AGENDA

POCATELLO DEVELOPMENT AUTHORITY
MEETING
OCTOBER 16, 2024 – 11:00 AM
COUNCIL CHAMBERS | 911 N 7TH AVENUE

City Hall is accessible to persons with disabilities. Program access accommodations may be provided with two (2) days' advance notice by contacting Skyler Beebe at sbeebe@pocatello.us, 208.234.6248, or 5815 South 5th Avenue, Pocatello, Idaho.

In the event this meeting is still in progress at 12:00 p.m., a ten-minute recess may be called.

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1. **CALL TO ORDER, ROLL CALL, DISCLOSE CONFLICTS OF INTEREST AND ACKNOWLEDGMENT OF GUESTS.**

2. **ACTION ITEM: MEETING MINUTES.** The Board may wish to waive the oral reading of the Board of Commissioners' regular and special meeting minutes held Setpember 18 2024, and approve the minutes as written. **(ACTION ITEM)**

3. **MONTHLY FINANCIAL REPORT, EXPENSES AND REIMBURSEMENTS.** The Board may wish to approve the monthly financial report, expenses and reimbursements. **(ACTION ITEM)**

4. **PORTNEUF CAPITAL LLC OPA2 REIMBURSEMENT 1.** The Board may wish review and execute the reimbursement request no. 1 for $174,640.00 by Portneuf Capital LLC for reclamation work in the Portneuf District URA. The reimbursement packet is included with the agenda 3 financial documents. **(ACTION ITEM)**

5. **NORTH PORTNEUF DISTRICT RAILROAD OVERPASS AND ACCESS ROAD.** The Board may wish to discuss and review, the RFQ applicant submissions for the design of the new railroad overpass and access road, and then select and approve the applicant for the project. **(ACTION ITEM)**

6. **SOUTH 5TH URA DISTRICT PROPOSAL.** The Board may wish to discuss, approve, and execute the proposal, requested by SB Friedman, of a site analysis and planning professional to aid in calibrating the feasibility study for the South 5th URA District.

7. **CALENDAR REVIEW.** The Board may wish to take this opportunity to inform other Board members of upcoming meetings and events that should be called to their attention.

8. **ADJOURN MEETING.**

Action Item 2

MINUTES
POCATELLO DEVELOPMENT AUTHORITY
MEETING
SEPTEMBER 18, 2024 – 11:00 AM
COUNCIL CHAMBERS | 911 N 7TH AVENUE

1: CALL TO ORDER AND DISCLOSURE OF CONFLICTS OF INTEREST

Vice Chair Jeff Hough called the meeting to order at approximately 11:00 a.m. No conflicts were disclosed.

Members present: Mayor Brian Blad (arrived at 11:05), Jeff Hough, Jim Johnston, Linda Leeuwrik, Kirk Lepchenske, Fred Parrish, Nathan Richardson, and Ruby Walsh.
Members excused/unexcused: David Villarreal.
Others present: Executive Director Brent McLane, Treasurer Thane Sparks, Secretary Aceline McCulla, City of Pocatello Development Engineer Merril Quayle, City of Pocatello Attorney Jared Johnson, City of Pocatello PW Director/City Engineer Jeff Mansfield, MiaCate Kennedy, and other visitors.

2: MEETING MINUTES.
The Board may wish to waive the oral reading of the Board of Commissioners' regular and executive session meeting minutes and approve the meeting minutes held August 21, 2024.

It was moved by **J. Johnston** and seconded by **K. Lepchenske** to approve the Board of Commissioners' regular and executive session meeting minutes and approve the meeting minutes held August 21, 2024. Those in favor: J. Hough, J. Johnston, L. Leeuwrik, K. Lepchenske, F. Parrish, N. Richardson, and Ruby Walsh. Unanimous. Motion carried.

3. MONTHLY FINANCIAL REPORT, EXPENSES AND REIMBURSEMENTS.
The Board may wish to approve the monthly financial report, expenses and reimbursements.

Johnston asked if the ICRMP insurance was in line of other Boards? **McLane** stated it is standard for Boards of this type.

It was moved by **J. Johnston** and seconded by **L. Leeuwrik** to approve the financial report, expenses and reimbursements as presented. Those in favor: J. Hough, J. Johnston, L. Leeuwrik, K. Lepchenske, F. Parrish, N. Richardson, and Ruby Walsh. Those against: none. Unanimous. Motion carried.

4: PORTNEUF CAPITAL LLC OPA 2 FOR RECLAMATION AND POWER SERVICES. The Board may wish to review and execute the Portneuf Capital LLC OPA 2 for reclamation and power services.

McLane noted the Portneuf Capital LLC OPA 2 was created per the Board's direction on April 17, 2024, to clean up the southwesterly end of the property and acquire power and transformers for building D and E.

Parrish asked if there is a next step from this company and this property that may come before the PDA. **McLane** stated they are working on a Master Site Plan, but nothing has been discussed with the PDA. However, the PDA does have an overpass and access road project in this area in progress. The RFQ has been released for the design phase. Once a proposal has been selected, available funding will determine the next phase of the project.

It was moved by **L. Leeuwrik** and seconded by **K. Lepchenske** to approve and execute the Portneuf Capital LLC OPA 2 as presented. Those in favor: B. Blad, J. Hough, J. Johnston, L. Leeuwrik, K. Lepchenske, F. Parrish, N. Richardson, and Ruby Walsh. Those against: none. Unanimous. Motion carried.

5: CALENDAR REVIEW.
The Board may wish to take this opportunity to inform other Board members of upcoming meetings and events that should be called to their attention.

Hough noted that economic development tools are diminishing with the new legislative laws, and the PDA may want to become a member of the urban Renewal Idaho (URI), with the upcoming changes, to assist the PDA with its projects. **McLane and Blad** noted the Board did not renew the membership in 2020, because the Board at that time, did not feel the cost of membership fees offset the services the PDA received from the previous couple years.

6: ADJOURN REGULAR MEETING.

With no further business, **Hough** adjourned the meeting at 11:21 a.m.

Submitted by: Approved on:
Aceline McCulla, Secretary

Action Item 3

Pocatello Development Authority
Monthly Finance Report
October 16, 2024
Fiscal Year 2025

Expenditure Approvals:

Checks to be ratified:

Vendor	Check #	Amount	
ICCU VISA	dbt24-9	59.15	Idaho State Journal (RFQ ad) 9/13/24

Checks to be approved:

Vendor	Check #	Amount	
ICCU VISA	dbt24-10	193.54	Oliver's (lunch)
Thane Sparks	2039	1,500.00	October services
Elam & Burke	2040	200.00	Invoice# 210810, 210811
Portneuf Capital	2041	174,640.00	OPA Reimb#1 invoice#1602
SB Friedman	2042	48,667.50	Feasibility Study Feb24 - Jun24

Board Approval

Cash Balances as of October 16, 2024

	General Fund		Naval Ordinance		North Portneuf		Airport		Northgate		Total	
Cash	1,052,412.36		29,478.41		1,593,358.90		46,012.93		327,020.11		3,048,282.71	
	Budget	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**
Income												
Administrative fees	-	-	-	-	-	-		-	-	-	-	0.00
Property taxes	17,000	-	142,000	-	98,000	-	82,000	-	415,000	-	754,000	0.00
Interest income	100,000	-	-	-	-	-		-	-	-	100,000	0.00
Other	-	-	-	-	-	-		-	-	-	-	0.00
Total Income	117,000	0.00	142,000	0.00	98,000	0.00	82,000	0.00	415,000	0.00	854,000	0.00
Expense												
Administrative expense	-	-	-	-	-	-	-	-	-	-	-	0.00
Luncheon costs	2,500	193.54	-	-	-	-	-	-	-	-	2,500	193.54
Office expenses	500	-	-	-	-	-	-	-	-	-	500	0.00
Dues and memberships	-	-	-	-	-	-	-	-	-	-	-	0.00
Insurance	11,900	-	-	-	-	-	-	-	-	-	11,900	0.00
City admin charges	20,000	-	-	-	-	-	-	-	-	-	20,000	0.00
Professional services	85,000	1,700.00	-	-	75,000	-	-	-	-	-	160,000	1,700.00
New district/feasibility study	125,000	48,667.80	-	-	-	-	-	-	-	-	125,000	48,667.80
Reimbursement - district imp.	-	-	-	-	-	-	-	-	685,000	-	685,000	0.00
Planned development projects	-	-	-	-	450,000	174,640.00	-	-	-	-	450,000	174,640.00
Non-capital Infrastructure	979,100	-	172,000	-	843,000	-	84,100	-	-	-	2,078,200	0.00
Total Expense	1,224,000	50,561.34	172,000	0.00	1,368,000	174,640.00	84,100	0.00	685,000	0.00	3,533,100	225,201.34

EMPOWERING THE COMMUNITY SINCE 1890
IDAHO STATE JOURNAL
Bingham News Chronicle
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PROFORMA INVOICE

APG West Payment
Processing
PO Box 1570
Pocatello, ID 83204
Ph. (208) 239-3163

BILLING DATE:	ACCOUNT NO:
09/13/24	18588

ACELINE MCCULLA
POCATELLO DEVELOPMENT AUTHORITY
911 N 7th Avenue
POCATELLO, ID 83205

AD #	DESCRIPTION	START	STOP	TIMES	AMOUNT
558768	Request for Qualific	09/17/24	09/24/24	4	$59.15

Payments:

Date	Method	Card Type	Last 4 Digits	Check	Amount
09/13/24	CC	VISA	0272		$59.15

Discount: **$0.00**
Surcharge: **$0.00**
Credits: **$0.00**

Gross:**$59.15**
Paid Amount:**$59.15**

Amount Due:**$0.00**

We Appreciate Your Business!

558768

AD# 558768AD#

Request for Qualifications
Professional Civil Engineering Consultant Services
Concept Design and Estimates of Services for Railroad Overpass and Access Roadway

The Urban Renewal Agency of the City of Pocatello, Idaho, known as Pocatello Development Authority ("Agency"), requests proposals from qualified civil engineering consultants to provide professional services of a preliminary design, and evaluate feasibility for a railroad overpass and access roadway meeting current Union Pacific Railroad (UPRR) and City of Pocatello standards.

Deadline for proposal: October 4, 2024, at 4:00 PM MDT. You may click the link or copy and paste the link, **https://pda.pocatello.gov/documents/RFP-eligibility-and-economic-feasibility-study-072123.pdf** to view and or download the full Request for Qualifications.

Published: September 17, 24, 2024 (ISJ18588-558768)

PDA Lunch Meeting for October 16, 2024

Oliver's Restaurant
130 S 5th Avenue
Pocatello ID 83201

Contact 208-234-0672 (Lisa Manager.) Lisa mobile 208.221.8307
email: oliversrestaurantpocatello@gmail.com
City of Pocatello Tax Exempt ID: 82-6000244
Deliver to City Hall, 911 N 7th Ave, Council Chambers between 10:30-10:45 AM
Call Aceline's mobile 406.202.6444 with questions

Items	Qty	Each Cost	Totals
Baked Chicken & Pepper Jack	2	$ 11.99	$ 23.98
Baked Chicken & Pepper Jack Only TOM, NO LETTUCE **LABEL LINDA**	1	$ 11.99	$ 11.99
Pastrami & Swiss	1	$ 11.99	$ 11.99
Roast Beef & Pepper Jack, TOM & ONION ,NO LETTUCE, **LABEL JEFF M**	1	$ 11.99	$ 11.99
Turkey & Pepper Jack	2	$ 11.99	$ 23.98
House Club & Pepper Jack	2	$ 12.99	$ 25.98
Low Cal Special Chicken Breast, cot cheese, Apple, Cucumber, Celery	3	$ 12.99	$ 38.97
Chips Assorted	12	$ -	$ -
Desserts (6 Brownie NO NUTS, 6 Carrot Cake)	12	$ -	$ -
TOTAL FOOD (12 Mini Box Lunches - all-inclusive per mini box)			$ 148.88
Gratuity 20% of food			$ 29.78
Delivery Charge 10%			$ 14.89
TOTAL ORDER AMOUNT			**$ 193.54**
PAID - CREDIT CARD 10.9.2024			$(193.54)

INSTRUCTIONS:

1. All sandwiches are dry, please include mayo and mustard packets on side.
2. Include Lettuce and Tomato on all sandwiches, except Jeff M & Linda NO LETTUCE, see above for details
3. Please label each box with name of sandwich, carrot/brownie

Thank you very much! Aceline

INVOICE

Thane Sparks

3506 E 126 N
Rigby, Idaho 83442
(208) 206-8457

DATE: October 16, 2024
INVOICE # 24-10
FOR: Professional Services

BILL TO:

Pocatello Development Authority
911 N 7th Avenue
Pocatello, Idaho 83201

DESCRIPTION			AMOUNT
Professional Services - October 2024			$ 1,500.00
		SUBTOTAL	$ 1,500.00
		TAX RATE	
		SALES TAX	$ -
		OTHER	
		TOTAL	**$ 1,500.00**

Make all checks payable to .

Total due in 15 days. Overdue accounts subject to a service charge of 1% per month.

THANK YOU FOR YOUR BUSINESS!

251 E. Front Street, Suite 300
Boise, Idaho 83702
Tax ID No. 82-0451327
Telephone 208-343-5454
Fax 208-384-5844

ELAM & BURKE
ATTORNEYS AT LAW

September 30, 2024

Pocatello Development Authority
Attn: Brent McLane
City of Pocatello
P.O. Box 4169
Pocatello, ID 83205

Invoice No. 210810
Client No. 9212
Matter No. 2
Billing Attorney: MSC

INVOICE SUMMARY

For Professional Services Rendered from September 6, 2024 through September 30, 2024.

RE: Hoku Property Disposition

Total Professional Services	$ 50.00
Total Costs Advanced	$ .00
TOTAL THIS INVOICE	**$ 50.00**

251 E. Front Street, Suite 300
Boise, Idaho 83702
Tax ID No. 82-0451327
Telephone 208-343-5454
Fax 208-384-5844

ELAM & BURKE
ATTORNEYS AT LAW

September 30, 2024

Pocatello Development Authority
Attn: Brent McLane
City of Pocatello
P.O. Box 4169
Pocatello, ID 83205

Invoice No.	210811
Client No.	9212
Matter No.	3
Billing Attorney:	MSC

INVOICE SUMMARY

For Professional Services Rendered from September 4, 2024 through September 30, 2024.

RE: Special Counsel General

Total Professional Services	$ 150.00
Total Costs Advanced	$ .00
TOTAL THIS INVOICE	**$ 150.00**

Portneuf Capital
1800 River Park Way Suite H
Pocatello, ID 83204
ldb@portneufcapital.com
208.251.6878

PDA: 9-26-24

Portneuf Capital LLC OPA 2, Reimbursement #1

This reimbursement finalizes the demolition of the concrete columns. E&G Contractors have been reimbursed for their equipment, operators, and maintenance of equipment. I have included all the invoices that total 175,449.52, Portneuf Capital requested 174,460.00 for the project

The signed invoices are the originals, and signed by Gary Jensen : President of E&G Contractors.

Going forward we should only have one more request for funds for the power install. Bear River Electric will be the contractor performing the installation. Idaho power has not given us a firm date of final power connection.

Thanks

L.D. Barthlome

Portneuf Capital

1800 River Park Way Suite H
Pocatello, ID 83204
ldb@portneufcapital.com

P: 208 251 6878

INVOICE

Invoice no.: 1602
Invoice date: 10/1/2024
Due date:

BILL TO:
Pocatello Development Authority
911 N 7th
Pocatello, ID 83201

SHIP TO:

DESCRIPTION		AMOUNT
E & G invoice	399	$5,250.00
E & G invoice	400	$34,771.00
E & G invoice	402	$29,689.08
E & G invoice	406	$30,598.30
E & G invoice	409	$36,661.85
E & G invoice	421	$38,479.29
Overage: Covered By Portneuf Capital LLC		-$809.52
Invoices have been signed by Gary Jensen president E & G Contractors		
showing payment has been recevied in full		
Signed LD Barthlome Partner		
10-1-24		
	SHIPPING	
	TOTAL	$174,640.00

Make all checks payable to Portneuf Capital

Thank you for your business!

CONFIRMATION OF AGENCY REIMBURSEMENT NO. 1

This Confirmation of Agency Reimbursement ("Confirmation") is entered into between the Urban Renewal Agency of the City of Pocatello, Idaho, also known as Pocatello Development Authority, an independent public body, corporate and politic (hereinafter "Agency"), organized pursuant to the Idaho Urban Renewal Law of 1965, Title 50, Chapter 20, Idaho Code, as amended (hereinafter the "Law"), and undertaking projects under the authority of the Law and the Local Economic Development Act, Title 50, Chapter 29, Idaho Code, as amended (hereinafter the "Act"), and Portneuf Capital, LLC, an Idaho limited liability company authorized to do business in the State of Idaho (hereinafter "Participant"). The Effective Date of this Confirmation is the date last signed by the parties.

WITNESSETH:

1. **Agency Contribution**

Agency has, pursuant to the procedures set forth in the Owner Participation Agreement by and between the Agency and Participant with an effective date of September 18, 2024 (the "OPA"), determined the Actual Eligible Costs for those certain Agency Funded Improvements as those terms are defined in the OPA and as specifically identified below, shall be **One Hundred Seventy Four Thousand Six Hundred Forty and 00/100 dollars ($174,640.00)** (the "Agency Reimbursement") for the [identify Agency Funded Public Improvements subject to reimbursement in this Confirmation].

2. **Payment Terms**.

Agency agrees to reimburse Participant for the amount of the Agency Reimbursement, without interest from the Effective Date of this Confirmation pursuant to the Reimbursement Procedure set forth in the OPA.

Participant acknowledges that the Agency Reimbursement may not be paid in full if the revenue allocation proceeds available for reimbursement under the Urban Renewal Plan and pursuant to the OPA, are less than the Agency Reimbursement.

If the OPA is terminated, or the Agency Reimbursement is not fully reimbursed by December 31, 2030, or the date upon with the Urban Renewal Plan and Project Area terminates, whichever is earlier, the Agency will not be obligated to make any additional payments.

3. **Limitation on Making Payments**

Pursuant to the OPA, it is the intention of the parties that Participant shall be paid from the existing revenue allocation proceeds. If, for any reason, the revenue allocation proceeds are reduced, curtailed or limited in any way by legislative enactments, initiative referendum, judicial decree, or other, the Agency shall have no obligation to pay the Agency Reimbursement to Participant as described in this Confirmation from other sources or monies which Agency has or might hereinafter receive.

4. Except as expressly modified above, the terms and conditions of the OPA are still binding on Agency and Participant as set forth in such OPA.

IN WITNESS WHEREOF, the Parties hereto have signed this Agreement the day and year below written to be effective the day and year above written.

AGENCY
URBAN RENEWAL AGENCY OF THE CITY OF POCATELLO, A/K/A THE POCATELLO DEVELOPMENT AUTHORITY

By:_____, David Villarreal Jr., Chair

Date:_____

ATTEST:

By: Aceline McCulla, Aceline McCulla, Secretary

PARTICIPANT
PORTNEUF CAPITAL, LLC

By: L.D. Barthlome, L.D. Barthlome, Co-Owner

Date: 10-1-24

Invoice List	
399	$5,250.00
400	$34,771.00
402	$29,689.08
406	$30,598.30
421	$38,479.29
409	$36,661.85
Total	$175,449.52

Invoice

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Date	Invoice#
8/16/2024	406

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	Rental expense from Western States from 6-13-24 to 8-4-24	16,244.50	16,244.50
1	Extra Insurance that Western States required from our Insurance company	603.00	613.00
1	Labor, fuel and other consumables from 6-13-24 to 8-4-24	12,940.80	13,740.80

Gary Jensen

9-28-24

Title: President

Paid in Full

Please remit to above address.

Total $30,598.30

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
9/24/2024	409

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	Rental Expense from Western States from 7-9-24 to 8-21-24	23,661.85	23,661.85
1	Labor, Fuel and other consumables from 7-9-24 to 8-21-24	13,000.00	13,000.00
	*** Last bill dates were wrong. Should have been 6-13-24 to 7-8-24 instead of 6-13-24 to 8-4-24.***		
	Gary Jensen		
	9-28-24		
	Title: President		
	Paid in Full		

Please remit to above address.

Total $36,661.85

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
6 12 2024	402

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	4-29-24 Fueled 220 Excavator	300.00	300.00
4	4-29-24 Began excavating out concrete columns for rental excavator with breaker	65.00	260.00
1	5-1-24 Office - set up for western states account and additional insurance for Cat Rental	550.00	550.00
1	5-1-24 to 5-13-24 waited for Cat to get a hammer set up	0.00	0.00
1	5-14-24 Cat with breaker delivered - Installed poly carbonate on windshield	0.00	0.00
1	suction attachments	300.00	300.00
1	poly carbonate	225.00	225.00
1	labor	260.00	260.00
8	5-15-24 Began breaking columns. Note breaker began to leak hydraulic fluid called cat at 8:30am for repairs and lost the remaining day with the rental continued excavating out columns with the 220 excavator	65.00	520.00
8	5-16-24 Began breaking columns and break began to leak hydraulic again. Cat mechanic indicated that they had used the wrong fitting with the wrong thread type. Lost remaining day continued excavating out pillars with the 220 excavator	65.00	520.00
1	220 excavator fuel	300.00	300.00
1	hydraulic oil	95.00	95.00
4	5-17-24 Excavated out and broke up concrete columns	65.00	260.00
1	fuel	200.00	200.00
8	5-20-24 Broke up concrete pillars	65.00	520.00
1	Hammer auto grease paste	241.50	241.28
8	5-21-24 Broke up and excavated out columns	65.00	520.00
1	fuel and delivery	350.00	350.00
8	5-22-24 Broke up columns and excavated out columns	65.00	520.00
1	fuel	300.00	300.00
1	Other consumables	125.00	125.00

Please remit to above address.

Total

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
6/12/2024	402

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
	**Note breaker broke in the morning and was fixed by 11:00am continued to excavate out columns with 220 while waiting for repairs		
8	5-23-24 Excavated out and broke up columns	65.00	520.00
1	fuel	300.00	300.00
8	5-28-24 Excavated and broke up columns	65.00	520.00
1	fuel and other consumables	325.00	325.00
8	5-29-24 Excavate and broke up columns	65.00	520.00
1	fuel and other consumables	325.00	325.00
8	5-30-24 Excavated breaker is broken again auto grease not working	65.00	520.00
1	fuel	150.00	150.00
4	6-3-24 Excavate and break out concrete	65.00	260.00
1	fuel	150.00	150.00
9	6-4-24 Excavate and break up concrete	65.00	585.00
1	fuel, delivery and other consumables	350.00	350.00
9	6-5-24 Excavate and break concrete columns	65.00	585.00
1	fuel delivery	300.00	300.00
8	6-6-24 Excavate and break concrete columns	65.00	520.00
1	fuel delivery and other consumables	350.00	350.00
8	6-7-24 Excavate and break concrete columns	65.00	520.00
1	fuel delivery	300.00	300.00
8	6-10-24 Excavate and break concrete columns	65.00	520.00
1	fuel and delivery	300.00	300.00
8	6-11-24 Excavate and break concrete	65.00	520.00

Please remit to above address.

Total

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
6 12 2024	402

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	fuel and delively	300.00	300.00
8	6-12-24 Excavate and break concrete	65.00	520.00
1	fuel delivery and other hammer paste	350.00	350.00
1	rental with breaker months rental	18,794.50	18.695.50
1	Credit from Western States for rental Insurance and equipment breakdown	-4,982.70	-4,982.70

Gary Jensen

9-28-24

Title: President

Paid in Full

Please remit to above address.

