



Agenda

Town Council Regular Meeting | 5:30 PM

Wednesday, October 15, 2025

Town Hall / Council Chambers - 302 Pine St Minturn, CO

The agenda is subject to change, including the addition of items 24 hours in advance or the deletion of items at any time. The order of agenda items listed are approximate.

This agenda and meetings can be viewed at www.minturn.org.

Meeting Access Information and Public Participation:

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/82181690748>

Zoom Call-In Information: 1 651 372 8299 or 1 301 715 8592 **Webinar ID:** 821 8169 0748

Please note: All virtual participants are muted. In order to be called upon an unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five minutes for public comment.

Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Jay Brunvand, Town Clerk, prior to the meeting and will be included as part of the record.

1. Call to Order

2. Roll Call and Pledge of Allegiance

3. Approval of Consent Agenda

Consent agenda items are routine Town business, items that have received clear direction previously from the council, final land-use file documents after the public hearing has been closed, or which do not require council deliberation.

A. 10-1-2025 Minutes

B. Resolution No. 42 - Series 2025 (A Resolution to Amend Resolution 41)

4. Approval of Regular Agenda

Opportunity for amendment or deletions to the agenda.

5. Declaration of Conflicts of Interest

6. Public Comment

Citizens are invited to comment on any item on the Consent Agenda, or not on the regular

Agenda subject to a public hearing. Please limit your comments to five minutes per person unless arrangements have been made for a presentation with the Town Clerk. Those who are speaking are requested to state their name and address for the record.

7. Council and Committee Reports

8. Staff Reports

A. Manager's Report

9. Special Presentations

Presentations are typically limited to 5 minutes. Invited presentations are typically limited to 10 minutes if prior arrangements are made with the Town Clerk.

A. Proclamation - High Five Access Media Day

B. Regional Housing Strategy Kick-Off Presentation

DUE TO THE COMPLEXITY OF THIS PRESENTATION AND THE ONGOING WORK INVOLVED IN THIS PROCESS, THIS PRESENTATION IS EXPECTED TO BE 1 HOUR IN LENGTH.

10. Business Items

Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

A. Resolution No. 43 - Series 2025, A Resolution to Award a Contract for Design and Construction Management Services for the Bellm Bridge Replacement

11. Discussion / Direction Items

12. Future Agenda Items

A. Future Meeting Topics

13. Executive Session

A. Executive Session for the Purpose of Receiving Legal Advice on Land Parcels

14. Adjourn

Information Only Items

Upcoming Council Meetings: 11/5, 11/19, 12/3, 12/17. Upcoming Special Events: November First Friday (11/7) at the Mexican Bar & Grill. December First Friday - Christkindlmarkt (12/5) at Minturn Whisky. Holiday Market (Saturday 12/6) at The Barn. DDA Workshop October 20 - 22.



Official Minutes

Town Council Regular Meeting | 5:30 PM

Wednesday, October 1, 2025

Town Hall / Council Chambers - 302 Pine St Minturn, CO

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Meeting Access Information and Public Participation:

This will be an in-person meeting with access for the public to attend in person or via the Zoom link included. Zoom Link: <https://us02web.zoom.us/j/89424761459>

Zoom Call-In Information: 1 651 372 8299 or 1 301 715 8592 **Webinar ID:** 894 2476 1459

Please note: All virtual participants are muted. In order to be called upon an unmuted, you will need to use the “raise hand” feature in the Zoom platform. When it’s your turn to speak, the moderator will unmute your line and you will have five minutes for public comment.

Public Comments: If you are unable to attend, public comments regarding any items on the agenda can be submitted to Jay Brunvand, Town Clerk, prior to the meeting and will be included as part of the record.

1. Call to Order

Mayor Earle Bidez called the meeting to order at 5:30 p.m.

2. Roll Call and Pledge of Allegiance

Council present: Mayor Earle Bidez and Town Council Members Lynn Feiger, Gusty Kanakis, Brian Rodine, and Kate Schifani. Mayor Pro Tem Eric Gotthelf is excused absent.

Staff Members present: Town Manager Rob Gutierrez, Town Clerk Jay Brunvand, Code Compliance Specialist and Building Permit Technician Kevin Rindu, and Planner II Madison Harris.

3. Approval of Consent Agenda

Consent agenda items are routine Town business, items that have received clear direction previously from the council, final land-use file documents after the public hearing has been closed, or which do not require council deliberation.

A. 09-17-2025 Minutes

Motion by Gusty K., second by Lynn F., to approve the consent agenda of October 1, 2025 as presented. Motion passed 6-0.

Note: Eric G. is excused absent.

4. **Approval of Regular Agenda**

Opportunity for amendment or deletions to the agenda.

Motion by Gusty K., second by Lynn F., to approve the regular agenda of October 1, 2025 as presented. Motion passed 6-0.

Note: Eric G. is excused absent.

5. **Declaration of Conflicts of Interest**

No conflicts of interest.

6. **Public Comment**

Citizens are invited to comment on any item on the Consent Agenda, or not on the regular Agenda subject to a public hearing. Please limit your comments to five minutes per person unless arrangements have been made for a presentation with the Town Clerk. Those who are speaking are requested to state their name and address for the record.

Tom Boyd, County Commissioner

BoCC have started to try to attend local meetings in all jurisdictions to ensure that lines of communication remain open. There is a rotating board meeting that is public as well.

Thanked the Council for their service. Recently voted to put on the county ballot a 2% lodging tax increase that won't impact Minturn, but will be beneficial to existing childcare facilities (including subsidizing teacher pay, tuition assistance, and space expansion) and wildfire mitigation and personnel. Celebrating the Three Rivers open space purchase (4000 ac.), the plan for which will be discussed over the next couple of years.

Megan, 262 Main St

Here about the bears. Currently in hyperphasia season until the end of October and the bears are very hungry. Walks her dog twice a day and today saw a grease trap broken into that spilled grease everywhere going into a storm drain. This is not just bears, but affecting our waterways. Picks up trash everyday, and we have to be better. We haven't had a wildlife interaction in this town, but it will happen if this continues. There needs to be a better solution.

7. **Council and Committee Reports**

Brian R. had a meeting with VVMTA out at the Bike Park last week. Thanked Public Works for their health. Planning on creating a Kid's Zone with strider friendly features.

Tom P. thanked Public Works and Rob G. for xeriscaping the MFC.

Lynn F. stated that the ERFPD has convened a Labor Committee.

Earle B. updated that the design from HDR was received yesterday, though cost estimates have not been submitted yet.

8. **Staff Reports**

A. **Manager's Report**

Top Updates

1. **Public Works Department** – We have a new Director and Maintenance Worker I. We believe we will have a team of 4 total employees in the department by the end of October.

2. **Housing & Facilities** – Town Hall 3-bed/2-bath apartment renovation underway, IFB/RFP for 2-bed/1-bath being drafted, planning for future employee housing is ongoing.

3. **Capital Projects** – Major work progressing on the Water Treatment Plant, Little Beach Park & Barn, US 24 and North Main pedestrian improvements, Bellm Bridge design, and Taylor Street repaving.

4. **Economic Development & Parks** – DDA workshop scheduled for October 20–22; draft ordinance on mobile vendors planned for Fall; met with Councilors Rodine and Gotthelf at LBP on September 25th to discuss next steps for a new playground.
5. **Emerging Issues** – Continuing discussions with USFS and Eagle County on Minturn Shooting Range management and operations.

Active Initiatives

Public Works Department

- Mike Martinez was hired as Minturn’s new Public Works Director on September 16th, 2025.
- After the September 17th Council meeting we changed our Public Works job description from “Public Works Technician” to two separate positions: Maintenance Worker I or II and Equipment Operator I or II.
- Hourly salary range was changed from \$23.00 - \$29.75 per hour to the following:
 - Maintenance Worker I Hiring Range: \$23.75-\$27.75/hourly. Maximum pay \$30.90.
 - Maintenance Worker I II Hiring Range: \$27.75- \$31.75/hourly. Maximum pay \$36.10.
 - Equipment Operator I Hiring Range: \$28.75-\$32.75/hourly. Maximum pay \$37.40.
 - Equipment Operator II Hiring Range: \$32.75 - \$36.75/hourly. Maximum pay \$42.60.
- Prior to these changes, we received only 3 applications in 14 days for technicians. Since the change we have received over 43 applications for either Maintenance Worker or Equipment Operator.
- We have extended an offer of employment to 1 person for the Maintenance Worker position, they accepted, and will start Monday September 29th.
- We have three additional interviews pending for Monday September 29th.
- Billy Martinez from Red Cliff Public Works started his temporary job assignment in Minturn on September 17th.

Highlands Property

- The Council Committee has one more broker meeting and is anticipating reporting back to Council at the October 15th, 2025, meeting.

Manager’s Advisory Committee

- Current topics are events and community engagement.
- Monthly meetings will continue every 3rd Tuesday at 4pm at Town Hall or other locations as notified.

Emerging Initiatives

Minturn Shooting Range

- We held a meeting with USFS, Eagle County Manager, and County Commissioner Scherr on September 8th and discussed the Town’s ongoing concerns with the Minturn Shooting Range.
- Staff will be working with the USFS to review the procedures and authorities that could be granted under a permit, in order to better understand the feasibility of Town involvement in management and enforcement of the shooting range.

Housing

- Progress is being made on renovating the Town’s 3-bed/2-bath apartment unit at Town Hall. The original carpet has been removed, and work has started to repair large cracks in the concrete subfloor prior to installation of new vinyl plank flooring. Other improvements include repainting, dishwasher installation, new kitchen sink, new refrigerator, and LED recessed lighting retrofits. We anticipate the unit will be ready

for a new town employee in 2-3 weeks.

- RFP/Invitation to Bid for conversion of unused office space back into a 2-bed/1-bath apartment is still pending but we anticipate moving this forward in the next two weeks on seeking bids.
- Research on future options for town employee housing is ongoing. The option of placing a 1–2-bedroom modular ADU on the lot with the Town Manager’s house could potentially deliver a new employee housing unit for \$150k to \$225k total. The Town could potentially recoup investment costs in 7 to 10 years with a monthly rent of \$1,800.

Parks and Recreation

- We have been selected to participate in the Colorado OEDIT Rural Technical Assistance Program. Graduate students from the Masters of Environment Program at CU Boulder and CSU Extension will take on the role of community consultants to develop a Community Action Plan in winter 2025/2026.
- We will submit our full application to the Colorado Parks and Wildlife Trail Planning Grant on September 30th, 2025, for the Little Beach/Bike Park trail as presented to Council at the September 17th, 2025, meeting.

Economic Development

- The Downtown Development Authority will hold a workshop on its Plan of Development from **October 20–22, 2025**.
- Staff are preparing a new ordinance regulating mobile businesses and vendors, targeted for consideration in **late Fall 2025**.
- Efforts are underway to identify barriers to entry for small businesses and explore ways the Town can help create additional commercial space for startups.

Town Council Follow Up

September 3rd, 2025, Meeting

Councilor Rodine

Question/Comment

Inquiry about the potential for installing fencing around the new retaining wall at Little Beach Park.

Answer

Town Engineer Jeff Spanel is conducting research on the potential fencing options to address the concerns about safety.

Question/Comment

Comments on communicating with the public about removal of playground equipment and the construction in the park. Posting a sign about the updates on construction of the park. Plan for October meetings with the public.

Answer

I met with Councilors Rodine and Gotthelf at Little Beach Park on September 25th, 2025, to discuss the next steps on planning for a new playground. I will be requesting approval from Council at the October 1st, 2025, meeting to establish a short-term council committee to allow at least two council members to work with staff on reviewing proposals for a new playground.

Capital Projects

Minturn Water Treatment Plant

Status: 90% design nearing completion.

Cost Estimate: ~\$11M at 60% design; updated estimate pending.

Next Steps: Discussion and financial modeling with Municipal Advisor is ongoing.

Little Beach Park & Historic Meyer’s Barn

Status: Contract awarded to 360 Civil for retaining wall reconstruction and new

roadway.

Next Steps: Construction is to begin as soon as park is closed.

US 24 Pedestrian Improvement

Status: Sidewalk extension underway. US 24 Sidewalk Extension project information shared with Council on 9/4. Working hours 07:00 to 17:00 with some work going until 19:00. Shoulder closures and alternating one-lane traffic are expected. Email us24@minturn@gmail.com or call (970)366-1392 for more information.

North Main Street Pedestrian Improvement & Cemetery Road Crossing

Status: Construction of sidewalk at North Main Street and the new Cemetery Road crossing is underway.

Bellm Bridge Design RFQ

Status: RFQ posted; inquiries accepted until September 15. Will be submitting a grant application to CDOT-Off System Bridge Grant Program.

Next Steps: Selection of bridge designing firm will be at Town Council for the October 15th meeting.

Taylor Street Repaving

Status: Design complete. Public bid posting is pending.

Next Steps: Town Council bid approval and selection October meeting TBD. Anticipating Spring 2026 construction.

9. Special Presentations

Presentations are limited to 5 minutes. Invited presentations are limited to 10 minutes if prior arrangements are made with the Town Clerk.

A. 2025 Colorado Wildfire Resiliency Code Presentation

Stacey Todd, Eagle County Wildfire Collaborative

One of the top priorities of the 2023 Community Wildfire Protection Plan was to promote resilience. Created a WUI Code working group made up of planners, municipalities, Eagle River Coalition, Conservation District, Building Departments to come up with a single code for all jurisdictions.

Paul Cada, Vail Fire

In 2023, a bill was passed that created the Colorado Wildfire Resiliency Code Board to establish a statewide minimum code to apply to all areas that have a wildfire risk. Implementation of ignition resistant building materials and landscaping. This code doesn't apply to existing construction, just new construction and additions over 500 square feet. All jurisdictions are required to adopt these minimum standards or more stringent by April 2026 with implementation by July 2026. Must have ember resistant roofing, siding, and landscaping out to 100 feet from the structure.

Eric Lovegrend, Eagle County Wildfire Mitigation

Have increasing wildfire activity and danger as time goes on. Eagle is in the process of updating their Land Use Code, so trying to integrate this unified wildfire code. Here to offer their ability to collaborate with staff to begin implementation process. Goal is to have one set of regulations for all jurisdictions.

Earle B. asked if the recommendation is go off the state's standards.

- Mr. Lovegrend stated that there are two options: 1) go with the state's code, but that might have enforcement capacity issues, 2) go with the model code the WUI group has come up with that lays out performance based standards that focuses on ember resistance and has a standard approach.

Earle B. asked about the cost retrofitting already built structures.

- Mr. Lovegrend stated that the cost for retrofitting is going to be more expensive, but new construction shouldn't have a cost difference.

Tom P. asked about work that this code group has done with USFS and their mitigation work.

- Mr. Lovegrend stated that the goal is help with fire personnel, but issue with doing work on public lands is often the completion of NEPA hasn't occurred.
- Lynn F. believes it's a question of making more noise, putting pressure on politicians, and funding.

Brian R. asked if there are areas where there's direct conflict that they are seeing in the existing Land Use codes.

- Mr. Cada said that existing landscaping requirements are often where the conflict resides. Working on specific language to insert into PUD agreements and Town Codes both.
- Lynn F. pointed out that there might also be conflicts with the impervious coverage limitations.
- Mr. Lovegrend stated that hardscape isn't necessarily needed, gravel, rocks, or vegetative groundcover could work just as well. Just want to maintain at least five feet of defensible space

10. Business Items

Items and/or Public Hearings listed under Business Items may be old or new and may require review or action by the Council.

A. FY2026 Budget review and acceptance

Jay B. introduced the agenda item. Wants to highlight items to allow the Council and public to question. 2026 Property tax revenue will be a 22% increase. Lodging Tax increased in November from 1.5% to 6.5% for residential STR's.

Discussion ensued on the Town Manager salary and which fund it comes from.

Jay B. discussed the mill levy, staff wages budgeting.

- Earle B. asked how we have avoided the projected 35% increase for insurance.
- Jay B. stated that because we are in a pool, there's a difference.

Jay B. went through the split out of wages from the Enterprise fund and the percentage splits of the General Fund. He went through the 2026 Capital Fund Potential Project Expenses.

Lynn F. asked about the impact fee study.

- Rob G. stated that we don't charge a lot of impact fees other than water, and these are something that help pay for equipment, parks, to the School District.

Jay B. discussed the DDA's projected revenue for 2026.

- Gusty K. is not in favor of giving them any more money than the initial \$15,000.

Brian R. would like to audit the Enterprise fund to make sure everything that's accounted for in it is as lean as possible.

Motion by Kate S., second by Gusty K., to accept the FY2026 Draft Annual Budget

and set the public hearing at Town Hall, 5:30 p.m. November 12, 2025. Motion passed 6-0.

Note: Eric G. is excused absent.

11. Discussion / Direction Items

A. Playground Subcommittee Discussion

Rob G. asked for direction from the Council to have Brian R. and Eric G. participate in an advisory capacity for public outreach for the playground.

- Council gave this direction.

12. Future Agenda Items

A. Future Meeting Topics

13. Adjourn

Motion by Kate S., second by Gusty K., to adjourn at 7:45 p.m. Motion passed 6-0.

Note: Eric G. is excused absent.

Earle Bidez, Mayor

ATTEST:

Jay Brunvand, Town Clerk

Information Only Items

Upcoming Council Meetings: 10/15, 11/5, 11/19. Upcoming Special Events: October First Friday (10/3) at Kirby Cosmo's. DDA Plan of Development Workshop 10/20 - 10/23 (Details to be shared publicly soon).

To: Mayor and Town Council
From: Cindy Krieg, Deputy Clerk and Jay Brunvand, Town Clerk
Date: October 15, 2025
Agenda Item: Resolution 42 – Series 2025, A Resolution Amending and
Accepting the 360 Civil bid for LBP Improvements – Phase 1



Request

At the September 17, 2025 Council Meeting, Council approved unanimously the passage of Resolution 41 – Series 2025 accepting and awarding the Little Beach Park improvements phase one construction proposal. This original resolution mistakenly listed a not to exceed amount that was incorrect, and inconsistent with the bid discussed and approved by Council. This was simply a clerical error, and the correct bid was reviewed during the council meeting. The amended resolution is simply to correct the amount for the record.

