

**CITY OF LA VISTA
MAYOR AND CITY COUNCIL REPORT
APRIL 19, 2022 AGENDA**

Subject:	Type:	Submitted By:
ENGINEERING SERVICES AGREEMENT – GILES ROAD WIDENING CONCEPTUAL DESIGN	◆ RESOLUTION ORDINANCE RECEIVE/FILE	PAT DOWSE CITY ENGINEER

SYNOPSIS

A resolution has been prepared to enter into a Professional Services Agreement with Felsburg, Holt and Ullevig (FHU) of Omaha, Nebraska for engineering and surveying services to provide conceptual designs and opinions of construction costs for roadway improvements along the Giles Road corridor from the I-80 Eastbound onramp and offramp to 96th Street. The fees for Professional Services and Reimbursables for this phase of work are in an amount not to exceed \$200,000.

FISCAL IMPACT

The FY21/FY22 Biennial Budget includes funding for this project.

RECOMMENDATION

Approval

BACKGROUND

Public Works received five (5) proposals in 2020 for the Giles Road Widening conceptual design, to which the FHU team was selected based upon selection criteria such as similar past project work and team qualifications. FHU is the lead design firm, with Thompson Dreessen and Dörner (TD2) and Iteris are subconsultants to the project. Project work consists of evaluating current traffic conditions to forecast future traffic demand as to evaluate short term and long-term improvement projects that will reduce overall congestion of the corridor and provide for the potential of multi-use connectivity. Many facets of the corridor will be evaluated in order to develop the conceptual plans, including but not limited to existing lane, bridge, and traffic signal configurations, hydrologic and hydraulic analysis, and crash analysis. The goal of the project is to provide staff with a range of options supported by estimated costs as to the best program improvements along the corridor.

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, NEBRASKA AUTHORIZING THE EXECUTION OF A PROFESSIONAL SERVICES AGREEMENT WITH FELSBURG, HOLT AND ULLEVIG (FHU), OMAHA, NEBRASKA FOR ENGINEERING AND SURVEYING SERVICES IN AN AMOUNT NOT TO EXCEED \$200,000.

WHEREAS, the Mayor and City Council have determined that engineering and surveying services to provide conceptual designs and construction estimates for roadway improvements along the Giles Road corridor from the I-80 Eastbound onramp and offramp to 96th Street are necessary; and

WHEREAS, the FY21/FY22 Biennial Budget provides funding for the proposed services;

NOW, THEREFORE BE IT RESOLVED, by the Mayor and City Council of La Vista, Nebraska, that a professional services agreement, in a form satisfactory to the City Administrator and City Attorney, be authorized with Felsburg, Holt and Ullevig (FHU), Omaha, Nebraska for engineering and surveying services in an amount not to exceed \$200,000.

PASSED AND APPROVED THIS 19TH DAY OF APRIL 2022.

CITY OF LA VISTA

ATTEST:

Douglas Kindig, Mayor

Pamela A. Buethe, MMC
City Clerk

Agreement for Professional Services

This Agreement, made this 19th day of April, 2022, by and between the City of La Vista, hereinafter called the **CLIENT**, and FELSBURG HOLT & ULLEVIG, hereinafter called the **CONSULTANT**, collectively referred to as the Parties.

The services to be performed hereunder are incidental to the following PROJECT: *Conceptual Design for Giles Road Widening*.

WITNESSETH: That for and in consideration of the mutual covenants and agreements hereinafter contained, the Parties hereto have mutually agreed and do agree as follows:

ARTICLE 1: SERVICES BY THE **CONSULTANT**

- 1.1 The **CONSULTANT** agrees to perform all services, hereunder, using reasonable skill and judgment in accordance with applicable professional standards. **CONSULTANT** agrees to keep the **CLIENT** informed on its progress through periodic reports, and to maintain accurate records relating to its services for this project.
- 1.2 The **CONSULTANT** agrees to provide, directly or by association with such other Consultants or Contractors as it may deem necessary to further the interest of the **CLIENT**, the basic services as described in **Exhibit A – Scope of Work**, attached hereto.