Total $29,689.08

Invoice

E & G Contractors Inc

PO BOX2999
Pocatello ID 83206

Date	Invoice#
5/29/2024	399

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	Hauled and delivered 18 loads of pit run and hauled and delivered 2 loads of 3/4" gravel	5,250.00	5,250.00

Gary Jensen

9-28-24

Title: President

Paid in Full

Please remit to above address.

Total $5,250.00

Invoice

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Date	Invoice#
9/1/2024	421

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	4-29-24 Fueled 220 Excavator	300.00	300.00
4	4-29-24 Began excavating out concrete columns for rental excavator with breaker	65.00	260.00
1	5-1-24 Office - set up for western states account and additional insurance for Cat Rental	550.00	550.00
1	5-1-24 to 5-13-24 waited for Cat to get a hammer set up	0.00	0.00
1	5-14-24 Cat with breaker delivered - Installed poly carbonate on windshield	0.00	0.00
1	suction attachments	300.00	300.00
1	poly carbonate	225.00	225.00
1	labor	260.00	260.00
8	5-15-24 Began breaking columns. Note breaker began to leak hydraulic fluid called cat at 8:30am for repairs and lost the remaining day with the rental continued excavating out columns with the 220 excavator	65.00	520.00
8	5-16-24 Began breaking columns and break began to leak hydraulic again. Cat mechanic indicated that they had used the wrong fitting with the wrong thread type. Lost remaining day continued excavating out pillars with the 220 excavator	65.00	520.00
1	220 excavator fuel	300.00	300.00
1	hydraulic oil	95.00	95.00
4	5-17-24 Excavated out and broke up concrete columns	65.00	260.00
1	fuel	200.00	200.00
8	5-20-24 Broke up concrete pillars	65.00	520.00
1	Hammer auto grease paste	241.50	241.50
8	5-21-24 Broke up and excavated out columns	65.00	520.00
1	fuel and delivery	350.00	350.00
8	5-22-24 Broke up columns and excavated out columns	65.00	220.00
1	fuel	300.00	300.00
1	Other consumables	125.00	125.00

Please remit to above address.

Total

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
9/1/2024	421

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
	**Note breaker broke in the morning and was fixed by 11:00am continued to excavate out columns with 220 while waiting for repairs		
8	5-23-24 Excavated out and broke up columns	65.00	520.00
1	fuel	300.00	300.00
8	5-28-24 Excavated and broke up columns	65.00	520.00
1	fuel and other consumables	325.00	325.00
8	5-29-24 Excavate and broke up columns	65.00	520.00
1	fuel and other consumables	325.00	325.00
8	5-30-24 Excavated breaker is broken again auto grease not working	65.00	520.00
1	fuel	150.00	150.00
4	6-3-24 Excavate and break out concrete	65.00	260.00
1	fuel	150.00	150.00
9	6-4-24 Excavate and break up concrete	65.00	585.00
1	fuel, delivery and other consumables	350.00	350.00
9	6-5-24 Excavate and break concrete columns	65.00	585.00
1	fuel delivery	300.00	300.00
8	6-6-24 Excavate and break concrete columns	65.00	520.00
1	fuel delivery and other consumables	350.00	350.00
8	6-7-24 Excavate and break concrete columns	65.00	520.00
1	fuel delivery	300.00	300.00
9	6-10-24 Excavate and break concrete columns	65.00	520.00
1	fuel and delivery	300.00	300.00
8	6-11-24 Excavate and break concrete	65.00	520.00

Please remit to above address.

Total

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
9/1/2024	421

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	fuel and delivery	300.00	100.00
8	6-12-24 Excavate and break concrete	65.00	520.00
1	fuel delivery and other hammer paste	350.00	340.00
1	rental with breaker months rental	21,794.50	21,794.50
1	Credit from Western States for rental Insurance and equipment breakdown	-3,982.70	-3,982.69
1	Excavator rental with bucket and thumb	4982.00	4982.00

Gary Jenson

9-28-24

Title: President

Paid in Full

Please remit to above address.

Total $38,478.29

E & G Contractors [nc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
6 12 2024	400

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	4-29-24 Fueled 220 Excavator	300.00	300.00
4	4-29-24 Began excavating out concrete columns for rental excavator with breaker	65.00	260.00
1	5-1-24 Office - set up for western states account and additional insurance for Cat Rental	550.00	550.00
1	5-1-24 to 5-13-24 waited for Cat to get a hammer set up		
1	5-14-24 Cat with breaker delivered - Installed poly carbonate on windshield		
1	suction attachments	300.00	300.00
1	poly carbonate	225.00	225.00
1	labor	260.00	260.00
8	5-15-24 Began breaking columns. Note breaker began to leak hydraulic fluid called cat at 8:30am for repairs and lost the remaining day with the rental continued excavating out columns with the 220 excavator	65.00	520.00
8	5-16-24 Began breaking columns and break began to leak hydraulic again. Cat mechanic indicated that they had used the wrong fitting with the wrong thread type. Lost remaining day continued excavating out pillars with the 220 excavator	65.00	520.00
1	220 excavator fuel	300.00	300.00
1	hydraulic oil	95.00	95.00
4	5-17-24 Excavated out and broke up concrete columns	65.00	260.00
1	fuel	200.00	200.00
8	5-20-24 Broke up concrete pillars	65.00	520.00
1	Hammer auto grease paste	241.50	241.50
8	5-21-24 Broke up and excavated out columns	65.00	520.00
1	fuel and delivery	350.00	350.00
8	5-22-24 Broke up columns and excavated out columns	65.00	520.00
1	fuel	300.00	300.00
1	Other consumables	125.00	125.00

Please remit to above address.

Total

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
6/12/2024	400

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
	**Note breaker broke in the morning and was fixed by 11:00am continued to excavate out columns with 220 while waiting for repairs		
8	5-23-24 Excavated out and broke up columns	65.00	520.00
1	fuel	300.00	300.00
8	5-28-24 Excavated and broke up columns	65.00	520.00
1	fuel and other consumables	325.00	325.00
8	5-29-24 Excavate and broke up columns	65.00	520.00
1	fuel and other consumables	325.00	325.00
8	5-30-24 Excavated breaker is broken again auto grease not working	65.00	520.00
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1	fuel	150.00	150.00
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1	fuel. delivery and other consumables	350.00	350.00
9	6-5-24 Excavate and break concrete columns	65.00	585.00
1	fuel delivery	300.00	300.00
8	6-6-24 Excavate and break concrete columns	65.00	520.00
1	fuel delivery and other consumables	350.00	350.00
8	6-7-24 Excavate and break concrete columns	65.00	520.00
1	fuel delivery	300.00	300.00
8	6-10-24 Excavate and break concrete columns	65.00	520.00
1	fuel and delivery	300.00	300.00
8	6-1 1-24 Excavate and break concrete	65.00	520.00

Please remit to above address.

Total

E & G Contractors Inc

PO BOX 2999
Pocatello ID 83206

Invoice

Date	Invoice#
6/12/2024	400

Bill To
Portneuf Capital 1800 River Park Way Suite H Pocatello ID 83204

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
1	fuel and delivery	300.00	300.00
8	6-12-24 Excavate and break concrete	65.00	520.00
1	fuel delivery and other hammer paste	350.00	350.00
1	rental with breaker months rental	18,794.50	18,794.50

Gary Jensen

9-28-24

Title: President

Paid in Full

Please remit to above address.

Total $34,771.00

SB Friedman Development Advisors, LLC
70 W. Madison St., Suite 3700
Chicago, IL 60602
312/424-4250 fax 312/424-4262

June 25, 2024
Invoice No: 2A

Brent McLane
Pocatello Development Authority
P.O. Box 4169
Pocatello, ID 83205-4169

Project 00112.23 **Pocatello – 3 URA Feasibility Studies**
South 5th

Professional Services Rendered Re: Refine boundaries, work on parcel categorization, prepare slides for board, attend PDA meetings, internal and external coordination

February 3, 2024 to June 7, 2024

	Hours	Rate	Amount	
G. Dickinson, Senior Vice President	3.00	$300.00	$900.00	
E. Caminer, Project Manager	11.00	$245.00	$2,695.00	
A. Daniel, Associate	60.50	$180.00	$10,890.00	
	74.50		$14,485.00	
	Total Professional Fees			**$14,485.00**
		Total this Invoice		**$14,485.00**

Thank you. We appreciate the opportunity to work with you.

Invoices are payable within 30 days.

SB Friedman Development Advisors, LLC
70 W. Madison St., Suite 3700
Chicago, IL 60602
312/424-4250 fax 312/424-4262

June 25, 2024
Invoice No: 2B

Brent McLane
Pocatello Development Authority
P.O. Box 4169
Pocatello, ID 83205-4169

Project 00112.23 **Pocatello – 3 URA Feasibility Studies**
Old Town

Professional Services Rendered Re: Refine boundaries, work on parcel categorization, prepare slides for board, attend PDA meetings, internal and external coordination

February 3, 2024 to June 7, 2024

	Hours	Rate	Amount
G. Dickinson, Senior Vice President	7.00	$300.00	$2,100.00
E. Caminer, Project Manager	18.75	$245.00	$4,593.75
G. Vara, Research Associate	62.50	$160.00	$10,000.00
	88.25		$16,693.75

Total Professional Fees **$16,693.75**

Total this Invoice **$16,693.75**

Thank you. We appreciate the opportunity to work with you.

Invoices are payable within 30 days.

SB Friedman Development Advisors, LLC
70 W. Madison St., Suite 3700
Chicago, IL 60602
312/424-4250 fax 312/424-4262

June 25, 2024
Invoice No: 2C

Brent McLane
Pocatello Development Authority
P.O. Box 4169
Pocatello, ID 83205-4169

Project 00112.23 **Pocatello – 3 URA Feasibility Studies**
4th and 5th

Professional Services Rendered Re: Refine boundaries, work on parcel categorization, prepare slides for board, attend PDA meetings, internal and external coordination

February 3, 2024 to June 7, 2024

	Hours	Rate	Amount
G. Dickinson, Senior Vice President	6.25	$300.00	$1,875.00
E. Caminer, Project Manager	11.75	$245.00	$2,878.75
L. Zanden, Associate	70.75	$180.00	$12,735.00
	88.75		$17,488.75

Total Professional Fees **$17,488.75**

Total this Invoice **$17,488.75**

Thank you. We appreciate the opportunity to work with you.

Invoices are payable within 30 days.

REMITTANCE REPORT

From County Auditor of Bannock County

To: POCATELLO URBAN

Remittance No. 030

Date: September 25, 2024

SOURCE AND FUND	PREPAID 2024	CURRENT 2023	2022	DELINQUENT TAXES 2021	2020	2019	2018	2017/prior	INTEREST	MISC		TOTAL COLLECTION
NORTH YELLOWSTONE (1-0013)												0.00
NAVAL ORDINANCE (1-0014)												0.00
NORTH PORTNEUF 801 (1-0016)												0.00
NORTHGATE (1-0017)		455.72							41.52			497.24
(1-0018)												0.00
NORTHGATE (83-0000)												0.00
NORTHGATE (84-0000)												0.00
NORTH PORTNEUF 802 (82-0000)												0.00
PRSN PROPERTY RPLCMNT		$ -										0.00
CIRCUIT BREAKER		-										0.00
HOMEOWNER TAX RELIEF		-										0.00
ADDITIONAL TAX RELIEF		-										0.00
												0.00
COLUMN TOTALS	0.00	455.72	0.00	0.00	0.00	0.00	0.00	0.00	41.52	0.00		497.24

Amount of Remittance 497.24

STATE OF IDAHO, }
}ss.
COUNTY OF BANNOCK }

I, JASON C. DIXON, County Clerk in and for the County aforesaid, being duly sworn on oath, make the following statement: That the foregoing is a full, true, and correct report, in accordance with Section 3326, Compiled Statutes of Idaho, as amended by Chapter 169, laws of 1925, by source and fund, of all moneys paid into the treasury of said county and apportioned to the POCATELLO URBAN and included district since the 31ST OF AUGUST, the date of my last report. Subscribed and sworn to in duplicate before me on the 25TH OF AUGUST

K BURMESTER NOTARY PUBLIC Comm No. 20231 STATE OF IDAHO

Notary Public of Bannock County.

County Clerk: JASON C. DIXON

By _____
Deputy Auditor

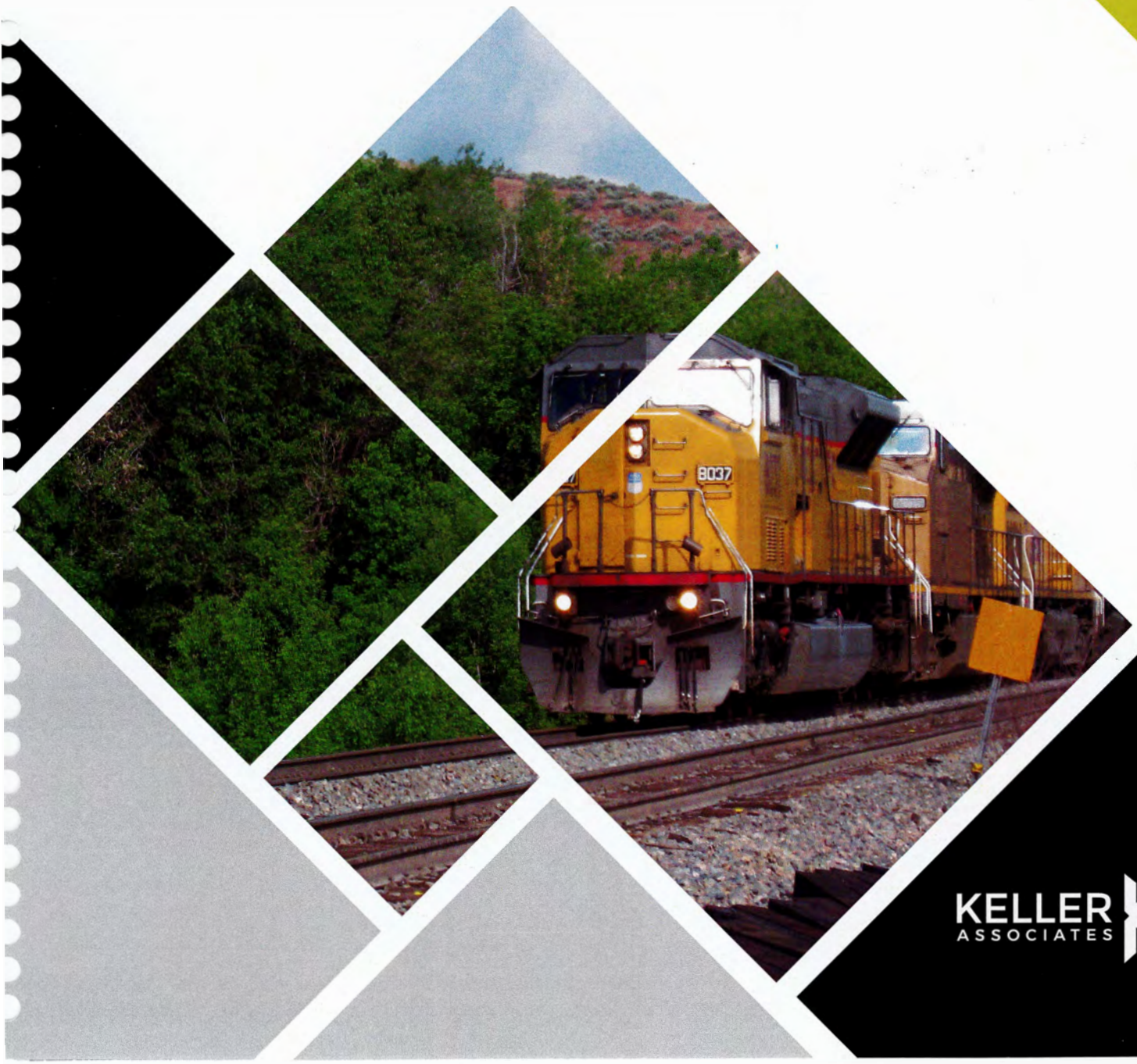
N B. The Clerk will countersign the attached order and transmit same to the treasurer of the municipality or district accompanied by a duplicate of this report.

Action Item 5

POCATELLO DEVELOPMENT AUTHORITY

RAILROAD OVERPASS AND ACCESS ROADWAY

Statement of Qualifications



KELLER ASSOCIATES

KELLER ASSOCIATES

305 North 3rd Ave, Suite A
Pocatello, ID 83201
(208) 238-2146

October 4, 2024

Brent McLane
Executive Director
Pocatello Development Authority
911 North 7th Avenue
Pocatello, ID 83201

RE: **Request for Qualifications (RFQ), Concept Design and Estimates Services For a Railroad Overpass and Access Road**

Dear Mr. McLane and Selection Committee,

We applaud the Pocatello Development Authority (PDA) for its forward-thinking approach to regional development. As active investors in Downtown, we fully support PDA's vision. Pocatello's success directly impacts our company and our team, and we kindly request your consideration for this important project. Here are the reasons why Keller Associates, Inc. (Keller) is the right choice:

Local: Our team deeply understands Pocatello and the unique challenges this project may present. Many of our proposed team members live and work in Pocatello and throughout Eastern Idaho. Having successfully completed bridge projects for the City of Pocatello (City), we are well acquainted with their staff. This familiarity allows us to streamline communication, enhance collaboration, expedite approvals and coordination, and ultimately deliver cost and time efficiencies to your project.

Experts: Our team offers extensive, relevant expertise, particularly with bridges, the Union Pacific Railroad (UPRR), and the City of Pocatello. We have assigned our top-tier professionals to lead this project, bringing innovation and dedication to drive its success. Over 200 skilled experts are available to support as needed.

Communication: We prioritize responsiveness and are committed to delivering regular, consistent updates, keeping you informed about the project's status, progress, and timeline. Effective communication is essential to project success.

Our can-do attitude, transparency, responsiveness, and dedication to quality are core elements of our corporate culture. Leveraging our expertise and local insights, we are fully committed to delivering exceptional services to PDA. We look forward to demonstrating our capabilities and respectfully request your selection.

Sincerely,

KELLER ASSOCIATES, INC.

Jim Mullen, PE
Principal-in-Charge

Donn Carnahan

Donn Carnahan, PE
Project Manager

PRIMARY CONTACTS

Authority to Negotiate and Contractually Bind

James Mullen, PE
Principal-in-Charge
(208) 244-2989
jmullen@kellerassociates.com

Project Manager
Donn Carnahan, PE
(208) 867-7384
dcarnahan@kellerassociates.com

AFFIRMATIONS

Keller's project manager and staff will not be replaced without the consent of the PDA.

TABLE OF CONTENTS

SECTION A: DESCRIPTION OF FIRM

With an office at North 3rd Avenue and East Lander Street in downtown Pocatello, we have a connection to the City and firsthand knowledge of the challenges the railroad poses. Our close proximity allows us to respond quickly to any project needs while underscoring our long-term commitment to supporting and improving the local community.

Established in Idaho in 1993, Keller has been a leader in the state's engineering industry for over 30 years. Since opening our Pocatello office in 2000, we have continued to uphold a standard of excellence in engineering solutions by serving clients and communities while earning a reputation for quality and innovation. We are an employee-owned, full-service civil engineering firm providing consulting engineering services to jurisdictions throughout the Pacific Northwest.

We focus our engineering efforts on municipal infrastructure, including transportation, water, and wastewater. Over 90% of our projects are executed with public agencies, and nearly all our work is with repeat clients. Our company's stability is reflected in low employee turnover rates and fiscally conservative operations, including a 30-year history of maintaining zero corporate debt.

With more than 200 problem solvers on staff, Keller has the depth of knowledge and experience to tackle the most complex engineering challenges with confidence and efficiency. Our client relationships are built on communication, commitment, and follow-through. This dedication has driven Keller's growth from a small Idaho firm of four to 10 offices in five western states.

Our in-house transportation engineers and surveyors specialize in bridges, structures, urban and rural roadways, stream hydraulics, stormwater, utilities, and more. With a wealth of experience in designing complex roadways, pathways, and bridges, we are well-equipped to tackle the unique challenges of this project.

We have partnered with leading subconsultants to provide comprehensive geotechnical and environmental engineering services. For over four decades, STRATA has been a trusted provider of geotechnical expertise in Idaho, supporting projects through site evaluations, soil testing, and foundation design, with services managed from their Pocatello office. Axiom-Points LLC (Axiom) brings specialized environmental expertise, offering comprehensive services to the Idaho Transportation Department (ITD) and local agencies.

We operate with a project-centric approach. When your project succeeds, we succeed! Our strategy involves avoiding internal office competition, utilizing seasoned professionals guiding younger staff, and providing a one-stop shop with seamless coordination to meet your project's needs.

Ability to Perform

Our references, resumes, and qualifications demonstrate Keller's established record of delivering quality engineering and surveying services to clients.

Our dedication to project excellence has garnered recognition from local, state, and national organizations. These awards serve as industry accolades for the success of our clients' projects. Our organizational culture and business practices consistently contribute to these successes. The following summary reaffirms that what we've presented and promised is more than mere rhetoric; our commitment is genuine.

For the eighth consecutive year, the Idaho Business Review recognized Keller as the Best Engineering Firm in 2024. In addition, our firm received three American Council of Engineering Companies (ACEC) Idaho Engineering Excellence Awards in 2024, a National ACEC Recognition Award in Engineering Excellence for Ammon's Water System Improvements, and 50+ other awards over the past ten years. Keller has also been recognized as a PSMJ Circle of Excellence engineering firm. To earn this recognition, we underwent a rigorous review by PSMJ Resources, a national company specializing in assessing the performance of engineering firms. Part of this evaluation includes client feedback and rating of our services. A Circle of Excellence winner is in the top 20% of consulting firms that submitted review packages. We have been a Circle of Excellence engineering firm in 2016, 2018, 2019, 2020, 2021, 2022, and 2024.

KELLER'S AWARDS FOR EXCELLENCE

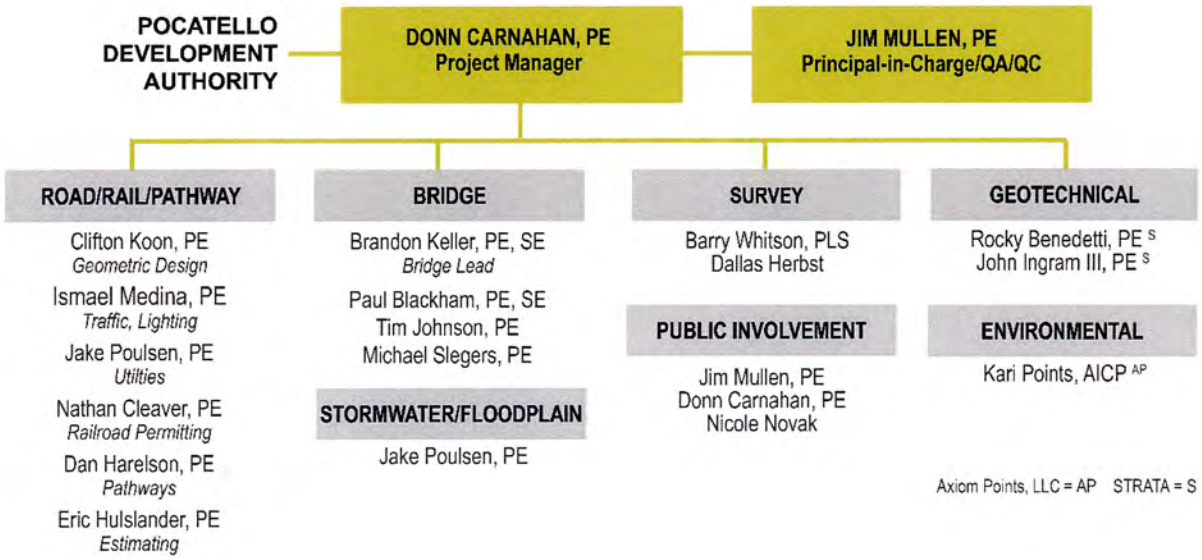
- **2024 American Public Works Association (APWA) Rocky Mountain Chapter Public Works Project of the Year**
  - *Project of the Year under $3M,* First Place – Pocatello Carson Street Bridge
- **2023 Idaho Business Review Top Project and 2022 American Society of Civil Engineers (ASCE) Outstanding Civil Engineering Achievement Award**
  - *Project of the Year over $10M,* First Place – Orchard Combat Training Center Railroad Tracks Addition
- **2022 Idaho Business Review Top Project**
  - *Best Private Building,* First Place – MKA Office Building at Trackside
- **2022 Federal Highway Administration Environmental Excellence Award**
  - Whiskey Creek Culvert Replacement
- **2022 Oregon ACEC Engineering Excellence Award**
  - *People's Choice Award,* First Place – McClaine Street Improvements
- **2021 APWA Oregon Chapter Project of the Year**
  - *Project of the Year under $3M,* First Place – McClain Street Improvements
- **2018 Idaho Business Review Top Project**
  - *Best Transportation Project,* First Place – US-95 Bridge Replacements
- **2018 Idaho ACEC Engineering Excellence Award**
  - *Transportation* – 5000 South, Thornton Interchange to Archer Lyman Highway
- **2017 Idaho ACEC Engineering Excellence Award and ASCE Outstanding Civil Engineering Achievement Award**
  - *Project of the Year under $10M* – Garden City to Americana Greenbelt

SECTION B: PERSONNEL

A strong project team is essential to achieving success. Our team consists of experienced professionals with expertise in roadways and railroad bridges. We are committed to aligning with your vision and delivering quality results on time and within budget. Supported by Keller's robust resources and specialized knowledge, we have the capability to meet deadlines and deliver a successful project outcome.