Budget/Staff Impact:

Full project budget was noted, discussed, and approved during the September 17th Council meeting.

Strategic Plan Alignment

The Town Council's review and approval of the resolution aligns with the following key strategies:

- Transparency ● Collaboration ● Resourcefulness

Attachments

- Resolution 42-Series 2025

**TOWN OF MINTURN, COLORADO
RESOLUTION NO. 42 - SERIES 2025**

**A RESOLUTION AMENDING RESOLUTION 41 – SERIES 2025 ACCEPTING THE CONSTRUCTION BID
FROM 360 CIVIL FOR LITTLE BEACH PARK IMPROVEMENTS PHASE 1 AND REMOVING THE NOT TO
EXCEED VALUE**

WHEREAS, the Town of Minturn (“Town”) has the authority to enter into contracts for any lawful municipal purpose pursuant to C.R.S. § 31-15-101(1)(c); and

WHEREAS, the Town has a need for Little Beach Park Improvements and has developed a Little Beach Park Improvements Plan; and

WHEREAS, as part of the Little Beach Park Improvements Plan, the Town had identified a need for replacement of the retaining wall and access road; and

WHEREAS, the Town has identified 360 Civil (the “Contractor”), as a qualified service provider of construction services to complete this phase of improvements.

WHEREAS, the original Resolution 41 – Series 2025 included by error a not to exceed amount.

**NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN,
COLORADO:**

1. The Town Council authorizes the Town Manager and Town Engineer to execute a contract with the Contractor (360 Civil).

INTRODUCED, READ, APPROVED, ADOPTED, AND RESOLVED this 15th day of OCTOBER, 2025.

Earle Bidez, Mayor

ATTEST:

Jay Brunvand, Town Clerk

**TOWN OF MINTURN, COLORADO
RESOLUTION NO. 41 - SERIES 2025**

**A RESOLUTION ACCEPTING THE CONSTRUCTION BID FROM 360 CIVIL FOR LITTLE BEACH PARK
IMPROVEMENTS PHASE 1**

WHEREAS, the Town of Minturn ("Town") has the authority to enter into contracts for any lawful municipal purpose pursuant to C.R.S. § 31-15-101(1)(c); and

WHEREAS, the Town has a need for Little Beach Park Improvements and has developed a Little Beach Park Improvements Plan; and

WHEREAS, as part of the Little Beach Park Improvements Plan, the Town had identified a need for replacement of the retaining wall and access road; and

WHEREAS, the Town has identified 360 Civil (the "Contractor"), as a qualified service provider of construction services to complete this phase of improvements.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO:

1. The Town Council authorizes the Town Manager and Town Engineer to execute a contract with the Contractor for a total amount not to exceed \$198,933.90.

INTRODUCED, READ, APPROVED, ADOPTED, AND RESOLVED this 17th day of SEPTEMBER, 2025.



Earle Bidez, Mayor

ATTEST:



Jay Brunvand, Town Clerk



<u>Little Beach Park Improvements - Phase 1</u>	<u>Estimated Budget</u>	<u>Bid Amount Difference</u>	<u>Total Difference</u>
Engineering & Construction Administration			
Engineering Costs	\$19,195		
Construction Administration	<u>\$6,500</u>		
<i>Total Cost</i>	\$25,695		
Repair Retaining Wall & Reconstruct Access Rd			
Mobilization, Materials Testing, Staking	\$27,000	\$42,500	(\$15,500)
Demolition of Existing Asphalt	\$24,000		
Removal of Existing Vault Bathroom & Basketball Court	\$5,000	\$15,000	(\$10,000)
Reconstruction of Wall and Road	<u>\$205,000</u>	\$200,000	\$5,000
<i>Total Cost</i>	\$261,000		
Miscellaneous Costs			
Erosion Mitigation and Seeding	\$8,000	\$4,000	\$4,000
ADA Parking Area	\$1,500		
Gate System	\$5,000	\$10,000	(\$5,000)
<i>Total Cost</i>	\$14,500		
Total Estimated Admin / Eng. Costs	\$25,695		
Total Estimated Construction Costs	\$275,500	\$302,476	(\$26,992)
TOTAL ESTIMATED COSTS	\$301,195		
DOLA Grant	\$147,000	Required Match \$153,000	
Estimated Cost to Town	\$154,195		\$181,187

Little Beach Park Improvements-Phase 1

BID TAB

Project Number: 24-0001.1

Date: August 11, 2025 Addenda's 1, 2, & 3 Acknowledged



Item		Description				
			Quantity	Unit	Unit Price	Total
1	General Conditions					
	a	Mobilization (Includes Material Testing)	1	LS	\$35,000.00	\$35,000.00
	b	Construction Staking	1	LS	\$7,500.00	\$7,500.00
Subtotal - General Conditions						\$42,500.00
2	Demolition					
	a.	Sawcutting Asphalt (Assume 3")	10	LF	\$5.00	\$50.00
	b.	Removal of Asphalt (Assume 3" Depth)	8,000	SF	\$3.00	\$24,000.00
	c.	Removal of Bathroom Structure & Buried Concrete Vault (* See Notes On Plans)	1	LS	\$15,000.00	\$15,000.00
	d.	Remove Existing Boulder Wall (Landscape)(18" Height)	11	L.F.	\$200.00	\$2,200.00
Subtotal - Demolition						\$41,250.00
3	Site Construction					
3.1	Access Road & Wall					
	a.	Unclassified Excavation & Haul-Off	35	CY	\$150.00	\$5,250.00
	b.	Unclassified Embankment	82	CY	\$65.00	\$5,306.33
	c.	Subgrade Prep (Fine Grading, Moisture Condition, & Recompact)	7,930	SF	\$3.00	\$23,790.00
	d.	Install 4" Asphalt Paving (2-Lifts) (PG 58-28) - (Complete-In-Place) (6,700 S.F.)	185	TONS	\$200.00	\$37,000.00
	e.	Install Class 6 Road Base (6" Depth Under Asphalt) - (Complete-In-Place)	258	TONS	\$125.00	\$32,250.00
	f.	Install Class 6 Road Base (10" Depth Shoulder) - (Complete-In-Place)	25	TONS	\$68.00	\$1,700.00
	g.	Install Pre-Cast Modular Block Wall (PMB) (Complete-in-Place)	765	S.F.F.	\$125.00	\$95,625.00
					Subtotal	\$200,921.33
3.2	Miscellaneous					
	a.	Install 9" Excelsior Erosion Logs (Or Approved Equiv.)	600	L.F.	\$5.00	\$ 3,000.00
	b.	Install Hydro-Seeding w/ Mulch-Tackifier (Native)	1,000	S.F.	\$1.00	\$1,000.00
	c.	Install 4" White Striping (Solvent Based) For ADA Parking Area	115	LF	\$7.00	\$805.00
	d.	Install ADA Handicap Parking Symbol In Asphalt	2	EACH	\$750.00	\$1,500.00
	e.	Install Gate System (Traffic Guard Model #2636 or Equal) (Complete-in-Place)(	1	LS	\$10,000.00	\$10,000.00
	f.	Install Signs (12"X18" ADA Panel-Engineer Grade-Reflective)) on 10-FT U-Channel Post (Enamel Green)	2	EACH	\$750.00	\$1,500.00
					Subtotal	\$17,805.00
Subtotal - Site Construction						\$218,726.33
	Submitted and Signed by Jeremy Sheaffer / Vice President of 360 Civil					
TOTAL - Construction Costs						\$302,476.33

****Disclaimer: Contractor responsible to confirm actual project quantities and shall include all associated costs in the Unit Price to complete the Work. Unless the Contractor notifies the Engineer if discrepancy exists, the indicated quantities shall be the basis for the contract. Engineer quantity estimates are based on current plans and current information available at this time. Actual quantities and costs may change once the project elements are finalized or negotiated or due to construction market volatility, unforeseen conditions and time of construction.**

Little Beach Park Improvements-Phase 1

Engineer's Opinion of Probable Costs

Project Number: 24-0001.1

Date: August 11, 2025



2025.9.11 Bids
360 Civil

Item		Description	Quantity	Unit	Unit Price	Total
1 General Conditions						
	a	Mobilization (Includes Material Testing)	1	LS	\$25,000.00	\$25,000.00
	b	Construction Staking	1	LS	\$2,000.00	\$2,000.00
Subtotal - General Conditions						\$27,000.00
2 Demolition						
	a.	Sawcutting Asphalt (Assume 3")	10	LF	\$10.00	\$100.00
	b.	Removal of Asphalt (Assume 3" Depth)	8,000	SF	\$3.00	\$24,000.00
	c.	Removal of Bathroom Structure & Buried Concrete Vault (* See Notes On Plans)	1	LS	\$4,000.00	\$4,000.00
	d.	Remove Existing Boulder Wall (Landscape)(18" Height)	11	L.F.	\$20.00	\$220.00
Subtotal - Demolition						\$28,320.00
3 Site Construction						
3.1	Access Road & Wall					
	a.	Unclassified Excavation & Haul-Off	35	CY	\$100.00	\$3,500.00
	b.	Unclassified Embankment	82	CY	\$100.00	\$8,163.58
	c.	Subgrade Prep (Fine Grading, Moisture Condition, & Recompect)	7,930	SF	\$1.00	\$7,930.00
	d.	Install 4" Asphalt Paving (2-Lifts) (PG 58-28) - (Complete-In-Place) (6,700 S.F.)	185	TONS	\$180.00	\$33,300.00
	e.	Install Class 6 Road Base (6" Depth Under Asphalt) - (Complete-In-Place)	258	TONS	\$200.00	\$51,600.00
	f.	Install Class 6 Road Base (10" Depth Shoulder) - (Complete-In-Place)	25	TONS	\$200.00	\$5,000.00
	g.	Install Pre-Cast Modular Block Wall (PMB) (Complete-in-Place)	765	S.F.F.	\$125.00	\$95,625.00
					Subtotal	\$205,118.58
3.2	Miscellaneous					
	a.	Install 9" Excelsior Erosion Logs (Or Approved Equiv.)	600	L.F.	\$5.00	\$ 3,000.00
	b.	Install Hydro-Seeding w/ Mulch-Tackifier (Native)	1,000	S.F.	\$5.00	\$5,000.00
	c.	Install 4" White Striping (Solvent Based) For ADA Parking Area	115	LF	\$3.00	\$345.00
	d.	Install ADA Handicap Parking Symbol In Asphalt	2	EACH	\$550.00	\$1,100.00
	e.	Install Gate System (Traffic Guard Model #2636 or Equal) (Complete-in-Place)(	1	LS	\$5,000.00	\$5,000.00
	f.	Install Signs (12"X18" ADA Panel-Engineer Grade-Reflective)) on 10-FT U-Channel Post (Enamel Green)	2	EACH	\$300.00	\$600.00
Subtotal						\$15,045.00
Subtotal - Site Construction						\$220,163.58
TOTAL - Construction Costs						\$275,483.58

****Disclaimer:** Contractor responsible to confirm actual project quantities and shall include all associated costs in the Unit Price to complete the Work. Unless the Contractor notifies the Engineer if discrepancy exists, the indicated quantities shall be the basis for the contract. Engineer quantity estimates are based on current plans and current information available at this time. Actual quantities and costs may change once the project elements are finalized or negotiated or due to construction market volatility, unforeseen conditions and time of construction.

To: Mayor and Town Council
From: Cindy Krieg
Date: September 12, 2025
Agenda Item: Resolution 41 – Series 2025, A Resolution Accepting the 360
Civil bid for LBP Improvements – Phase 1



Request

Council is asked to approve the bid from 360 Civil, for Little Beach Park Improvements Phase 1 (Retaining Wall and Access Road). The Town put out an IFB on August 25th, and received one bid. If the work is not done at this time, it would need to be re-bid in the spring and costs will likely continue to go up. While this bid is higher than original estimates, costs have increased since the original estimates and the scope of the project did change somewhat. Additionally, this project does not have a specific budget amount since the funding is coming from the Battle Mountain LBP funding. Lastly, Inter-Mountain Engineering will work with the contractor to value-engineer where possible to save costs and get the total cost down as much as possible.

Introduction and Analysis

The Town has identified a need for a coordinated vision and framework to guide the future of the Little Beach Park area due to the increasing use and greater intensity of community and recreation activity. In 2021, the Town of Minturn contracted with Zehren & Associates to develop a recreation-based plan for Little Beach Park and the surrounding area. The purpose of the plan is to “establish a long-term vision for the area as the Town’s major recreation hub” and “unify existing facilities and identify appropriate improvements to support community recreation, trails, and open space uses.” The planning process engaged the residents and stakeholders of Minturn through an open house, pop-up events, in-person and virtual meetings, and guided tours of the area and outlined a variety of potential improvements suggested and vetted with members of the public and stakeholders. The plan culminated in recommendations and concept design plans.

The hope is that with the proposed Little Beach Park & Amphitheater improvements, we can ensure that this area continues to serve as an inclusive and accessible hub for recreation, arts, performances, and community events.

The project will enable people of all ages and abilities to access and enjoy the park’s wide variety of offerings, enhance the overall user experience, and create greater synergy between uses.

The Town of Minturn has received \$147,000 in funding via a DOLA for phase 1 of the planned Little Beach Park improvements, and continues to seek additional funding for phases 2 and 3.

Phase 1 will consist of stabilizing the existing failing retaining wall on the north end of the park, removal of the playground, and reconstructing the interior access road all the way to the stage / amphitheater area. Additionally, the vault bathroom will be removed and accessible parking will be slated for that area. The DOLA grant is for \$147,000, with a minimum requirement of \$153,000 being matched by the Town. The Town matching funds are slated to come from the Battle Mountain Funding that was allocated for use of Little Beach Park improvements. To maintain transparency, staff are updating both Town Council and the public that this is the planned use for those funds.

Phase 2 will consist of playground replacement with a new playground (as well as new picnic tables / patio area) in the spring of 2026. The Town is seeking a T-Mobile Hometown Grant (<https://www.t-mobile.com/brand/hometown-grants>) to help offset these costs. If awarded, the T-Mobile grant would fund \$50,000 toward this project with no required match. The remaining cost would be covered by the Town also from the Little Beach Park Battle Mountain Funding, and/or a combination of additional grant opportunities. It should be noted that the current playground equipment does not meet current safety and insurance guidelines. The relocation of the Myers Barn would also hopefully take place during phase 2.

Phase 3 (date TBD) would consist of enhancements on the south end of the park / amphitheater. Planned improvements to that area include extending both the stage and the lawn seating area, regrading the access path (to make it both ADA accessible with a new ramp, and more pedestrian and bike friendly in general, and ideally also some new restroom facilities. The Town is looking into a CPW grant to assist with trail accessibility and ADA access.

The replacement of the existing basketball court with a new multi-use court is still to be determined.

Community Input

There was significant community input throughout the Little Beach Park Recreation Area public planning process.

Budget/Staff Impact:

Full project budget noted on the attached documents.