ARTICLE 2: RESPONSIBILITIES OF THE **CLIENT**

- 2.1 The **CLIENT** shall provide and make available to the **CONSULTANT**, for his use, all maps, property descriptions, surveys, previous reports, historical data, and other information within its knowledge and possession relative to the services to be furnished hereunder. Data so furnished to the **CONSULTANT** shall remain the property of the **CLIENT** and will be returned upon completion of its services.
- 2.2 The **CLIENT** shall designate a representative who shall be fully acquainted with the Project and who shall have authority to render decisions relative to the **CONSULTANT'S** services as necessary for the orderly progress of the work. The representative shall be responsible for receiving and processing all information and documentation relative to the project in behalf of the **CLIENT**.
- 2.3 The **CLIENT** shall establish and maintain procedures for receiving, reviewing, recording, and acting on all information, documentation, payments, and acceptances of work and services relative to this project in an expeditious manner.
- 2.4 The **CLIENT** shall make provisions for the **CONSULTANT** to enter upon public and private properties as required for the **CONSULTANT** to perform its services hereunder.

ARTICLE 3: TIME OF PERFORMANCE

The services to be provided under this Agreement shall, unless otherwise provided, be commenced upon execution of this Agreement, and be performed in general accordance within the timeframe and/or schedule in **Exhibit A**.

ARTICLE 4: COMPENSATION FOR SERVICES

The **CLIENT** agrees to compensate the **CONSULTANT** in accordance with the following schedule, and the Terms and Conditions of this Agreement:

- 4.1 For Basic Services as described in Article I, Compensation shall be made on a time and materials basis not-to-exceed *Two Hundred Thousand Dollars (\$ 200,000)* without prior written approval of the **CLIENT**.
- 4.2 Invoices submitted to the **CLIENT** will use the **CONSULTANT'S** current billing rates in effect at the time the work is performed. **Attachment I** provides the **CONSULTANT'S** 2022 Schedule of Hourly Rates and Expenses.
- 4.3 Unless otherwise provided herein, **CONSULTANT** shall submit invoices for Basic, Additional or Special Services and for Direct Expenses each month for work that has been performed. The **CLIENT** agrees to pay the **CONSULTANT** within 60 days of the billing date. If any portion of, or an entire account remains unpaid 90 days after billing, the **CONSULTANT** may upon five (5) calendar days written notice to the **CLIENT** suspend performance of services under this Agreement. The **CONSULTANT** shall have no liability whatsoever to the **CLIENT** for any costs or damages resulting from such suspension. The **CLIENT** shall pay all costs of collection, including reasonable attorney's fees.

ARTICLE 5: DELAYS

If the **CONSULTANT** is delayed at any time in the progress of work by any act or neglect of the **CLIENT** or its agents, employees or contractors, or by changes in the work, or by extended reviews by the **CLIENT**, fire, unavoidable casualties, or by any causes beyond the **CONSULTANT'S** control, the time schedule shall be extended for a reasonable length of time, and **CONSULTANT'S** compensation may be subject to renegotiation for increased expenses due to escalation of prices, extended services, rework, and/or other expenses incidental to such delays.

ARTICLE 6: OWNERSHIP OF DOCUMENTS

All drawings, specifications, reports, records, and other work products developed by the **CONSULTANT** associated with this project are instruments of service for this project only and shall remain the property of the **CONSULTANT** whether the project is completed or not. The **CONSULTANT** shall furnish originals or copies of such work product to the **CLIENT** in accordance with the services required hereunder. Reuse of any of the work product of the **CONSULTANT** by the **CLIENT** on an extension of this project or on any other project without the written permission of the **CONSULTANT** shall be at the **CLIENT'S** risk and the **CLIENT** agrees to defend, indemnify, and hold harmless the **CONSULTANT** from all claims, damages, and expenses including attorney's fees arising out of such unauthorized reuse by the **CLIENT** or by others acting through the **CLIENT**. Any reuse or adaptation of the **CONSULTANT'S** work product shall entitle the **CONSULTANT** to equitable compensation.

ARTICLE 7: INSURANCE

During the course of the services, the **CONSULTANT** shall maintain Workmen's Compensation Insurance in accordance with the Workmen's Compensation laws of the State of *Nebraska*; Professional Liability Insurance with a minimum coverage of \$1,000,000 per occurrence, \$2,000,000 aggregate; Automobile Liability with a combined single limit coverage of \$1,000,000; General Liability with a policy limit of \$2,000,000; Commercial Umbrella with a policy limit of \$5,000,000; and Cyber Liability with a policy limit of \$1,000,000.