We strive to bring creative solutions to the table, staying ahead of the curve in addressing the dynamic challenges of transportation infrastructure. Our commitment is not only to deliver quality engineering design but to do so with a forward-thinking, sustainable, and cost-conscious mindset. A project's success is a direct result of the expertise behind it. Our team, consisting of experienced professionals and trusted subconsultant partners, brings a comprehensive understanding of transportation engineering, covering all aspects from planning and design to construction.

With senior-level project management and a proven track record in Eastern Idaho, we are well-equipped to deliver innovative and effective solutions for your project. Our team, led by Senior Project Manager Donn Carnahan, benefits from his 34 years of experience and deep expertise in local, regional, and national transportation design standards, positioning us to successfully tackle the complexities of any infrastructure project. Our team is organized as follows:



Our team consists of highly skilled professionals with bridge, railroad, roadway, pathway, and permitting design expertise. In addition to our key team members listed below, we have access to the full strength of our company's 200-plus professionals, allowing us to effectively meet PDA's needs and goals.

DONN CARNAHAN, PE | PROJECT MANAGER

BS, CIVIL ENGINEERING, UNIVERSITY OF IDAHO | ID #7756, OR

YEARS AT KELLER: 25 | **TOTAL YEARS EXPERIENCE:** 34

QUALIFICATIONS: Donn is an award-winning civil and transportation engineer with comprehensive roadway and bridge design expertise. Known for his ability to manage complex transportation projects, he was selected as Project Manager due to his proven track record of managing similar bridge projects, including several in Pocatello. Donn has directed a wide range of projects, from multi-lane urban roadway improvements to interstate overpasses and projects involving traffic signals and pathways.

Donn's project management approach is defined by clear communication, fostering stakeholder collaboration, and delivering quality results. He is proactive and responsive, allowing each project he leads to meet the client's objectives and timelines. As a Partner at Keller, Donn has the authority to allocate the necessary resources and personnel to promote project success. He stays actively involved throughout the project lifecycle, maintaining a hands-on approach to both quality and timeliness.

SIMILAR PROJECTS:

I-84, Linder Road Overpass / Meridian, ID

Widening Overland and Franklin Roads, constructing a new four-lane overpass over I-84, and improving two traffic signals, two irrigation bridges, and pedestrian and bicycle facilities to meet Livable Streets Performance Measures. The project also required the relocation of gravity irrigation systems (see Section C for detailed project description).

Individual's Role on Project: Managed the design of roadway elements and irrigation bridges and public outreach efforts through innovative tools like ArcGIS StoryMaps and an online feedback form to engage the community.

Magnida Nitrogen Idaho / Power County, ID

30% design phase services for the roadway, UPRR overpass bridge, and canal crossing to improve access to the proposed Magnolia (Magnida) Nitrogen Idaho fertilizer plant. This project involved realigning Lake Channel Road and designing a railroad overpass in compliance with ITD and UPRR standards to handle heavy industrial loads (see Section C for detailed project description).

Individual's Role on Project: Responsible for quality assurance/quality control (QA/QC) and cost estimating throughout the design process.

Bridge Design and Rehabilitation Services / Pocatello, ID

Concept development, design, and cost estimating for replacing and rehabilitating several bridges in Pocatello, including the Carson, Benton, Lewis, Custer, and Gould Street bridges (see Section C for detailed project description).

Individual's Role on Project: Directed the design, coordination, and approvals for each bridge replacement and rehabilitation project, meeting both client and regulatory expectations.

JIM MULLEN, PE | PRINCIPAL-IN-CHARGE/QA/QC

MS, CIVIL ENGINEERING, COLORADO STATE UNIVERSITY | ID #9956, CO, ND, UT

YEARS AT KELLER: 24 | **TOTAL YEARS EXPERIENCE:** 29

QUALIFICATIONS: Jim, as Principal-in-Charge for this project, brings nearly 30 years of experience in engineering, providing your project with the dedicated resources and oversight needed for success. As Principal, his hands-on approach includes regular quality reviews at key stages, maintaining high standards, and periodically attending owner meetings. Jim will maintain open communication with the PDA to confirm our team stays responsive and meets project commitments. His expertise spans the full range of complex project elements, from planning and public outreach to permitting and construction, offering valuable guidance. Jim believes that well-executed infrastructure improves community quality of life, and he will work closely with Donn to foster solid relationships and keep the project moving forward effectively.

SIMILAR PROJECTS:

Bridge Design and Rehabilitation Services / Pocatello, ID

Replacement and rehabilitation of multiple bridges in Pocatello, including the Carson, Benton, Lewis, and Custer Street bridges over the Portneuf River (see Section C for detailed project description).

Individual's Role on Project: Principal-in-Charge overseeing management and execution of projects, promoting coordination across engineering, client, and regulatory teams. Provided high-level guidance.

Public Municipal Infrastructure / Pocatello, ID

Multiple major utility improvements, including replacing water infrastructure such as the South Valley Water Tank, Spaulding Booster Station, the Airport Water Tank, several wells, and water transmission lines, along with upgrades to the City's wastewater treatment facilities and operations building.

Individual's Role on Project: Led compliance with Pocatello's Public Works Design Principles and Standards across various utility projects, aligning designs with the City's requirements. Coordinated closely with the City to meet their specific infrastructure needs and foster successful collaboration. Oversaw Keller's project managers while supporting the City's long-term goals and vision.

Magnida Nitrogen Idaho / Power County, ID

Development of a concept design report for the overpass at the proposed Magnida Nitrogen Idaho fertilizer plant. Provided essential planning and design expertise for the project's proposed infrastructure (see Section C for detailed project description).

Individual's Role on Project: Provided high-level oversight and strategic direction, collaborating closely with the project manager and client to meet the design requirements of the proposed $1.5 billion plant and its ancillary facilities. Coordinated with key stakeholders, including local authorities and railroad companies, to address regulatory and logistical considerations.

Bridge Team Members

Our Bridge Engineering Group has grown substantially in recent years, bolstered by adding seasoned professionals with decades of experience and advanced degrees. These experts have significantly enhanced Keller's capabilities, enabling us to complete nearly 30 bridge projects in the past five years. Their specialized expertise and unwavering commitment have been vital to delivering innovative, long-lasting infrastructure solutions.

BRANDON KELLER, PE, SE | BRIDGE LEAD

MS, CIVIL ENGINEERING, BRIGHAM YOUNG UNIVERSITY
ID #12447 (PROFESSIONAL STRUCTURAL ENGINEER), AZ, CA, HI, MT, NV, OR, UT, WA, WY

YEARS AT KELLER: 18 | **TOTAL YEARS EXPERIENCE:** 24

QUALIFICATIONS: As Keller's Bridge Lead, Brandon excels in delivering efficient, detailed, and well-coordinated projects that align with industry standards and expectations. His expertise spans structural design and management services for a variety of projects, including bridges, retaining walls, and specialized structures. With a strong foundation in structural inspections, load ratings, and evaluations, he specializes in seismic retrofitting and rehabilitating existing structures throughout the Pacific Northwest.

Brandon's experience includes working on steel and concrete bridges with budgets ranging from $50,000 to $18M. In the past five years, he has managed over 30 bridge replacement projects and played a key role in several bridge bundle initiatives. These efforts have included single and multi-span bridge designs, preservation projects, multi-team coordination, and award-winning designs.

SIMILAR PROJECTS:

Magnida Nitrogen Idaho / Power County, ID
Development of a concept design report for the overpass at the proposed Magnida Nitrogen Idaho fertilizer plant. Provided essential planning and design expertise for the project's proposed infrastructure (see Section C for detailed project description).

Individual's Role on Project: Lead Bridge Engineer developing overpass bridge concepts and coordination with UPPR standards. Developed the preliminary situation and layout sheet for the bridge.

Carson Street Bridge / Pocatello, ID
The award-winning new prestressed concrete bridge minimizes impacts on the Portneuf River concrete channel. Project complexities included bridge foundation, waterline improvements, irrigation, striping, safety, signage, and enhanced landscaping (see Section C for detailed project description).

Individual's Role on Project: Project Manager and Bridge Design Group Lead for this fast-track project. Coordinated with the City and oversaw all permitting efforts while managing geotechnical and environmental subconsultants.

Benton Street Bridge / Pocatello, ID
Following an ITD bridge inspection report identifying substructure deficiencies, the City requested an evaluation, including a condition assessment, to analyze the deficiencies and prioritize key issues (see Section C for a detailed project description).

Individual's Role on Project: Project Manager for this fast-track effort involving bridge, roadway, utility, and coordination with the public, neighbors, and utilities.

PAUL BLACKHAM, PE, SE | SENIOR BRIDGE ENGINEER

MS, ENGINEERING MANAGEMENT, BRIGHAM YOUNG UNIVERSITY
ID #9615 (PROFESSIONAL STRUCTURAL ENGINEER), AZ, CA, ND, UT

YEARS AT KELLER: 3 | **TOTAL YEARS EXPERIENCE:** 35

QUALIFICATIONS: Paul is a structural engineer specializing in bridge design, project coordination, and reviews. With over 140 bridge designs and reviews to his credit, his expertise spans multi-span precast prestressed girders, steel plate girders, and post-tensioned box girders.

SIMILAR PROJECTS:

I-15 Reconstruction / Pocatello, ID*

Replaced multiple structures to accommodate the future widening of I-15. The scope included replacing the Fort Hall Interchange (IC) structure, the Ross Fork Creek culvert, and the Town Lateral culvert, promoting long-term infrastructure support for the region's anticipated growth.

Individual's Role on Project: Design quality control for the Fort Hall IC Bridge and designed the Ross Fork Creek and Town Lateral culverts.

SH-53 Over Union Pacific Railroad near US-95 / North Idaho*

As part of a realignment project, this bridge provided a more direct and safer connection from SH-53 to US-95 by spanning over the Union Pacific Railroad.

Individual's Role on Project: Performed design QC for the superstructure and associated drawings and led the design of the substructure, developing relevant drawings.

I-15 Reconstruction / Salt Lake City, UT*

Reconstruction of I-15, including more than 20 ramps and mainline bridges over the UPRR right-of-way. Largest design-build project for the Utah Department of Transportation at the time.

Individual's Role on Project: Design Segment 2.3 Bridge Section Manager for 44 bridges, including the I-80 East/I-15 IC. Coordinated with the design-build team to secure UPRR acceptance of the overpasses outside the segment's original scope.

* = work with prior firm

DR. TIM JOHNSON, PE, PhD | BRIDGE ENGINEER

STRUCTURAL ENGINEERING, UNIVERSITY OF CALIFORNIA, SAN DIEGO
ID #19248, CA, OR, WA

YEARS AT KELLER: 3 | **TOTAL YEARS EXPERIENCE:** 10

QUALIFICATIONS: Tim is a seasoned engineer specializing in transportation structures, including bridges, retaining walls, and culverts. He has worked on urban highways and rural crossings, including many canal and river bridges in Idaho. His experience results in quality and detailed structural and bridge design.

In addition to Tim's bridge experience, he taught multiple engineering courses at the University of California, San Diego, where he instructed engineering students in their junior and senior-level courses.

SIMILAR PROJECTS:

Kramer Parkway over I-90 / Liberty Lake, WA*

Three-span overpass bridge with accommodations for future light rail expansion beneath one span. The project had Washington State Department of Transportation, the City of Liberty Lake, and Spokane County design coordination with several utilities interacting with the bridge. The approaches were mechanically stabilized earth (MSE) walls with proper setbacks to avoid electrical interference with light rail transmission lines and the reinforcement of MSE walls.

Individual's Role on Project: Bridge designer for all aspects of the project, including concept development, geometry, structural design, structural analysis, utility coordination, and other substantive design tasks. Performed all required calculations and interdisciplinary coordination.

Fairview Avenue over I-405 / Santa Ana, CA*

Two-span overpass bridge over a 12-lane freeway with prestressed, post-tensioned, spliced precast concrete girders. Heavily optimized girders to minimize required profile increases over I-405 with many complex tie-ins with adjacent retaining walls and free on-ramps. Designed utility attachments for the City water main, incorporating necessary bracing to withstand high seismic conditions.

Individual's Role on Project: Performed various design check roles, including complex approaches, superstructure, utilities, overhead signage, and portions of the seismic design.

I-405 Widening over Santa Ana River / Santa Ana, CA*

Six-span bridge widening with multiple complex design requirements and a major river crossing. Substantial utility coordination and design constraints, including accommodations for multiple 84-inch sewer mains, banks of 66 and 200-kilovolt overhead power lines, and a 78-inch water main, all within the immediate vicinity of bridge foundations.

Individual's Role on Project: Performed full design and calculations of all bridge components. Led all utility coordination, developed concepts, and designed solutions for numerous major utility conflicts.

* = work with prior firm

MICHAEL SLEGERS, PE | BRIDGE ENGINEER

MS, CIVIL ENGINEERING, UNIVERSITY OF IDAHO | ID #16708, OR

MONTHS AT KELLER: 1 | **TOTAL YEARS EXPERIENCE:** 14

QUALIFICATIONS: Michael has designed over 20 bridges and specializes in analyzing and designing bridge structures. His work on projects for state departments of transportation and local municipalities provides clients with the benefit of his well-rounded experience and proven solutions. Michael's comprehensive knowledge spans all aspects of bridge design, including feasibility studies, concept reports, preliminary and final design documents, cost estimation, and constructability reviews. His ability to guide construction scheduling and provide on-site support helps streamline project delivery, keeping timelines and budgets on track.

With leadership in designing single-span and multi-span bridges—such as prestressed girder bridges, steel plate girder bridges, and culvert bridges—Michael delivers tailored solutions that meet specific project needs. His expertise also includes substructure design, seismic design, bridge rehabilitation, and retaining wall design, giving clients confidence in the durability and resilience of their structures.

SIMILAR PROJECTS:

I-15 Overpass over UPRR / Inkom, ID*

This railroad grade separation project involved designing and constructing twin, asymmetrical three-span steel plate girder bridges. The bridges featured integral pier caps designed to improve vertical clearance over the railroad tracks. The scope included designing the steel girder superstructure, concrete hammerhead pier columns, concrete drilled shaft foundations, and concrete abutments with post-tensioned pier caps to meet specific strength requirements.

Individual's Role on Project: Bridge Engineer of Record responsible for designing the replacement bridges, including critical structural components such as the steel girder superstructure and concrete elements. Performed seismic analysis, reviewed pier cap design, oversaw cost estimates and quantity assessments, and authored the structure's special provisions to ensure compliance with project specifications.

Gowen Road Bridge over the UPRR / Boise, ID*

Construction involved a single-span, prestressed concrete bridge on integral abutments supported by piles. The abutments were placed behind MSE walls, designed to wrap around the abutments and align parallel to the roadway. The use of MSE walls avoided the need to acquire new right-of-way. This design also provided additional clearance for the City of Boise to develop a multi-use path along the railroad tracks. Gowen Road was widened between Eisenman Road and Exchange Street to accommodate five lanes of traffic, bike lanes, curbs, gutters, and attached sidewalks. The project also included retaining walls, fill slopes, and new Americans with Disabilities Act (ADA)--compliant pedestrian ramps at the Eisenman Road intersection.

Individual's Role on Project: Lead Bridge Engineer responsible for all aspects of the bridge design, including developing layout alternatives during the concept stage and overseeing the bridge's design from the preliminary to the final stages. Led efforts in preparing plans, specifications, and estimates (PS&E) and coordinated with the railroad. Involved in key project features such as MSE retaining wall design, geotechnical investigation, drainage and traffic analysis, and promoting compliance with ADA requirements for pedestrian ramps.

SH-41 over BNSF Railway / Old Town, ID*

Designed and constructed a replacement bridge on State Highway 41 near Old Town. The steel plate girder bridge spans 114 feet over the BNSF Railway (BNSF), with two 60-foot end spans. Built in phases, the bridge features raised sidewalks on both sides to improve pedestrian accessibility. Key elements of the project included the design of the concrete substructure, which comprised integral abutments, pier caps, pier columns, and pier footings.

Individual's Role on Project: Structural Engineer and one of the design team's Primary Engineers responsible for designing the concrete substructure, including the integral abutments, pier cap, pier columns, and pier footings. Other responsibilities included assembling the cost estimate and preparing quantity assessments for the project.

* = work with prior firm

Road, Rail, Pathway Team Members

CLIFTON KOON, PE | GEOMETRIC DESIGN

BS, CIVIL ENGINEERING, ARIZONA STATE UNIVERSITY | ID #17544, CA, WA

YEARS AT KELLER: 7 | **TOTAL YEARS EXPERIENCE:** 19

QUALIFICATIONS: Clifton is an expert in roadway geometric design, specializing in freeway interchanges, intersection geometrics, and bridge alignments, as well as designs that incorporate storm and sewer modeling and utility coordination. He has completed dozens of projects for the ITD throughout Idaho. Clifton focuses on providing designs that are easy for drivers to negotiate while meeting safety needs both for vehicles and pedestrians.

SIMILAR PROJECTS:

Alaskan Way Viaduct and Seawall Replacement, "Southern Mile" / Seattle, WA*
This project replaced the earthquake-damaged elevated State Route 99 freeway through downtown Seattle with a mix of elevated structures and a single bored tunnel while revitalizing the waterfront for pedestrian use. The "Southern Mile" portion involved constructing elevated structures over the BNSF railroad at the Port of Seattle's Pier 46 and realigning surface streets.

Individual's Role on Project: Geometric design of the State Route 99 mainline over the BNSF railroad and the realignments of South Atlantic Steet, South Royal Brougham Way, and South Dearborn Street. Coordination with BNSF to promote railroad standards and clearance requirements. Designed a multi-use pedestrian path as part of the waterfront's urban renewal.

Cherrylane Bridge / Nez Perce County, ID
The Cherrylane Bridge replacement project in northern Idaho upgrades the existing one-lane, fracture-critical bridge to a modern two-lane structure with shoulder bikeways for cyclists and pedestrians, additional turn lanes, and a relocated intersection with US-12 (see Section C for detailed project description).

Individual's Role on Project: Led the geometric design for US-12 and Cherrylane Road upgrades, including the geometric design of the bridge, storm drainage and pond, coordination with the BG&CM Railroad crossing, and the design of the Stormwater Pollution Prevention Plan.

Mid-Coast Corridor Transit / San Diego, CA*
The project extended the San Diego light rail system's Blue Line to University Center, adding nine new stations, three park-and-ride facilities, two shared parking lots, and two transfer centers.

Individual's Role on Project: Designed the geometric layout of at-grade intersections with local streets, including cross gates and pedestrian crossings. Responsible for the design of track drainage throughout the transit corridor.

* = work with prior firm

ISMAEL MEDINA, PE | TRAFFIC AND LIGHTING

BS, CIVIL ENGINEERING, UNIVERSITY OF IDAHO | ID #18254

YEARS AT KELLER: 5 | **TOTAL YEARS EXPERIENCE:** 10

QUALIFICATIONS: Ismael brings extensive expertise in analyzing and designing rural and urban street segments, with a strong focus on traffic flow to enhance community safety and efficiency. His designs include new signalizations, single- and multi-lane roundabouts, and optimized lighting solutions that improve visibility and safety for both drivers and pedestrians.

By promoting accessibility for all road users, including bicyclists and pedestrians, Ismael creates safer, more inclusive streets, encouraging active transportation. His approach minimizes construction challenges and streamlines project timelines, reducing disruptions and promoting smoother implementation.

SIMILAR PROJECTS:

SH-27, Main to Overland / Burley, ID

Completed for ITD, this project installs a needed traffic signal and upgrades two existing signals within the City of Burley.

Individual's Role on Project: Led the traffic signal designs.

Allumbaugh Street Bridge and Roadway / Boise, ID

Bridge replacement over the Ridenbaugh Canal, improving Alumbaugh Street from Franklin Road to Douglas Street, including a three-lane configuration and sidewalk on both sides. Includes railroad crossing and signalization, which required extensive coordination and compliance with UPRR provisions. The railroad crossing included modifying the existing signal and adding a pre-signal ahead of the tracks.

Individual's Role on Project: Project Manager and roadway and signal design lead.

Liberty Street Bridge and Roadway / Boise, ID

Replaces the existing bridge along Liberty Street over the Ridenbaugh Canal and provides a multi-use pathway along the east side to connect pedestrian and bicycle facilities between Franklin Road and Denton Street (see Section C for detailed project description).

Individual's Role on Project: Project Manager and roadway and pathway design lead.

JAKE POULSEN, PE | UTILITIES, STORMWATER, FLOODPLAIN

BS, CIVIL ENGINEERING, UNIVERSITY OF IDAHO | ID #21258

YEARS AT KELLER: 2 | **TOTAL YEARS EXPERIENCE:** 7

QUALIFICATIONS: Jake is a Transportation Project Engineer with specialized expertise in utility systems, stormwater management, and roadway design. His experience spans a wide range of civil and transportation projects, including corridor design, public pathways, geometric roadway design, site grading, stormwater management, and domestic water supply and wastewater collection systems. Jake excels in key areas such as permitting, planning, utility coordination, and roadway design, consistently producing accurate and detailed construction plans that support project budgets and practical designs for construction, reducing delays and costs.

Jake has contributed to dozens of stormwater and utility projects. His focus on stormwater management leads to effective drainage plans, improving community resilience to flooding and enhancing environmental protection. Additionally, he regularly collaborates with dry utility companies to relocate utilities outside roadway construction areas.

SIMILAR PROJECTS:

Portneuf Greenway, Monte Vista Road to Pocatello Creek Road / Pocatello, ID

Over 2,800 feet of new pedestrian pathway connects the Portneuf Greenway at Monte Vista Drive to Pocatello Creek Road (see Section C for detailed project description).

Individual's Role on Project: Directed day-to-day design activities, providing oversight on pathway geometry, utility coordination, floodplain development, erosion and sediment control, storm drainage, and grading.

US-20 At Grade Crossing Closures / Madison and Fremont County, ID

Safety evaluation and design project for ITD District 6 on the US-20 corridor between Sugar City and St. Anthony. The project included the assessment of five at-grade crossings for closure alternatives. Crossing alternatives evaluation and concept development included East Idaho Railroad coordination, utility coordination, public input, and right-of-way surveying.