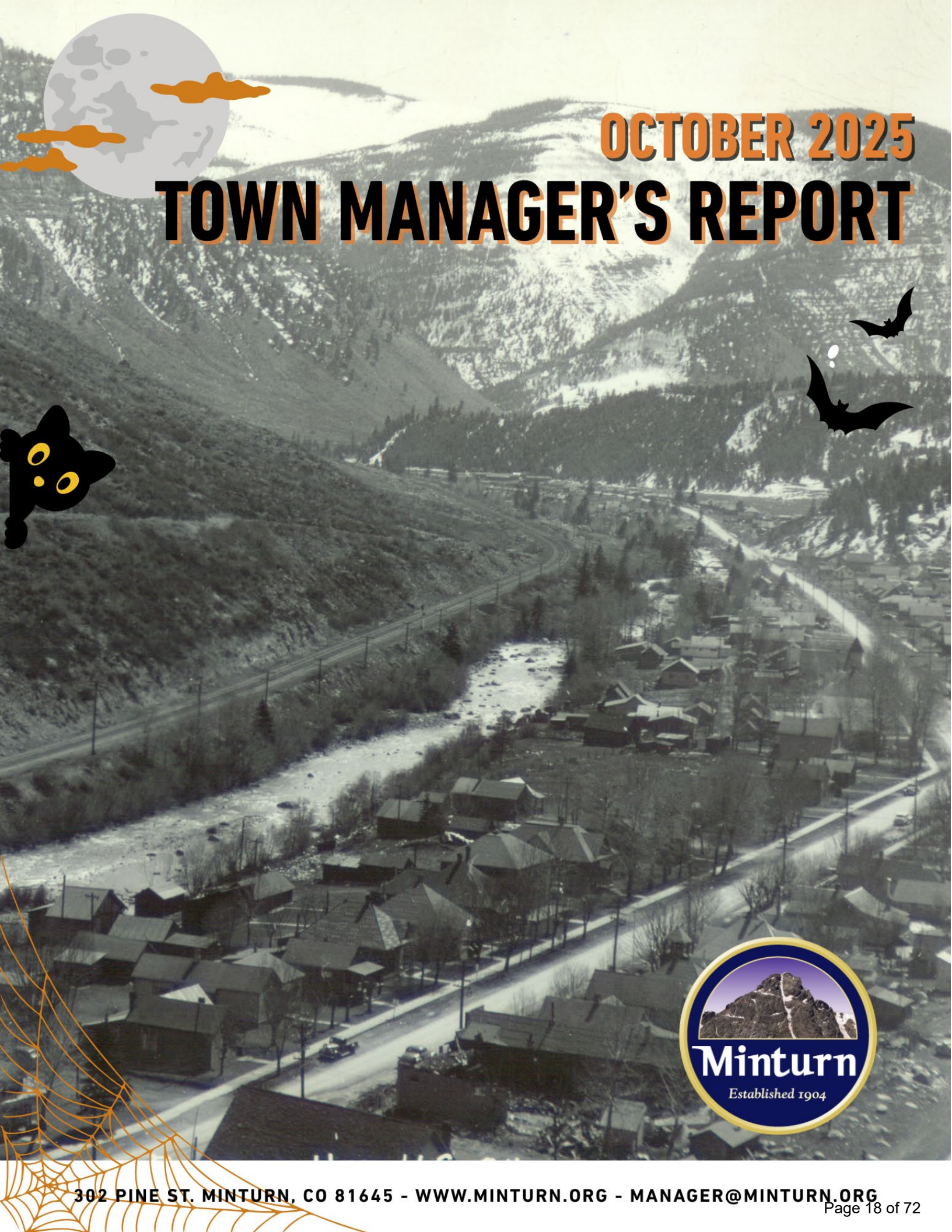
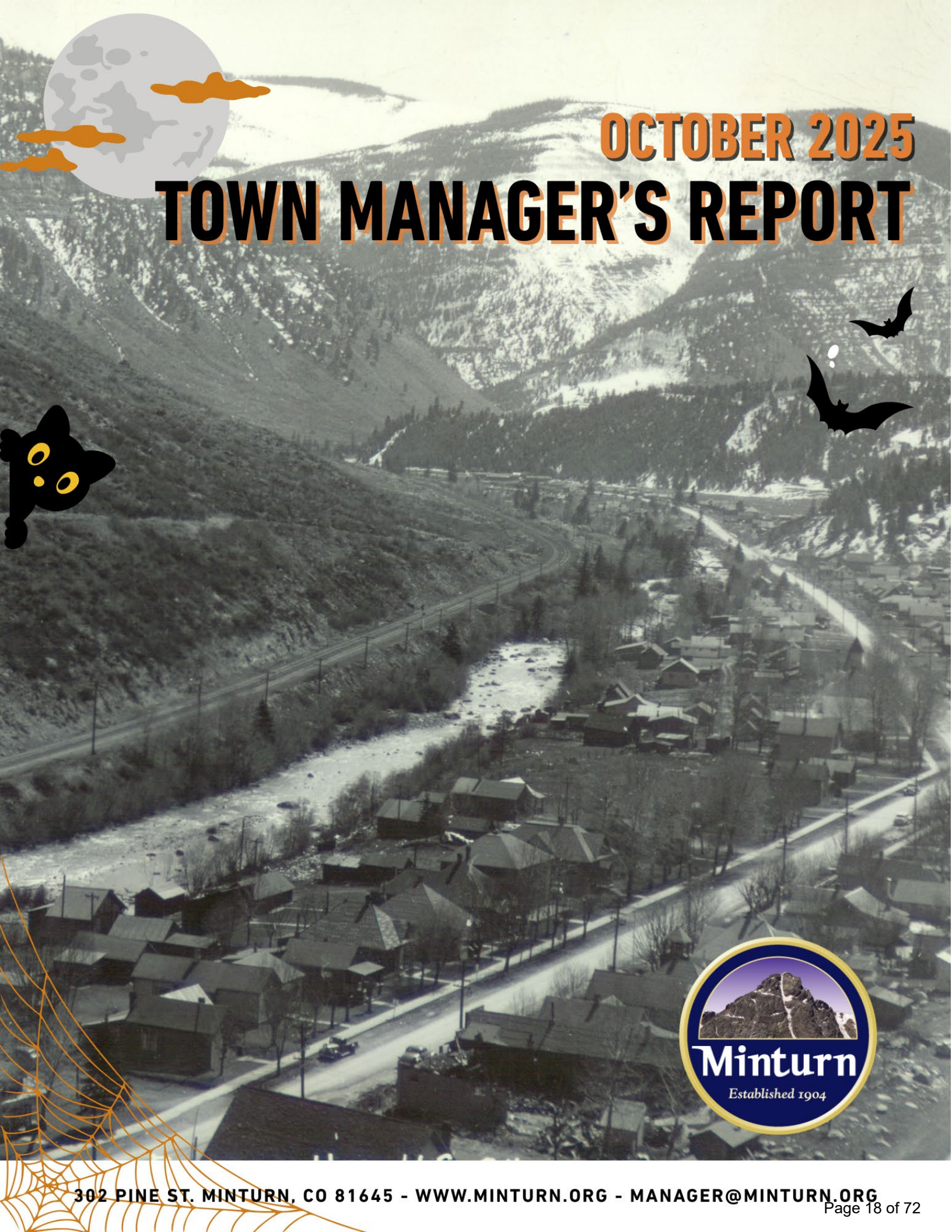
Strategic Plan Alignment

The Town Council's review and approval of the resolution aligns with the following key strategies:

- Transparency
- Collaboration
- Resourcefulness

Attachments

- Resolution 41-Series 2025
- 360 Civil Bid / Cost Comparison from Inter-Mountain Engineering



OCTOBER 2025 TOWN MANAGER'S REPORT



MANAGER'S REPORT

OCTOBER 2025



Top Updates

1. **Snow Removal** – Weekend snow removal for the 2025-2026 season will not be contracted out but be performed by Minturn Public Works.
2. **Suspicious Emails** – The Town has observed suspicious emails appearing to come from Town staff requesting payment on invoices. Residents are advised to avoid opening attachments and to contact Town Hall directly to verify authenticity. No breaches of Town systems have been identified.
3. **Staffing progress** - Recruitment continues to strengthen Minturn's Public Works team. Two additional Equipment Operator candidates are in final offer stages, with anticipated start dates in early November. This brings the department close to full winter staffing for the 2025–2026 season.

Active Initiatives

Public Works Department

- The department currently consists of three staff members: Mike, Grant, and Billy (from Red Cliff), with two additional candidates expected to start in early November.
- We are working on offers for two other candidates with potential start dates in the first week of November.
- We have determined that weekend snow removal for the 2025-2026 season will not be contracted but will be performed by Minturn Public Works.
- We have ordered a new **SnowEx truck plow** and expect arrival in 4-8 weeks.

Highlands Property

- The Council will discuss the next potential steps at the October 15th, 2025, Council Meeting.

Town Hall 2-Bedroom Apartment & Building Systems Improvement RFP

- A design-build RFP was posted to the town's website on October 8th for reconstruction of the two-bedroom apartment and other building improvements. We are accepting submission until October 31st. Included in the other improvements are:
 - Ventilation system for the former Police Department office space (potential lease to Radio Free Minturn).
 - New file storage system to consolidate existing archives.
 - Conversion of a storage area into additional office space.

Comprehensive Impact Fee Study RFP

- RFP was issued on October 10th, 2025, and seeks a consultant to prepare a Comprehensive Impact Fee Study for transportation, parks, public safety, housing, and infrastructure. Includes a separate Plant Investment Fee (PIF) analysis for the Water Enterprise Fund to maintain TABOR compliance.
- Proposals due later this month; staff expects to bring a recommended consultant in November for Council consideration.

MANAGER'S REPORT

OCTOBER 2025



Minturn Forward Land Use Code Update

- At their regular meeting of October 8th, the Planning Commission continued their review of Article 3 - Zoning Regulations where the Commission is focusing on the review of new zone districts, the table of permitted uses, use standards, dimensional limitations, and methods for measurement of things like building height and setbacks.
- The Commission will wrap up their review of Article 3 at a special meeting on October 29th. Following completion of the zoning regulations, the Commission will review draft subdivision (design) standards. The project is on track to wrap up review of most modules by the end of 2025 and to start the official review and adoption of the new code to start the new year.

Emerging Initiatives

Minturn Shooting Range

- Discussion item is planned for the November 5th Council Meeting to talk about potential steps for improving management of the range.

Housing

- Staff are researching long-term employee housing options. One potential approach involves placing a 1–2-bedroom modular ADU on the Town Manager's property, estimated at \$150,000–\$225,000 total, with a projected cost recovery in 7–10 years at a monthly rent of \$1,800
- Staff are exploring participation in the regional Housing Action Plan led by Avon and Eagle County, which could increase funding flexibility and coordination for future housing projects.

Parks and Recreation

- We have been selected to participate in the Colorado OEDIT Rural Technical Assistance Program. Graduate students from the Masters of Environment Program at CU Boulder and CSU Extension will take on the role of community consultants to develop a Community Action Plan in winter 2025/2026.
- The Minturn Fitness Center Board met on October 7th. The MFC has been experiencing its strongest fiscal performance since its opening over the last several months. The town is exploring ways that we can support the MFC's continued growth in 2026.

Economic Development

- The Downtown Development Authority will hold a workshop on its Plan of Development from **October 20–22, 2025**.
- Staff are preparing a new ordinance regulating mobile businesses and vendors, targeted for consideration in **late Fall 2025**.
- Efforts are underway to identify barriers to entry for small businesses and explore ways the Town can help create additional commercial space for startups.

MANAGER'S REPORT

OCTOBER 2025



Town Council Follow Up

October 1st, 2025, Meeting

Public Comment

Question/Comment

Concerns from a resident who lives at 262 Main Street about unsecured trash and the impact on local bears.

Answer

Code Enforcement Officer Kevin Rindy send a notice of violation to 455 Main Street regarding the unsecured grease and cooking oil on the south side of the building. Kevin observed the spill the morning of October 1st and assisted in response and clean up. A new secured grease/cooking oil receptacle will be provided. Mr. Rindy attempted to make contact with the resident at 262 Main Street through a site visit but nobody was home at the time.

Mayor Bidez

Question/Comment

When we will be provided an updated cost estimate based on the 90% water treatment plant design?

Answer

The question is out to HDR and we will provide the answer as soon as we receive it.

Councilor Feiger

Question/Comment

Comment about redistributing the manager's salary from some portion of the Enterprise Fund.

Answer

Staff will be prepared to discuss this further at the next budget meeting in November.

Councilor Kanakis

Question/Comment

What is the \$30k line item for General Manager in the Water Enterprise Fund?

Answer

This is money allocated for the town's contracted Municipal Advisor.

Councilor Rodine

Question/Comment

What is the breakdown of the \$45,000 budgeted for the Minturn Bike Park in FY 2026?

Answer

VVMTA has offered to speak to Council at the November 5th meeting to discuss FY 2026 improvements.

Capital Projects

Minturn Water Treatment Plant

Status: 90% design is complete. Design has been submitted and accepted by CDPHE for review. Timeline could be 3 to 6 months.

Cost Estimate: ~\$11M at 60% design; updated estimate pending.

Next Steps: Discussion and financial modeling with Municipal Advisor is ongoing.

MANAGER'S REPORT

OCTOBER 2025



Little Beach Park & Historic Meyer's Barn

Status: 360 Civil has started work on demolition.

Next Steps: Staff will be drafting a design-build RFP for the playground with the input of the Council Committee.

US 24 Pedestrian Improvement

Status: Sidewalk extension underway. US 24 Sidewalk Extension project information shared with Council on 9/4. Working hours 07:00 to 17:00 with some work going until 19:00. Shoulder closures and alternating one-lane traffic are expected. **Email:** us24@minturn@gmail.com or call (970)366-1392 for more information.

North Main Street Pedestrian Improvement & Cemetery Road Crossing

Status: Construction of sidewalk at North Main Street and the new Cemetery Road crossing is underway.

Bellm Bridge Design RFQ

Status: Selection of bridge design firm will be at Town Council for the October 15th meeting.

Next Steps: Staff are working on submitting an application for the state's off-system bridge grant program to be submitted in November.

Taylor Street Repaving

Status: Design complete. Public bid posting is pending.

Next Steps: Town Council bid approval and selection has been moved to first November meeting.



To: Mayor and Council
From: Jay Brunvand
Date: October 15, 2025
Agenda Item: Proclamation for High Five Access Media

REQUEST:

Staff is requesting the Council to adopt the following Proclamation in celebration and recognition of High Five Access Media's 40th anniversary.

INTRODUCTION:

Members of the Board of High Five Access Media will be in the audience and this item has been placed under Special Presentations to allow for the most public input and have it occur early in the meeting. The intent is that the mayor will read the Proclamation into the record, and then the council can do a quick motion to adopt it.

ANALYSIS:

COMMUNITY INPUT:

N/A

BUDGET / STAFF IMPACT:

N/A

STRATEGIC PLAN ALIGNMENT:

In accordance with Strategy #1 to practice fair, transparent, and communicative local government.

RECOMMENDED ACTION OR PROPOSED MOTION:

Motion to Adopt the official proclamation Designating October 20th 2025 as Community Media Day and celebrating High Five Access Media's 40th anniversary as presented.

ATTACHMENTS:

Official Proclamation

OFFICIAL PROCLAMATION

COMMUNITY MEDIA DAY OCTOBER 20, 2025

Celebrating High Five Access Media's 40th Anniversary

WHEREAS, the free exchange of ideas and information strengthens our community, helping neighbors understand one another and build shared values; and

WHEREAS, community media gives every resident a platform to tell their story, listen to others, and shape the local narrative together; and

WHEREAS, through training, resources, and open access to technology, community media empowers people to create, share, and engage in ways that enrich civic life; and

WHEREAS, community media ensures transparency in local government, fosters participation in democracy, and preserves an authentic record of our community's history; and

WHEREAS, High Five Access Media's studio serves as a hub for creativity, civic dialogue, and collaboration, helping residents learn media skills, produce local content, and connect through shared storytelling; and

WHEREAS, public, education, and government access channels—as well as community radio—remain essential yet often overlooked parts of our local information ecosystem; and

WHEREAS, greater awareness and participation in community media strengthens local identity, civic pride, and cultural understanding; and

WHEREAS, 2025 marks the 40th anniversary of High Five Access Media, which for four decades has helped local residents share their voices, stay informed, and participate fully in public life;

NOW, THEREFORE, BE IT RESOLVED that October 20, 2025, is hereby proclaimed as High Five Access Media Day in the Town of Minturn, and all residents are encouraged to celebrate and support the role of community media in sustaining a connected, informed, and engaged community; and

BE IT FURTHER RESOLVED that the Town of Minturn commends High Five Access Media for 40 years of dedicated service—broadcasting local government meetings, amplifying community voices, promoting local culture and events, and providing lifelong access to the tools of modern communication.

Dated this 15th day of October, 2025.

TOWN OF MINTURN

ATTEST:

By: _____
Earle Bidez, Mayor

Jay Brunvand, Town Clerk

Regional Housing Solutions: Action, Investment, & Impact in Eagle River Valley



Insights & Strategies



Envisioning Futures
Custom Solutions
Beyond the Drawing Board

Agenda

- **Introductions**
- **Purpose of Today's Session**
- **Background**
 - Eagle County Housing Issue
 - Local Progress & Community Solutions
 - The Remaining Gap
 - Regional Solutions
- **Community Discussion**
- **What's Next?**



Government Performance Solutions, Inc.

Brian Pool



Agustín Leone



Erin Ulric



- Brian, Erin & Agustín work for Colorado-based Government Performance Solutions, Inc. (GPS)
- GPS partners with public and social sector organizations to navigate change by:
 - Using deep listening & a collaborative approach,
 - Engaging agency staff, their partners, and the community to co-create solutions that drive sustainable transformations, and
 - Reconnecting staff to align and rally around measurable goals.

Learn more about GPS at:
<https://www.governmentperformance.us/>



Today's Purpose & Your Role



This is the first in a *series of community workshops* to shape coordinated, community-driven housing solutions across Eagle County in the Eagle River

Valley.

What We're Doing Today

- Ground in the facts and local context
- Spotlight what's working and what's missing
- Explore options for doing more, together
- Hear directly from you

What We're Asking of You

- **Listen actively** > Take in facts, stories, and possibilities.
- **React honestly** > What surprises you? What resonates?
- **Gauge boldness** > What's the appetite for bigger moves?
- **Spot the gaps** > What are we missing?



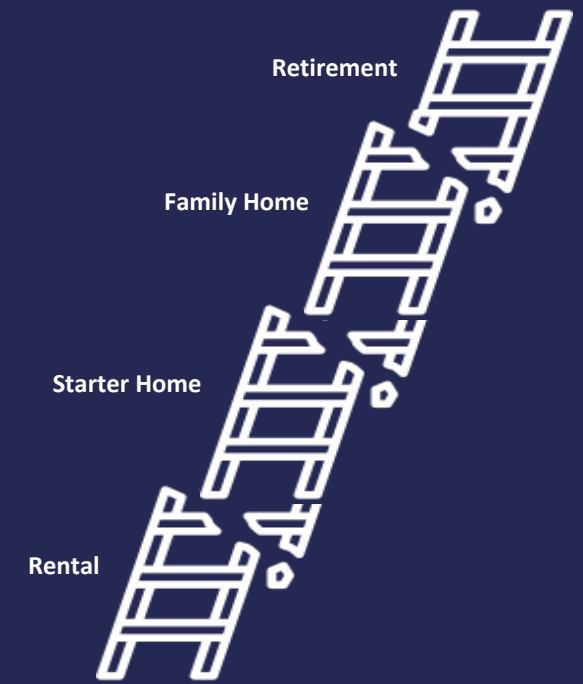
Missed something?
Got more to say?
Scan here.



