurtenances within the project limits, including invert elevations of storm and sanitary manholes.
- Right-of-Way – Right-of-Way will be established/defined by the existing roadway features, GIS, and found survey monumentation.
- CADD drawing – Baseline will map all survey data collected creating a CADD drawing in Civil 3D 2026.
- Survey Control Diagram and coordinate table will be created within the survey base file deliverable. A survey control sheet will not be provided.
- Topographic Survey included in the area as described above in the Statement of Services
- Legal descriptions and exhibits for ROW acquisitions are excluded but can be done as an “add service” for additional costs.

## Traffic Signal Modification Design and Plans

Kimley-Horn will prepare traffic signal modification design at the intersection of Alameda Ave & Emerson St per City standards and requirements including the items referenced above.

It is understood that the existing City fiber optic interconnect splice enclosure is located on the northeast corner of Alameda Ave & Emerson St. It is anticipated that that replacing the existing controller cabinet on the southeast corner will require an additional conduit bore across the east leg of the intersection ~~and cable~~ to the existing splice enclosure on the northeast corner. It is understood that all interconnect im and associated conduit boring will be completed by others.

Recent CCD indications have decided that additional conduit bore will not be pursued with this project.

Kimley-Horn will coordinate the electrical power source with Xcel through the Xcel call line and online application. Kimley-Horn will prepare up to one (1) Electrical One-Line Drawing stamped by a registered electrical engineer. Kimley-Horn will coordinate with the City to obtain an address for the proposed service location. For estimating purposes, we have assumed up to twenty-eight (28) hours for these services. In the event that services are extended beyond the estimated fee, an amendment to this Agreement will be processed.

Kimley-Horn will prepare up to two (2) curb ramp designs for ADA directional curb ramps on the southeast corner of Alameda Ave & Emerson St in accordance with City standards details and Public Right-of-Way Accessibility Guidelines (PROWAG). Curb ramps are anticipated to be located within the ROW. ROW or easement acquisition are not anticipated or included.

The traffic signal modification plans are anticipated to consist of the following plan sheets:

- Notes, Legend, Key Notes (up to three [3] sheets);
- Removal and Reset Plans (up to one [1] sheet);

Ask Jon Larson if we can do a Public Access Agreement (?) instead of TCE. And what is needed for this agreement.

- Traffic Signal Plan (up to one [1] sheet);
- Paving Plan (up to one [1] sheet);
- Grading Plan (up to one [1] sheet); and
- Electrical One-Line Diagram.

per discussion, change to  
100%

If authorized, the Summary of Approximate Quantities, Tabulations, EOPCC, and Specifications will be revised based on the traffic signal modifications. Submittals and reviews of the traffic signal modification plans will be completed as outlined in Revised Task 6 – Final Design. It is understood that a formal 60% submittal and ER review will not be completed at 60% design for the traffic signal modification plans. However informal feedback will be incorporated into the design in advance of 90% based on coordination with reviewers during meetings as outlined in Revised Task 1.

## Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at Kimley-Horn's then-current hourly rates. Additional services Kimley-Horn can provide include, but are not limited to, the following:

- Traffic counts;
- Subsurface Utility Engineering (SUE);
- Crash and safety analysis;
- Traffic diversion analysis;
- Queuing analysis;
- Analysis or design at Virginia Ave & Downing St;
- Analysis memorandum or documentation;
- Travel time runs;
- Re-calibration of traffic model;
- Storm drain analysis and design;
- Interconnect design; and
- Splice diagrams.

## Schedule

Kimley-Horn will perform the services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule.

- Revised Task 1: Project Management and Meetings – Assumed for project duration, up to six (6) months
- Revised Task 3: Traffic and Safety Analysis and Evaluation – Assumed 1 month
- Revised Task 5: Public Engagement – Assumed 1 month
- Revised Task 6: Final Design – Assumed 4-6 months with portions running concurrently with Revised Task 3

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**Fee and Expenses**

Kimley-Horn will perform the services described in the new and revised tasks outlined below for the additional labor fee as follows:

Task	Description	Additional Fee
Revised Task 1	Project Management and Meetings	\$6,565
Revised Task 3	Traffic and Safety Analysis and Evaluation	\$5,910
Revised Task 5	Public Engagement	\$2,990
Revised Task 6	Final Design	\$34,515
<b>Total New Amendment #4 Fees</b>		<b>\$49,980</b>
Add Alternate Task 7	Traffic Signal Modification (Alameda Ave & Emerson St)	\$ 49,814.10

**Closure**

We appreciate the opportunity to provide these services to you and are excited to continue to support the City and County of Denver on this project. Please contact me if you have any questions.

Sincerely,

**KIMLEY-HORN AND ASSOCIATES, INC.**

»» MP 07



By: Matt Ciarkowski, P.E.  
Project Manager

~\$11k for survey for one corner of the intersection...  
Seems very high.