Individual's Role on Project: Led the evaluation and concept development for at-grade crossing closures, coordinating alternative designs to minimize impacts with utilities and avoid conflicts with the nearby East Idaho Railroad line.

US-20/26 Improvements / Meridian and Caldwell, ID

Road widening and improvement project in ITD District 3 along the US 20/26 corridor. This project included utility relocations, road widening, and gravity irrigation improvements, including curb, gutter, and sidewalk. The multi-year project spanned across multiple cities and counties to improve infrastructure in the region.

Individual's Role on Project: Design Engineer for utility relocations and gravity irrigation improvements, including relocating two miles of the City of Caldwell's water main.

NATHAN CLEAVER, PE | RAILROAD PERMITTING

BS, CIVIL ENGINEERING, BOISE STATE UNIVERSITY | ID #12490, NV OR, UT, WA, WY

YEARS AT KELLER: 20 | **TOTAL YEARS EXPERIENCE:** 24

QUALIFICATIONS: Nathan leads our team on large multidisciplinary projects, including site/civil, transportation, and construction engineering and inspection (CE&I). He offers technical skills across multiple disciplines, loves problem-solving, and is a subject matter expert in contract documents, bidding, and construction administration requirements. Since 1999, Nathan has designed buildings and bridges, modeled hydraulics, set lines and grades on roadways, designed railroad improvements and hundreds of miles of water and sewer pipelines, and led CE&I for over $200M of construction.

Nathan's deep technical background and rail expertise align perfectly with the PDA's needs. His rail permitting experience is especially valuable for this project. His creative approach and ability to see projects from multiple perspectives allow him to develop innovative, cost-effective solutions that benefit both clients and the surrounding community.

SIMILAR PROJECTS:

Orchard Combat Training Center Railroad Addition / Ada County, ID

This $32M rail project includes modifications to the existing lead track from UPRR's wye, a 1,800-foot extension of an existing rail siding, a new 7,000-foot siding, and a new 200-foot multi-span railroad bridge (see Section C for detailed project description).

Individual's Role on Project: Project Manager and Lead Design Engineer for the rail and loading/unloading facilities (see Section C for detailed project description).

Simplot Aberdeen Rail / Aberdeen, ID

Rail and site design services for Simplot's new Aberdeen Facility. The project included designing and constructing approximately 12,000 feet of new rail, connecting to an existing UPRR track and an adjacent service road (see Section C for detailed project description).

Individual's Role on Project: Design Engineer and QC over the rail design (see section C for project description).

Magnida Nitrogen Idaho / Power County, ID

Development of a concept design report for the overpass at the proposed Magnida Nitrogen Idaho fertilizer plant. Provided essential planning and design expertise for the project's proposed infrastructure (see Section C for detailed project description).

Individual's Role on Project: Led the roadway design and coordinated the railroad bridge geometric design.

DANIEL HARELSON, PE | PATHWAYS

MS, CIVIL ENGINEERING, MONTANA STATE UNIVERSITY | ID #7589

YEARS AT KELLER: 3 | **TOTAL YEARS EXPERIENCE:** 36

QUALIFICATIONS: Dan joined Keller after retiring from ITD District 5, bringing over 30 years of experience in civil engineering, project management, and roadway/pathway design. His expertise includes extensive work on interstate pavement rehabilitation, where he managed projects involving median crossovers, cold milling, cement recycled base stabilization, Superpave plant mix paving, and bridge maintenance along various sections of I-15 and authored the I-15 Arimo IC and Fort Hall IC Modification Reports.

Dan currently serves as President of the Portneuf Greenway Foundation and has contributed to the design of several pathways and trails, including the Abraszewski, Simplot/Swanson, Beverly, Farm Bureau, and Marshall Racine Trails. He is also actively involved in planning future trails, such as the Monte Vista to Pocatello Creek Trail and the Connecting Communities Trail, both scheduled for construction in 2025.

SIMILAR PROJECTS:

Portneuf Greenway / Pocatello, ID

The Portneuf Greenway is a network of paved, separated paths designed to serve the transportation and recreational needs of the Pocatello/Chubbuck community (see Section C for detailed project description).

Individual's Role on Project: Since 2010, served on the board of the Portneuf Greenway Foundation, leading the planning, design, and construction of approximately five miles of new trail and maintenance of two miles of existing trail.

Brennan Trail Extension / Pocatello, ID

This project involved a 1,600-foot extension of the existing trail that terminates at a planned pedestrian bridge.

Individual's Role on Project: Authored grant funding applications and oversaw the design and construction of the trail extension. Also authored the grant funding application for the pedestrian bridge, scheduled for construction in 2026.

ERIC HULSLANDER, PE | ESTIMATING

BS, CIVIL ENGINEERING, MONTANA STATE UNIVERSITY | ID #9210, WA

YEARS AT KELLER: 18 | **TOTAL YEARS EXPERIENCE:** 30

QUALIFICATIONS: Eric, a former ITD District 4 Staff Engineer, is a subject matter expert in special provisions and highly skilled in developing engineers' estimates of probable construction costs. He leverages the latest published bid results to tailor unit prices, providing accurate estimates reflective of current market conditions. Eric will lead the cost estimating review and updates, focusing on adapting to the evolving bid climate and accounting for costs at the projected construction time rather than current prices.

In addition to his expertise in cost estimation, Eric oversees Keller's traffic engineering efforts and excels in the design of roadway projects, bringing a comprehensive understanding of project demands and budgetary considerations.

SIMILAR PROJECTS:

I-86, Chubbuck IC to Pocatello Creek Road IC Auxiliary Lane / Chubbuck, ID

Added lanes to US-91 (Yellowstone Avenue) and an auxiliary lane to the eastbound on-ramp at Chubbuck IC that continued along eastbound I-86 through the system interchange with I-15 and onto the southbound off-ramp at Pocatello Creek Road IC, including the widening of the I-86 overpass over the UPRR.

Individual's Role on Project: Lead Design Engineer over the production of plans, special provisions, and construction cost estimate.

US-93, At-Grade Railroad Crossing over UPRR / Shoshone, ID

Revised approach grades and railroad crossing planking replacement to improve vertical clearance for low-boy trucks.

Individual's Role on Project: Project Manager and Lead Design Engineer.

Hiline Road Underpass / Chubbuck, ID

Horizontal and vertical realignment of Hiline Road under I-86, which included constructing extensive retaining walls and enclosing several hundred feet of the Fort Hall Canal in a concrete box culvert.

Individual's Role on Project: Lead Design Engineer over the production of plans, special provisions, and construction cost estimate.

Support Role Team Members

BARRY WHITSON, PLS | SURVEY LEAD

AAS, CIVIL ENGINEERING TECHNOLOGY, IDAHO STATE UNIVERSITY | ID #10786

YEARS AT KELLER: 18 | **TOTAL YEARS EXPERIENCE:** 33

QUALIFICATIONS: Barry leads Keller's Survey Group from the Idaho Falls office, overseeing a team of surveyors equipped with advanced tools like survey scanners and drones to enhance field efficiency and precision. For the past 18 years, he has completed or directed all of Keller's transportation survey projects, including those for roadways and bridges. With extensive knowledge of UPRR entry and survey requirements, Barry will promote project compliance and accuracy.

SIMILAR PROJECTS:

JR Simplot Aberdeen Branch / Aberdeen, ID

A 48,000-square-foot dry fertilizer facility and 9,000 feet of new rail line spurred off UPRR's Aberdeen Branch to accommodate track storage and the efficient loading and unloading of products. Additionally, the project included burying a canal to facilitate rail crossings and support agricultural activities.

Individual's Role on Project: Led the project survey control, including a boundary survey of Simplot property and a topographic design survey of UPRR's Aberdeen Branch main line for the new spur. Conducted a topographic design survey of 120 acres to support the design of the dry storage facility, the railroad spur and loop track, and the design of the buried canal.

JR Simpot Don Plant / Pocatello, ID

Safety upgrades at the Don Plant main entrance and UPRR crossing, a historically challenging site for both Simplot and UPRR due to safety concerns and large vehicle traffic.

Individual's Role on Project: Led project survey control and topographic design survey for Simplot's main crossing of the UPRR's main line.

SH-34, Tin Cup Creek Bridge and Bench Canal Bridge Replacements / Southeast, ID

American Land Title Association/National Society of Professional Surveyors (ALTA/NSPS) Land Title Survey for bridge replacements and railroad right-of-way acquisitions along US-91 from the Utah state line to Preston. Monument preservation surveys for US-30 and US-91 to support project completion.

Individual's Role on Project: Led project survey control, conducted records of survey, and performed topographic design surveys of existing bridges and waterways for hydraulic analysis. Completed an ALTA/NSPS Land Title Survey for ITD District 5 to support the design of new facilities, and managed monument location and preservation both pre- and post-construction.

DALLAS HERBST | SURVEY FIELDWORK

YEARS AT KELLER: 11 | **TOTAL YEARS EXPERIENCE:** 17

QUALIFICATIONS: Dallas has accumulated years of experience as a field surveyor and drone pilot, working with private landowners, municipalities, ITD, various highway districts, and contractors throughout Idaho. He specializes in section breakdowns, subdivision plats, topographic surveys, project research, and construction staking surveys for industrial facilities, highways, structures, utilities, and subdivisions.

Through this experience, he has become skilled with Trimble GPS, Trimble Business Center, total station equipment, AutoCAD, and Microsoft Office programs.

SIMILAR PROJECTS:

Siding Track Survey Control / Rigby, ID

A new one-mile siding track for ITD District 6, allowing the staging of railcars off the main line to keep road intersections clear.

Individual's Role on Project: Established project survey control and construction benchmarks and conducted a topographic design survey spanning over a mile to integrate with the existing main track and accommodate multiple ditch crossings.

JR Simpot Don Plant / Pocatello, ID

Safety upgrades at the Don Plant main entrance and UPRR crossing, a historically challenging site for both Simplot and UPRR due to safety concerns and large vehicle traffic.

Individual's Role on Project: Established project survey control and construction benchmarks and conducted the topographic design survey for Simplot's main crossing of the UPRR main line.

Southern Idaho Bridge Bundle and Leading Idaho Local Bridges / Eastern Idaho

Replacement of over a dozen local bridges in Eastern Idaho.

Individual's Role on Project: Established project survey control along with construction benchmarks and performed topographic design survey of the existing bridges, right-of-way, utilities, and other features.

NICOLE NOVAK | PUBLIC INVOLVEMENT

BFA, FINE ARTS / MA, GEOGRAPHY, UNIVERSITY AT ALBANY

YEARS AT KELLER: 1 | **TOTAL YEARS EXPERIENCE:** 16

QUALIFICATIONS: Nicole specializes in GIS mapping, analysis, and cartography, with expertise in spatial data analysis, visualization, and database management. She excels in managing ArcGIS StoryMaps, online content, and map production to support planning projects by integrating data, facilitating public engagement, and aiding future planning evaluations.

SIMILAR PROJECTS:

Allumbaugh Street Bridge and Roadway / Boise, ID

Bridge replacement over the Ridenbaugh Canal, improving Alumbaugh Street from Franklin Road to Douglas Street, including a three-lane configuration and sidewalk on both sides. Includes a railroad crossing and signalization, which required extensive coordination with UPRR provisions.

Individual's Role on Project: Created public involvement materials, including a vicinity map that clearly illustrated the project's location and surrounding area, providing a visual representation of the project to help understand its context and potential impacts on its surroundings.

Highway Capacity Roadway Study / Bonneville County, ID

This study addresses future traffic needs by exploring new and enhanced corridors. An open house provided a platform for individuals, agencies, and community groups to engage with traffic planners, learn about upcoming transportation requirements, and share comments and ideas on potential solutions.

Individual's Role on Project: Developed comprehensive functional and travel context classification data, resulting in detailed maps that offered valuable insights for transportation planning. These maps provided a granular understanding of road network characteristics and travel patterns, enabling planners to make data-driven decisions for future improvements.

Eastside Drive Bridge / Valley County, ID

Replacement of the existing two-span, single-lane bridge over the North Fork of the Payette River in Ponderosa State Park. The project included bridge design and 2D hydraulic modeling.

Individual's Role on Project: Utilized LiDAR data and imagery to create highly accurate 3D visualizations of the project area. These visualizations produced photorealistic renderings of the proposed bridge design, allowing decision-makers and the public to assess the project's visual impact.

ROCKY BENEDETTI, PE | GEOTECHNICAL LEAD

BS, CIVIL ENGINEERING, IDAHO STATE UNIVERSITY | ID #18627, NV, WA

YEARS AT STRATA: 10 | **TOTAL YEARS EXPERIENCE:** 10

QUALIFICATIONS: Rocky is the Engineering Services Manager in STRATA's Pocatello office. His recent collaborations with the City, UPRR, and ITD Districts 5 position him as a key leader for geotechnical aspects of this project. Rocky has prepared numerous geotechnical engineering reports for bridge projects, offering recommendations for foundation design (shallow and deep), pavement design, retaining walls, slope stability, earthwork, and seismic analyses.

SIMILAR PROJECTS:

US-20, Chetser to Ashton / Fremont County, ID

Construction of two new interchanges, including interstate bridges and new roadway alignments across varied bedrock and alluvial geologic settings.

Individual's Role on Project: Led field investigation and laboratory testing phases and contributed to the design of bridge foundations and asphalt pavement.

I-15 Arimo IC #40 / Arimo, ID

Replaced both northbound and southbound I-15 IC bridges at the Arimo IC. Similar to the proposed overpass project, it required expertise in bridge foundations (both shallow and deep), pavement design, slope stability, and retaining wall design, particularly for MSE walls.

Individual's Role on Project: Lead Geotechnical Engineer during the subsurface investigation and geologic reconnaissance, conducting design reviews for pipe pile foundations and performing slope stability analyses.

Great Western Malting Expansion / Pocatello, ID

This large facility expansion involved designing and constructing large tanks and towers over 100 feet tall. Located directly adjacent to the proposed overpass, the project faced similar subsurface conditions and design challenges. Required extensive subsurface exploration, deep and shallow foundations, retaining walls, slabs-on-grade, and various pavement sections.

Individual's Role on Project: Coordinated and executed all field and laboratory activities. Led the preparation of design recommendations, supervised construction testing and inspection, and was closely involved in earthwork and foundation element installations.

JOHN INGRAM III, PE | GEOTECHNICAL ENGINEER

MS, CIVIL/GEOTECHNICAL ENGINEERING, CORNELL UNIVERSITY | ID #6755, OR, NY, WA

YEARS AT STRATA: 11 | **TOTAL YEARS EXPERIENCE:** 37

QUALIFICATIONS: John is the engineering lead for complex ITD bridge projects. With a 21-year tenure at ITD, including six years as ITD Headquarters State Geotechnical Engineer, John has authored or reviewed hundreds of geotechnical engineering reports across both private and public sectors. John's areas of expertise include geotechnical investigations, retaining wall design, excavation support and instrumentation, earth embankment design, stability assessments, foundation design in challenging soil conditions (including pre-loading and deep foundations), and construction monitoring programs.

SIMILAR PROJECTS:

SH-55, Rainbow Bridge / Valley County, ID

Replaced the iconic concrete arch bridge over the Payette River near Smith's Ferry with a steel arch bridge. The scope included roadway approach pavement design, grading, drainage, cut walls up to 80 feet high, and MSE walls up to 15 feet high.

Individual's Role on Project: Developed the subsurface investigation plans, reviewed various geotechnical engineering reports, and provided ongoing project development support.

SH-75, Bellevue to Broadway Run / Blaine County, ID

Reconstruction and widening of nine and a half miles of SH-75 between Hailey and Bellevue. The scope covered mainline and local road pavement design, grading and drainage, retaining walls, mast arm signal poles (with arms greater than 55 feet), a pedestrian underpass, and a replacement bridge over the Hiawatha Canal.

Individual's Role on Project: Reviewed ITD geotechnical engineering reports for the mainline roadway design, stormwater infiltration facilities, park-and-ride facility, and the Deer Creek Extension Road. Reviewed reports for retaining walls, bridges, and mast arm foundations.

I-90/SH-41 IC / Post Falls, ID

Complete interchange replacement, including multiple bridges, MSE walls, soldier pile and lagging retaining walls, mainline and local road pavement design, and associated grading and drainage.

Individual's Role on Project: Reviewed geotechnical engineering reports, attended project design and development meetings, provided support during project development, and performed contract document and final design reviews.

KARI POINTS, AICP | ENVIRONMENTAL SCIENTIST

MA, ENVIRONMENTAL SCIENCE, ARIZONA STATE UNIVERSITY

YEARS AT AXIOM POINTS: 17 | **TOTAL YEARS EXPERIENCE:** 20

QUALIFICATIONS: Kari will lead the environmental tasks. She has two decades of experience completing biological and environmental studies in Idaho. She specializes in Waters of the United States and wetlands, Section 404 permitting, National Environmental Policy Act compliance, and environmental permitting.

SIMILAR PROJECTS:

Environmental compliance was pivotal in the successful execution of several major infrastructure projects, including the **Dent Road Bridge**, the **Broadway Avenue Bridge Replacement**, and projects such as SH-81 (Old Highway 81), SH-44 from Star Road to SH-16, and SH-75 from Timber Way to Big Wood River. These projects required comprehensive environmental assessments and strict adherence to both state and federal regulations. By expertly navigating these requirements, Kari helped advance project schedules while minimizing environmental impacts, safeguarding local ecosystems, and promoting compliance with regulatory standards.

SECTION C: EXPERIENCE

Bridge Projects

The following project examples are those completed by *our project team members* and are relevant to PDA's request. This experience illustrates our ability to complete similar bridge projects of similar magnitude and difficulty.

I-84, LINDER ROAD OVERPASS | MERIDIAN, ID

Owner: Ada County Highway District | 3775 Adams Street, Garden City, ID 83714
Owner Contact: Brian McCarthy | Project Management Supervisor | (208) 387-6100

Keller's design for the Linder Road project improves traffic flow, reduces congestion, and strengthens the transportation network, making commutes easier. It also incorporates pedestrian and bicycle facilities, promoting active transportation and improved connectivity to local businesses and services.

The Linder Road project involves constructing a new four-lane I-84 overpass and widening Linder Road from two to five lanes between Overland and Franklin Roads. It includes improvements at the Linder/Overland and Linder/Franklin intersections, pedestrian and bicycle facilities, hybrid beacons near Waltman Lane and Ten Mile Creek Pathway, and continuous street lighting. Additionally, it will replace ACHD bridges #1200 and #1537 and relocate gravity irrigation facilities along the route.

At the two public involvement meetings, Keller showcased renderings, used ArcGIS StoryMaps (https://arcg.is/vjeeq) in online presentations, and offered a web-based form for comments. We also organized virtual stakeholder meetings through Microsoft Teams, allowing residents to inquire and provide feedback on the proposed design affecting their properties. We also created a summary poster with graphics, data, and highlights of the most common comments received.

RELEVANCE TO YOUR PROJECT: ■ Large bridge structure ■ Pedestrian facilities ■ Similar design tasks ■ Coordination with multiple agencies and jurisdictions

KELLER STAFF: Donn Carnahan (Project Manager), Nathan Cleaver (Principal/QA/QC), Eric Hulslander (Senior Design Engineer), Barry Whitson (Survey)

CHERRYLANE BRIDGE | NEZ PERCE COUNTY, ID

Owner: Nez Perce County | 1225 Idaho Street, Lewiston, ID 83501
Owner Contact: Doug Zenner | Nez Perce County Commissioner | (208) 790-4132

This $23M Keller project improves access for rural populations between Lewiston and Orofino by eliminating a 20-mile detour, improving emergency response times, shortening school bus routes, and enhancing commercial trucking efficiency.

Cherrylane Bridge between Lewiston and Orofino, Idaho, is a vital transportation link. Without it, users detour over 20 miles to access properties to the north, traversing inefficient alternate routes, seasonally unsafe or impassable, impacting vital services, including emergency response, school buses, and commercial trucking. This project removes barriers to mobility and economic growth, provides access to employment centers, and improves the socio-economic status of the rural populations it serves.

This $23M federally funded BUILD Grant project, led by Keller's Project Manager, Nathan Cleaver, involved extensive coordination with federal and funding stakeholders. Key stakeholders included the United States Coast Guard, National Marine Fisheries Service, United States Fish and Wildlife Service, Environmental Protection Agency, Federal Highway Administration, and B&G Railroad.

Despite significant environmental restrictions due to critical fisheries, Keller successfully completed the design while navigating environmental challenges through effective communication and follow-through. This fast-tracked design was completed in less than 13 months, within budget and permit limits, with the 802-foot steel arch bridge over the Clearwater River standing as a testament to Keller's commitment to excellence and community impact.

RELEVANCE TO YOUR PROJECT: ■ Bridge project ■ Railroad crossing ■ Feasibility study

KELLER STAFF: Nathan Cleaver (Project Manager), Donn Carnahan (QA/QC), Clifton Koon (Roadway Design), Eric Hulslander (Senior Project Engineer), Barry Whitson (Survey)

BRIDGE DESIGN AND REHABILITATION SERVICES | POCATELLO, ID

Owner: City of Pocatello | 911 North 7th Avenue, Pocatello, ID 83201
Owner Contact: Jeff Mansfield | Public Works Director | (208) 234-6212

Keller's Carson, Benton, Lewis, Custer, and Gould Street Bridge projects demonstrate our familiarity in collaborating with the City and United States Army Corps of Engineers (USACE) to minimize environmental impact and promote infrastructure durability. Keller delivered solutions that extended infrastructure lifespan, improved traffic flow, and reduced community disruptions.

This award-winning project replaced the **Carson Street Bridge** over the Portneuf River, which flows in a USACE-engineered concrete channel.

The new prestressed concrete bridge is 40 feet wide and 69 feet long. Keller coordinated with the City and USACE to minimize impacts to the concrete channel and Portneuf River. Other project complexities included predrilling of abutment piles and vibration monitoring during construction to mitigate impacts on adjacent historic structures.

Following an ITD bridge inspection report identifying deficiencies in the **Benton Street Bridge** substructure, including pier caps, girder seats, and columns, the City requested an evaluation. The assessment involved site visits to visually inspect the substructure, analyze deficiencies, prioritize issues, and provide recommendations with cost estimates. Findings and priority solutions were presented in a comprehensive letter report with supporting documentation and cost opinions.

This project involved replacing the **Lewis Street Bridge** over the Portneuf River in Pocatello, which flows through a USACE concrete channel. The new prestressed concrete bridge spans 40 feet in width and 69 feet in length. Keller worked closely with the City and USACE to minimize impacts on the channel and river. Key challenges included predrilling abutment piles and implementing vibration monitoring to protect nearby historic structures during construction.

The **Custer Street Bridge** is a 56-foot, single-span structure originally intended to rehabilitate the deteriorating 1950s-era concrete bridge deck. The project expanded after testing revealed worse-than-expected alkali-silica reaction (ASR) and chloride concentrations. In response to the severe ASR results, the scope grew to include a total deck replacement and repairs to the deteriorating steel beams. Through thorough evaluation and load rating analysis, Keller designed and added shear devices to the steel stringers, enabling the new composite deck reconstruction. These improvements extended the bridge's lifespan, enhanced safety, and supported the local business by providing reliable transportation infrastructure.

With American Recovery and Reinvestment Act stimulus funding, the City seized the opportunity to advance critical rehabilitation projects. Leveraging data from Keller's Pocatello Bridge Bundle Study, which included three **Gould Street bridges,** the City successfully prepared the concept report and environmental evaluation, securing funding for the project.

In under five months, Keller completed the final design and PS&E, utilizing the "short" project development process. Work focused on rehabilitating compression joint seals and performing limited deck repairs on all three bridges. Keller also provided CE&I services, enabling smooth project execution. These efforts improved infrastructure durability and safety and minimized traffic disruption through careful planning of multiple maintenance of traffic strategies, benefiting the community and local economy by maintaining efficient transportation flow.