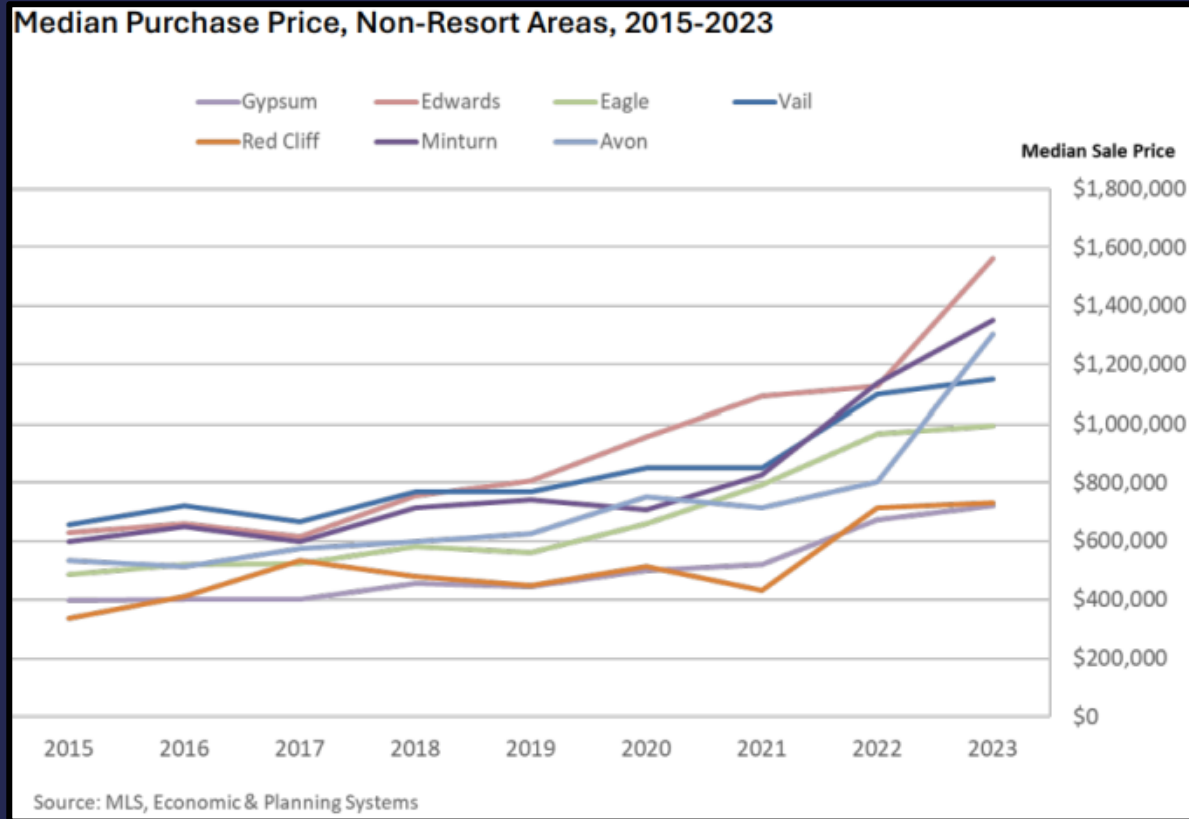
Why Housing Matters for Eagle County's Future

World-class communities require a world-class workforce, and that means housing locals here, not elsewhere.

- **Local Economy:** A strong workforce = competitive resorts. Steamboat, Aspen, Park City, Tahoe all invest in housing to keep talent close.
- **Workforce Flight:** When workers live beyond Eagle County, costs rise, service accessibility diminishes, and the community ultimately loses.
- **Stability:** Homeownership anchors families, schools, and neighborhoods; it's the keystone to a resilient community.
- **Broken Ladder:** Today's market has too few rungs; middle-income mobility is nearly gone.
- **Location:** Housing near jobs and transit cuts congestion and advances climate goals.
- **Market Gap:** Free market won't serve low and middle-income households; strategic action is essential.



The Housing Market Has Moved Beyond Reach



Home prices in Eagle County have skyrocketed; outpacing local incomes and pricing out the workforce.

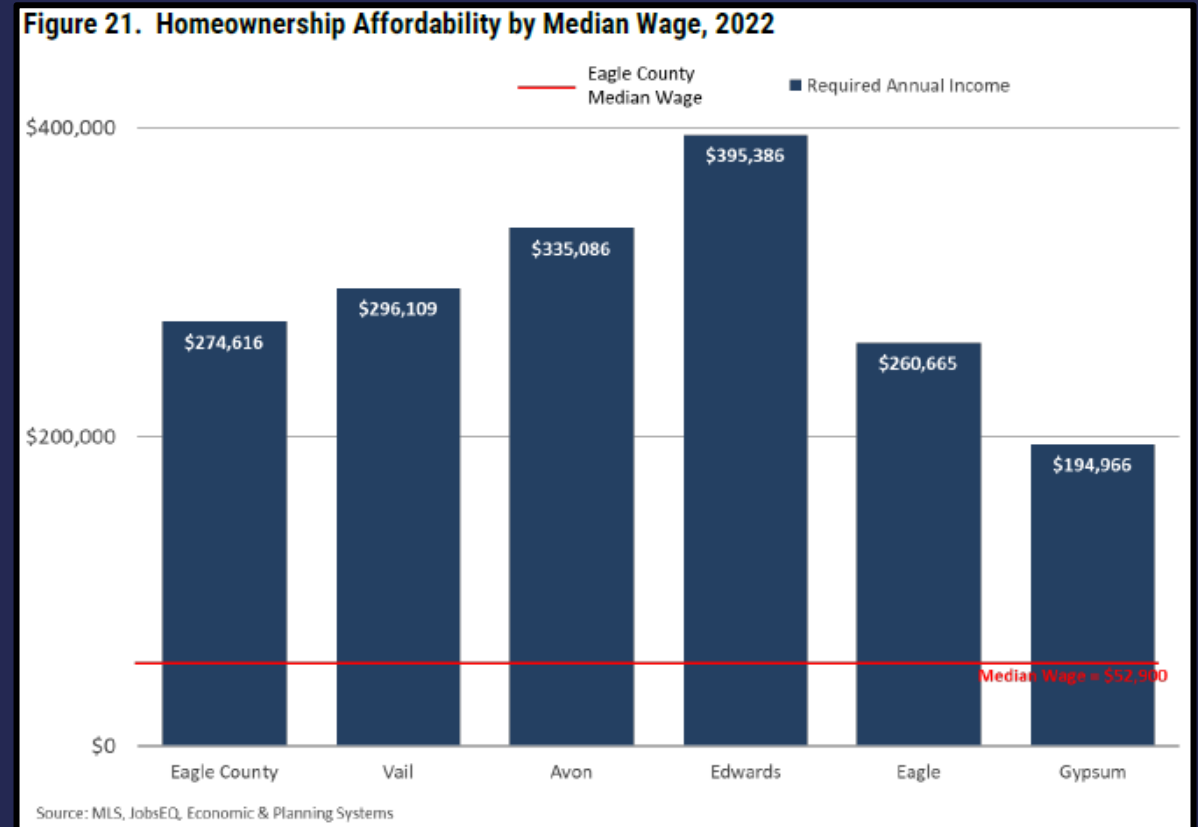
- From **2015 to 2023**, median home prices in non-resort areas have **nearly doubled** across most towns.
- **Even traditionally more affordable towns like Gypsum and Eagle have seen sharp increases, approaching or exceeding \$1M.**



The Housing Affordability Gap - Homebuyers

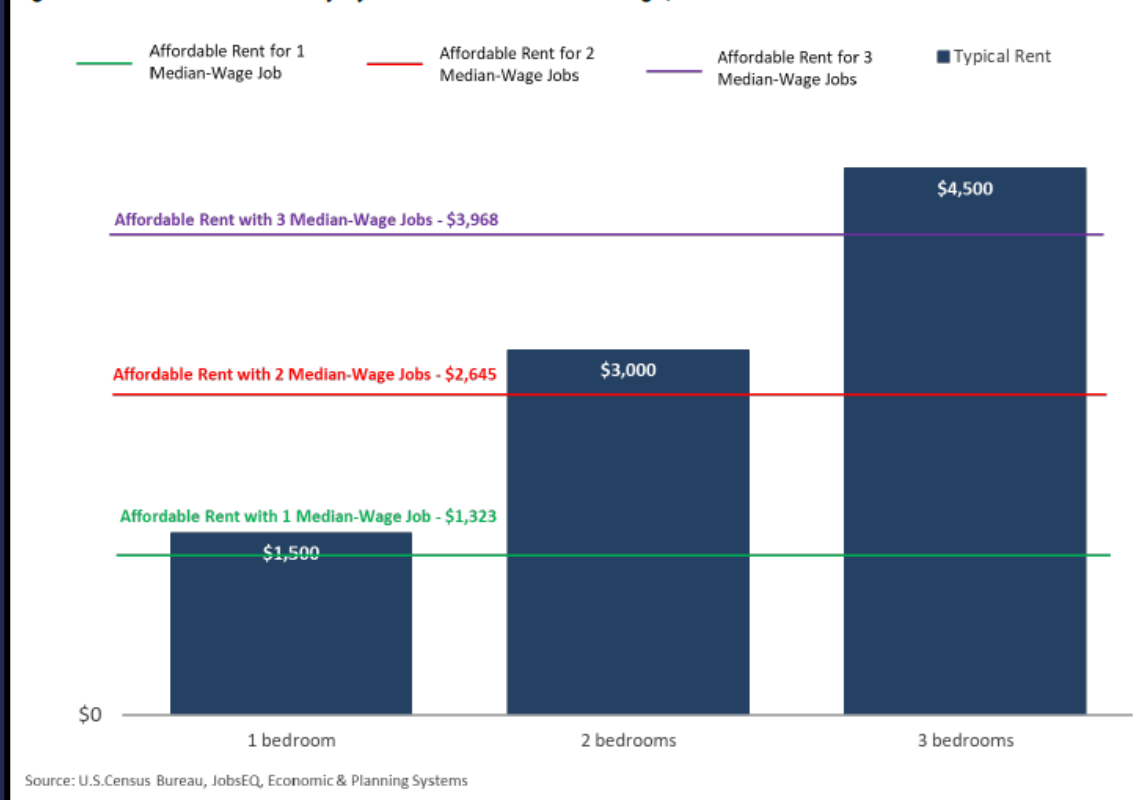
Wages in Eagle County no longer match the cost of housing for home buyers.

In Eagle County, a household would need 5.2 median-wage earners (\$53,000) to afford a median-priced home.



The Housing Affordability Gap - Renters

Figure 16. Rental Affordability by Bedrooms for Median Wage, 2022



Typical rent far exceeds what most households can afford.

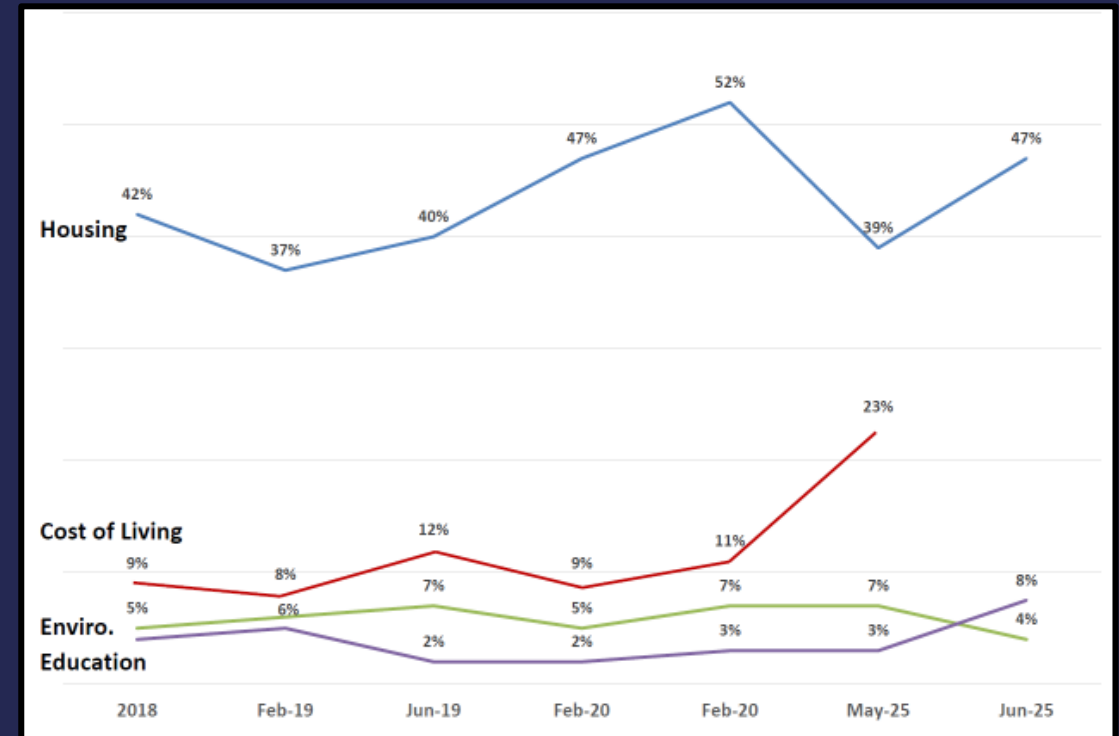
To rent a 2-bedroom at \$3,000/month, it would take 2.3 median-wage earners to rent a median-price rental.



Housing: Eagle County's Top Priority

Year after year, housing stands out as the **#1 concern** for residents and business owners.

- Since 2018, housing has **consistently ranked** as the most pressing issue among Eagle County residents.
- Housing concern outpaces other major issues like **cost of living (9 – 23%)** **environment (4 – 7%)** and **education (2 – 8%)**.



Not Just Numbers — Our Neighbors' Realities

Every statistic hides a story: here's what it looks like on the ground.

- The Valley Home Store has 1,500 buyers actively looking to purchase.
- A life-long valley resident retires but stays in their deed restricted home. Now there is one less employee and one less housing unit.
- A purchase 10 years ago with a median-home sales price of \$700,000 provided easier step-up inventory in the housing spectrum of needs. That inventory is now priced at \$1.6M, so is unattainable for move-up buyers.
- Higher rental rates are pushing buyers to purchase to relieve the pressure of unknown housing impacts, like a landlord selling the unit.



Current and Future Housing Demand

Based on the Eagle County Regional Housing Needs Assessment completed in 2025 there is a current need for 2,638 units and a future need of 3,736 units over the next decade, amounting to a need for 6,375 total units by 2035.

Jurisdiction/Entity	Estimated Allocation for Next 10 Years
<i>Eagle County Housing & Dev. Authority</i>	24%
<i>Town of Vail</i>	26%
<i>Town of Avon</i>	25%
<i>Eagle</i>	16%
<i>Gypsum</i>	8%
<i>Minturn</i>	1%



What Communities are Already Investing

Across Eagle County, local jurisdictions are contributing real resources. Here's how much.

Jurisdiction/Entity	Estimated Total Units Preserved/Created Over Past 5 Years
<i>Eagle County Housing & Dev. Authority</i>	747 units
<i>Town of Vail</i>	690 units
<i>Town of Avon</i>	69 units
<u>5 Year Total</u>	<u>1506 Units</u>



Investment in Action

Local housing investments are delivering units and preserving affordability.

- **County Investment:** \$65M invested over 4 years with 747 units/families supported, leveraging proceeds from Lake Creek Village sale (2021) and \$10M Commissioner allocation.
- **Deed Restriction Programs:**
 - **Good Deeds** – ~176 units, permanent price caps, immediate demand (“funds gone within days”).
 - **Vail In-Deed, Mi Casa Avon** – additional permanent affordability; hundreds of units preserved.
- **Local Code Updates:** Eagle County, Eagle, Gypsum, and Minturn advancing zoning updates to promote housing.
- **Employers Stepping Up:** Eagle County School District, ERWSD, Vail Health actively investing in workforce housing.



Beyond the Numbers — Real People, Real Impact

“We thought we’d never be able to buy a home, but this program changed everything and gave us real hope in Eagle County.” — Local couple, 15 years in Eagle County.

“This is the only way we could afford a home here. We feel blessed to be part of this community and finally put down roots.” — School administrator, 18 years in Eagle County.

“Owning a home here once felt out of reach. Now, I finally have a place to call my own and a sense of stability.” — Local family, after moving three times in three years as renters.

“We never thought we could own a home here. This program let us stay, build our future, and start our family in the community we love.” — Newlyweds working in healthcare and education.



How We Operate Today

Multiple jurisdictions working through The Valley Home Store with aligned programs. Diverse goals for each entity.

- Housing partnerships exist, but with different goals, programs, inconsistent funding, and priorities.
- We collaborate, but differing boards create localized goals.
- **The result?** Progress, but inefficient.
- We could be **aligned in vision, coordination, funding and impact.**



Today	Missing
Partnerships	Centralized Execution
Localized Goals	Unified Board Leadership
Collaboration	Strategic Coordination
Localized Impact	Regional Scaling



Meeting Local Demand for Community Housing

What Could we Achieve?

Scenario	Dedicated Funds	Estimated Units Created
Current Dedicated Funds <i>(Assumes no funding change)</i>	~\$8M	53 units per year
Moderate Investment	+ \$25M per year	167 units per year
Bold Investment	+ \$40M per year	267 units per year

Does not include General Fund Investments*

Assumes ~\$150K public investment per unit; costs vary by type and location*



Option 1: Non-Revenue Housing Solutions

Policy-based and regulatory tools that enable housing creation without direct public funding. Examples include: housing mitigation requirements, inclusionary zoning, development incentives, community housing overlays, and fast-track approvals .

When it Shines	Where it Stalls
Leverages Private Development: Captures affordability without tapping public dollars.	No Guarantees: Policies can be revised or repealed; durability depends on political will.
	Equity Concerns: Developers may seek exemptions or pass costs to market-rate buyers/renters.
Scalable Incentives: Density bonuses, fee waivers, or streamlined approvals encourage private participation.	Inconsistent Results: Effectiveness varies widely based on local enforcement and market conditions.
	Limited Impact: Only generates a <u>small fraction of the housing needed</u> .



Option 2: Continued Local Collaboration

Each jurisdiction keeps control of its own housing programs, but partners via an Intergovernmental Agreement (IGA) to pool programs and services. Together, they launch a regional Housing Coalition to deploy shared tools like buy-downs, deed restriction resales, and housing programs.

