

Exhibit A: Scope of Work

Background

Summit County, in partnership with the US Forest Service and the Town of Breckenridge, hired the US Department of Transportation's Volpe Center in 2024 to help with a collaborative, multi-jurisdictional planning effort in the southern portion of the Camp Hale-Continental Divide National Monument. This project was ultimately termed "STRAP," or the Southern Tenmile Range Access Plan. The STRAP project identified site-specific management actions, infrastructure improvements, and long-term maintenance solutions for four of the main trailheads in the area, including the Quandary Peak Trailhead. To better manage visitation and natural resource protection in the Southern Tenmile Range, these strategies focused on shuttle service, parking and traffic, trail connections, and facilities.

Currently, the Quandary Peak Trailhead can accommodate roughly 70 cars, has two porta-potties, two bear-proof trash cans, a shuttle pickup/drop off area, and a small informational kiosk. The STRAP project recommended expanding and paving the parking lot, continuing the shuttle and parking reservation program, developing a trail connection from the parking lot to the start of the trail, and improving the facilities such as adding vault toilets. See "Exhibit B: Maps" (page 4) for an example of these proposed improvements.

To better accommodate and more sustainably manage the high visitor use at Quandary Peak, the County and Town are now seeking a contractor to implement the STRAP recommendations in a two-phased contract. Phase 1 will focus on preliminary site assessments and data collection, and Phase 2 will center on final engineering and the preparation of construction-ready plans, specifications, and cost estimates. The final scope for Phase 2 will depend on findings from the initial investigations as well as the final approved parking area size.

Design Elements and Specifications

The Quandary Peak Trailhead parking lot shall be designed according to Section 3705 and Section 5107 of the [Summit County Land Use and Development Code](#) (the Code), and the following elements must be considered in the design.

- The County and Town would like to expand the current trailhead from 70 parking spaces to 135 spaces, if the site allows. The goal is to add a minimum of 50 additional spots, with 2-3 ADA spaces.
- The current Quandary Peak Trailhead is a dirt parking lot, which requires frequent grading and striping maintenance. The team would like to pave the lot with recycled or hot mix asphalt.
- To better comply with Environmental Health regulations, the porta-potties will be removed and two double vault toilets will be added. Ideally, one would be installed near the main gathering area of the trailhead (i.e., near the informational kiosk and start of the trail). The other vault toilet shall be located in a way to allow for a snowplow to remove snow in front of the restroom entrance (i.e., this unit could be placed somewhere in the parking lot).

- The tree buffer between the neighborhood on Blue Lakes Road and the Quandary Peak Trailhead must be maintained. The design should retain as much of the current tree buffer as possible. In addition, there is a 50-foot minimum setback from Blue Lakes Road on Lot 1 for all improvements, and any structure must be set back at least 15 feet from all exterior lot lines on all lots.
- The design shall include a separate, pull-through shuttle area. Shuttles can exit into the Quandary Peak parking lot, if needed, to minimize the number of access points on McCullough Gulch Road. The shuttle turnaround should be designed in a manner to eliminate the need for the shuttles to back up.
- The helipad must remain in its existing location, and the size of the pad cannot be decreased. The helipad and surrounding surface will require paving to minimize rotor wash.
- If earth disturbance results in cut and fill slopes steeper than 2:1, retaining structures are required.
- The parking lot must have a maximum grade of 4% and a minimum grade of 0.5% to facilitate drainage, as stated in Section 5107.04 of the Code.
- The parking lot must be designed to allow for snow storage. Staff estimates that approximately 50% of spaces will be plowed during the winter and snow storage would occur on the portions of the lot that are not being plowed. Use of the County right-of-way for snow storage is prohibited as stated in Section 3705 of the Code.
- The design must minimize the number of access points along McCullough Gulch Road and Blue Lakes Road.
- A minimum distance of 50 feet from the trailhead entrance/exit to the Blue Lakes Road and McCullough Gulch Road intersection must be maintained.
- The shuttle and trailhead entrances and exits must be separated by at least 30 feet.
- The parking area should be designed to allow for adequate drainage and the prevention of erosion as stated in Section 5500 and Section 5107.04 of the Code.