Upon request, the **CONSULTANT** shall provide certificates of insurance to the **CLIENT** indicating compliance with this paragraph.

ARTICLE 8: TERMINATION

Either the **CLIENT** or the **CONSULTANT** may terminate this Agreement at any time with or without cause upon giving the other party fourteen (14) calendar days, prior written notice. The **CLIENT** shall within sixty (60) calendar days of termination pay the **CONSULTANT** for all services rendered and all costs incurred up to the date of termination, in accordance with the compensation provisions of this contract.

ARTICLE 9: DISPUTES

Intentionally deleted.

ARTICLE 10: DESIGN WITHOUT CONSTRUCTION PHASE ENGINEERING SERVICES

If the basic services under this Agreement include design services, but do not include any construction phase engineering services by the **CONSULTANT**, such as construction administration, construction observation, or review of the Contractor's work for general conformance with the Contract Documents, such services shall be provided by the **CLIENT** or others. As such, the **CLIENT** assumes all responsibility for the **CLIENT'S** interpretation of the Construction Documents, for construction administration, observation and supervision, and waives any and all claims and liability against the **CONSULTANT** that may be in any way connected thereto.

ARTICLE 11: JOBSITE SAFETY

Neither the professional activities of the **CONSULTANT** nor the presence of the **CONSULTANT** or his employees and subconsultants at a construction site, shall relieve the General Contractor(s) or its subcontractor(s), and any other entity of their obligations, duties and responsibilities including, but not limited to, construction means, methods, sequence, techniques or procedures necessary for performing, superintending or coordinating all portions of the work of construction in accordance with the Contract Documents and any health or safety precaution required by any regulatory agencies. The **CONSULTANT** and his personnel have no authority to exercise any control over any construction contractor or other entity or their employees for their work or any health or safety precautions. Except for employees of the **CONSULTANT**, the **CLIENT** agrees that the General Contractor(s) or its subcontractor(s) are responsible for jobsite safety, and shall include this intent in the **CLIENT'S** agreement with the General Contractor(s) and/or subcontractor(s).

ARTICLE 12: GOVERNING LAW

Unless otherwise agreed in writing, this Agreement and the interpretation thereof shall be governed by the law of the State of Nebraska.

ARTICLE 13: SUCCESSORS AND ASSIGNS

The **CLIENT** and the **CONSULTANT** each binds itself and its partners, successors, executors, administrators and assigns to the other party of this Agreement and to the partners, successors, executors, administrators and assigns of such other party with respect to all covenants of this Agreement. Neither party shall assign or transfer its interest in this Agreement without the written consent of the other.

ARTICLE 14: EXTENT OF AGREEMENT

This Agreement represents the entire and integrated agreement between the parties and supersedes all prior negotiations and representations. Nothing herein shall be deemed to create any contractual relationship between the **CONSULTANT** and any other consulting business, or contractor, or material supplier on the project, nor obligate it to furnish any notices required under other such contracts, nor shall anything herein be deemed to give anyone not a party to this Agreement any right of action against a party which does not otherwise exist without regard to this Agreement.

ARTICLE 15: NOTICES

All notices and instructions given by either party to the other shall be in writing, and shall be deemed to be properly served if delivered to the address of record shown below, or if deposited in the United States Mail properly stamped with the required postage and addressed to such party at the address shown below. The date of service of a notice sent by mail shall be deemed to be the day following the date on which said notice is so deposited. Either party hereto shall have the right to change its address by giving the other party written notice thereof.