When it Shines	Where it Stalls
Real Dollars: Collective funding creates scale - cash, land, fee offsets	Voluntary: No guaranteed baseline funding; participation may shift
Flexible Tools: Can support diverse needs such as preservation and buy-downs	Admin Burden: Heavy lift to manage and coordinate across entities
Some Quick Wins: Some solutions (like <i>Mi Casa Avon</i> or Good Deeds) can show results within months	Leadership Changes: Turnover can disrupt continuity and weaken commitment
Local Control: Each jurisdiction still runs its own programs and priorities in collaboration	Competing Priorities: Housing may lose focus to other local needs
	Sustainability: Without long-term strategy, efforts risk being short-lived

Option 3: Regional Housing Authority (RHA)

A regional housing authority with shared governance and a voter-approved revenue stream (e.g. tax or fee) dedicated to housing. Operates independently to plan, fund, and execute housing solutions across the region with scale, speed, and staying power.

When it Shines	Where it Stalls
Plans & Build at Scale: Based on funding source, can deliver hundreds of units/year with long-range pipeline visibility	Needs a Ballot Win: Must mount a successful public campaign to secure RHA with funding
Stable Funding: Voter-approved revenue unlocks bonding power and predictable cash flow	
One Stop Shop: For programs, partnerships, and buyers/sellers	Funding Source is Political: Sales tax vs. property tax vs. fee; each has tradeoffs
More Bang for the Buck: Greater administrative efficiency, centralized staff, fewer redundancies	
One Playbook: Client ease of use, education, unified programs, standard processes, one application for the public	Trust Must be Earned: Collaborative success yields more value to the community
Developer Friendly: Easier, more attractive partner with streamlined processes for development partnerships	

Discussion

1. *When you first bought or rented in Eagle County, what was that experience like? Could someone repeat it today?*
2. *How is the housing challenge impacting you and your friends in Eagle County?*
3. *What other challenges are important?*
4. *What options are the most appropriate for the Eagle County community today?*
5. *How would you define a successful regional housing program?*
6. *What strategies or ideas should be included?*



Next Steps



Phase 1:
*Insights &
Strategies*

Phase 2:
*Options &
Proposals*

- **Engagement in Motion**

We're meeting with partners across Eagle County; surfacing themes, gaps and shared direction.

- **After the New Year**

Potential solutions will be presented for review, discussion and input at a second series of community workshops.



**Missed something?
Got more to say?
Scan here.**





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Excellence**

**Organizational
Effectiveness**

October 10, 2025

Mr. Earl Bidez
Town of Minturn
PO Box 309
Minturn CO 81645
Via email: manager @minturn.org

Re: Town of Minturn
Bellm Bridge Replacement – Request for Qualifications
Design, Construction Management and Materials Testing
Project No. 20-0067

Dear Mr. Bidez:

The Town requested Statements of Qualification seeking an engineer to provide design and construction management services for the Bellm Bridge replacement. The request was advertised on the Town Website, the Vail Daily, and we contacted a number of firms directly. Eight firms requested submittal requirement packages, and six firms attended the preproposal meeting. SEH, SGM, and Kimley Horn submitted Statements of Qualifications. Each firm has excellent qualifications and is capable of handling this assignment. Rob Gutierrez and I reviewed the Statements of Qualifications and recommend SEH. They are very familiar with the Bellm Bridge having provided the Town with a design for an emergency scour repair and the Feasibility Study for replacement.

The next step is to request a fee proposal from SEH, and if acceptable, negotiate a contract. We will coordinate both tasks with CDOT to ensure compliance with grant requirements.

Sincerely,



Jeffery M. Spanel PE
Town Engineer

CC: Rob Gutierrez, Jay Brunvard

TOWN OF MINTURN, COLORADO
RESOLUTION NO. 43 - SERIES 2025

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO, AUTHORIZING
SELECTION AND CONTRACTING OF A DESIGN CONSULTANT FOR THE CDOT OFF-SYSTEM BRIDGE
PROJECT**

WHEREAS, the Town of Minturn (the “Town”) is a Local Agency under Colorado law and is eligible to receive federal funding through the Colorado Department of Transportation (CDOT) for the Off-System Bridge (BRO) Program for the Bellm Bridge Replacement Project; and

WHEREAS, the Town issued a Request for Qualifications/Proposals (RFQ) for professional design services consistent with CDOT’s Local Agency Manual and federal procurement requirements (23 U.S.C. §112 and 23 C.F.R. Part 172); and

WHEREAS, the Town’s selection committee reviewed and scored proposals in accordance with CDOT’s qualifications-based selection (QBS) process and the Town’s procurement policies; and

WHEREAS, following evaluation, the committee recommends Short Elliot Hendrickson Inc. (“SEH”) as the most qualified firm to perform design, permitting, environmental, right-of-way, and construction support services for the Bellm Bridge Replacement Project; and

WHEREAS, the Town Council finds that it is in the public interest to select SEH and authorize the Town Manager to negotiate a design services agreement, subject to CDOT approval and inclusion of all required federal-aid contract provisions.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MINTURN, COLORADO:

Section 1. Findings.

The foregoing recitals are incorporated as findings of the Town Council.

Section 2. Consultant Selection.

The Town Council hereby selects SEH as the design consultant for the Bellm Bridge Replacement Project under the CDOT Off-System Bridge Program.

Section 3. Contract Negotiation.

The Town Manager is authorized to negotiate the scope, terms, and fee of a Professional Services Agreement with SEH in coordination with CDOT. The final agreement, including the negotiated scope and contract amount, shall be brought back to the Town Council for approval prior to execution.

Section 4. CDOT and Federal Compliance.

The agreement shall include all required CDOT and federal-aid clauses, including but not limited to: - State and CDOT approval of consultant contracts and amendments:

1. Compliance with 23 C.F.R. Part 172 and applicable FHWA requirements
2. Use of CDOT’s billing formats and invoicing procedures;
3. Audit and record retention provisions; and
4. Recognition that CDOT and FHWA are third-party beneficiaries of the contract for compliance purposes.

Section 5. Budget and Appropriation.

Funding for this work is appropriated through the Town's capital projects fund for the Bellm Bridge Replacement Project, with costs eligible for reimbursement under the CDOT Local Agency Agreement.

Section 6. Effective Date.

This Resolution shall take effect immediately upon adoption. The Town Clerk is directed to transmit a certified copy of this Resolution to CDOT Region 3 for inclusion in the project record.

INTRODUCED, READ, APPROVED, ADOPTED, AND RESOLVED on this 15th day of OCTOBER 2025.

Earle Bidez, Mayor

ATTEST:

Jay Brunvand, Town Clerk

PROPOSAL FOR PROFESSIONAL DESIGN, CONSTRUCTION
MANAGEMENT AND MATERIAL TESTING SERVICES

Bellm Bridge Replacement

TOWN OF MINTURN, COLORADO | SEPTEMBER 15, 2025



Proposed Bellm Bridge



Existing Bellm Bridge



Building a Better World
for All of Us®

Engineers | Architects | Planners | Scientists

September 15, 2025

Jeffery Spanel, PE
Inter-Mountain Engineering, Town Engineer
jspanel@inter-mtn.net

Re: Bellm Bridge Replacement Design

Dear Mr. Spanel and Members of the Selection Committee:

The Town of Minturn is seeking qualified design consultants to design a replacement for the Bellm Bridge, as well as to provide construction project management and materials testing throughout construction. An optimal partner must be able to navigate the CDOT Local Agency Coordination process smoothly while being aware of this project's history.

That's where Short Elliott Hendrickson Inc. (SEH®) comes in! Based on our conversations with you, our background on similar Colorado bridge replacement projects, and our familiarity with the Bellm Bridge and Minturn, we are an ideal choice for this project.

Familiarity with the Bellm Bridge: We've been a steadfast partner on this bridge for some time, first by designing scour repairs and then by supporting the feasibility study and grant application that secured CDOT funding for this project. We do not take this history for granted! Our advantage is that we know the history and context that informed the feasibility study, from knowledge of the utilities to in-depth hydraulic modeling. This gives us a head start addressing the project's challenges, whether that's committing to the Town's goal of fair, transparent communication when working with challenging adjacent property owners, or providing constructible design solutions given the site's significant constraints. We have identified these challenges in more detail in our **Project Considerations map on page 11**.

Experience Delivering Similar CDOT Projects: This project must adhere to CDOT Local Agency Coordination processes and standards. Failure to comply with these requirements can result in frustrating delays and budget disruptions, causing headaches for you and your staff. Fortunately, we have significant experience navigating the CDOT process on similar bridge replacement projects, which we have identified later in this proposal. We have also outlined the **CDOT Local Agency Coordination process in the flow chart on page 6**. Working with CDOT requires clear communication and a commitment to proactive agency engagement, with our experience keeping this project moving smoothly on your behalf.

Aligning Our Work to Your Needs: Our assistance in acquiring the CDOT grant to replace this structure means we know precisely what is needed to keep this project aligned with the terms of the grant. We also know how important it is that this project reinforces your goal to "keep Minturn Minturn," so we have included **a link to a video of a potential bridge replacement on page 12**. The bridge's final aesthetics would emerge from conversations with you, concurrence with CDOT, and thoughtful public engagement, but



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the renderings of a potential solution show we're as considerate of how the Bellm Bridge creates a unique sense of place as much as we are of sound, safe designs.

With our experience on the Bellm Bridge specifically and our background coordinating with CDOT on other bridge replacement projects in general, we're in a prime position to keep this project running on schedule and within budget. If you have any questions, please feel free to contact Parsa at 303.586.5817 or pkolahi@sehinc.com. We're ready to get back to work!



**PARSA KOLAHİ PE (CO)
PROJECT MANAGER**



**STEVE KAYE PE (CO), LEED AP
PRINCIPAL**

SEH acknowledges receipt of Addenda 1 and 2, issued August 30, 2025 and September 4, 2025, respectively.

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 2000 South Colorado Boulevard, Suite 1200, Colorado Center Tower Two, Denver, CO 80222-7920
720.540.6800 | 800.490.4966 | 888.908.8166 fax | sehinc.com

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The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

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The information contained in this Proposal was prepared specifically for you and contains proprietary information. We would appreciate your discretion in its reproduction and distribution. This information has been tailored to your specific project based on our understanding of your needs. Its aim is to demonstrate our ideas and approach to your project compared to our competition. We respectfully request that distribution be limited to individuals involved in your selection process.

SEH is a registered trademark of Short Elliott Hendrickson Inc.

MINTU 181756



Qualifications/Experience/Credentials

Short Elliott Hendrickson Inc. (SEH®) is a 100% employee-owned company providing engineering, architectural, planning, and environmental services to public and private clients throughout the country. The collective purpose of our more than 900 employee owners is focused on Building a Better World for All of Us®.

“Building a better world” embodies our commitment to improving quality of life through safer roads, bridges, parks, and trails; renewable energy and sustainable design; and cleaner air, drinking water, rivers, and lakes. “For all of us” means we design customized solutions for our clients including the residents and businesses in the communities we serve, employees in the companies we serve, and citizens of the world.

Since 1927, we’ve helped clients overcome challenges through strategically tailored services. Specific to Colorado, SEH has helped local cities, counties, and towns build their infrastructure; track project funding; meet compliance requirements; and plan their communities’ futures. Ultimately, our deep Colorado roots – offices in Denver, Pueblo, and Durango allow for coverage of Front Range, I-70 corridor, High County, and Western Slope – have enabled strong, lasting relationships with the agencies and entities that we serve. The Western Region’s bridge design group has built its practice on Local Agency bridge design services throughout Colorado, including inspection, rehabilitation, and replacement from grant acquisition and planning stages through completed construction.

PRINCIPALS

Steve Kaye, PE - Principal In Charge

SUBCONTRACTORS

- Merrick
- Western States Land Services
- Ayuda Companies (DBE)
- YEH & Associates (DBE)
- SurvWest (DBE)

QUALIFICATIONS RELATED TO SCOPE

The SEH team of Colorado regional engineering professionals presented in this proposal is comprised of highly qualified discipline specialists who represent the dynamic range of seasoned talent and fresh ideas SEH has available for transportation projects. Each member of our proposed team has been selected for this proposal based on their qualifications, leadership, and ability to simultaneously manage multiple projects and staff in their respective disciplines.

SHORT ELLIOTT
HENDRICKSON INC.

founded in

1927 

WE PARTNER WITH CLIENTS



in nearly every
U.S. state and many
Canadian provinces

EMPLOYING



900+

engineers, architects, planners,
scientists, and talented
professionals

100+in
COLORADO

3 OFFICES IN COLORADO
Denver, Durango, and Pueblo



Local Office
2000 S. Colorado Blvd, Suite 1200
Colorado Center Tower Two
Denver, CO 80222



15.6 million (FY 2024)
annual sales inside Colorado

PAST PERFORMANCE

BELLM BRIDGE FEASIBILITY STUDY – TOWN OF MINTURN



SEH performed a feasibility study which considered bridge rehabilitation and replacement alternatives. Construction costs and service life were assessed for the improvement alternatives. This assessment led to recommendations that were used to secure a BRO grant to fund the next phase of design.

BELLM BRIDGE SCOUR MITIGATION DESIGN – TOWN OF MINTURN



This project included a preliminary hydraulic modeling and a scour countermeasure (riprap) design for the Bellm Bridge over the Eagle River. The bridge received an Essential Repair Finding (ERF) due to scour observed during routine inspections.

MONROE AVE BRIDGE REPLACEMENT – LARIMER COUNTY



The current Monroe Avenue bridge carries Larimer County Road 13E (North Monroe Avenue) over Horseshoe Canal. The existing structure is too narrow and has some observed deterioration. The County selected SEH to provide design engineering services for a wider replacement structure designed to current codes.

ROARING FORK BRIDGE REHABILITATION – CARBONDALE



SEH was hired by Roaring Fork Transportation Authority (RFTA) to provide engineering services for the Roaring Fork Bridge rehabilitation design. The design team visited the site and performed a structural assessment to develop a detailed scope for the bridge's rehabilitation. The scope of work included bridge load rating analysis, floor beam replacement, timber pier analysis and design, scour countermeasure design, retaining wall design, and trail embankment replacement.

PAST PERFORMANCE

MASONVILLE BRIDGE OVER BUCKHORN CREEK – LARIMER COUNTY



This project consisted of replacing a narrow, deteriorated bridge that was hydraulically undersized. The replacement is a longer, wider single-span bridge with an improved hydraulic opening. Matrix riprap was used to counteract scour, and design of a temporary shoofly was included to allow for construction traffic access at the crossing location because a viable detour was not available.

UNION AVENUE BRIDGE REHAB – CITY OF ENGLEWOOD



The Union Ave Bridge Improvements project is a multi-phase effort combining SEH's structural expertise with Merrick's knowledge of the S. Platte River corridor. SEH's scope includes support of acquisition for construction grant funding.

OWL CANYON RD (CR 70) OVER BOXELDER CREEK – LARIMER COUNTY



SEH designed improvements to Owl Canyon Road between CR 70 and CR 9, widening the roadway, improving vertical alignment and design speed, and addressing safety and capacity needs. The project included public input, a detailed intersection assessment that recommended an offset roundabout, 22,500 LF of widening, and multiple structure replacements/rehabilitations in floodplain and irrigation areas.

WELD COUNTY ROAD 26 OVER LAST CHANCE DITCH – TOWN OF FIRESTONE



This project involves replacing the deteriorating steel bridge on CR 26 over the Last Chance Ditch with a concrete box culvert designed to meet hydraulic requirements and future CR 26 expansion. The project received a BRO grant and is being designed in accordance with CDOT requirements.

All project experience CO

CDOT LA BRIDGE REPLACEMENT IN FLOODPLAIN

88TH AVENUE BRIDGE REPLACEMENT IN FLOODPLAIN – ADAMS COUNTY



SEH is working with Adams County on the 88th Avenue bridge replacement over Wolf Creek. The project consists of a single-span 80-foot integral abutment structure with roadway profile adjustments. Merrick provided the hydrology and hydraulics (H&H) assessment for the project. SEH also completed a traffic control study, which recommended phased construction.

CR 93 OVER S. PLATTE RIVER BRIDGE REPLACEMENT IN FLOODPLAIN – LOGAN COUNTY



SEH completed the design for the South Platte River bridge replacement in Logan County. The project included a 250 ft. bridge and 2D hydraulic modeling of the South Platte River. SEH also assisted Logan County in securing three Local Agency grants to fund both design and construction, all under CDOT oversight.

GRANDVIEW BRIDGE REPLACEMENT – FREMONT COUNTY



SEH supported the County in obtaining BRO grant funding for both design and construction. The new two-span prestressed concrete bridge carries a Cañon City waterline and features a CDOT-compliant design with an off-site detour for traffic. SEH coordinated utility relocations for impacted buried and above-ground utilities.

PREFABRICATED BRIDGE

HEDGECKOCK PREFABRICATED BRIDGE REPLACEMENT – CITY OF BOULDER



The project replaced a flood-damaged bridge crossing S Boulder Creek with a 110 ft. clear span prefabricated steel girder bridge. The project achieved a “No-rise” condition for the floodplain and included creek restoration improvements.

COLORADO FRONT RANGE TRAIL – TOWN OF CASTLE ROCK



SEH worked with the Town of Castle Rock for design and construction of five miles of the Colorado Front Range Trail within Castle Rock neighborhoods and open space. The scope included design of two prefabricated truss structures.

WESTERLY CREEK BRIDGE – CITY OF AURORA



SEH developed a project approach that removed structures in the existing floodplain and secured and improved safe access to the Fitzsimons Medical Campus and Aurora Cultural Arts District. New pedestrian and bike paths enhanced recreational opportunities, and the bridge design, which included an integral underpass and created an attractive gateway to the City of Aurora.