Contract Phases

Phase 1: Preliminary Site Assessment and Data Collection

The purpose of Phase 1 is to evaluate site constraints and collect all necessary data needed for the development of engineered design plans as well as to help inform a Summit County Planning Department application to approve these improvements. At a minimum, the contractor shall provide the following surveys and reports as listed below. The contractor can also identify any additional studies or technical analyses deemed necessary to support the project design, permitting, and construction.

- Property survey, including a topographical survey
 - The contractor shall survey the property boundaries of Aspen Springs Lot 1 and Lot 2, and the McDill Placer Parcel (the current Quandary Peak Trailhead). See “Exhibit B: Maps” (page 1).
 - The contractor shall collect and evaluate existing site information necessary to support the preliminary design such as elevations, slopes, contours, water courses, and existing structures and improvements.

- The contractor does not need to complete a full ALTA survey.
- Preliminary Geotechnical Report, including soil testing
 - The contractor shall perform a preliminary geotechnical report that meets the requirements of Section 6102 of the Code and identifies, at a minimum, soil types and groundwater conditions to identify any major subgrade constraints that could affect site development. The report should analyze the soil and geologic conditions on site and provide recommendations on subgrade preparation, paving, retaining walls, and the installation of new infrastructure (e.g., two vault toilets, kiosks, etc.).
- Utility Survey
 - The contractor shall identify and map the location and type of underground utilities, including but not limited to, water, gas, sewer, and telephone.
- Preliminary Drainage and Stormwater Management Report
 - The contractor shall analyze existing drainage and floodplain conditions and provide a plan outlining any erosion, stormwater, and drainage improvements needed to ensure runoff is managed effectively in accordance with Section 5500 of the Code, especially with the proposed paved parking lot. Drainage from the parking lot shall flow to roadside ditches or other approved drainage ways. Drainage is prohibited to flow onto roadways.
- Environmental Surveys
 - The contractor shall complete any environmental studies that are required for permitting or regulatory compliance such as biological/cultural surveys and floodplain analyses. Note: staff do not believe that any sensitive or culturally important areas exist in the proposed area.
 - Delineation of any wetlands within the proposed development area. Based on preliminary investigations, staff do not believe that any wetlands exist in the proposed development area. Minimum effort to confirm absence of wetlands should be included and additional wetland delineation work can be added, as needed.
- Traffic Impact Analysis
 - Proposals should include costs for a basic traffic study to assess average daily trips on Blue Lakes Road and additive impacts of additional parking spaces.
 - A traffic study will only be conducted if directed by staff and required by the Summit County Planning Department.

Phase 2: Final Design (100% Design)

The purpose of Phase 2 is to utilize the survey results from Phase 1 to create a preliminary design for the Quandary Peak Trailhead and then advance the plan through final engineering and the preparation of the final construction plans. During this phase, the contractor shall complete any additional surveys necessary for the final design. The final deliverables shall be 100% engineered design plans with technical specifications and a cost estimate.

- Final Geotechnical Report
 - If needed based on the results of the preliminary investigations, the contractor shall complete any additional soil testing and provide recommendations for grading, retaining walls, pavement, and construction factors for the parking lot, vault toilet, shuttle stop, and informational kiosk.

- Final Drainage Report and Stormwater Management Plan
 - The contractor shall prepare a detailed hydrologic analysis, erosion control measures, and drainage designs required for permitting and construction.
 - To comply with CDPHE requirements, the contractor shall provide a Stormwater Management Plan to prevent sedimentation/pollution runoff during and after construction.
- Preparation of 30%, 60%, 90%, and 100% design plans
 - The contractor shall provide design reviews at 30%, 60%, 90%, and 100% completion. The 100% design phase shall include technical and engineered specifications for bid items, plus bid tabs with tasks and quantities.
- Revegetation plan
 - The contractor shall prepare a revegetation plan the meets the requirements of the Code to ensure that proper vegetation establishment and noxious weed control occurs after construction.
- Cost Estimate
 - The contractor shall provide a detailed cost estimate for the material, labor, and equipment needed to construct the Quandary Peak Trailhead and associated infrastructure. The quote shall include a contingency.

The Phase 2 contract will begin following successful completion of Phase 1. Depending on the results of preliminary studies and Summit County Planning Department approvals, the final scope and size of the improved parking area may vary. Prior to initiating Phase 2, the Contractor will rescope services to fit the final, approved parking area size to ensure that Phase 2 services include all necessary tasks and costs are adjusted as needed.