ARTICLE 16: ACCURACY OF SERVICES AND LIMITATION OF LIABILITY

- 16.1 The **CONSULTANT** shall use reasonable professional skill and judgment in providing the services, hereunder, but does not warrant that such services are without errors and/or omissions. If, during the authorized use and prudent interpretation of documents or advice furnished by the **CONSULTANT**, an error or omission is discovered within a reasonable time, the **CONSULTANT** shall be responsible for correction of any work which must be removed or altered to meet the project requirements, provided the **CONSULTANT** is given a reasonable opportunity to make remedial recommendations and to correct or arrange for the correction of the work itself. The **CONSULTANT** will not be liable for the cost of procurement of work or services performed in correcting such errors and/or omissions where such work or services result in a value to the Project over and above that which the original work or services provided.
- 16.2 In providing opinions of probable construction cost, the **CLIENT** understands that the **CONSULTANT** has no control over costs or the price of labor, equipment, or materials, or the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made based on the qualifications and experience of the **CONSULTANT**. The **CONSULTANT** makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.
- 16.3 The **CONSULTANT** agrees, to the fullest extent permitted by law, to indemnify and hold the **CLIENT** harmless from any damage, liability or cost (including reasonable attorneys' fees and costs of defense) to the extent caused by the **CONSULTANT'S** negligent acts, errors or omissions in the performance of professional services under this Agreement and those of his or her subconsultants or anyone for whom the **CONSULTANT** is legally liable.

The **CLIENT** agrees, to the fullest extent permitted by law, to indemnify and hold the **CONSULTANT** harmless from any damage, liability or cost (including reasonable attorneys' fees and costs of defense) to the extent caused by the **CLIENT'S** negligent acts, errors or omissions and those of his or her contractors, subcontractors or consultants or anyone for whom the **CLIENT** is legally liable, and arising from the project that is the subject of this Agreement. The **CLIENT'S** amount of indemnity or costs incurred in providing the indemnity

shall be limited to the same amount as the **CONSULTANT'S** liability as defined in Article 16.4, if applicable.

- 16.4 To the fullest extent permitted by law, and notwithstanding any other provision of this Agreement, the total liability, in the aggregate, of the **CONSULTANT** and the **CONSULTANT'S** officers, directors, partners, employees, agents and subconsultants, and any of them, to the **CLIENT** and anyone claiming by, through or under the **CLIENT**, for any and all claims, losses, costs or damages of any nature whatsoever arising out of, resulting from or in any way related to the Project or the Agreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability, breach of contract or warranty, express or implied, of the **CONSULTANT** or the **CONSULTANT'S** officers, directors, employees, agents or subconsultants, or any of them, shall not exceed:

☒ [x] The total compensation received by under the **CONSULTANT** under this Agreement.

☐ [] The total amount of \$100,000.

☐ [] The Professional Liability Insurance minimum coverage amount per occurrence as set forth in Article 7.

ARTICLE 17: SPECIAL PROVISIONS

ACKNOWLEDGMENT OF COMPLETE AGREEMENT: This Agreement includes pages consecutively numbered 1 through 6, and the attachments thereto, identified as:

Exhibit A – Scope of Work

Exhibit B – Fee Estimate

Attachment I – 2022 Schedule of Hourly Rates and Expenses

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first written above:

CLIENT:

City of La Vista

By _____

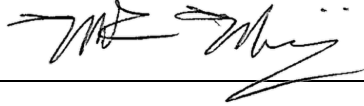
Title _____

Address: 8116 Park View Blvd

La Vista, NE 68128

CONSULTANT:

FELSBURG HOLT & ULLEVIG

By  _____

Title Mark Meisinger, Principal

Address: 11422 Miracle Hills Drive, Suite 115

Omaha, NE 68154

Exhibit B

Conceptual Design for Giles Road Widening

April 6, 2022

Workhour and Fee Estimate



	Principal II	Principal I (PM)	Sr. Engr/Pln	Engineer V	Engineer IV	Engineer III	Engineer II	Engineer I	Sr. Designer	Intern I	Env. Sci. V	Env. Sci. III	Graphics	Total
Task 1 - Traffic Analysis	0	26	0	70	0	0	0	42	0	56	0	0	20	\$29,230
Task 1.1 Data Compilation		2		4						16				\$2,170
Task 1.2 Unsignalized Intersection Analysis				2				4		10				\$1,390
Task 1.3 Existing Traffic Analysis				10				8		8				\$3,170
Task 1.4 Traffic Forecasting		4		6				8		2				\$3,010
Task 1.5 Future Traffic Analysis		4		16				8		8				\$5,220
Task 1.6 Traffic Signal Coordination & Technology Evaluation		4		8										\$2,420
Task 1.7 Crash Analysis		4		16										\$3,900
Task 1.8 Corridor Study Report		8		8				14		12			20	\$7,950
Task 2 - Drainage Analysis	0	13	0	0	96	0	90	0	0	0	0	0	0	\$28,735
2.1 Preliminary Hydrologic and Hydraulic Analysis														\$0
2.1a Hydraulic Modeling (includes 2 bridge; embankment placement along Giles - Effective and Preliminary models)		2			36		20							\$8,450
2.1b Preliminary Stream Assessment		6			16		8							\$4,850
2.1c Preliminary Hydrologic & Hydraulic Analysis Report		1			12		6							\$2,815
2.2 Storm Drainage Analysis and Design														\$0
2.2a Drainage Area Delineation and Hydrology		1			6		16							\$3,085
2.2b Storm Sewer and Inlet Layout		1			12		24							\$4,975
2.2c Drainage Calculations and Report		2			14		16							\$4,560
Task 3 - Structures Assessment	4	0	24	0	0	0	34	0	52	0	0	0	0	\$18,760
3.1 Structures Data Collection							8		4					\$1,640
3.2 Bridge Concepts			16				16		40					\$11,920
3.3 Structures Concepts Analysis	2		4				6		8					\$3,400
3.4 Structures Concepts Summary	2		4				4							\$1,800
Task 4 - Conceptual Roadway Design	4	4	0	14	26	126	0	0	126	0	0	0	0	\$47,030
4.1 Surveying Services									2					\$340
4.2 Data Collection				2	4	4			8					\$2,890
4.3 Alternatives Development-Intersections, Turn Lanes & Striping	2	2		4	4	24			16					\$8,310
4.4 Alternatives Development-Pavement Widening	2	2		4	4	32			24					\$10,750
4.5 Template Roadway X-Sections					2	2			8					\$1,940
4.6 Conceptual Plan Set						40			40					\$12,200
4.7 Earthwork				2	4	4								\$1,530
4.8 Quantities / Estimates				2		8			8					\$2,810
4.9 Right-of-way Acquisitions					4	8			16					\$4,420
4.10 Utilities Coordination / Verification					4	4			4					\$1,840
Task 5 - Desktop Environmental Review	0	0	0	0	0	0	0	0	0	0	24	24	0	\$7,320
5.1 Desktop Review of Environmental Resources											8	8		\$2,440
5.2 GIS Figure Generation and Geodatabase											8	8		\$2,440
5.3 Documentation											8	8		\$2,440
Task 6 - Project Management, QA/QC, & Meetings	6	43	20	44	0	12	0	16	0	0	0	0	0	\$27,105
Task 6.1 Project Management		20		20										\$8,400
Task 6.2 QA/QC	4	8		4										\$3,660
Task 6.3 MAPA Funding Application		3	20			8		16						\$7,465
Task 6.4 Project Meetings	2	8		16										\$5,360
Task 6.5 Site Inspection		4		4		4								\$2,220
TOTAL HOURS	14	86	44	128	122	138	124	58	178	56	24	24	20	1016
TOTAL LABOR / HR RATE	\$260	\$235	\$200	\$185	\$155	\$135	\$120	\$105	\$170	\$60	\$175	\$130	\$120	
TOTAL LABOR COSTS	\$3,640	\$20,210	\$8,800	\$23,680	\$18,910	\$18,630	\$14,880	\$6,090	\$30,260	\$3,360	\$4,200	\$3,120	\$2,400	\$158,180

DIRECT PROJECT EXPENSES

Subconsultant - TD2	1	\$	20,000.00											\$20,000
Subconsultant - Iteris	1	\$	20,000.00											\$20,000
Printing	1220	\$	0.19											\$232
Mileage (5 Trips @ 30 Miles)	150	\$	0.585											\$88
Traffic Counts @ 4 unsignalized intersections (Direct Expense)	5	\$	300.00											\$1,500

TOTAL DIRECT PROJECT EXPENSES

\$41,820

TOTAL PROJECT COST

\$200,000

Project Cost Summary

	Cost
Task 1 - Traffic Analysis	\$29,230
Task 2 - Drainage Analysis	\$28,735
Task 3 - Structures Assessment	\$18,760
Task 4 - Conceptual Roadway Design	\$47,030
Task 5 - Desktop Environmental Review	\$7,320
Task 6 - Project Management, QA/QC, & Meetings	\$27,105
Direct Project Expenses	\$41,820
TOTAL PROJECT COST	\$200,000