RELEVANCE TO YOUR PROJECT: ■ Pocatello bridge project ■ Environmental permitting ■ Same project team ■ Coordination with the City

KELLER STAFF: Donn Carnahan (Project Manager), Jim Mullen (Principal), Nathan Cleaver (QA/QC), Brandon Keller (Bridge), Clifton Koon (Roadway Design), Eric Hulslander (Senior Project Engineer), Barry Whitson (Survey)

AWARD: 2024 APWA Public Works Project of the Year Under $3M, Pocatello Carson Street Bridge

Rail Projects

Keller has extensive experience in railroad infrastructure. Our expertise includes coordinating railroad design, permitting, safety analysis, and environmental compliance. Projects like the Orchard Combat Training Center (OCTC) Railroad Addition highlight our ability to permit complex and large-scale rail projects.

OCTC RAILROAD ADDITION | ADA COUNTY, ID

Owner: Idaho Military Division | 4715 South Byrd Street, Bldg 518, Boise, ID 83705
Owner Contact: Chad Melanese | CW4, EN, IDARNG MILCON Manager | (208) 272-3744

Keller's work on this $32M OCTC Railroad Addition project doubled rail capacity, enhancing logistics for the Idaho National Guard and Army Reserve. The project, completed on time and within budget, included 11 unloading spurs, redundant rail access, a multi-span railroad bridge, and 21 acres of concrete pavement, enabling efficient transport of military equipment.

The OCTC is a premier joint military training facility in Ada County, Idaho, approximately 18 miles southeast of Boise. OCTC is a vital asset to the Idaho National Guard and Army Reserve, providing world-class training facilities that equip units to be fully prepared to respond to any mission. The 143,000-acre training center includes vast terrain, world-class ranges, and a four-season climate, which make it an ideal location to prepare Brigade Combat Teams (BCTs) and other units for combat in a challenging and realistic training environment. The facility is regularly used by Army National Guard units in Idaho and units from Nevada, Montana, Oregon, and Washington.

The expansive terrain provides a variety of training environments, including mountains, foothills, deserts, and urban areas. This diversity allows for a wide range of combat scenarios. The center boasts a variety of state-of-the-art ranges, including live-fire ranges for tanks and armored vehicles and aerial assets, maneuver ranges, and mortar ranges. The four-season climate allows training in all conditions, from the cold of winter to the heat of summer, preparing units to operate in any environment.

The logistics of delivering each BCT's military combat vehicles and support equipment to the center is key. Rail transportation plays a critical role in the OCTC's logistics operations. The original rail facility provided limited capabilities. It featured four unloading/loading spurs connected to the UPRR's mainline. The UPRR mainline connection (located approximately 1.8 miles northeast of the site) had one lead track, one siding track, and a railroad bridge over an adjacent floodplain near the OCTC railyard. The original rail facilities could only store a one-unit train (approximately 100 flat railroad cars) on the four unloading/loading rail spurs and one unit train on the siding track. The facility was limited to unloading or loading two trains within 24 hours.

The objective of the $32M project was to double the rail capacity to enable four trains to be unloaded or loaded within 24 hours. In addition, a secondary goal was to provide redundant rail access to the facility. The Project constructed seven additional unloading/loading rail spurs and docks within the railyard (bringing the total to 11), added a second bridge over the floodplain for redundancy, lengthened the existing rail siding, added a second rail siding, and modified the lead track into the facility to allow trains to switch between the two sidings and the 11 spurs. In addition, the project included encapsulating the spurs in heavy-duty concrete to allow equipment and personnel to quickly transverse empty spurs and other concrete equipment pads. This effort totaled 21 acres of heavy-duty concrete pavement, 25 acres of military equipment gravel storage area, security fencing around the entire rail facility, including lead track and spurs, and high-mast lighting along the entire track.

Project execution successfully met all project goals. Design and railroad approval occurred between October 2019 and September 2020. Construction occurred between October 2020 and was completed in June 2022. The project was designed and constructed within the original pre-COVID schedule and budget. The project's completion required careful planning, innovative solutions, rapid execution, and overcoming technical challenges, including the impact of the COVID-19 pandemic on materials, equipment, and logistics.

Keller was the prime design consultant leading the design of the rail and site improvements. The successful completion of the project showcases the team's innovation, technical excellence, and dedication.

RELEVANCE TO YOUR PROJECT: ■ Railroad permitting

KELLER STAFF: Nathan Cleaver (Project Manager), Donn Carnahan (QA/QC), Ismael Medina (Project Engineer), Barry Whitson (Survey)

AWARDS: ■ 2024 Idaho ACEC Engineering Excellence Award, Transportation ■ 2023 Idaho Business Review Top Project Award, Infrastructure/Utility ■ 2022 ASCE Outstanding Civil Engineering Achievement Award, South Idaho Section Project of the Year over $10M

MAGNIDA NITROGEN IDAHO | POWER COUNTY, ID

Owner: Magnida Nitrogen Idaho | 811 Town and Country Boulevard, Houston, TX 77024
Owner Contact: No longer in business

Keller provided infrastructure design for a startup company proposing the construction of a fertilizer plant in American Falls. The design included a new roadway and bridge over the UPRR, creating a direct route for semi-truck traffic and improving safety by diverting public traffic from the plant.

Keller provided 30% design plans for a roadway, UPRR bridge, and canal crossing. The project involved realigning the existing Lake Channel Road to allow public traffic to bypass the plant site, enhancing both safety and access. Additionally, a railroad overpass was designed to cross the UPRR right-of-way and modify the existing Borah Road, providing smooth connectivity. The overpass, designed in accordance with ITD and UPRR bridge design standards, was engineered to accommodate oversized loads anticipated for Magnida's operations.

Utilizing a planning and environmental linkages approach, the project required coordination on right-of-way acquisition, environmental permitting, and redesigning the intersection with the state highway. This approach promoted compliance with both environmental and transportation standards while providing long-term infrastructure benefits.

RELEVANCE TO YOUR PROJECT: ■ Railroad Overpass ■ 30% Design ■ Same design team

KELLER STAFF: Donn Carnahan (QA/QC), Jim Mullen (Principal), Brandon Keller (Bridge), Nathan Cleaver (Roadway), Eric Hulslander (Senior Project Engineer), Barry Whitson (Survey)

SIMPLOT ABERDEEN FACILITY RAILWAY | ABERDEEN, ID

Owner: Simplot World Headquarters | 1099 West Front Street, Boise, ID 83702
Owner Contact: The project manager for this Simplot project has retired

This project improved Simplot's logistics by enhancing rail access, streamlining transportation, and boosting efficiency while also supporting future growth at the facility, promoting economic growth, job creation, and connections to larger markets by improving local infrastructure.

This project entailed the construction of approximately 12,000 feet of new rail track, creating a seamless connection to an existing UPRR line and an adjacent service road. Keller provided a full range of services, including comprehensive surveying, site civil engineering, and structural and rail design, making sure the project met both logistical and operational needs.

In addition to the rail infrastructure, Keller managed the relocation of the Aberdeen Springfield Canal, coordinating all aspects of design and securing the necessary permits. Our planning and execution promoted the successful integration of the new rail loop with minimal disruption to the surrounding environment and infrastructure.

RELEVANCE TO YOUR PROJECT: ■ UPRR Railroad permitting

KELLER STAFF: Brandon Keller (Project Manager), Jim Mullen (Principal), Nathan Cleaver (Design Engineer)

Roadways/Pathways

Our expertise spans both roadway and pathway projects, from straightforward designs to some of the most complex in the state. This includes pathways and pedestrian bridges, such as Boise's Main to American Greenbelt Pathway and Pocatello's Portneuf Greenway, as well as Chubbuck's Hiline Widening project and various roadway improvements throughout Idaho. Projects have involved intricate geometry, tunnels, bridges, floodplain coordination, and acquiring easements and right-of-way.

I-84B, NORTH OVERLAND AVENUE | BURLEY, ID

Owner: Idaho Transportation Department, District 4 | 216 South Date Street, Shoshone, ID 83352-5448
Owner Contact: Nathan Jerke | Project Manager | (208) 886-7809

Keller optimized mobility, improved access to the business district, and reduced congestion, directly supporting the City of Burley's economic development goals. The outcome was a more efficient and accessible transportation corridor, benefiting both residents and businesses alike.

I-84B/SH-27, locally known as North Overland Avenue, runs through a key regional business district in Burley, connecting directly to I-84 and extending south to downtown Burley over the Snake River. The corridor faced several challenges, most notably the dangerously close proximity of driveway approaches—some as little as 12 feet apart—leading to confusion and safety concerns at intersections. Growing traffic volumes and new developments demanded a more robust infrastructure solution.

As the prime consultant, Keller led a thorough evaluation of environmental impacts and coordinated a comprehensive public involvement process to develop and vet alternatives. The final solution addressed business and property access concerns while significantly enhancing mobility and safety along the corridor. A six-lane roadway was constructed with a wide, raised median to restrict unsafe turning and crossing movements while allowing U-turns at controlled intersections. A dedicated access lane further streamlined traffic flow.

RELEVANCE TO YOUR PROJECT: ■ Urban roadway project ■ Environmental permitting ■ Public involvement ■ Same design team

KELLER STAFF: Eric Hulslander (Project Manager), Donn Carnahan (QA/QC), Nathan Cleaver (Project Engineer), Barry Whitson (Survey)

AWARD: Idaho ACEC Engineering Excellence Award, Transportation

LIBERTY STREET | BOISE, ID

Owner: Ada County Highway District | 3775 Adams Street, Garden City, ID 83714
Owner Contact: Stihles Clark | Project Manager | (208) 387-6253

Keller led the design of a local collector, incorporating a multiuse pathway and traffic calming features that provide residents with safer, more convenient access to area parks and schools. Through extensive public involvement and outreach, the project evolved from a simple sidepath to a full roadway reconstruction and reconfiguration.

This project replaces the existing bridge over the Ridenbaugh Canal along Liberty Street in Boise, improves the railroad crossing to meet UPRR standards, enhances the pedestrian crossing at Franklin Road, and adds a multiuse pathway along the length of Liberty Street. The roadway will be widened to include one lane in each direction, parking spaces, a sidewalk on the west side, and a 10-foot-wide buffered multiuse pathway extending from Franklin Road to Denton Street.

Public involvement included developing renderings and other graphics and soliciting feedback through a mailer linked to project questions. The feedback received was addressed and integrated into the project so the design meets the needs of all users.

RELEVANCE TO YOUR PROJECT: ■ Roadway, bridge, railroad, and pathway project ■ Public involvement

KELLER STAFF: Ismael Medina (Project Manager), Nathan Cleaver (Principal/QA/QC), Barry Whitson (Survey)

PORTNEUF GREENWAY | POCATELLO, ID

Owner: City of Pocatello | 911 North 7th Avenue, Pocatello, ID 83201
Owner Contact: Merril Quayle | Public Works Engineer | (208) 234-6228

This project overcame challenging geometrics, poor soil conditions, budget constraints, and coordination with multiple stakeholders. The final design enhances infrastructure and encourages active lifestyles, contributing to improved health for residents while providing lasting benefits for the community for years to come.

Keller worked closely with ITD District 5, the City, and the Portneuf Greenway Foundation to design the Marshall-Racine Path, a 4,000-foot multiuse path parallel to I-15. This project marks an important step toward creating a continuous bicycle-friendly route throughout Pocatello and Chubbuck. The new path traverses a hillside and crosses several steep drainages, utilizing multiple rights-of-way, including state, city, and private land—a true example of partnership! The path features an aesthetically designed retaining wall system, maintains a grade of less than 5%, and complies with ADA requirements.

Keller recently completed the design for the next pathway phase, extending from Monte Vista Drive to Pocatello Creek Road. This phase includes multiple retaining walls and switchbacks to meet ADA requirements and avoid wetlands along Pocatello Creek.

RELEVANCE TO YOUR PROJECT: ■ Extensive coordination with the City ■ Environmental permitting ■ Pathway design

KELLER STAFF: Nathan Cleaver (Principal/QA/QC), Jake Poulsen (Project Engineer), Eric Hulslander (Senior Project Engineer), Daniel Harelson (Pathway), Barry Whitson (Survey)

SECTION D: PROJECT APPROACH

We recognize that this RFQ focuses on concept design (30%) and estimating and refers to the complete design and bidding process. Our response covers the entire project scope, from concept design to bidding.

Project Understanding

Keller has a thorough understanding of the challenges and solutions for your project. The proposed railroad overpass and access roadway will establish a critical connection from US-30 to a key economic area of Pocatello, which the Portneuf River currently constrains to the southwest and the UPRR to the northeast. Existing access to this area is indirect and includes a railroad overpass with inadequate vertical clearance.

The project scope includes designing approximately 1.4 miles of roadway and a single-span bridge over the UPRR mainline tracks and right-of-way. Following UPRR's project development procedures for design submittals and review milestones is essential for obtaining their approval. Design submittals and milestone steps are outlined below. The steps allow for the necessary reviews to be completed without becoming overly burdensome.

Success will depend on early and ongoing coordination with UPRR, ITD, utility companies, local businesses, and relevant agencies. Our approach brings the professional expertise needed to manage the project while aligning the various interests and stakeholders. The following sections outline key aspects, challenges, and solutions for the railroad overpass and access roadway. Figure 1, Issues Map, is provided to the right.

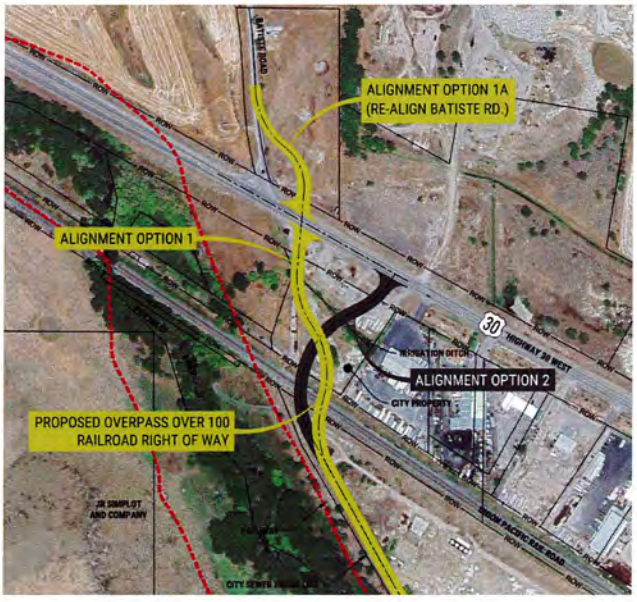


FIGURE 1, ISSUES MAP | ITD WILL BE AN IMPORTANT PARTNER IN DECIDING WHERE THE NEW ROADWAY CONNECTS TO US-30.

Design Process and Railroad Coordination

All projects face challenges and constraints during development. While UPRR is often seen as difficult to work with, our experience has shown that the process runs smoothly when the right contacts are identified, allowing work to progress in the proper order and at the right time. We recently coordinated successfully on several railroad projects and established the key relationships needed to streamline the process.

UPRR provides clear and concise guidelines for projects like yours, specifically outlined in the joint UPRR and BNSF *Guidelines for Railroad Grade Separation Projects* publication. Following these guidelines will help expedite UPRR's review and approval of project design and construction submissions. The UPRR process typically consists of three main design phases: Concept, 30% Submittal, and 100% Final Design.

UPRR's approval is required for construction documents (100% Final Design) and execution of a Construction and Maintenance (C&M) Agreement and Railroad Right of Entry Agreement. The C&M Agreement outlines the funding source, cost estimate, insurance and indemnification requirements, method of payment, and responsibilities for design, construction ownership, maintenance, and future replacement.

Our approach with the UPRR is to minimize the impact of the new bridge on their right-of-way. The overpass abutments will be located outside UPRR property, simplifying the project. UPRR will only be impacted when the bridge girders are set, and we believe this can be done during slack periods in rail traffic or with minimal interruptions.

Scheduling with UPRR is critical to avoid conflicts with 'hot shot' trains, such as mail and produce trains. Our team is experienced with the railroad's design requirements, including plans, calculations, horizontal and vertical clearances, roadway barrier rail and fencing, lighting, drainage, and erosion control (detailed information in Section C). The following table outlines our preliminary work tasks for the project.

TASK	TASK GOALS
Initiate Project	
• Kickoff meeting and project startup • Conduct drone, topographic, and utility surveys	• Introduction of project • Establish communication and points of contact • Set project framework • Establish lines of communication with PDA, City, and UPRR • Create a survey base map • Obtain utility information
Concept Work	
• Roadway alternatives • Bridge, type, size, and location report • Traffic study • Construction methods • Concept cost estimate	• Select roadway width • Select bridge type • Receive UPRR feedback • Establish permitting parameters • Determine if a traffic impact study is required • Establish concept-level cost estimate
30% Design	
• Roadway line and grade • Bridge situation and layout • Construction methods • Address concept review comments • Drainage report • Specifications • Materials report	• Set roadway horizontal alignment and profile grade • Receive railroad feedback on overpass structure and construction methods • Develop a 30% level cost estimate • Address comments on reports • Obtain approval for bridge situation and layout
100% Design	
• Roadway and bridge plans • Specifications • Drainage and materials reports • Cost estimate • Construction schedule • Construction methods	• Complete bidding documents • Prepare design package for UPRR C&M Agreement negotiations

Alignment

Access to US-30 is a key aspect of this project. The minimal distance between Batiste and the new roadway may pose a concern with ITD. One option is to realign Batiste with the new roadway, as shown in Option 1a, Figure 1, Issues Map above. Alternatively, a different horizontal alignment could connect the new roadway to US-30 farther east. In this scenario, Batiste and the new roadway must be sufficiently separated to comply with ITD's access policy.

On the north side of the bridge, the horizontal distance between the railroad and US-30 is minimal, which could result in steep grades between the railroad bridge and US-30. To mitigate this issue, the length of the roadway between the railroad bridge and US-30 should be maximized. The image below presents two possible alignments extending the roadway and reducing the grade. Evaluating the roadway alternatives by optimizing the horizontal, vertical, and cross-sectional components will reduce costs and improve the design. Given the steepness associated with crossing the railroad tracks, using concrete pavement with special tining or grooving would enhance traction.

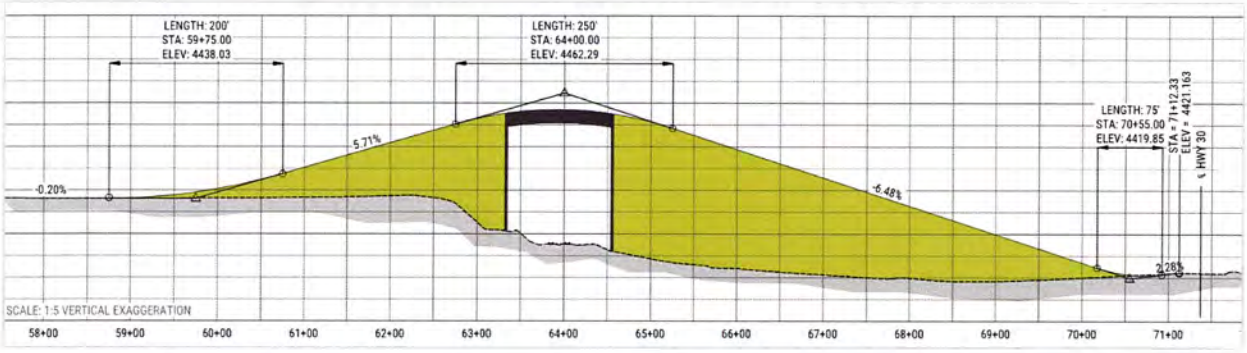


FIGURE 2, BRIDGE PROFILE | LENGTHENING THE DISTANCE BETWEEN THE BRIDGE AND US-30 WILL BE IMPORTANT TO REDUCE THE STEEP ROADWAY GRADE.

On the south side of the bridge, our preliminary survey indicates that the current gravel roadway elevation varies between 20 and 27 feet above the railroad, which will reduce the distance needed to traverse over the railroad bridge. The roadway corridor to the south is constrained by steep fill slopes to the southwest and by the former HOKU site to the northeast, including a water line loop and fire hydrants. Determining the roadway profile grade will require balancing the proposed roadway width, the existing site grade, and the impact on the steep fill slopes.

Bridge Design

The current railroad right-of-way is 100 feet wide at the proposed bridge location. The rail mainline consists of two tracks, with plans for a future third track and maintenance roadways on both sides. The bridge design process will follow standard UPRR procedures as outlined above. Key special procedure items include:

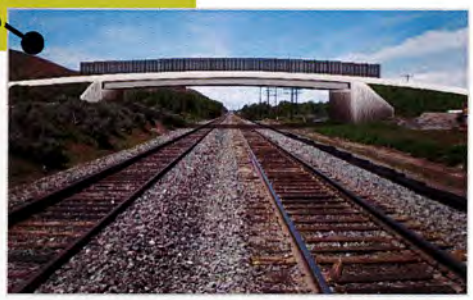
- **Concept Level**: Contact UPRR early in the project development to determine their expectations and criteria for the crossing structure.
- **30% Complete**: As the roadway alignment is developed, a Type, Size, and Location Study will be conducted for the proposed bridge. This study will evaluate alternatives for the structure and assess the bridge lengths and sizes necessary to accommodate the span based on the alignment options.

The study will also assess the need to fill slopes or retaining walls for the structure. Cost estimates for each alternative will be developed, and a recommendation will be made based on cost, constructability, and stakeholder input.

- **100% Complete**: This phase culminates in detailed assessments of design guidelines, plan reviews, utility locations, materials, drainage, special provisions, cost estimates, construction methods, and timelines, all of which must be addressed before project completion.

Supporting Project Delivery

We frequently utilize graphics to present clear and impactful alternatives. Renderings are especially effective when preparing grant applications and seeking funding. To support this process, we can provide similar graphics to the PDA, if desired, by developing renderings that showcase different concepts.



Geotechnical

Based on our experience near the proposed project location and a review of available geologic and geotechnical data, including information from the Idaho Department of Water Resources and publicly available geologic maps, we anticipate the subsurface conditions at the site will consist of near-surface alluvial gravels. Due to the proximity to the Portneuf River, some surficial silt or clay may be present; however, gravel is expected within the upper 5–10 feet of the subsurface profile. The gravels are likely part of the Michaud deposit and may contain boulders up to 3 or 4 feet in diameter. These large boulders could pose challenges for driving steel piles, so drilled shaft foundations may be a more suitable alternative.

Utilities

Utilities are always a critical component of any project. This project involves the City's 42-inch concrete sewer line, water lines, fire hydrants, a diesel fuel line, UPRR communication lines, and other telecommunication facilities within the UPRR right-of-way that parallel the tracks. Coordination with each affected utility company will be essential for completing this project.

Drainage

Stormwater must be captured and diverted away from slopes, abutments, and retaining walls and treated according to the City's stormwater regulations. This should be easily achieved north of the bridge; however, south of the bridge may pose more challenges due to the proximity of the Portneuf River.

SECTION E: SCHEDULE

Schedules are important to Keller because they reflect our commitment to our clients. Projects succeed when tasks are effectively planned and executed. Understanding the project process is essential, and our familiarity with the required steps promotes a smoother, less stressful, and more efficient experience for everyone.