REFERENCES

LARIMER COUNTY

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TOWN OF FIRESTONE

Nate Haasis
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303.531.6274

ADAMS COUNTY

Mark McDonald
mmcdonald@adcogov.org
720.523.6809

ROARING FORK TRANSPORTATION AUTHORITY

Phil Myers
pmyers@rfta.com
919.247.0466

All project experience CO

Project Team

The organization chart below identifies key team members assigned to this project. For continuity, we have retained several team members who worked on the Bellm Bridge Feasibility Study project. Additional team credentials can be found in the appendix. [CLICK HERE](#) 

Town of Minturn

Jeffery Spanel PE
Inter-Mountain Engineering, Town Engineer

Parsa Kolahi PE

Project Manager/Lead Bridge Engineer

Steve Kaye PE, LEED AP

Principal in Charge /QAQC

SEH TEAM

David Hoesly PE

Water Quality

Wayne Howard PE

Grant Support

Luis Hernandez PE

Bridge Design Support

Scott Klinker PLS

Survey/ROW Mapping

Blayne Risk PE, SWMP

Stormwater/Erosion Control

Mike Stanley

Environmental Scientist

Jon Kruse

Lighting Design

Tom Wrona

Construction Management

SUBCONSULTANTS

Brian Chevalier PE, PMP

H&H, Drainage | Merrick

Jon Engele PE

SUE & Utility Coordination |
SurvWest

Mitch Hauff

ROW Services | Western States

Kelsey Bibb RPA

Cultural and Historic
Resources | Ayuda

Brett Aprin PE,

Geotechnical | Yeh

Clint Moyer PE

Construction Management/
Material Testing | Yeh

SUBCONSULTANTS



MERRICK & COMPANY

Merrick, a 1,000+ person firm serving federal, state, municipal, university, industrial, and commercial clients, will be providing H&H and floodplain-related services for this project.



SURVWEST (DBE)

SurvWest, with 25 employees, is headquartered in Englewood, CO and has specialized in subsurface utility engineering (SUE), surveying, mapping, and utility coordination since 2009, providing reliable infrastructure support to public and private clients.



WESTERN STATES LAND SERVICES

Western States Land Services, based in Loveland, CO, will be filling the role of ROW services. With over 40 years of experience and offices in Grand Junction, Rifle, and Pueblo, CO, they specialize in right-of-way acquisition, permitting, across Colorado and surrounding states.



AYUDA COMPANIES (DBE)

Ayuda will provide cultural and historic resources services. They specialize in preservation, compliance, and community engagement to support public and private infrastructure projects since 2002.



YEH & ASSOCIATES (DBE)

Yeh and Associates, established in 1999, will provide geotechnical, construction management, and material testing services, supporting local and state agencies. They consist of about 140 employees with six offices in Colorado, including in Glenwood Springs.

The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

Approach

Nestled in the heart of the Colorado mountains within the Eagle River Valley, the Town of Minturn stands as a community renowned as **a historic gem and treasured gateway to outdoor adventure** in the Rockies. With its charming streets, rich heritage, and proximity to world-class trails, rivers, and scenic vistas, Minturn captivates both residents and visitors seeking authentic mountain experiences and a vibrant, close-knit atmosphere.

PROJECT UNDERSTANDING AND APPROACH

SEH possesses a comprehensive understanding of the Bellm Bridge's condition, design, and surrounding context, informed by our recent work with the Town of Minturn. Over decades of service, the bridge has developed structural and foundation deterioration, including settlement due to scour. The undercutting and exposure of pier and abutment footings have triggered an Essential Repair Finding (ERF) letter. Our engineers, led by **Project Manager Parsa Kolahi**, conducted a thorough scour mitigation design and an in-depth feasibility study, which encompassed detailed field investigations, careful review of historical bridge plans, and robust structural and hydraulic modeling. Notably, the feasibility study also included a life-cycle cost analysis, allowing us to evaluate the long-term financial implications of various replacement and rehabilitation alternatives. By assessing initial construction costs, ongoing maintenance requirements, and anticipated future repairs, our recommended solutions delivered maximum value and sustainability for the community.



Through a detailed assessment of these site-specific challenges and comprehensive evaluation of structure alternatives, the Town selected a prefabricated truss as the optimal replacement structure for Bellm Bridge.

HOLISTIC, WELL-INFORMED PLANNING AND DESIGN

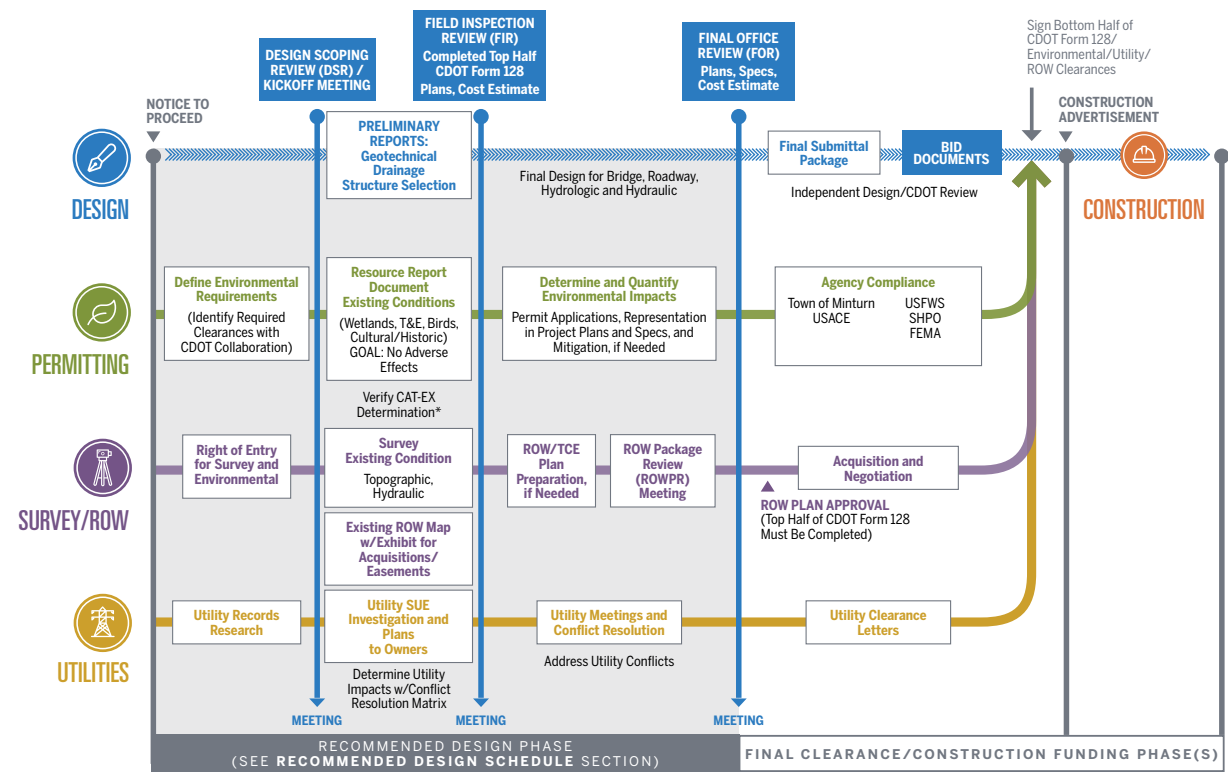
SEH's prior experience on the Bellm Bridge provides an unparalleled foundation for effective project delivery. Our deep understanding encompasses not only the existing structure, utilities, hydraulics, and regulatory landscape, but also the needs and expectations of your community. This enables us to anticipate obstacles and craft solutions that are practical, innovative, and responsive to local priorities.

SEH also brings a long and proven history of successful **CDOT Local Agency project delivery**, further strengthening our capacity to anticipate and navigate the complexities of state and federal requirements. SEH's project management scope will navigate the project through all stages, in compliance with CDOT standard policies and procedures. Our approach is proactive and relationship-driven: we begin engaging with

CDOT staff from project inception and the Design Scope Review (DSR) meeting and maintain open communication throughout all design phases, continuing through to final clearances and deliverables. These initiatives will allow us to streamline project reviews, minimize delays, and verify that every milestone meets CDOT's rigorous standards while advancing the needs of the Town and community.

In our extensive experience with similar projects, we have consistently found that environmental permitting and CDOT clearances represent critical paths in project design schedules. Recognizing this, our philosophy centers on establishing early and continuous lines of communication with CDOT and relevant environmental agencies. Through this proactive approach, we will identify potential schedule-impacting factors during the earliest design phases and collaboratively work toward their resolution – well before they become obstacles. By anticipating regulatory requirements of CDOT and applicable Federal Agencies and integrating appropriate permit considerations into our project timeline, we are able to streamline approvals, mitigate risks of delay, and keep the project advancing in alignment with CDOT and stakeholder expectations.

PROCESS FLOW CHART FOR LOCAL AGENCY PROJECTS WITH CDOT OVERSIGHT



COST/SCHEDULE TRACKING

Effectively managing cost and schedule has three phases: planning, monitoring, and taking corrective action, when needed. A detailed scope, as laid out in the RFQ and clarified through a **design scoping review meeting (DSR)** with the Town and CDOT Region 3 staff, supports an accurate design budget. An initial schedule (including critical path items) that has been reviewed by all disciplines will set the course for the project.

SEH will use Earned Value with three-line diagrams to track budget/schedule and provide monthly updates to the Town with each invoice. The schedule will be monitored at Town-desired regular intervals. Based on monitoring status, Parsa will proactively take corrective action as needed and revise the PMP and schedule as required.

CDOT COMPLIANCE

SEH has a long history of work on CDOT/LA projects. **The graphic to the left** shows a typical workflow for these projects that we have developed through years of experience.

TRAFFIC CONTROL

Like any major transportation project, effective traffic control and the preservation of local access will be critical to the success of the Bellm Bridge replacement. Given Minturn's mountainous setting and the limited availability of alternative routes, maintaining connectivity for residents, businesses, and emergency services is especially important. The unpaved Minturn Road presents the most practical—and likely only—viable off-site detour, utilizing Structure MINTRN-S-14 to cross the Eagle River about 1.5 miles north of Bellm Bridge. While the structure is currently rated "Fair" due to deck deterioration, the latest inspection did not recommend load posting. If needed, SEH can perform an independent load rating analysis to confirm its suitability for detour traffic.

RECOMMENDED DESIGN SCHEDULE

Influenced by our discussion with the CDOT Region 3 Local Agency staff, and in order to optimize resources and reduce the risk of rework, we recommend **advancing the design to the 90% milestone, then pausing further development** until construction funding is secured. This approach keeps the design current while avoiding unnecessary costs if project requirements shift during the funding process. This is an ideal time to submit for a second BRO grant. Once construction funding is confirmed, the consultant team will resume from the 90% stage, complete CDOT clearances, and prepare bid documents aligned with the latest standards. This strategy streamlines permitting and bidding, saving both time and money.

KEY ELEMENTS

DESIGN CRITERIA

It is vital to develop, confirm, and document the project's criteria using CDOT Form 463. This includes input from all project disciplines, which will be reviewed by the Town and CDOT.

PROJECT MANAGEMENT PLAN

SEH's internal policy is to create a "live document" project management plan (PMP) to set the course for a successful project. It includes sections for project team identification, plans for communication, and management of quality, change, and risk.

ANTICIPATED STRUCTURE DESIGN SOLUTION

As part of the feasibility study, SEH evaluated multiple span and configuration alternatives. In addition to standard prestressed concrete options, SEH collaborated with Contech Engineered Solutions to introduce a pre-fabricated clear-span alternative that maintains the hydraulic opening without raising the roadway and offers a visually appealing solution for the Town. During preliminary design, SEH will further assess constructability, logistics, cost, and structural criteria to ensure the design aligns with the site's unique needs. **Follow this link to view a video of the potential design of the new bridge.** [CLICK HERE](#) 

Drawing on our extensive experience and current knowledge, we believe a cast-in-place concrete substructure is the optimal design solution for the new Bellm Bridge. This approach offers the adaptability required to address skewed supports and seamlessly integrate with the proposed prefabricated truss superstructure. The inherent flexibility and durability of cast-in-place concrete will not only accommodate the unique geometric constraints of the site but also offer long-term performance under the evolving demands of the mountain environment and heavy traffic loads.

Given the site conditions, a deep foundation such as drilled shafts or driven piles is likely the most suitable solution. Final selection will be made during preliminary design, based on subsurface explorations and load analyses.

As part of the structural design process, SEH will prepare a comprehensive Structure Selection Report (SSR) in accordance with CDOT requirements. This document will evaluate and justify the preferred alternative for the Bellm Bridge replacement, addressing site-specific constraints, maintenance needs, and constructability considerations.



STRUCTURE PRESERVATION CONSIDERATIONS

When it comes to bridge preservation, several critical factors must be considered, including but not limited to bridge type, environmental and site conditions, feasibility and availability of materials, and cost and project constraints. For the proposed structure, multiple preservation strategies will be evaluated.

The selection of weathering steel, as presented in the feasibility report, was made in close consultation with the Town, as a preliminary option with the aim of minimizing the cost of the bridge. However, if a more durable treatment is desired, we recommend the use of hot-dip galvanized steel combined with a duplex coating system. This approach would offer increased protection against corrosion, extending the bridge's service life. This enhanced durability would increase the overall cost of the bridge.

As is typically performed during the SSR phase, SEH will conduct a comprehensive evaluation of all available material and preservation options. The most suitable candidates will be included in the SSR, accompanied by a decision matrix and the engineer's recommendations to ensure the optimal balance of performance, aesthetics, durability, and value for the Town.

SEH will collaborate with different bridge fabricators to select a treatment that provides a durable, low-maintenance solution that harmonizes with the mountain setting.

GEOTECHNICAL

Our geotechnical approach will build upon our prior experience near the project area and incorporate new field explorations to support the specific demands of the proposed bridge configuration. This includes site-specific borings, laboratory testing, and engineering analyses to determine foundation type, depth, and bearing capacity, as well as the evaluation of slope stability, settlement, and seismic considerations. We will coordinate closely with CDOT to verify that all geotechnical recommendations are fully integrated into the structural design. Evaluations will be documented in detailed geotechnical reports, with recommendations reviewed and incorporated during each project phase.

UTILITIES

It is expected that this project will require utility services including Subsurface Utility Engineering (SUE), utility coordination and/or relocation, and utility plan development. There are multiple utilities attached to the existing structure including gas and electric. We will identify potential utility conflicts and will initiate early engagement with utility owners and closely follow CDOT's established procedures for utility clearance. This process includes a utility conflict matrix, comprehensive utility mapping, coordination meetings, and timely submission of required documentation to CDOT for utility clearance review and approval.



Our design will endeavor to minimize the need for any utility relocation during construction of the bridge. The first preference is to permanently relocate utilities outside the limits of construction. The next is to temporarily relocate utilities outside the limits of construction and then allow utility owners the ability to relocate utilities back to the bridge after construction. And then finally, when the previous options are not feasible, we will incorporate utility relocations into the bridge design and construction.

HYDROLOGIC AND HYDRAULIC (H&H)

The hydrologic and hydraulic scope for the Bellm Bridge replacement will utilize the FEMA-designated 100-year event flow rate of 3,490 cfs for the Eagle River, based on the effective floodplain map dated December 5, 2007. Hydraulic analyses under existing and proposed conditions will incorporate site-specific bathymetric and topographic data collected by SEH, with cross-sections referencing published Flood Insurance Study data. Comparative evaluation of water surface elevations at key cross-sections will confirm regulatory compliance.



A view of the Eagle River looking downstream.

For the proposed bridge, updated site topography and new bridge geometry will be applied. Preliminary results indicate the design will reduce water surface elevations relative to existing conditions, potentially eliminating the need for FEMA floodplain map revisions and associated permitting requirements.

Recreational river use, including annual events such as the Minturn Downriver Dash, can be considered throughout design development, with advanced modeling employed to assess and mitigate hydraulic hazards for boaters. This would be accomplished through careful analysis of a 2D model and possibly a 3D model if any significant issues are apparent.

Scour protection for bridge foundations will be addressed following completion of all design modifications, with calculations performed in accordance with CDOT criteria. All findings and recommendations will be documented in the final design report for review by the Town and CDOT.

ENVIRONMENTAL SERVICES

A Nationwide #14 permit application, including Pre-Construction Notification (PCN) and field coordination with the U.S. Army Corps of Engineers (COE), will be prepared consistent with feasibility report recommendations.

A Wetland Delineation is required to determine the presence and extent of federally regulated wetlands in the project area along the Eagle River. If wetlands are identified, the project will assess both temporary and permanent impacts. Temporary and permanent Eagle River channel impacts will also be quantified. Should wetland or channel impacts exceed certain thresholds, additional mitigation – such as the purchase of wetland or streambank credits – will be required to comply with federal regulations.



The existing bridge pier shows exposed footing and utility penetration.

The PCN will contain **Sensitive Species Evaluation**, including **Birds-of-Prey and Migratory Birds**, that covers a list of species protected by the Endangered Species Act of 1973. The federal list will be sourced from the U.S. Fish and Wildlife Service (USFWS) online database. Further consultation with the USFWS and/or the Minturn-Vail-Eagle office of Colorado Parks and Wildlife (CPW) may be required to assess and protect general wildlife, game species, and fish within or adjacent to the proposed project area.

Additionally, Ayuda Companies will complete an archaeological survey for **Historic and Cultural Resources** for the project area, with results included in the PCN to the COE for consultation with the State Historic Preservation Office (SHPO).