Project Description

Provide professional engineering and surveying services to prepare conceptual plans and opinions of construction costs for public infrastructure including storm sewers, pavement for roadways, traffic signal timing, coordination and/or improvements, as well as preliminary utility coordination for the Giles Road corridor. Project limits are from the I-80 Eastbound on/off ramps to 96th Street, with potential widening from the I-80 Eastbound ramp terminal intersection to a point east of 120th Street. The need for auxiliary turn lanes and/or signal improvements will be determined at signalized intersections throughout the project area. An aerial of the contemplated project limits is attached herewith as **Figure 1**.



Figure 1. Project Study Area

Scope of Services

Task 1 - Traffic Analysis

Task 1.1 Data Compilation

Historic traffic counts at the study intersections will be utilized by FHU. This information will be compiled from previous projects along the Giles Road corridor and will be used as the base condition for our analysis. FHU will compile the count information for analysis. The locations with known historic counts are as follows:

Signalized Intersections

- Giles Road & Harrison Street
- Giles Road & I-80 WB Ramp Terminal
- Giles Road & I-80 EB Ramp Terminal
- Giles Road & Southport Parkway
- Giles Road & Eastport Parkway / W. Giles Road
- Giles Road & 120th Street
- Giles Road & 117th Street
- Giles Road & 114th Street
- Giles Road & 108th Street / Portal Road
- Giles Road & 96th Street

Assumptions

- Traffic data from recent traffic studies in the project area will be utilized as well to gather existing and future traffic information. The City will provide any recent traffic studies within the study area.
- FHU will coordinate with the City of Papillion and the Papio-Missouri NRD to incorporate data and assumptions from recent FHU projects along the Portal Road corridor and the branches of the Papillion Creek. A virtual meeting with each entity will be conducted.

Task 1.2 Unsignalized Intersection Analysis

FHU will conduct MUTCD traffic signal warrant analyses at the following unsignalized intersections:

Unsignalized Intersections:

- Giles Road & 107th Street
- Giles Road & 103rd Street
- Giles Road & 101st Street
- Giles Road & 99th Street / Val Verde Drive
- Giles Road & 98th Plaza

Assumptions

- Existing traffic volumes are not available. FHU will conduct 4-hour turning movement counts (AM and PM peaks) at these unsignalized intersections in spring of 2022.

Task 1.3 Existing Traffic Analysis

FHU will assess the current level of congestion in the AM and PM peak hours, measured by level of service (LOS), which is experienced on Giles Road within the study area boundaries. In order to address the traffic operations along the Giles Road corridor, the study will include an evaluation of the following locations:

Signalized Intersections

- Giles Road & Harrison Street
- Giles Road & I-80 WB Ramp Terminal
- Giles Road & I-80 EB Ramp Terminal
- Giles Road & Southport Parkway

- Giles Road & Eastport Parkway / W. Giles Road
- Giles Road & 120th Street
- Giles Road & 117th Street
- Giles Road & 114th Street
- Giles Road & 108th Street / Portal Road
- Giles Road & 96th Street

Assumptions

- Current signal timing data for all signalized study area intersections will be provided to FHU by the City of La Vista and NDOT.
- If needed, FHU can access traffic signal controllers in the field to obtain signal timing data.
- FHU will use Synchro 11.0 and SIDRA 7.1 for analysis. HCM 6th Edition methodologies will be utilized.

Task 1.4 Traffic Forecasting

This corridor study will need to consider the future land uses along Giles Road and areas to the south, including proposed developments in other jurisdictions. FHU will obtain Year 2050 traffic projections from the Metropolitan Area Planning Agency (MAPA). Historic counts will be utilized to determine historic growth rates along the corridor.

Procedures documented in the Transportation Research Board's publication NCHRP 765 will be used to develop forecasted traffic volumes for AM and PM peak hours at study intersections. The future volumes will be agreed upon by the City of La Vista prior to any additional analysis being conducted.

Assumptions

- 2050 future traffic forecasts (ADT) will be provided to FHU by MAPA.
- Historic counts will be compiled by FHU and the City will provide any traffic studies along the project corridor.
- FHU will obtain development information from the City of Papillion and Sarpy County.
- FHU will obtain other relevant documents such as the MAPA MTIS and Sarpy County Transit Plan.