Current Workload

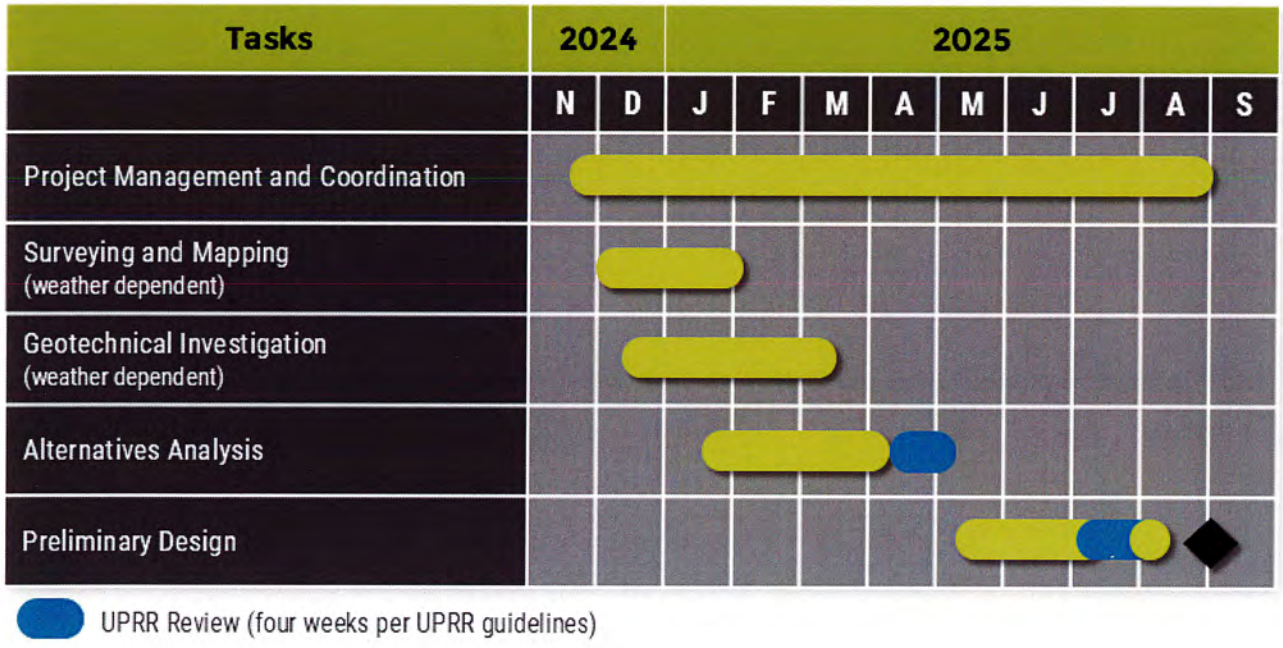
We are available! Our team and project manager are just finishing the I-84 Linder Overpass project, making this an ideal time to take on your project.

Proposed Schedule and Anticipated Effort

We have assessed the project work effort required to complete the scope outlined in the RFQ for the railroad bridge and the 7,200 feet of roadway. We assume that the level of effort will be similar to that of a project developed by ITD. Our estimated effort does not include direct expenses such as drilling, laboratory testing, title reports, equipment charges, etc. Final hours will be determined based on the final negotiated scope of work.

Work Task / Anticipated Man-Day Effort

Project Management and Coordination	10-15 Man-Days
Surveying and Mapping	15-20 Man Days
Geotechnical Investigation	35-55 Man-Days
Alternatives Analysis	30-40 Man-Days
Preliminary Design	20-30 Man-Days
Anticipated Effort =	110-160 Man-Days



APPENDIX A

LETTERS OF RECOMMENDATION

IDAHO NATIONAL GUARD
CONSTRUCTION FACILITIES MANAGEMENT OFFICE
4715 South Byrd Street, Bldg 518
Boise, Idaho 83705-8095

NGID-FMO-Z

23 October 2023

To American Council of Engineering Companies (ACEC),

I manage the Military Construction (MILCON) projects for the State of Idaho Military Division. In this capacity we have planned and executed over $250M of construction projects building up our training center over the last few years. We have executed these projects utilizing many engineering firms and contractors from the region and nationally.

Keller Associates has worked on several of our projects ranging from large scale utility infrastructure, transportation, and other miscellaneous civil design work. Keller Associates have always gone above and beyond in their efforts to coordinate and deconflict with other agencies and stakeholders. Keller's preparation and ability to produce exhibits to convey information in a way that is easy to interpret and ensure that all involved understand what is conveyed has been paramount on many occasions to ensure project success. One of the projects that Keller excelled on, which was critical to the Idaho Army National Guard (IDARNG) was the railhead project at Orchard.

Keller Associates performed as the Project Engineer on PN 160024 Railroad Tracks at Camp Orchard, Orchard Idaho. The rail project at Orchard is the largest rail facility in the Army National Guard and one of the largest rail facilities in the Army. The quality in the design and precision in construction documents were evident throughout the project with the only modifications due to Union Pacific changes to their specifications after the design was accepted. The project completed under budget and on time. Keller was always involved, communicated consistently, conducted inspections, provided solutions, and maintained quality project documentation. The project was critical due to the Army's requirement of training armor units and the movement of said equipment for mobilization. In addition to all the regular project requirements, Keller ensured that the existing rail was available and functional throughout the project as the ARNG had four troop movements that required the facility during construction. Keller worked tirelessly to ensure that inspections were completed and liaised between Union Pacific and IDARNG to ensure movement could be conducted. Keller Associates should be extremely proud of their work on this project. I cannot think of any other way to describe their performance than excellent. The IDARNG and I are very grateful for the hard-working professionals at Keller Associates for their dedication to our project.

Please feel free to reach out to me for any questions at 208-272-3744, or by email at chad.a.melanses.mil@army.mil.

CHAD A. MELANESE
CW4, EN, IDARNG
MILCON Manager

Idaho State University

December 12, 2022

American Council of Engineering Companies
1400 L Street, N.W., Suite 400
Washington, D.C. 20005-3592

Dear American Council of Engineering Companies,

I would like to recommend the Davis Field Project at Idaho State University for the Engineering Excellence Award. Davis Field is home to our Soccer and Track teams, the field was originally built as a football stadium in 1937. The field was referred to as the Spud Bowl and it was in dire need of renovation. The Spud Bowl was built using dirt fill on three sides of the stadium, it was hauled in using teams of horses and mules in the late '30s. Once the dirt was in place on all three sides construction workers began digging and preparing the faces for concrete stairs and bleachers. These bleachers remained in use until they were condemned as unsafe in 2007. The track and field no longer met NCAA requirements and could not be used for competition.

This letter is to commend the effort by the engineers at Keller Associates. The field had many complications from an engineering standpoint. On the east side (Red Hill) there is a historic retaining wall that was failing due to a horizontal crack in the center section of the wall. The field itself was built for flood irrigation with an 18" difference in grade from East to West. It was also too small to meet NCAA certifications, the soccer field out-of-bounds line was the inside track lane. There was no drainage point on the entire field and ponding was a problem. The field was locked in on three sides, Humboldt Avenue on the North, Red Hill to the East, and City Cemetery and University fueling station to the South. The new field needed to be lengthened and widened in order to meet NCAA standards.

Keller Associates was exceptional in performance and dedicated extra time to consider project options. The first proposal was to at the request of ISU and meet the minimum requirements (based on budget) to update the field. This would leave the field 18" out of level and preserve the retaining wall on the east side. No upgrades to the west bleachers or press box were in the budget for this approach. Keller Associates, under direction from ISU, found ways to preserve the retaining wall and consulted with Cameron McCarthy for NCAA specifications and requirements all while meeting the original budget. Keller developed an alternative proposal that lengthened and widened the field and track to meet all standards of the NCAA, instead of the minimum requirements. Moving the field to the west another 40' would allow for fill to be placed against the lower portion of the retaining wall. This eliminated extra shoring and recovered $900,000 in retaining wall costs. Keller presented new estimates for the project and how we could have a completely new stadium that met all of NCAA requirements, preserve the original retaining wall, and extend the size of the track and soccer fields.

Once the University could see the possibility of a completely new stadium they decided to kick in extra money for press boxes, scoreboard, lighting, and landscape upgrades. Keller stepped up to the plate and hit a home run with the new design and cost estimates. The new State-of-the-Art facility is a masterpiece and sets a new standard for other Universities.

The project not only came in under budget but we were able to extend scope with additional funds remaining. In my 30 years of construction experience, I can honestly say that this is one of the best design teams I have been a part of. Team collaboration from Keller Associates, Cameron McCarthy and McAlvain Construction was exceptional. Everyone's thoughts and opinions mattered and were taken seriously by all members of the design team. End-users were thrilled that people were finally listening to their needs and finding ways to make things possible. All of the members respected each other's requests and it helped to make the project a success. One request was to find a way to make the Spud Bowl "feel" stay in place while basically removing and replacing the entire field and bleacher systems. If you walk onto the field today you can still see and feel the original bowl and stadium.

The east side has terraced bleachers and sloped hillside to match Red Hill while preserving the top half of the historic retaining wall. The south end was sloped up to the fueling station driveway with a grass area for seating and placement of the scoreboard. The west side bleachers and dirt berm were removed while being replaced with new bleachers and a decorative screening wall that wrapped the south end. This allowed for more player laydown areas and spectator gathering areas at each end. The 8' tall screening (decorative concrete) walls helped to secure the facility and maintain the original "Bowl" feeling the community was looking for. The north end was completely landscaped and created a new area for vendors and athletic trainers to set up. The design team addressed all of the potential needs of the field and met everyone's requests with limited area and funds to deal with. New drainage practices can have the track ready for performance in just a few minutes following a storm and there is now ADA access to all areas of the stadium.

ISU Alumni and ISU have commended the field and the success of the project on multiple occasions. Since 1937 Davis Field has had a great historic value to the community and it now has the ability to continue its historic presence for another 80 years. This is an outstanding project and we are hosting conference championships and tournaments each year.

Sincerely, Cole Elquist
Sr. Project Manager / Idaho State University

CITY OF SILVERTON PUBLIC WORKS

306 S. Water Street | Silverton, Oregon 97381

November 5, 2021

ACEC Oregon

RE: ACEC Oregon Engineering Excellence Awards – Owner Letter for McClaine Street Improvements

Dear ACEC Representative:

In 2019 the City of Silverton selected Keller Associates through a RFP process to complete the surveying and engineering design for the McClaine Street Improvements Project. This was a complete road and utility reconstruction of a major thoroughfare through the City of Silverton.

Keller completed surveying, design engineering, and as-built drawing services for the project. Keller also assisted City staff with construction management.

The project was done within a well developed urban corridor and Keller was directed to complete the design without the need for additional ROW. Keller was also tasked with designing a stormwater system that included roadside stormwater planters, the first for the City of Silverton. The design also had to incorporate a new streetlight system and accommodate private utilities that included gas, power, and two communication utilities.

Keller's construction cost estimate was $3,036,006.74. K&E Excavating of Salem, OR was the general contractor and the final construction cost was $2,707,940.34, which was only 0.5% more than the original bid cost of $2,695,769.00. Keller also worked with the City to keep construction engineering fees below what was originally anticipated at the start of the project by $20,000.

Thanks to the quality collaboration between the City, Keller, and K&E, the project was successfully delivered despite trying circumstances. These included supply chain disruptions due to the pandemic, unanticipatedly high concentrations of bedrock, an unprecedented ice storm, and the outbreak of a wildfire and subsequent evacuation order. Through all of this, the team remained committed to the common goal of helping to improve the Silverton community.

The result is a substantial, well done road and utility improvement project that came in under budget for the City of Silverton.

Sincerely,

Bart Stepp

Bart Stepp, PE
Silverton City Engineer

8/19/2019

Keller Associates, Inc.
131 SW 5th Avenue
Meridian, Idaho 83642

To Whom It May Concern,

I am a Project Manager for ACHD in Garden City ID. I oversee the design of roadway and earthwork projects. Each year, I manage more than $10M of design and construction. As such, I work with multiple engineering firms.

I have had the opportunity to work with Keller Associates over the past 9 years. They have completed multiple projects for me and The State of Idaho Military Division. The designs I have reviewed and taken part in have been a pleasure to work with Keller Associates. All the designs have been thorough, easy to read and accurate. The design quality, professionalism and persons I have worked with at Keller Associates have been fantastic. Working with initial design concepts through bid ready plans, Keller has made the process easy, I feel Keller will execute all required items in a timely fashion and within the desired budget.

Keller Associates full staff are the upmost professional engineers I have worked with, I would rate them with high standards with the best of all candidates. They are easy to communicate and work with. Because of their quality work, commitment to schedule, and the ease to do business with them, I recommend Keller Associates as your design engineer.

If there are any questions regarding my work history with Keller Associates or this reference, please call me at 208-999-0024 or email me at jtugby@achdidaho.org

Sincerely,

Jason Tugby
Project Manager

Telephone (208) 359-6200
Fax (208) 356-8396

P.O. Box 389 / 134 E Main
Rexburg, ID 83440

December 13, 2017

Dear Committee Members,

Madison County recommends the 5000 South, Thornton Interchange to Archer Lyman Highway project and Keller Associates for the 2018 Engineering Excellence Award. The collaborative efforts of Madison County, the Idaho Transportation Department (ITD), and the Local Highway Technical Assistance Council (LHTAC), and Keller Associates brought to fruition an important new regional roadway with local connectivity.

This roadway connection was needed due to the completion of the Thornton Interchange that ended a 16-year project to build a series of interchanges to improve safety and movement on the U.S. 20 corridor between Idaho Falls and Sugar City. The Thornton Interchange was the seventh interchange constructed along the route. The Thornton Interchange replaces several ground level intersections that have been closed. Because of the ground level closures, traffic was funneled to the Thornton Interchange and the surrounding local county roadways. One such roadway was 4700 South that serves local residential neighborhoods with children. This older, narrow roadway was unfit to accommodate increased traffic and safety of local neighborhood children was a concern. The solution was to shift traffic off 4700 to 5000 South. 5000 South is a new regional roadway connecting the Thornton Interchange to the Archer Lyman Highway.

Keller Associates worked hand-in-hand with Madison County to develop solutions that addressed each challenge, kept the project on track and completed the design ahead of the programmed construction year. The result is a beautiful new roadway that benefits the region and local community alike. Keller Associates was an excellent teaming partner for Madison County.

We certainly recommend them for the ACEC Award. If you have any questions, please contact us at 208.359.6200.

Sincerely,
Madison County Commissioners

Jon Weber, Chairman

Kimber Ricks

Todd Smith

BOISE
CITY OF TREES

BOISE
1863 150 2013
SESQUICENTENNIAL

Neal S. Oldemeyer, P.E.
Director

Lander Street Wastewater Treatment Plant
750 Lander Street
Boise, Idaho 83703-5122

Phone
208/384-4262

Fax
208/384-4006

TDD/TTY
800/377-3529

Web
www.cityofboise.org

Public Works

October 7, 2016

Mr. Rod Linja, P.E.
Keller Associates
131 SW 5th Avenue, Suite A
Meridian, ID 83642

Re: Donn Carnahan, P.E.
Americana to Main Street Greenbelt
PWE 718

Dear Mr. Linja:

Keller Associates was selected by Boise City to prepare plans and specifications and project coordination for construction of a three quarter mile section of greenbelt pathway along the Boise River. Donn Carnahan was the lead project engineer in accomplishment of these tasks.

This was a difficult project with a multitude of scheduling and design challenges including acquisition of a grant to fund the project, easement acquisition from private property owners, construction of two greenbelt tunnels beneath major arterials, and a bridge crossing over the Settlers Canal. Throughout this project, I worked closely with Mr. Carnahan in working through all of the design and scheduling issues and other problems that came up as we worked through project issues. Based upon this experience, it is my opinion that Donn exhibited exceptional skills in completing the project. These skills included adroit communication, problem resolution, management of diverse staff to complete specific work items, and exhibiting a consummate professional demeanor in difficult conditions. It was a pleasure to work with Donn on this project.

Sincerely,

James E. Wyllie, P.E.
Civil Engineer
Boise City Public Works Department

sf: PWE 718 2.6

IDAHO TRANSPORTATION DEPARTMENT
216 S. Date Street
Shoshone, ID 83352

(208) 886-7800
itd.idaho.gov

December 16, 2011

To: ACEC of Idaho

Dear Committee Members:

The Idaho Transportation Department (ITD) is recommending Keller Associates for the 2012 Engineering Excellence Award in the Transportation category for their services on the I-84B, North Overland project in Burley, Idaho. ITD District 4 worked collaboratively with the City of Burley and Keller Associates throughout the project development process.

This project certainly had a set of challenges to address. North Overland Avenue is designated as SH 27 and serves as an urban corridor through a business district, which is very important to the Mini-Cassia region and travelers on Interstate 84. The existing system had adjacent frontage roads that were simply too close to North Overland for proper operations. With increasing traffic volumes and delays, it was essential that safety and mobility be preserved and enhanced. Meanwhile, any changes to the existing configuration were of keen interest to adjacent property owners and businesses.

Keller Associates worked diligently and effectively with business owners, stakeholders, and users to define the problem, seek alternative solutions, and develop a resolution that met overall project goals. A creative solution that met access management goals and reduced potential conflicts incorporated a widened raised median, preventing certain vehicle movements. However, the median provided opportunity and space for simple U-turn maneuvers at controlled intersections. This combination of techniques is very effective along this corridor. Further, improvements were all made within the existing right-of-way.

In the end, the City of Burley has a new gateway into the community, ITD is very satisfied with the operations and improved safety, and businesses and users have complimented the unique end product. Overall, Keller Associates performed admirably providing resourceful engineering design solutions – many built into the system that most motorists don't even notice. We certainly recommend Keller Associates for this ACEC Award.

Respectfully submitted,
Idaho Transportation Department, District 4

Devin O. Rigby, P.E.
District Engineer

IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

(208) 772-1200
itd.idaho.gov

December 6, 2010

To: **ACEC of Idaho**

I am recommending Keller Associates for the 2011 Engineering Excellence Award for the Transportation Category for their work on the US 95 Jct. SH 53 to Ohio Match Rd project. This project was created from the original US 95, Wyoming Ave to Ohio Match Rd project. A five-mile section of two-lane highway created a bottleneck north of Hayden, Idaho on this 20,000 ADT roadway. The Idaho Transportation Department (ITD) wanted to close the gap between the existing four-lane divided section near Wyoming Ave and the four-lane undivided section to the north. Funding for the north half became available through the GARVEE program as part of the Garwood to Sagle Corridor.

Keller Associates responded with a new agreement with the Connecting Idaho Partners (CIP), the stewards of the GARVEE corridor projects, to become the first design consultant to complete a final design on this corridor under this new program. Expectations were high and time was short as all eyes focused on this project as an indication of the success of the program. There were many challenges for Keller, from special drainage retention facilities to complex traffic control and staging plans. Two existing traffic signals were replaced with large "Z" structures and the signal at Garwood Road required special traffic control and timing coordination with the Union Pacific Railroad. Keller effectively coordinated the design with CIP with oversight and input from ITD District 1 and ITD Headquarters.

Keller Associates delivered a complete design package including plans, specifications, sediment and erosion control narrative, contract time determination, and cost estimate that provided a cost-effective solution and met the purpose and need of the project. Keller Associates also provided construction services for this $12 million project during the two-season construction schedule aiding the Resident Engineer with submittal reviews and other requests from the contractor.

Respectfully,

Idaho Transportation Department, District 1

Damon Allen, PE
District Engineer

A partnership between:

University of Idaho

December 3, 2010

To: **ACEC of Idaho**

We, the State of Idaho Division of Public Works, University of Idaho, City of Moscow, and the Idaho Transportation Department, recommend Keller Associates for the 2011 Engineering Excellence Award for Category J, Small Projects, for their work on the University of Idaho Stadium Drive Extension project. The scope and character of the Stadium Drive Extension project was very complex, layered with a variety of challenges and issues. Funding for the project was extremely tight; funding sources included the State of Idaho Permanent Building Fund, Idaho Transportation Department, City of Moscow, and the University of Idaho and each of us brought differing requirements and conditions for expenditure to the table. In addition to various requirements, the project had to coordinate with the planned improvements to Paradise Creek, a project administered by the U.S. Army Corps of Engineers. Keller Associates was required to bring together a cohesive and responsive design solution that was satisfactory to the funding partners.

Keller Associates met all of the challenges associated with the complexity of the project head-on. The Keller team provided creative solutions that allowed the project goals and objectives to be met within the resources available. Keller responded to the concerns voiced by all parties and created a solution that fits in well with the campus neighborhood and reinforces the identity of the University. We have received many compliments on the final design solution and end product from a wide variety of campus and community stakeholders. Perhaps most importantly, the project was completed with available resources and met the identified schedule objectives. In summary, we found Keller Associates to be highly competent technically, collaborative, innovative, and responsive. We strongly recommend Keller Associates for this ACEC award.

Respectfully,

State of Idaho, Department of Administration
Division of Public Works

Elaine Hill, Architect
Project Manager

Idaho Transportation Department
District 2

Jim Carpenter, PE
District Engineer

University of Idaho

Raymond Pankopf, NCARB
Director, Architectural & Engineering Services

City of Moscow

Les MacDonald, PE
Public Works Director

APPENDIX B

BROCHURE

OUR EXPERTISE

Keller Associates, Inc. is a multidisciplinary civil engineering firm with roots across the Western United States. Our team is diverse, with backgrounds and expertise that span a variety of disciplines, including water resources, transportation, civil and site design, structural, electrical and controls, and surveying.

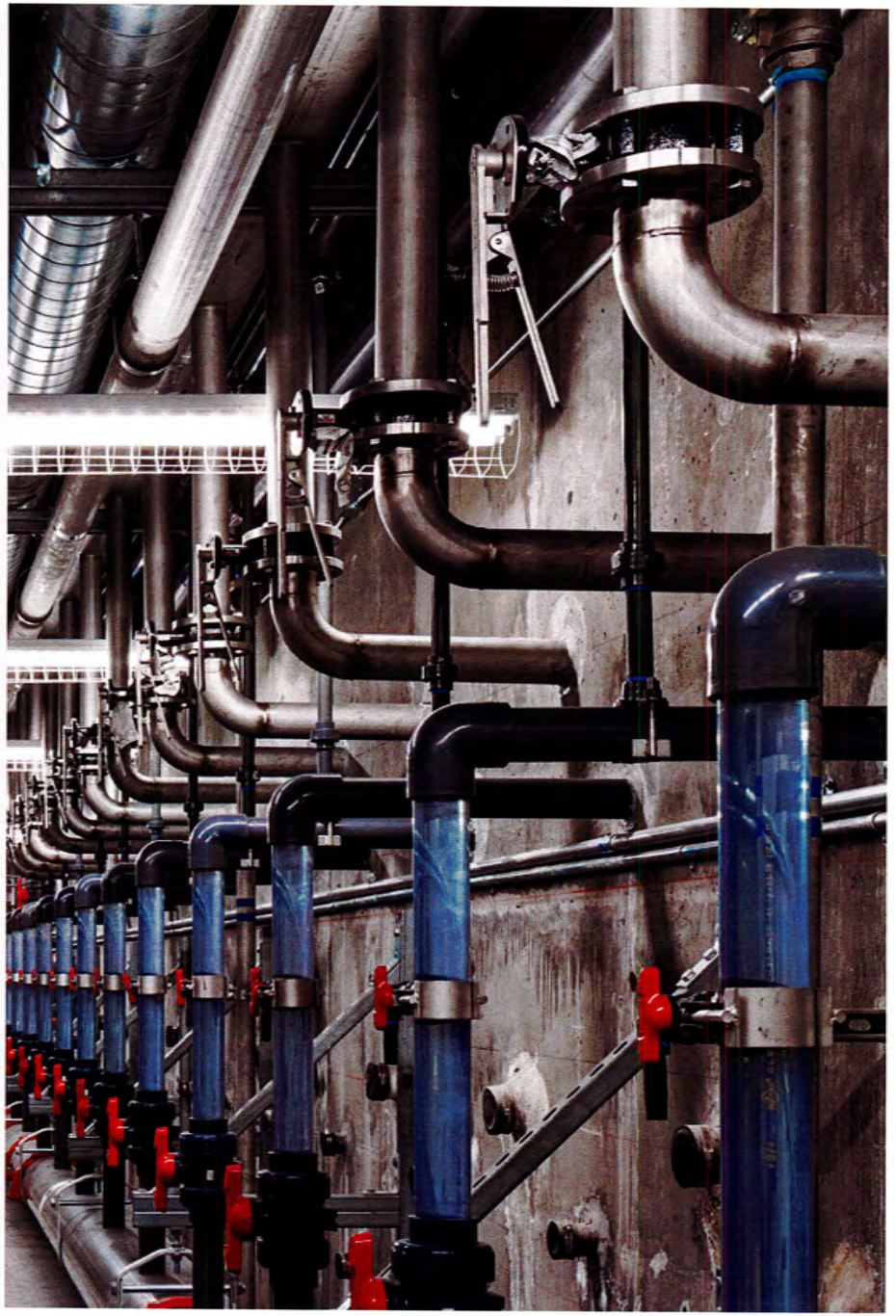
From intricate roadway design to robust wastewater treatment plants, our engineers and support staff have been partnering with clients large and small since 1993. This gives us the technical knowledge of a large, national firm, with the personalized service and low overhead of a small, local firm.