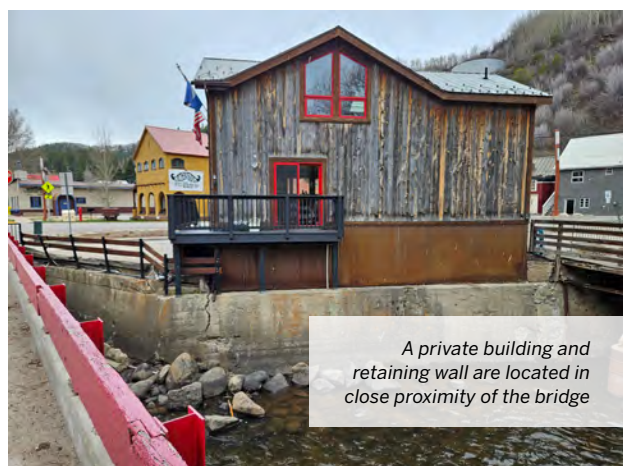
SURVEY AND ROW PLANS

SEH completed a comprehensive topographic survey of the bridge site as an integral component of the bridge feasibility study project. This survey provided the foundational site data necessary for informed design development and accurate modeling.

To augment the reliability and completeness of the survey data collected during the feasibility study project, SEH will conduct additional site visits if/as required to verify existing data and

gather any supplemental information that may be necessary to support the evolving design and permitting processes.

In preparation for the right-of-way (ROW) acquisition phase, SEH will develop the ROW submittal package including **CDOT ROWPR form, Legal Descriptions** and **CDOT format ROW plans**. Our team is committed to delivering these plans in a timely manner to facilitate prompt ROW clearance and to streamline the transition into the ROW acquisition process.



A private building and retaining wall are located in close proximity of the bridge

ROW SERVICES

SEH will work closely with Western States Land Services to manage all easement agreement and ROW acquisition needs in full compliance with the Uniform Act and CDOT procedures. Our goal is to identify potential temporary and permanent ROW impacts early, keep property owners informed, and make the process as fair, smooth and transparent as possible. With experienced partners and a collaborative approach, we're committed to supporting a successful and community-minded project delivery.

BIDDING AND CONSTRUCTION PHASE SERVICES

SEH and Yeh & Associates will develop a realistic construction schedule with contingency strategies. We will maintain rigorous quality control and adaptability for unforeseen field conditions.

Throughout the bid-phase and active construction, our team will provide ongoing engineering support. This includes addressing RFI's, reviewing submittals, and performing field observations to maintain design intent and regulatory compliance. The team will be available to resolve unforeseen challenges promptly, aligning with project goals, quality standards, and approval processes from permitting agencies.

SEH and Yeh will work collaboratively to provide construction administration and material testing services to complete the construction in accordance with any requirements dictated by the construction funding source.

PUBLIC AND STAKEHOLDER ENGAGEMENT

Given the project's location within a small mountain town and the limited, congested site that includes active businesses and private properties, proactive **community engagement** is essential and a requirement for the Town as stated in the IGA. We recommend organizing one or two public meetings specifically for local residents and stakeholders. These sessions would provide an opportunity to present the overall project scope, review the anticipated construction schedule, and discuss what to expect during the various phases of work. By sharing information early, answering questions, and addressing concerns, these meetings will help ensure that all stakeholders are well-informed and prepared for the onset of construction. This

approach also helps foster community support, minimize disruptions, and build trust among those directly impacted by the project activities. Additional one-on-one meetings may be needed with business owners to fully address concerns.

GRANT SUPPORT STRATEGIES

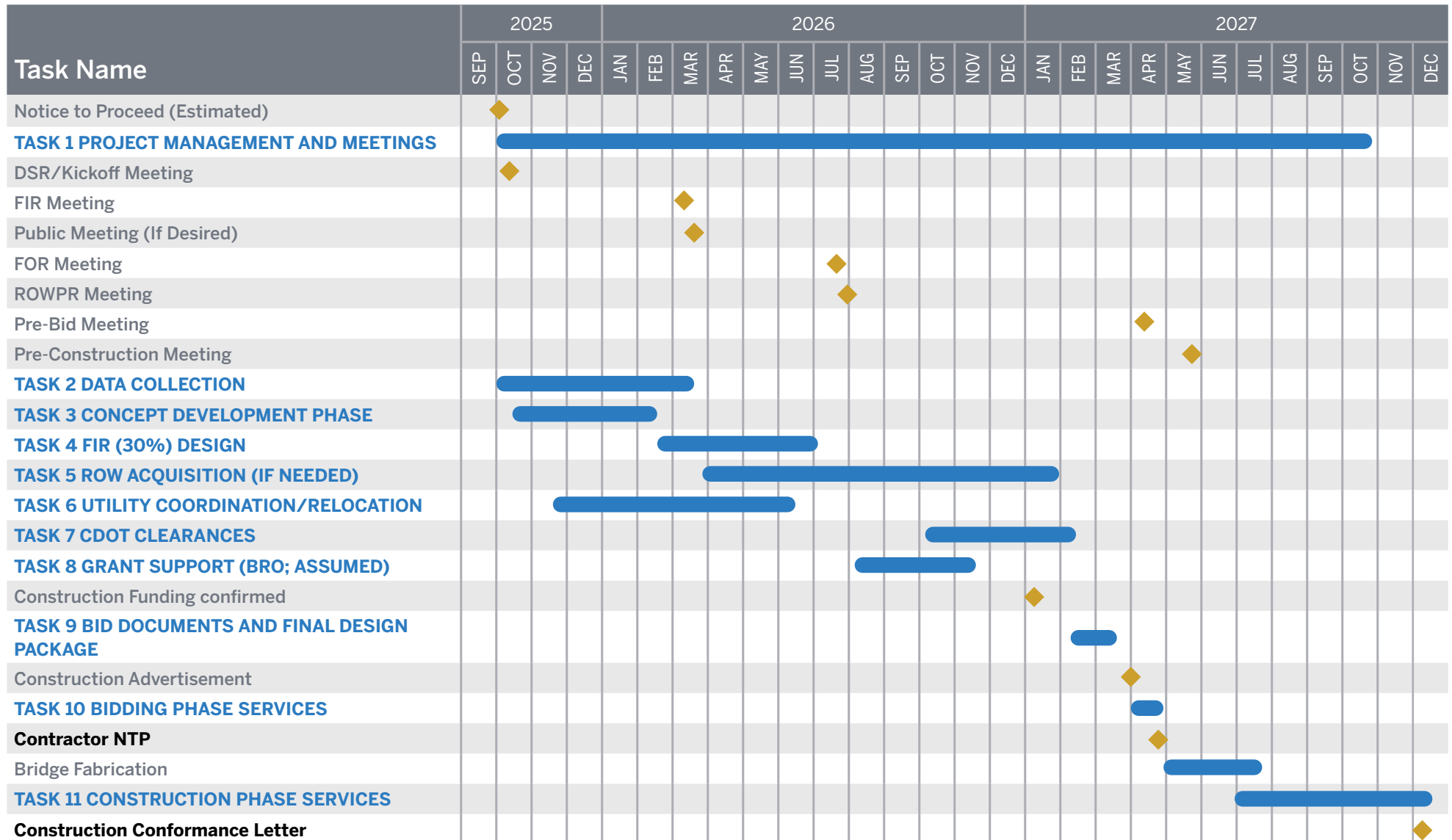
SEH's assistance was instrumental in securing federal design funding for this project. We will continue to collaborate with the Town, funding agencies, and regulatory bodies to identify and secure additional grant opportunities to fund pre-construction and construction phases.

One of the most favorable options for construction funding appears to be the **Off-System Bridge Program (BRO)**, which has demonstrated a strong track record supporting similar infrastructure projects across Colorado. SEH has successfully assisted several local agencies – including Logan and Fremont Counties – in securing multiple grants through this program for bridge construction in recent years. Leveraging our experience with the BRO grant process and our understanding of the requirements, we are well-positioned to guide the Bellm Bridge project through the application and compliance phases, maximizing the potential for successful funding allocation and timely implementation.

Coordinating the timing of grant application submittals into the project schedule from initiation will optimize funding potential and limit delays in future project phases while funding is being secured. We recommend submitting construction funding grants when the design is in progress, but far enough along so future phase costs are well-known.

PROJECT SCHEDULE

Considering the Town's goal of securing **additional grant funding for construction**, SEH has developed a preliminary project schedule that aligns project design progress with the grant process to support a successful delivery. The proposed schedule also accounts for the high water season, which typically subsides by late July.



- Three-week review periods are built into FIR and FOR submittal durations.
- Schedule assumes shelving the design at the 90% completion milestone until construction funding is secured.
- A detailed, more accurate project schedule will be prepared following the DSR meeting.

Task [Blue bar] Milestone [Yellow diamond]

PROJECT CONSIDERATIONS | BELLM BRIDGE REPLACEMENT DESIGN



A Utilities

Challenge: Several utilities are present within the bridge site, with some attached to the structure including a gas line that crosses the river below the bridge low chord on the west side.

Approach: Regular coordination with utility owners will be key to obtain CDOT clearance and to facilitate smooth relocation and construction processes.



B Private Building and Concrete Wall

Challenge: There is a deteriorated concrete wall at the southwest corner of the bridge that supports an existing private building and sidewalk. Currently, this wall and building partially obstruct river flow.

Approach: Initial hydraulic analysis will look at whether the new south bridge abutment can be placed to infill this area and remove it from the river flow area.



C Traffic Control and Local Access During Construction

Challenge: Given the congested site and lack of feasible phasing or on-site detours, the project will likely require full roadway closure and an off-site detour.

Approach: Impacts to nearby businesses and local access necessitate early and effective stakeholder engagement and communication to manage and address disruptions.



D Structural Constraints

Challenge: Prefabricated bridge structures often require adherence to specific structural and geometric parameters, which can limit design flexibility.

Approach: Early and consistent coordination with different bridge fabricators is essential to address site design and constructability constraints.



E Riverside Recreational Area

See [Additional Data on page 12](#) for more details.

F Construction Site Constraints

Challenge: Existing buildings, driveways, and the intersection near the south abutment limit the available construction work zone.

Approach: We will proactively consult with experienced bridge contractors and bridge fabricators to preserve the constructibility of the proposed design.

G Potentially Adversarial Property Owners

Challenge: We are aware of the adjacent property owners, with whom the Town has experienced strained relations in the past.

Approach: We will tread carefully and respectfully, acknowledging the Town's past experiences and prioritizing proactive communication with the owners.

H Hydraulic and Environmental Factors

Challenge: Maintaining adequate hydraulic capacity and freeboard is critical. The presence of piers, retaining walls, and irregular channel geometry complicates flow patterns and scour mitigation efforts.

Approach: In-channel work will require dewatering and/or phased water diversion while meeting environmental permitting requirements. Construction activities must minimize disturbance to aquatic habitats and protect water quality.

I Bridge Lighting

See [Additional Data on page 12](#) for more details.

J Public Safety

Challenge: The existing bridge appears to be undergoing a structural settlement due to the scour in channel.

Approach: To ensure the safety of the users, we strongly recommend that the settlement monitoring system be maintained up to the start of construction.

— 100 Year Floodplain

— P — Property Boundaries

Additional Data

In addition to the information provided in our Approach, we believe there are additional opportunities to provide unique value to the Town. Below, we have summarized opportunities to incorporate bridge lighting and a riverside recreational area in this project. We have also provided a link to a 3D rendering of your structure, demonstrating the forethought we have put into the Bellm Bridge replacement's aesthetics and impact on the Town's character.

RIVERSIDE RECREATIONAL AREA (ITEM E)

There is a Town of Minturn property located at the southeast corner of the bridge consisting of a local access road and riverbank. Given shifting the south abutment appears to be hydraulically feasible, this property could be repurposed into a riverside recreational area, offering river access and a seating setup. **Adding a recreation feature may present an opportunity to access additional grant funding sources.**

SEH recognizes Minturn's appeal as a destination for tourism and outdoor adventure, which is why we have partnered with Merrick & Company (Merrick), a river recreation specialty firm, to support this vision.

Merrick has used a combination of sophisticated 3D modeling and physical models to help ensure predictable water conditions that provide safe recreation opportunities for a wide range of abilities. This expertise could be applied to the Bellm Bridge project to mitigate potential hazards, but it could be also used to develop features that will attract users and increase possible amenities for the site. Merrick has found that combining effective conveyance structures with recreation features can bring additional revenue to local businesses and create long lasting interest in communities that wish to feature whitewater recreation.

See the [Project Considerations on page 11](#) for the limits of this property.

BRIDGE LIGHTING (ITEM I)

The historic Bellm Bridge has served as the Town of Minturn's iconic gateway since the 1970s. SEH recommends consideration for incorporating functional, decorative lighting into the bridge design to improve safety, and the overall visitor experience. Having a landscape architect and lighting expert on the team could enable the creation of an aesthetically enhanced structure that continues the legacy of the historic Bellm Bridge.



PROPOSED BELLM BRIDGE STRUCTURE

SEH uses advanced drone scanning and aerial photography to capture detailed site data quickly and safely. Combined with our 3D rendering and visualization tools, we help clients see exactly how a project will look and function, long before construction begins.



Agreement for Services

SEH has recently negotiated and signed agreements for professional services with the Town of Minturn. We request the similar revisions to the RFP and the Town's Professional Services Agreement that were previously requested by SEH and the majority were approved by the Town. The revisions are summarized below. **SEH is willing to discuss and negotiate any of these terms with the Town at any point during the selection process.**

Add at the end of the first paragraph:

The term "Contractor" is used for convenience only and does not imply any rights, responsibilities, or warranties.

Revise Section 1 to:

1. Services. The Town agrees to retain Contractor to provide the services set forth herein, and as further specified in **Exhibit A**, attached hereto and incorporated herein by reference ("Scope of Services"), and Contractor agrees to so serve. Contractor ~~warrants and~~ represents that it has the requisite authority, capacity, experience, and expertise to perform the Services in compliance with the provisions of this Agreement and all applicable laws and agrees to perform the Services on the terms and conditions set forth herein. The Town reserves the right to omit any of the Services identified in **Exhibit A** upon written notice to Contractor. In the event of any conflict between this Agreement and **Exhibit A**, the provisions of this Agreement shall prevail. All services shall be performed ~~in a good and workman-like manner and in conformance with the standard of care in the industry in Colorado.~~ Consistent with the care and skill ordinarily exercised by members of Contractor's profession practicing under similar circumstances at

the same time and in the same locality. Contractor makes no warranties, express or implied, under this Agreement or otherwise, in connection with its Services.

Revise Section 2 to:

2. Compensation. The Town agrees to pay Contractor a sum not to exceed ~~one hundred thirty-~~ _____ Dollars (\$_____.) as adjusted to reflect the deletion by the Town of any of the Services set forth in Exhibit A. The Town shall make payment within ~~sixty~~ thirty (6030) days of receipt and approval of invoices submitted by Contractor, which invoices shall be submitted to the Town not more frequently than monthly and which shall identify the specific Services performed for which payment is requested.

Revise Section 5 to:

3. Ownership of Instruments of Service. The Town acknowledges the Contractor's work product, including electronic files, as instruments of professional service. Nevertheless, the final work product prepared and delivered by Contractor to Town under this Agreement shall become the property of the Town upon completion of the services and payment in full of all monies due to

the Contractor. Contractor shall be entitled to rely on the accuracy and completeness of information or services furnished by Town or others employed by the Town and shall not be liable for damages arising from reasonable reliance on such materials.

Revise Section 8.a to:

a. Comprehensive General Liability Insurance. Contractor shall procure and keep in force during the duration of this Agreement a policy of comprehensive general liability insurance insuring Contractor and naming the Town as an additional insured against any liability for personal injury, bodily injury, or death arising out of the performance of the Services with at least one million dollars (\$1,000,000.00) each occurrence and annual aggregate. The limits of said insurance shall not, however, limit the liability of Contractor hereunder.

Revise Section 8.b to:

b. Comprehensive Automobile Liability Insurance. Contractor shall procure and keep in force during the duration of this Agreement a policy of comprehensive automobile liability insurance insuring Contractor and naming the Town as an additional insured against any liability for personal injury, bodily injury, or death arising out of the

use of motor vehicles and covering operations on or off the site of all motor vehicles controlled by Contractor which are used in connection with the Project, whether the motor vehicles are owned, non-owned, or hired, with a combined single limit of at least one million dollars (\$1,000,000.00) per occurrence and in the aggregate. The limits of said insurance shall not, however, limit the liability of Contractor hereunder.

Revise Section 8.c.i to:

i. Insurance required by this Agreement shall be with companies qualified to do business in the State of Colorado with a general policyholder's financial rating of not less than A+3A as set forth in the most current edition of "Best's Insurance Reports" and may provide for deductible amounts as Contractor deems reasonable for the Services. No such policies shall be cancelable or subject to reduction in coverage limits or other modification except after thirty (30) days prior written notice to the Town. Contractor shall identify whether the type of coverage is "occurrence" or "claims made." ~~If the type of coverage is "claims made," which at renewal Contractor changes to "occurrence," Contractor shall carry a six (6)-month tail. Contractor shall not do or permit to be done anything that shall invalidate the policies.~~

Revise Section 9 to:

9. Indemnification. Contractor hereby covenants and agrees to indemnify, save, and hold harmless the Town, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorney's fees, litigation, judgments, damages, claims, and demands of any kind whatsoever ~~arising from or out of to the extent caused by~~ any negligent act or negligent omission or other tortious conduct of Contractor, its officers, employees, or agents in the performance or nonperformance of its obligations under this Agreement. Notwithstanding anything to the

contrary herein, neither party shall be liable to the other for consequential damages, including without limitation lost rentals; increased rental expenses; loss of use; loss of income; lost profit, financing, business, or reputation; and loss of management or employee productivity, incurred by one another or their subsidiaries or successors, regardless of whether such damages are foreseeable and are caused by breach of contract, willful misconduct, negligent act or omission, or other wrongful act of either of them.

Revise Section 11 to:

11. Work by Workers Without Authorization Prohibited. This paragraph shall apply to all Contractors whose performance of work under this Agreement does not involve the delivery of a specific end product other than reports that are merely incidental to the performance of said work, or information technology services or information technology products and services. Pursuant to Section 8-17.5-101, C.R.S., et. seq., Contractor warrants, represents, acknowledges, and agrees that:

Delete Section 12 (Not Applicable).