No matter the project, no matter the client, the specific needs of every community we serve are at the heart of our work. Our goal is simple: Growing people, growing communities, and growing possibilities.

WATER RESOURCES

Our technically experienced water and wastewater professionals at Keller Associates provide sustainable water solutions that are sensitive to budgets, timelines, and local environments.

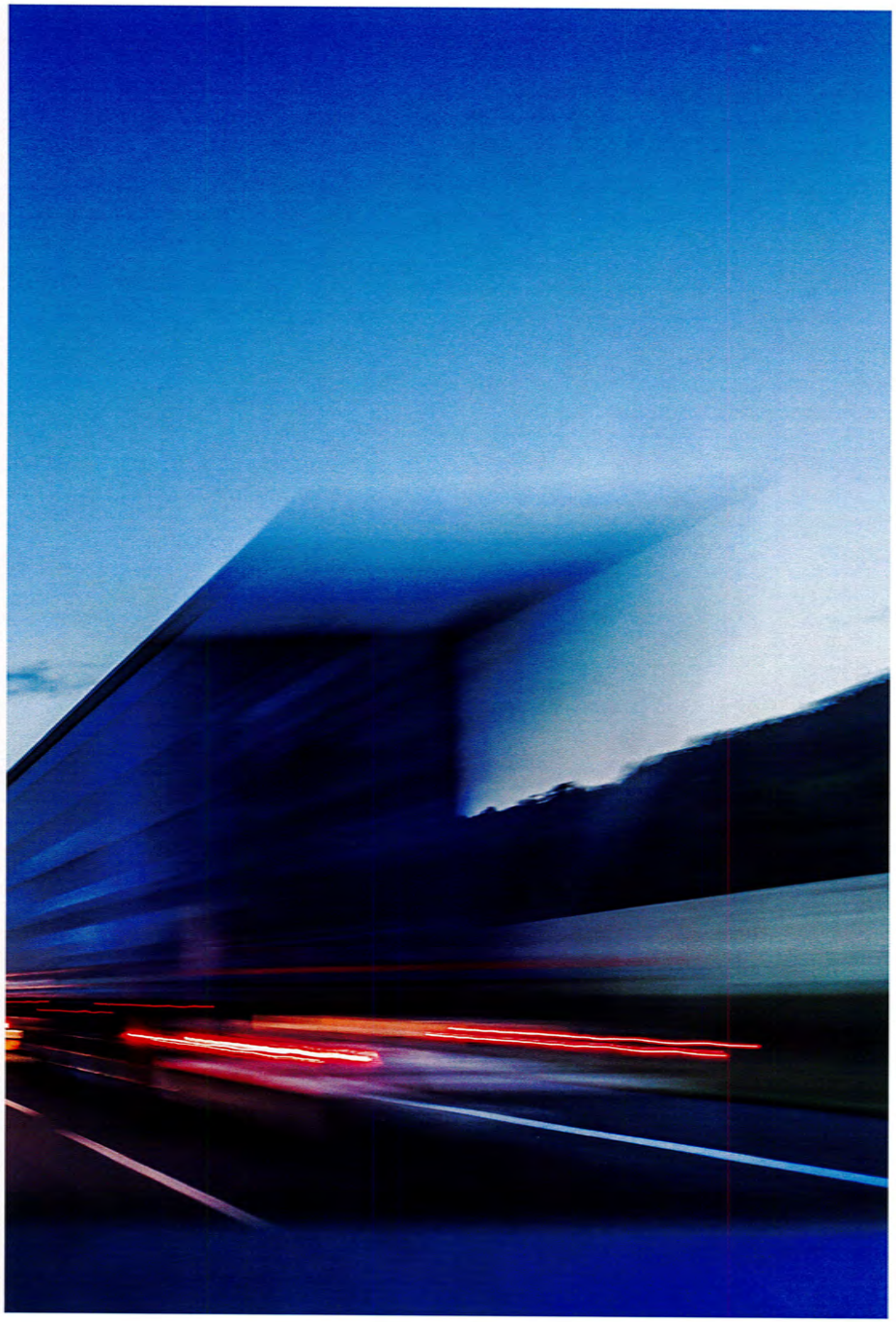
- Water and Wastewater Treatment Plants
- Collection Systems, Lift Stations, and Pipelines
- Biosolid Management Plans
- Trenchless Technologies
- Permitting
- Seepage Testing, Flow Monitoring, Smoke Testing, and Infiltration and Inflow Studies
- Water Booster Stations and Storage Tanks
- Computer Modeling and Master Plans
- Water Supply, Wells, Surface Water Intakes, Springs, and Water Rights
- Capital Improvement, Financing Plans, and Rate Studies
- Project Funding, Grant Application, and Administration
- Water Management and Conservation Plans, Vulnerability and Resilience Evaluations, and Emergency Response Plans



TRANSPORTATION

Through innovative design and thoughtful strategy, the Transportation Team works hand-in-hand with state, local, and federal clients. Every project receives the attention it needs, resulting in reliable work that supports communities for years to come.

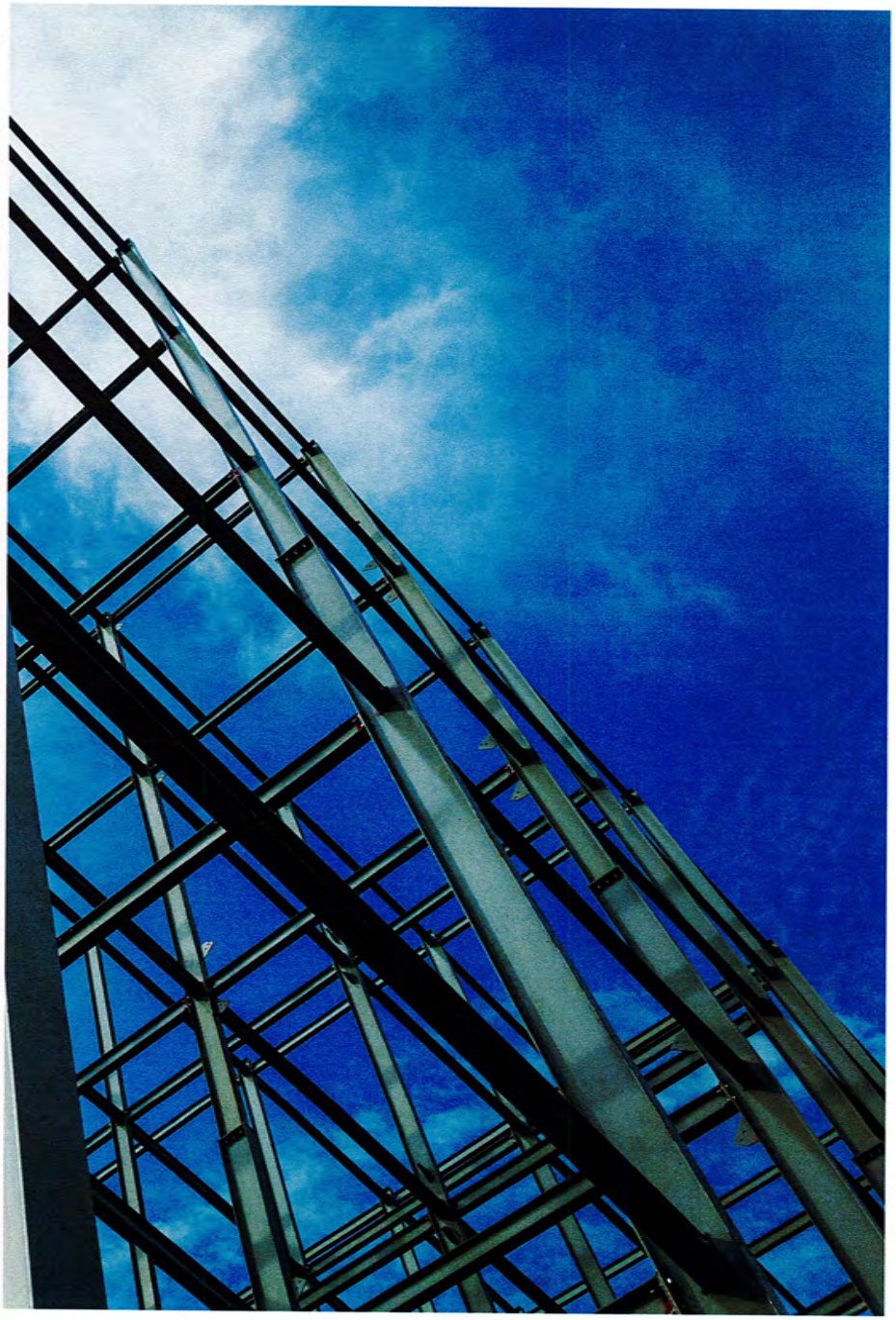
- Urban and Rural Roadways
- Interstates and Interchanges
- Construction Engineering and Inspection
- Signals and Illumination
- Roundabouts
- Signing and Striping
- Bridges and Retaining Walls
- Traffic Engineering
- Downtown Revitalization and Streetscapes
- Parking and Circulation Studies
- Pedestrian Pathways
- Bicycle and Pedestrian Plans
- Railroad Switch Yards
- Project Funding, Grant Application, and Administration



STRUCTURAL

To turn design concepts into solid realities, our structural engineers work collaboratively by building information models using REVIT software, resulting in a coordinated, comprehensive plan set.

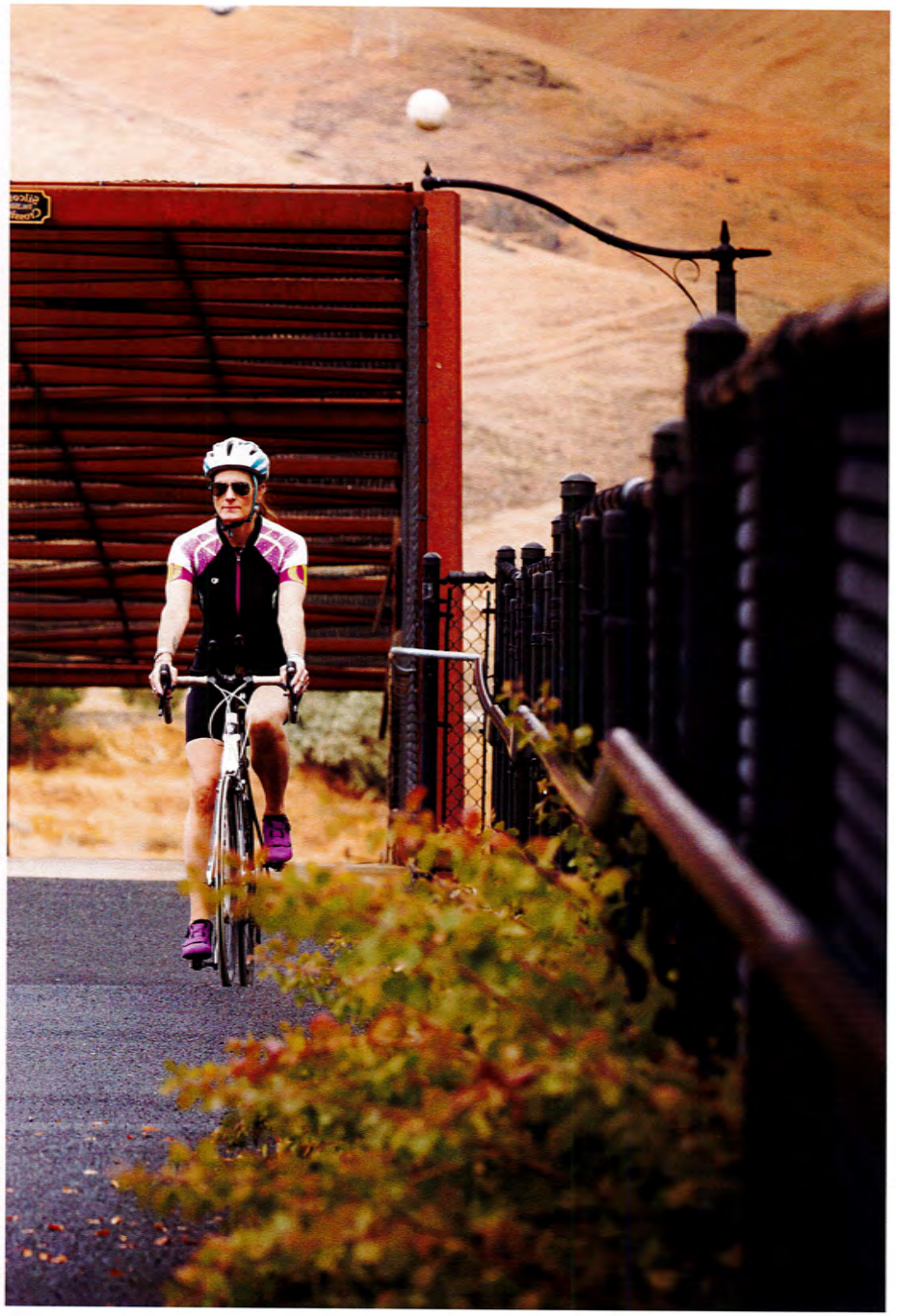
- Commercial, Retail, and Industrial Building Structures
- Concrete, Steel, Timber, and Masonry Structures
- Prestressed Concrete
- Vehicular and Pedestrian Bridges
- Water Treatment Structures
- Water and Wastewater Facilities
- Seismic Retrofitting and Upgrades
- Building and Structural Design Codes
- Structural Inspections
- Three- and Four-Dimensional Designs
- Construction Structural Inspections



CIVIL & SITE DESIGN

Keller's team of professional engineers and surveyors offers a full array of services to meet unique infrastructure needs, where every project starts the same way: with relentless preparation.

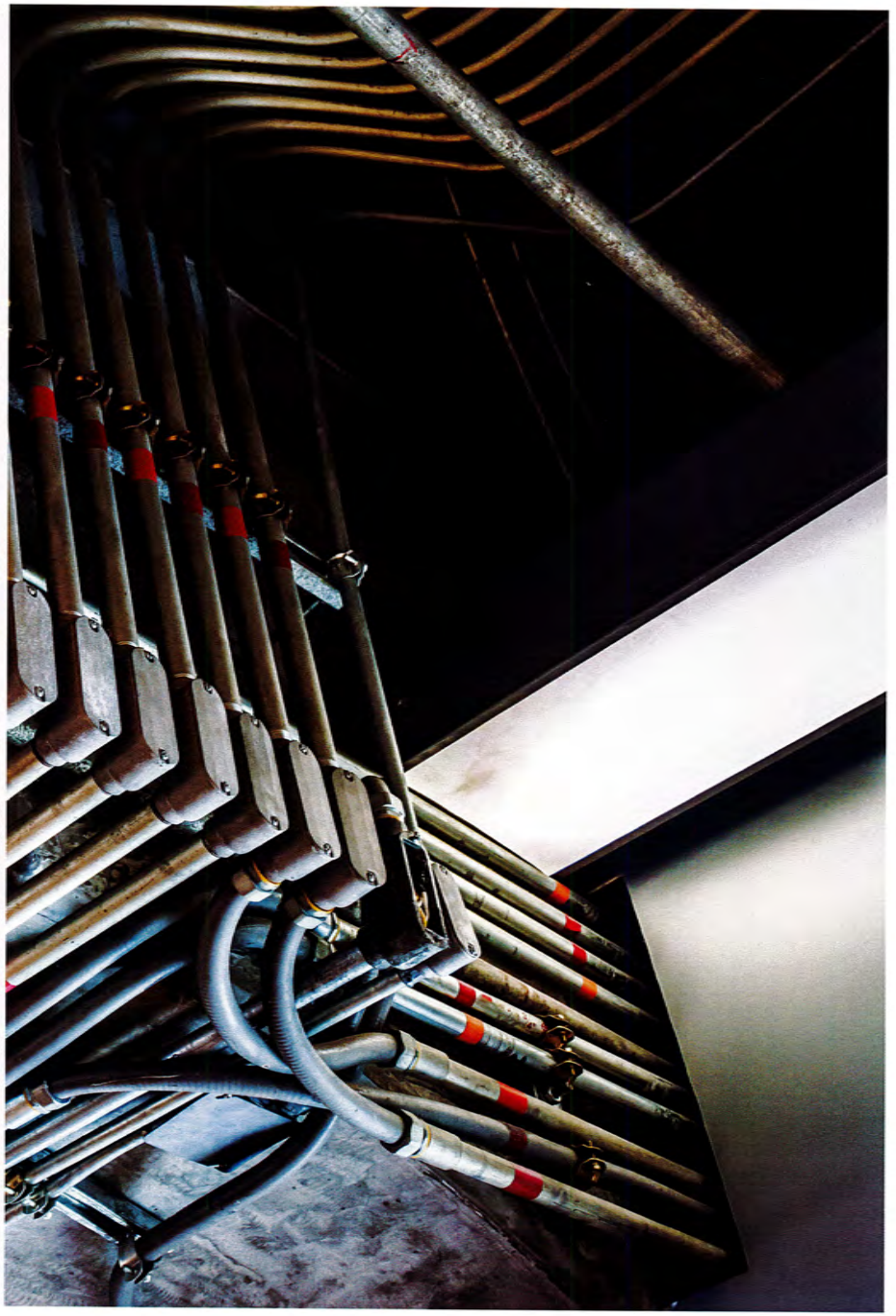
- Schools, Colleges and Universities, and Public Institutions
- Athletic Fields, Facilities, and Running Tracks
- Commercial, Industrial, and Multi-family Residential Site Design
- Municipal Community and Civic Centers
- Pathways, Greenways, Trails, and Parks
- Communications Facilities
- Campgrounds and RV Parks
- Equipment Yards and Secure Facilities
- Parking Lots and Driving Tracks
- Utilities and Irrigation
- Workforce Housing
- New Construction and Retrofits
- Grading and Earthwork
- Master Planning and Planned Communities
- GIS and Utility Mapping
- Permitting and Construction Management
- Stormwater Management, Treatment, and Control
- Signage and Educational Displays



ELECTRICAL & CONTROLS

We offer an in-house Electrical Team with the experience and knowledge to make every project a success, combining practical knowledge and quality standards to create well-designed, long-lasting systems.

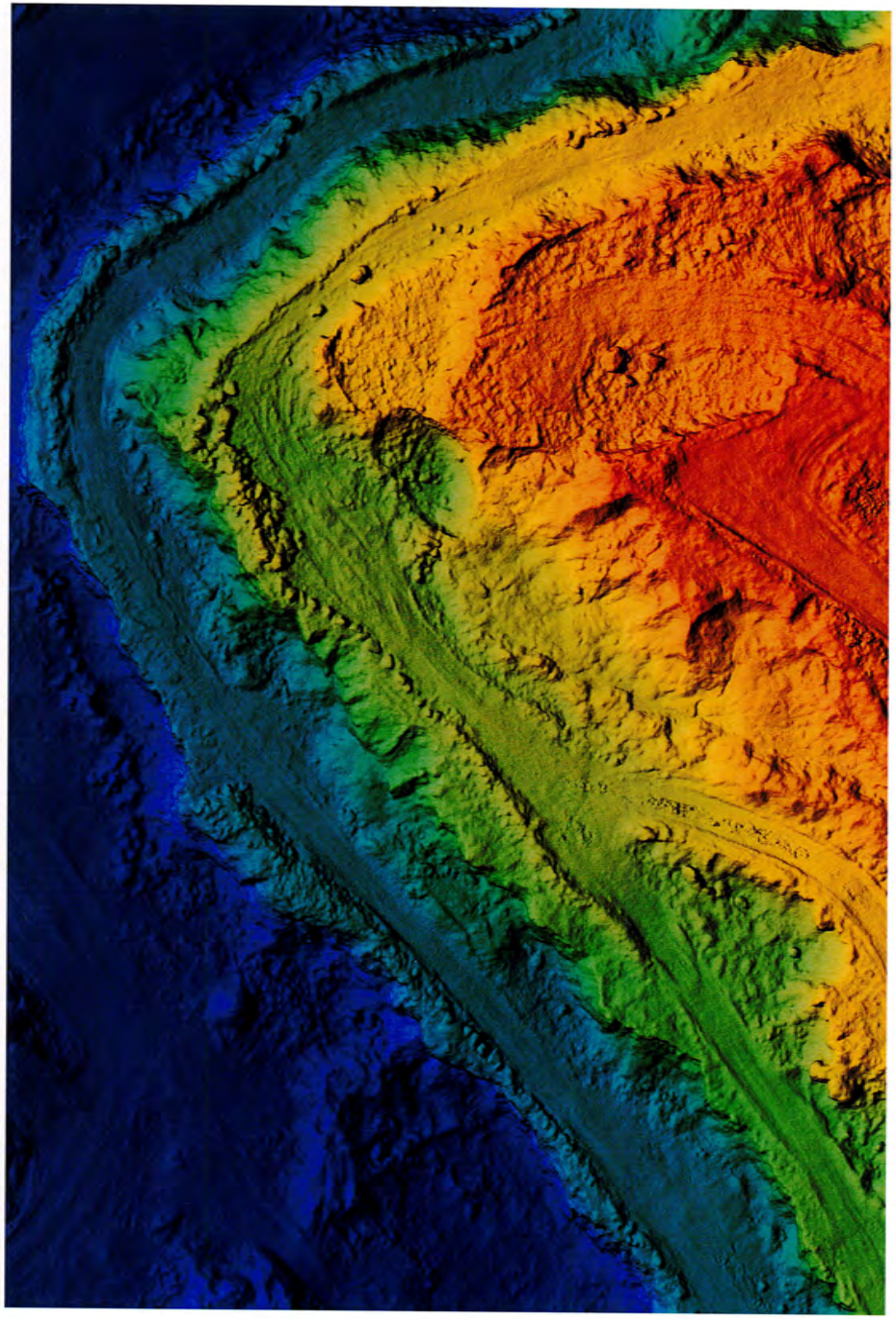
- Electrical Utilities and Site Electrical
- Street and Pedestrian Lighting
- Water and Wastewater Treatment Plants and Systems
- Standby Power Systems
- Electrical Survey and Assessments
- Energy Audits
- Construction Management
- Integration and Programming – PLC, HMI, and SCADA
- Troubleshooting, Check-Out, and Startup
- Arc Flash Assessment and System Coordination Studies
- Solar Power Systems



SURVEY

By combining their extensive experience with the latest in technology, the Survey Team provides conventional surveys and specialty services to complete every project accurately, efficiently, and on time.

- Boundary and Cadastral Surveys
- ALTA/NSPS Surveys
- Right-of-Way Surveys
- Surveys for Quantity Calculations
- Aerial Lidar and Photogrammetric Ground Support
- Control Networks
- GIS Database Collection
- Dam and Structure Monitoring
- Bathymetric Surveying and Mapping
- Topographic Design Surveys
- Airport Surveys
- 3D Scanning and Processing
- Monument Preservation Surveys



KELLER ASSOCIATES

305 North Third Avenue, Suite A
Pocatello, ID 83201
208.238.2146
www.kellerassociates.com

Action Item 6

Kimley»Horn

September 18, 2024

Brent McLane
Director, Planning and Development Services
City of Pocatello
911 N 7th Avenue
Pocatello, ID 83201

Re: Letter Agreement for Professional Services for
South 5th URA
Pocatello, Idaho

Dear Mr. McLane:

Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") submits this Letter Agreement ("Agreement") to assist SB Friedman Development Advisors ("Prime Consultant") with professional land use planning and analysis for the feasibility study that is being prepared for the City of Pocatello ("Client") for the South 5th URA ("Project") in Pocatello, ID.

Project Understanding

Kimley-Horn understands that SB Friedman Development Advisors (SBF) is requesting site analysis and planning professional consulting services to allow them to understand the potential capacity of developable sites within the study area, to aid in calibrating the feasibility study. The study area refers to the extents of the established South 5th URA, which is shown on the attached map exhibit.

Scope of Services

Task 1 – Project Kickoff

Kimley-Horn will participate in a kickoff call with SBF to confirm project goals and timelines

Task 2 – Study Area Analysis

Kimley-Horn will collect and review data regarding the existing conditions of the site, including:

- Pocatello ordinances and planning documents, proposed public improvements, and other materials provided by the SBF or the Client
- Stormwater requirements per the Idaho Department of Environmental Quality and the City of Pocatello
- General site conditions including topography, natural resources, and existing roadways

Additionally, we will visit the study area to review the conditions in the field and photograph the study area.

We will prepare an analysis to evaluate land use, access, topography, and other site conditions. We will prepare an exhibit that identifies the opportunities and constraints for redevelopment within the URA.

Using this analysis, we will identify a draft Sites Susceptible to Change exhibit and provide that to SBF and Client for review and comment. We will make one (1) revision to the exhibit based on input.

Task 3 – Initial Capacity Study

Using the Market Study and Development Program prepared by SBF, and the approved Sites Susceptible to Change exhibit, we will develop a Preliminary Development Plan for the Study Area. Using our experience with site planning and engineering, we will apply typical building configurations and sizes to the market supported development to prepare a plan to test the capacity of the study area relative to the market assessment. This plan will:

- Address only the properties identified in the Sites Susceptible to Change exhibit
- Use setback requirements per City code
- Allow for appropriate stormwater management facilities to meet requirements
- Apply parking, loading, and truck storage areas to meet City code, or market expectations, whichever is higher
- Use diagrammatic graphics to present buildings, roads, parking lots, stormwater management facilities, and property lines
- Include site data indicating total building square footage, F.A.R., and parking amounts

Task 4 – Plan Refinement

The Preliminary Industrial Development Plan will identify to the team if the study area is in alignment with the market assessment. If the market assessment is strong and identifies a program that exceeds the capacity of the study area Kimley-Horn will coordinate with SBF and the Client to identify options for meeting the market assessment, which may include redevelopment of underdeveloped parcels or expansion of the study area. In the event that the study area provides more than enough space to meet the market assessment, we will coordinate with SBF and the Client to identify if the plan is activating the most appropriate parcels within the study area. Following this coordination, we will make one (1) refinement to the Plan and provide to SBF and the Client. We will assist SBF by preparing an overall graphic or a series of individual sub-area plans to allow for inclusion in their final report. Final PDF files will be provided to SBF and the Client.

Task 5 – Coordination

Kimley-Horn has budgeted for up to two (2) conference calls with SBF and the Client beyond the initial kickoff call. These calls will be used to review and discuss draft or final deliverables.

Additional Services

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

- Presentation to Boards, Commissions, or Council
- Civil Engineering
- Landscape Design
- Wayfinding/Signage Design

Information Provided By Client

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. The Client shall provide all information requested by Kimley-Horn during the project, including but not limited to the following:

- GIS or CAD base maps for the Study Area
- Applicable plans, studies, and ordinances

Schedule

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

Fee and Expenses

Kimley-Horn will perform the services in Tasks 1 - 5 for the total lump sum labor fee below. In addition to the lump sum labor fee, direct reimbursable expenses such as express delivery services, air travel, and other direct expenses will be billed at 1.15 times cost. All permitting, application, and similar project fees will be paid directly by the Client. Should the Client request Kimley-Horn to advance any such project fees on the Client's behalf, an invoice for such fees, with a fifteen (15%) markup, will be immediately issued to and paid by the Client.

Task Number & Name		Fee	Type
1	Project Kickoff	$1,500	Lump Sum
2	Study Area Analysis	$6,500	Lump Sum
3	Initial Capacity Study	$14,000	Lump Sum
4	Plan Refinement	$5,000	Lump Sum
5	Coordination	$1,800	Lump Sum
	Total	$28,800	

Lump sum fees and expenses will be invoiced monthly based upon the overall percentage of services performed. Payment will be due within 25 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

Closure

In addition to the matters set forth herein, our Agreement shall include and be subject to, and only to, the attached Standard Provisions, which are incorporated by reference. As used in the Standard Provisions, "Kimley-Horn" shall refer to Kimley-Horn and Associates, Inc., "Prime Consultant shall refer to SB Friedman Development Advisors, and "Client" shall refer to Pocatello Development Authority.

Kimley-Horn, in an effort to expedite invoices and reduce paper waste, submits invoices via email in a PDF. We can also provide a paper copy via regular mail if requested. Please include the invoice number and Kimley-Horn project number with all payments. Please provide the following information:

____ Please email all invoices to _____

____ Please copy _____

To proceed with the services identified above, please have an authorized person sign this Agreement below and return to us. We will commence services only after we have received a fully-executed agreement. Fees and times stated in this Agreement are valid for sixty (60) days after the date of this letter.

To ensure proper set up of your projects so that we can get started, please complete and return with the signed copy of this Agreement the attached Request for Information. Failure to supply this information could result in delay in starting work on this project.

We appreciate the opportunity to provide these services. Please contact me if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Printed Name: Daniel Grove, PLA, AICP

Title: Associate

Printed Name: Taylor Eschbach, PE

Title: Associate

CITY OF POCATELLO, IDAHO

SIGNED: _____

PRINTED NAME: _____

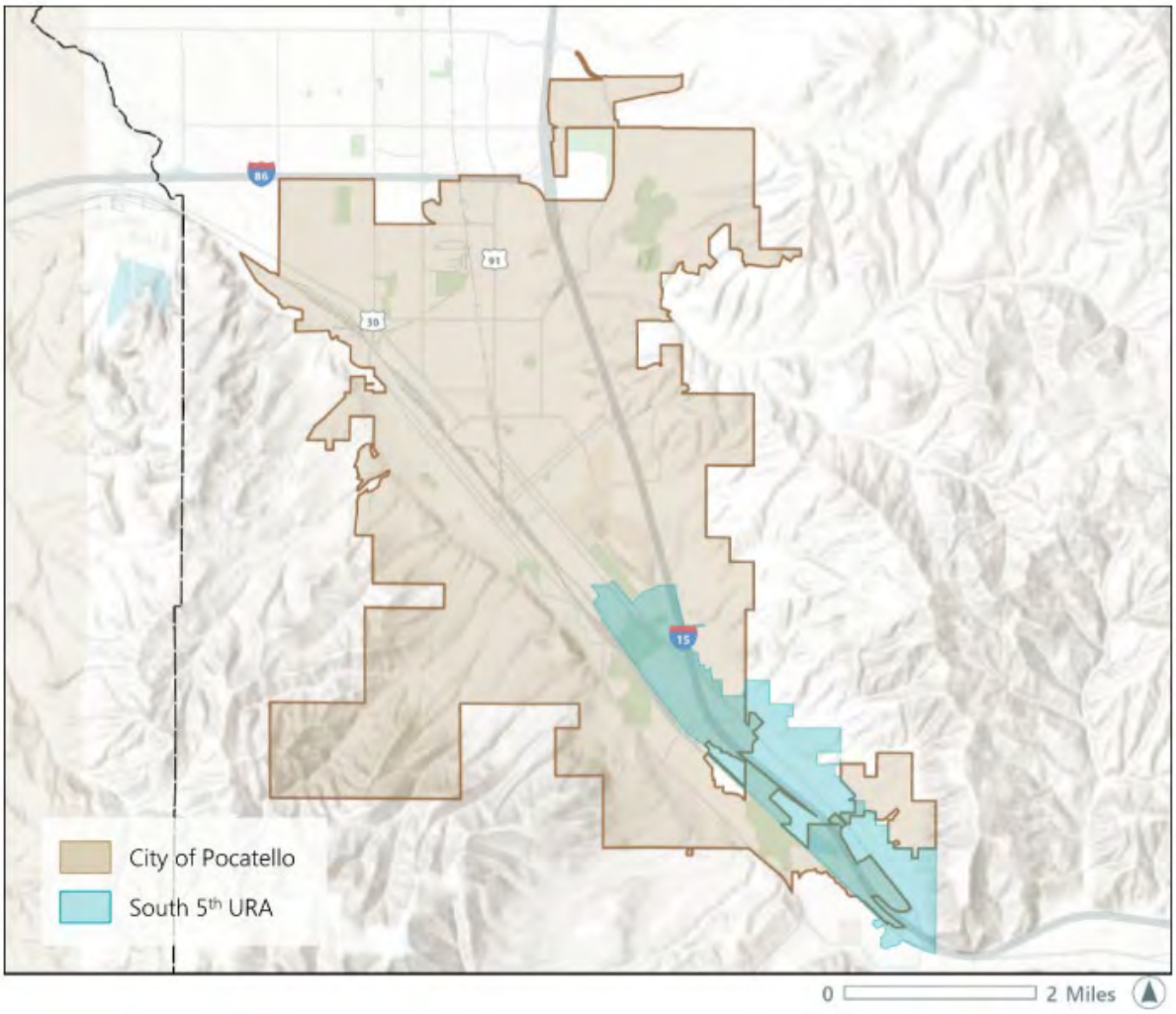
TITLE:_____

DATE: _____

Client's Federal Tax ID: _____
Client's Business License No.: _____
Client's Street Address: _____
_____

Attachment – Study Area Exhibit
Attachment – Standard Provisions

Attachment – Study Area Exhibit



KIMLEY-HORN AND ASSOCIATES, INC.
STANDARD PROVISIONS

1) **Kimley-Horn's Scope of Services and Additional Services.** Kimley-Horn will perform only the services specifically described in this Agreement ("Services"). Any services that are not set forth in the scope of Services described herein will constitute additional services ("Additional Services"). If requested by the Client and agreed to by Kimley-Horn, Kimley-Horn will perform Additional Services, which shall be governed by these provisions. Unless otherwise agreed to in writing, the Client shall pay Kimley-Horn for any Additional Services an amount based upon Kimley-Horn's then-current hourly rates plus an amount to cover certain direct expenses including telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Other direct expenses will be billed at 1.15 times cost.

2) **Client's Responsibilities**. In addition to other responsibilities herein or imposed by law, the Client shall:
   a. Designate in writing a person to act as its representative, such person having complete authority to transmit instructions, receive information, and make or interpret the Client's decisions.
   b. Provide all information and criteria as to the Client's requirements, objectives, and expectations for the project and all standards of development, design, or construction.
   c. Provide Kimley-Horn all available studies, plans, or other documents pertaining to the project, such as surveys, engineering data, environmental information, etc., all of which Kimley-Horn may rely upon.
   d. Arrange for access to the site and other property as required for Kimley-Horn to provide its services.
   e. Review all documents or reports presented by Kimley-Horn and communicate decisions pertaining thereto within a reasonable time so as not to delay Kimley-Horn.
   f. Furnish approvals and permits from governmental authorities having jurisdiction over the project and approvals and consents from other parties as may be necessary.
   g. Obtain any independent accounting, legal, insurance, cost estimating, and feasibility services required by Client.
   h. Give prompt written notice to Kimley-Horn whenever the Client becomes aware of any development that affects Kimley-Horn's services or any defect or noncompliance in any aspect of the project.

3) **Period of Services**. Unless otherwise stated herein, Kimley-Horn will begin work after receipt of a properly executed copy of this Agreement. This Agreement assumes conditions permitting continuous and orderly progress through completion of the services. Times for performance shall be extended as necessary for delays or suspensions due to circumstances that Kimley-Horn does not control. If such delay or suspension extends for more than six months, Kimley-Horn's compensation shall be renegotiated.

4) **Method of Payment.** Client shall pay Kimley-Horn as follows:
   a. Invoices will be submitted periodically for services performed and expenses incurred. Payment of each invoice will be due within 25 days of receipt. The Client shall also pay any applicable sales tax. All retainers will be held by Kimley-Horn and applied against the final invoice. Interest will be added to accounts not paid within 25 days at the maximum rate allowed by law. If the Client fails to make any payment due under this or any other agreement within 30 days after Kimley-Horn's transmittal of its invoice, Kimley-Horn may, after giving notice to the Client, suspend services and withhold deliverables until all amounts due are paid.
   b. The Client will remit all payments electronically to:
      Account Name: KIMLEY-HORN AND ASSOCIATES, INC.
      Bank Name and Address: WELLS FARGO BANK, N.A., SAN FRANCISCO, CA 94104
      Account Number: 2073089159554
      ABA#: 121000248
   c. The Client will send the project number, invoice number and other remittance information by e-mail to payments@kimley-horn.com at the time of payment.
   d. If the Client relies on payment or proceeds from a third party to pay Kimley-Horn and Client does not pay Kimley-Horn's invoice within 60 days of receipt, Kimley-Horn may communicate directly with such third party to secure payment.
   e. If the Client objects to an invoice, it must advise Kimley-Horn in writing giving its reasons within 14 days of receipt of the invoice or the Client's objections will be waived, and the invoice shall conclusively be deemed due and owing. If the Client objects to only a portion of the invoice, payment for all other portions remains due.
   f. If Kimley-Horn initiates legal proceedings to collect payment, it shall recover, in addition to all amounts due, its reasonable attorneys' fees, reasonable experts' fees, and other expenses related to the proceedings.

Such expenses shall include the cost, at Kimley-Horn's normal hourly billing rates, of the time devoted to such proceedings by its employees.

g. The Client agrees that the payment to Kimley-Horn is not subject to any contingency or condition. Kimley-Horn may negotiate payment of any check tendered by the Client, even if the words "in full satisfaction" or words intended to have similar effect appear on the check without such negotiation being an accord and satisfaction of any disputed debt and without prejudicing any right of Kimley-Horn to collect additional amounts from the Client.

5) **Use of Deliverables.** All documents, data, and other deliverables prepared by Kimley-Horn are related exclusively to the services described in this Agreement and may be used only if the Client has satisfied all of its obligations under this Agreement. They are not intended or represented to be suitable for use or reuse by the Client or others on extensions of this project or on any other project. Any modifications by the Client to any of Kimley-Horn's deliverables, or any reuse of the deliverables without written authorization by Kimley-Horn will be at the Client's sole risk and without liability to Kimley-Horn, and the Client shall indemnify, defend and hold Kimley-Horn harmless from all claims, damages, losses and expenses, including but not limited to attorneys' fees, resulting therefrom. Kimley-Horn's electronic files and source code remain the property of Kimley-Horn and shall be provided to the Client only if expressly provided for in this Agreement. Any electronic files not containing an electronic seal are provided only for the convenience of the Client and use of them is at the Client's sole risk. In the case of any defects in the electronic files or any discrepancies between them and the hardcopy of the deliverables prepared by Kimley-Horn, the hardcopy shall govern.

6) **Intellectual Property.** Kimley-Horn may use or develop its proprietary software, patents, copyrights, trademarks, trade secrets, and other intellectual property owned by Kimley-Horn or its affiliates ("Intellectual Property") in the performance of this Agreement. Intellectual Property, for purposes of this section, does not include deliverables specifically created for Client pursuant to the Agreement and use of such deliverables is governed by section 5 of this Agreement. Unless explicitly agreed to in writing by both parties to the contrary, Kimley-Horn maintains all interest in and ownership of its Intellectual Property and conveys no interest, ownership, license to use, or any other rights in the Intellectual Property to Client. Any enhancements of Intellectual Property made during the performance of this Agreement are solely owned by Kimley-Horn and its affiliates. If Kimley-Horn's services include providing Client with access to or a license for Kimley-Horn's (or its affiliates') proprietary software or technology, Client agrees to the terms of the Software License Agreement set forth at https://www.kimley-horn.com/khts-software-license-agreement ("the License Agreement") which terms are incorporated herein by reference.

7) **Opinions of Cost.** Because Kimley-Horn does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs, including but not limited to the costs of construction and materials, are made solely based on its judgment as a professional familiar with the industry. Kimley-Horn cannot and does not guarantee that proposals, bids or actual costs will not vary from its opinions of cost. If the Client wishes greater assurance as to the amount of any cost, it shall employ an independent cost estimator. Kimley-Horn's services required to bring costs within any limitation established by the Client will be paid for as Additional Services.

8) **Termination.** The obligation to provide further services under this Agreement may be terminated by either party upon seven days' written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof, or upon thirty days' written notice for the convenience of the terminating party. Kimley-Horn shall be paid for all services rendered and expenses incurred to the effective date of termination, and other reasonable expenses incurred by Kimley-Horn as a result of such termination.

9) **Standard of Care.** The standard of care applicable to Kimley-Horn's services will be the degree of care and skill ordinarily exercised by consultants performing the same or similar services in the same locality at the time the services are provided. No warranty, express or implied, is made or intended by Kimley-Horn's performance of services, and it is agreed that Kimley-Horn is not a fiduciary with respect to the Client.

10) **LIMITATION OF LIABILITY.** In recognition of the relative risks and benefits of the Project to the Client and Kimley-Horn, the risks are allocated such that, to the fullest extent allowed by law, and notwithstanding any other provisions of this Agreement or the existence of applicable insurance coverage, that the total liability, in the aggregate, of Kimley-Horn and Kimley-Horn's officers, directors, employees, agents, and subconsultants to the Client or to anyone claiming by, through or under the Client, for any and all claims,

losses, costs, attorneys' fees, or damages whatsoever arising out of or in any way related to the services under this Agreement from any causes, including but not limited to, the negligence, professional errors or omissions, strict liability or breach of contract or any warranty, express or implied, of Kimley-Horn or Kimley-Horn's officers, directors, employees, agents, and subconsultants, shall not exceed twice the total compensation received by Kimley-Horn under this Agreement or $50,000, whichever is greater. Higher limits of liability may be negotiated for additional fee. This Section is intended solely to limit the remedies available to the Client or those claiming by or through the Client, and nothing in this Section shall require the Client to indemnify Kimley-Horn.

11) **Mutual Waiver of Consequential Damages.** In no event shall either party be liable to the other for any consequential, incidental, punitive, or indirect damages including but not limited to loss of income or loss of profits.

12) **Construction Costs.** Under no circumstances shall Kimley-Horn be liable for extra costs or other consequences due to changed or unknown conditions or related to the failure of contractors to perform work in accordance with the plans and specifications. Kimley-Horn shall have no liability whatsoever for any costs arising out of the Client's decision to obtain bids or proceed with construction before Kimley-Horn has issued final, fully approved plans and specifications. The Client acknowledges that all preliminary plans are subject to substantial revision until plans are fully approved and all permits obtained.

13) **Certifications.** All requests for Kimley-Horn to execute certificates, lender consents, or other third-party reliance letters must be submitted to Kimley-Horn at least 14 days prior to the requested date of execution. Kimley-Horn shall not be required to execute certificates, consents, or third-party reliance letters that are inaccurate, that relate to facts of which Kimley-Horn does not have actual knowledge, or that would cause Kimley-Horn to violate applicable rules of professional responsibility.

14) **Dispute Resolution.** All claims arising out of this Agreement or its breach shall be submitted first to mediation in accordance with the American Arbitration Association as a condition precedent to litigation. Any mediation or civil action by Client must be commenced within one year of the accrual of the cause of action asserted but in no event later than allowed by applicable statutes.

15) **Hazardous Substances and Conditions.** Kimley-Horn shall not be a custodian, transporter, handler, arranger, contractor, or remediator with respect to hazardous substances and conditions. Kimley-Horn's services will be limited to analysis, recommendations, and reporting, including, when agreed to, plans and specifications for isolation, removal, or remediation. Kimley-Horn will notify the Client of unanticipated hazardous substances or conditions of which Kimley-Horn actually becomes aware. Kimley-Horn may stop affected portions of its services until the hazardous substance or condition is eliminated.

16) **Construction Phase Services.**
   a. If Kimley-Horn prepares construction documents and Kimley-Horn is not retained to make periodic site visits, the Client assumes all responsibility for interpretation of the documents and for construction observation, and the Client waives any claims against Kimley-Horn in any way connected thereto.
   b. Kimley-Horn shall have no responsibility for any contractor's means, methods, techniques, equipment choice and usage, equipment maintenance and inspection, sequence, schedule, safety programs, or safety practices, nor shall Kimley-Horn have any authority or responsibility to stop or direct the work of any contractor. Kimley-Horn's visits will be for the purpose of observing construction and reporting to the Client whether the contractors' work generally conforms to the construction documents prepared by Kimley-Horn. Kimley-Horn neither guarantees the performance of contractors, nor assumes responsibility for any contractor's failure to perform its work in accordance with the contract documents.
   c. Kimley-Horn is not responsible for any duties assigned to it in the construction contract that are not expressly provided for in this Agreement. The Client agrees that each contract with any contractor shall state that the contractor shall be solely responsible for job site safety and its means and methods; that the contractor shall indemnify the Client and Kimley-Horn for all claims and liability arising out of job site accidents; and that the Client and Kimley-Horn shall be made additional insureds under the contractor's general liability insurance policy.

17) **No Third-Party Beneficiaries; Assignment and Subcontracting.** This Agreement gives no rights or benefits to anyone other than the Client and Kimley-Horn, and all duties and responsibilities undertaken pursuant to this Agreement will be for the sole benefit of the Client and Kimley-Horn. The Client shall not assign or transfer any rights under or interest in this Agreement, or any claim arising out of the performance

of services by Kimley-Horn, without the written consent of Kimley-Horn. Kimley-Horn reserves the right to augment its staff with subconsultants as it deems appropriate due to project logistics, schedules, or market conditions. If Kimley-Horn exercises this right, Kimley-Horn will maintain the agreed-upon billing rates for services identified in the contract, regardless of whether the services are provided by in-house employees, contract employees, or independent subconsultants.

18) **Confidentiality.** The Client consents to the use and dissemination by Kimley-Horn of photographs of the project and to the use by Kimley-Horn of facts, data and information obtained by Kimley-Horn in the performance of its services. If, however, any facts, data or information are specifically identified in writing by the Client as confidential, Kimley-Horn shall use reasonable care to maintain the confidentiality of that material.

19) **Miscellaneous Provisions.** This Agreement is to be governed by the law of the State where the Project is located. This Agreement contains the entire and fully integrated agreement between the parties and supersedes all prior and contemporaneous negotiations, representations, agreements, or understandings, whether written or oral. Except as provided in Section 1, this Agreement can be supplemented or amended only by a written document executed by both parties. Any conflicting or additional terms on any purchase order issued by the Client shall be void and are hereby expressly rejected by Kimley-Horn. If Client requires Kimley-Horn to register with or use an online vendor portal for payment or any other purpose, any terms included in the registration or use of the online vendor portal that are inconsistent or in addition to these terms shall be void and shall have no effect on Kimley-Horn or this Agreement. Any provision in this Agreement that is unenforceable shall be ineffective to the extent of such unenforceability without invalidating the remaining provisions. The non-enforcement of any provision by either party shall not constitute a waiver of that provision nor shall it affect the enforceability of that provision or of the remainder of this Agreement.