Revise Section 13 to:

13. Use of Software and other Intellectual Property. Contractor hereby represents and warrants that it has obtained all necessary rights and licenses to use any software or other intellectual property that may be required by Contractor to perform the Scope of Services. Contractor hereby agrees to indemnify, hold harmless and defend Town against any claim brought against Town for improper use or infringement upon any software or intellectual property interest caused by Contractor's Scope of Services.

Revise Section 15 to:

15. Responsibilities. The Contractor shall be responsible for all damages to persons or property

caused by the Contractor, its agents, employees, or subcontractors, to the extent caused by its negligent acts, negligent errors, and negligent omissions hereunder, and shall indemnify and hold harmless the Town from any claims or actions brought against Contractor by reason thereof. The Town hereby agrees that to the fullest extent permitted by law, Contractor's total liability to the Town for all injuries, claims, losses, expenses, or damages whatsoever arising out of or in any way related to the project or this Agreement from any cause or causes including, but not limited to, Contractor's negligence, errors, omissions, strict liability, breach of contract or breach of warranty shall not exceed three-times Contractor's fees paid by the Town or five hundred thousand dollars (\$500,000), whichever is less.

Revise Section 17 to:

17. Governing Law and Venue. This Agreement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Eagle, State of Colorado. Any dispute between the Town and Contractor arising out of or relating to this Agreement or the services (except for unpaid invoices) shall be submitted to mediation as a precondition to litigation unless the parties mutually agree otherwise.

Revise Section 26 to:

26. Attorneys' Fees. Should this Agreement become the subject of litigation between the Town and Contractor, ~~the prevailing Party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees~~ each party shall bear the responsibility for its respective legal fees and costs. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

Delete Exhibit C (Not Applicable).

Appendix

PARSA KOLAH PE
PROJECT MANAGER/LEAD BRIDGE ENGINEER

Parsa will serve as our Project Manager, drawing upon the relationship he's built with the Town and his intimate knowledge of the structure gained while managing previous projects on this bridge. Parsa is a project manager and professional engineer with experience in vehicular and pedestrian bridge design, retaining wall design, building analysis, structural inspection, bridge load rating analysis, and construction administration tasks. He is experienced in the CDOT Local Agency process and also has a deep understanding of the project management process, from planning and budgeting to execution and closeout. He is skilled at identifying and mitigating risks, managing stakeholders, and helping to ensure that projects are completed on time and within budget. He is familiar with AASHTO LRFD Bridge Design and the CDOT Bridge Design Manual (BDM).

EXPERIENCE

- Bellm Bridge Feasibility Study – Minturn
- Grandview Ave Bridge Replacement (Fremont County) – Canon City
- Roaring Fork Bridge Rehabilitation (Roaring Fork Transportation Authority – Carbondale
- WCR 26 over Last Chance Ditch – Firestone
- Owl Canyon (CR 70) at Boxelder Creek – Larimer County, CO
- North 119th Street Bridge at Leggett Ditch – Boulder County
- Bridge Replacement on CR93 over South Platte River – Logan County
- Monroe Avenue Bridge over Horseshoe Canal – Larimer County, CO



15
YEARS OF
EXPERIENCE



EDUCATION

Master of Civil Engineering
Civil Engineering
University of Brighton-UK

Bachelor of Science
Civil Engineering
Azad University-Iran



REGISTRATIONS/CERTIFICATIONS

Professional Engineer in CO, AZ, and TX

Load and Resistance Factor Design for Highway
Bridge Superstructures, Federal Highway
Administration-National Highway Institute

TEAM MEMBERS	ROLE AND BIO	PROJECT EXPERIENCE
 STEVE KAYE PE*, LEED AP® PRINCIPAL/QA/QC *CO, IN, KS, MA, NE, NM, NV, WY; LEED AP, U.S. Green Building Council 25 YEARS OF EXPERIENCE Education: B.S. - Civil and Environmental Engineering - Tufts University	Steve will support Parsa in all facets of project management, including optimizing resource management and QA/QC of deliverables. Steve is a principal and project manager with far-reaching structural design and inspection experience. Steve has been involved with, either designing or managing, CDOT LA bridge projects for the past 12 years.	○ Bellm Bridge Feasibility Study – Minturn ○ Bellm Bridge Scour Repairs – Minturn ○ Bridge Replacement on CR93 over South Platte River – Logan County ○ Grandview Ave Bridge Replacement (Fremont County) – Canon City ○ Owl Canyon (CR 70) at Boxelder Creek – Larimer County ○ 88th Avenue over Wolf Creek – Adams County ○ Masonville Bridge over Buckhorn Creek – Larimer County

All project experience CO unless noted otherwise

TEAM MEMBERS	ROLE AND BIO	PROJECT EXPERIENCE
 DAVID HOESLY PE*, CFM WATER QUALITY *CO 19 YEARS OF EXPERIENCE <i>Education: B.S. - Environmental Engineering - Colorado State University</i>	David will support environmental efforts by paying close attention to preserving the quality of the water flowing to the Eagle River beneath the bridge. David is a senior project engineer with extensive experience designing storm sewers, detention ponds, water quality and LID improvements, roadway, site grading, water lines, landfills, and tailing facilities.	○ Bellm Bridge Feasibility Study – Minturn ○ Bellm Bridge Scour Repairs – Minturn ○ Bridge Replacement on CR93 over South Platte River – Logan County ○ WCR 26 over Last Chance Ditch – Firestone
 WAYNE HOWARD PE* GRANT SUPPORT *CO 33 YEARS OF EXPERIENCE <i>Education: B.S. - Civil Engineering - Metropolitan University</i>	Wayne will draw upon his experience as a former County Engineer to be a resource to our team, potentially identifying grants and funding opportunities to supplement the CDOT funding, as needed. Wayne has extensive experience in grant writing, bridge inspection, road and bridge design, transportation corridors, development review, design management, construction management, and quality control.	○ Bellm Bridge Feasibility Study – Minturn ○ WCR 26 over Last Chance Ditch – Firestone ○ Gothic Road Bridge Grant – Gunnison County ○ 88th Avenue over Wolf Creek – Adams County ○ 8th Street Bridge Replacement – Loveland ○ County Road 44/33A Bridge Replacement – Weld County ○ Bridge Rehabilitations – Greeley
 LUIS HERNANDEZ PE* BRIDGE DESIGN SUPPORT *TX 10 YEARS OF EXPERIENCE <i>Education: M.S. - Civil Engineering - University of Texas</i>	Luis will support Parsa in the bridge design efforts. Luis is a project engineer with experience in a wide range of services including public works, transportation, commercial, energy, and industrial sectors. He has prepared, written, and reviewed engineering reports, as well as reviewed material testing reports and prepared final field test or inspection reports.	○ Bellm Bridge Feasibility Study – Minturn ○ WCR 26 over Last Chance Ditch – Firestone ○ Grandview Ave Bridge Replacement (Fremont County) – Canon City ○ Union Avenue Bridge Improvements – Englewood ○ North 119th Street Bridge at Leggett Ditch – Boulder County
 SCOTT KLINKER PLS* SURVEY *CO 35 YEARS OF EXPERIENCE <i>Education: A.A. - Civil Engineering - St. Cloud Technical College</i>	Scott will conduct necessary topographic survey for bridge, roadway, and Eagle River channel for this project, supplementing the survey data collected during the feasibility study. He will also be responsible for ROW mapping and staking, as well as legal descriptions. Scott is a professional land surveyor with significant experience creating CDOT-style ROW plans in multiple different regions. He is an FAA-licensed Unmanned Aircraft System (UAS) pilot.	○ Bellm Bridge Feasibility Study – Minturn ○ WCR 26 over Last Chance Ditch – Firestone ○ Grandview Ave Bridge Replacement (Fremont County) – Canon City ○ Hedgecock Bridge Replacement – Boulder ○ 88th Avenue over Wolf Creek – Adams County
 BLAYNE RISK PE*, SWMP STORMWATER/EROSION CONTROL *CO 10 YEARS OF EXPERIENCE <i>Education: B.S. - Civil Engineering - Purdue University</i>	Blayne will be leading design of the Stormwater Management Plan (SWMP) and is currently certified by CDOT for this. Blayne is a project engineer with experience designing bridges and roadways as well as providing hydraulic analysis for a variety of transportation projects. Blayne is proficient in AutoCAD Civil 3D, Microsoft Office, and MathCAD.	○ WCR 26 over Last Chance Ditch – Firestone ○ Grandview Ave Bridge Replacement (Fremont County) – Canon City ○ Monroe Avenue Bridge over Horseshoe Canal – Larimer County ○ Scour Critical Bridge Improvements – Boulder County

 MIKE STANLEY ENVIRONMENTAL SCIENTIST 19 YEARS OF EXPERIENCE Education: B.S. - Natural Resource Management - University of Minnesota-Crookston	Mike will lead environmental investigations and permitting as needed for this project, supplementing the research our team conducted during the feasibility study phase. Mike joined SEH after a long and successful career with the U.S. Army Corps of Engineers (USACE) serving in a variety of roles including Regulatory Specialist and Natural Resource Specialist.	○ Oak Street and Safe Routes to School Improvements – Salida ○ Canyon View Apartments Voluntary Clean-up Application (KB Golden Ridge Owner, LLC) – Golden ○ Canyon View Apartments North (KB Golden Ridge Owner, LLC) – Golden
 JON KRUSE LIGHTING DESIGN 21 YEARS OF EXPERIENCE Education: B.S. - Management - University of Wisconsin-Stout	Jon will lead the lighting design, working with Parsa and the Town to make sure the aesthetics and atmosphere resonate with your vision for this structure. Jon is a technician with extensive experience designing lighting, security, fire alarm, access and revenue control, lift station motor and controls, network systems and power systems from preliminary to final design.	○ Nicollet Avenue Bridge Reconstruction – Minneapolis, MN ○ County Road 61 over Snake River Bridge – Pine County, MN ○ Owl Canyon Road (LCR-70) Widening and New Bridges – Larimer County ○ 10th Avenue Bridge Rehabilitation – Minneapolis, MN
 TOM WRONA REPRESENTATIVE CONSTRUCTION MANAGEMENT 41 YEARS OF EXPERIENCE Education: B.S. - Civil Engineering - University of Colorado-Boulder	Tom will be SEH's representative construction manager. Tom has extensive experience in transportation engineering, serving 30 years for the Colorado Department of Transportation (CDOT) prior to the past 10 years with SEH.	○ Iliff Avenue Reconstruction Construction Management Services – Arapahoe County ○ 27th Street and SH 82 Underpasses Construction Management Services (Roaring Fork Transportation Authority) – Glenwood Springs ○ Grandview Bridge Replacement (Fremont County) – Canon City
 BRIAN CHEVALIER PE*, PMP H&H/DRAINAGE MERRICK *CO 41 YEARS OF EXPERIENCE Education: M.S. - Hydrology and Water Resources - Colorado State University	Brian will lead the Eagle River H&H and Floodplain design elements. Brian specializes in the hydraulic design of open channels, reservoirs, drop structures, pressure storm sewer conduits, and storm water storage facilities, including water quality outlet works.	○ 88th Avenue over Wolf Creek – Adams County ○ Union Avenue Bridge Rehabilitation – Englewood ○ Globeville Levee, Phase 2, MHFD – Denver ○ Tributary T Improvements for the Aurora Highlands (Aerotropolis Area Coordinating Metropolitan District) – Aurora
 JON ENGELE PE SUE AND UTILITY COORDINATION SURVWEST *CO 12 YEARS OF EXPERIENCE Education: B.S. - Civil Engineering - University of Colorado-Boulder	Jon will provide Subsurface Utility Engineering on this project. Jon is a highly skilled Professional Engineer based in Colorado, with proficiency in Civil 3D and AutoCAD software. He is recognized as a subject matter expert in Impulse Radar Raptor GPR, Condor software, and GPR data analysis, as well as possessing a strong background in processing survey data with Trimble Business Center.	○ Akers to Calhan – Elapao County ○ DIA Runway 17L-35R (Denver International Airport) – Denver ○ Sheridan NTL7 Storm and Sewer – Denver

 MITCH HAUFF ROW SERVICES WESTERN STATES 11 YEARS OF EXPERIENCE Education: B.S. - Finance - Colorado State University, Fort Collins	Mitch will be responsible for ROW acquisition. Mitch is a CDOT-certified ROW acquisition agent with experience on 25+ projects, including transportation, utilities, and trails. He is committed to delivering innovative, compliant solutions with a focus on quality service and respect for clients. Mitch has provided ROW acquisition services as part of the SEH team for multiple bridge replacement projects.	○ WCR 26 over Last Chance Ditch – Firestone ○ WCR 68/59A Bridge Replacement Project – Weld County ○ WCR 26/25A Bridge Replacement Project – Weld County ○ Weld County Road 49 Corridor Road Widening Project – Weld County
 KELSEY BIBO RPA CULTURAL AND HISTORICAL RESOURCES AYUDA 17 YEARS OF EXPERIENCE Education: M.A. - Historic Archaeology - University of West Florida	Kelsey will provide archaeological and cultural services on this project. Kelsey has more than 9 years of experience in archaeological research, curations, and compliance and more than 9 years of experience in environmental compliance and remediation. Through her work product, she demonstrates expertise in data collection and analysis, database management, archival research, environmental and archaeological compliance, report-writing and quality assurance reviews, project management, and maintaining positive client relations.	○ WCR 26 over Last Chance Ditch – Firestone ○ Monroe St. Bridge Improvements – Loveland ○ Leggett Ditch Culvert Replacement (Boulder County) – Longmont ○ WCR 31 and 74 Roundabout Construction (Weld County) – Eaton ○ St. Vrain Regional Trail Extension – Lyons
 BRETT APRIN PE*, PG** GEOTECHNICAL YEH *CO, TX, UT, WY **WY 13 YEARS OF EXPERIENCE Education: M.S. - Geological Engineering - Colorado School of Mines	Brett will provide geotechnical services as well as construction management and material testing. Brett has 13 years of experience in civil and highway related construction, with projects in Colorado, Wyoming, and Utah. His areas of expertise include landslide and rockfall analysis and mitigation, shallow and deep foundations, foundation ground improvement, retaining wall analyses and design, geological and surficial mapping, and geological and geotechnical site investigation.	○ South Bridge Geotechnical Investigation and Design – Glenwood Springs ○ Off-System Bridge Replacement and Program Management (Wyoming Department of Transportation) – Various, WY ○ US 14 Ranchester Bridge Caisson Bi-Directional Static Load Test (Wyoming Department of Transportation) – Wyoming ○ Clear Creek County Peaks to Plains Trail Phase 2 – Jefferson County
 CLINT MOYER PE* CONSTRUCTION MANAGEMENT AND MATERIAL TESTING YEH *CO 25 YEARS OF EXPERIENCE Education: B.S. - Civil Engineering - Texas Tech University	Clint will provide geotechnical services as well as construction management and material testing. Clint brings over 25 years of civil engineering experience including 15 years with the Colorado Department of Transportation with the last 6 years in Region 3 as Resident Engineer. Clint has provided construction management services for local agencies, CDOT, and FHWA with project ranging from resurfacing projects to full interchange/intersection reconstruction and bridge replacements. Clint's experience includes asphalt and concrete roadway rehabilitation projects, bridge replacements/preventative maintenance, constructability review, and claims avoidance/review.	○ US 285 Bridge Replacement Over South Platte (CDOT) – Park County ○ US 285 Fairplay Bridge Replacement and Intersection Improvements (CDOT) – Fairplay ○ Boyero Bridge Replacement (CDOT) – Lincoln County ○ US 160 Pagosa Springs Reconstruction (CDOT) – Pagosa Springs



Town of Minturn
301 Boulder St #309
Minturn, CO 81645
970-827-5645
council@minturn.org
www.minturn.org

FUTURE MEETING AGENDA ITEMS

Below reflects proposed topics to be scheduled at future Town Council meetings and is informational only. Dates and topics are subject to change.

November 5, 2025:

- Presentation – Flavored Tobacco Products Ban Ballot Item
- FY 2026 Budget – Public Hearing
- Golf Cart Discussion (Discussion / Direction)
- Discussion Item: Update regarding nuisance prosecution of Minturn Cemetery District pursuant to C.R.S 24-6-402(4)(b)
- Discussion Item: Minturn Shooting Range

November 19, 2025:

- FY 2026 1st Reading of Budget Ordinances

December 3, 2025:

- FY 2026 2nd Reading of Budget Ordinances

December 17, 2025:

-

Dates to be Determined / Long Term Scheduling:

- Motion to approve the posting of an RFP for the Highlands Parcels
- Adoption of the updated Regional Housing Authority Action Plan
- Taylor Street Repaving (Resolution Approving a Contract for the Repaving of Taylor Street
- Traffic Calming
- Ordinance __ (First Reading) - An Ordinance Adopting the 2024 Model Traffic Code (with Amendments) – Legal/Krieg



TOWN OF MINTURN
P.O. Box 309 (302 Boulder Street)
Minturn, Colorado 81645-0309
970-827-5645 Fax: 970-827-5545
treasurer@minturn.org

**FROM THE DESK OF
JAY BRUNVAND, TREASURER/FINANCE**

MEMORANDUM

TO: Minturn Town Council
FROM: Jay Brunvand, Treasurer/Clerk
CC:
DATE: October 15, 2025
RE: Executive Session

At tonight's meeting the Council will need to convene in Executive Session for the purpose of receiving legal advice on land parcels. The following motion is recommended:

"Recommended motion: "I move to convene in Executive Session pursuant to Colorado Revised Statute (C.R.S.) §24-6-402 (4)(b) for the purpose of receiving specific legal advice on land matters.

At the end of the Executive Session the Mayor will announce for the record if any decision is to be made as a result of the Executive Session.

Please contact me in the event you have any questions.

Thank You, Jay