Task 1.5 Future Traffic Analysis

Analysis for the corridor will be performed for Existing (2022) and Future (2042) traffic scenarios. Capacity analysis will be conducted at study intersections to determine future traffic control and to determine long term geometric improvements for the corridor. Several traffic control and intersection configuration alternatives will be evaluated to define the best long-term solution to accommodate the future growth and travel within the corridor study area. This will include an evaluation of the feasibility of I-80 interchange modifications.

Auxiliary turn lane warrants will be evaluated at study area intersections under future traffic conditions, including minor leg analysis lane needs.

A planning level cross-section recommendation will be made by comparing future ADT volumes to ADT thresholds for specific roadway types which shall be established by FHU in conjunction with the City of La Vista.

A policy on intersection spacing and access management for the corridor will be developed. This will identify traffic control and access locations associated with future development along the Giles Road corridor. Additionally, existing driveway locations will be analyzed to determine the feasibility to consolidate or eliminate driveways onto Giles Road.

The following intersections will be analyzed to assess the level of congestion in the 2042 AM and PM peak hours, measured by level of service (LOS). NCHRP 765 methodologies will be utilized to develop peak hour traffic volumes.

Signalized Intersections

- Giles Road & Harrison Street
- Giles Road & I-80 WB Ramp Terminal
- Giles Road & I-80 EB Ramp Terminal
- Giles Road & Southport Parkway
- Giles Road & Eastport Parkway / W. Giles Road
- Giles Road & 120th Street
- Giles Road & 117th Street
- Giles Road & 114th Street
- Giles Road & 108th Street / Portal Road
- Giles Road & 96th Street

Assumptions

- FHU will use Synchro 11.0 and SIDRA 7.1 for analysis. HCM 6th Edition methodologies will be utilized.
- FHU will facilitate a meeting with the City of La Vista and NDOT to determine if interchange improvements are necessary to facilitate Giles Road widening from a four-lane divided to a six-lane divided cross section. FHU will prepare conceptual layouts of interchange improvements.

Task 1.6 Traffic Signal Coordination and Technology Evaluation

FHU/Iteris will develop near-term traffic signal timing recommendations on the Giles Road corridor building upon recent work by FHU completed in 2019. A left-turn phasing analysis will be conducted at existing traffic signals to determine the viability of Flashing Yellow Arrow (FYA) installation.

Geometric modifications to the existing intersections may also be needed, which may necessitate traffic signal modifications. FHU will recommend signal phasing as part of any necessary traffic signal modifications. The need for new detection technology such as high-definition microwave radar, single camera sensors, or other innovative vehicle detection technologies will be identified.

An intelligent transportation system (ITS) technology evaluation will be conducted by Iteris for the project corridor. An inventory of existing traffic signal controllers, wireless and fiber optic communication systems, ITS devices, CCTV monitoring cameras, dynamic message signs, detection devices, and other traffic sensors will be evaluated. Recommendations for technology implementation will be developed considering performance, maintenance access, clear zones, viewing distance, power sources, and communication infrastructure when locating devices.

The potential for Adaptive Signal Control Technology (ASCT), responsive systems, or other technology promoting efficient traffic flow will be vetted for use on the Giles Road corridor.

Assumptions

- As part of this evaluation, FHU will facilitate a joint agency meeting with the City of La Vista, City of Omaha, and NDOT to discuss traffic operations, technology integration, and communication systems along the Giles Road corridor.

Task 1.7 Crash Analysis

As part of the traffic study, FHU recommends a crash analysis be completed for the entire study corridor to identify existing safety issues and recommend safety improvements to implement as part of this project. FHU would work with the Nebraska Department of Transportation (NDOT) to obtain crash reports for the most recent five-year period. Crash clusters or hot spots would be identified, and safety improvements would be recommended as part of the corridor improvement plans.

A high-level predictive crash analysis will be completed utilizing the Highway Safety Manual (HSM). Crash modification factors from the CMF clearinghouse will be utilized to develop a predictive number of crashes.

Assumptions

- A stand-alone crash study report will be produced.
- 2022 baseline traffic volumes would be utilized to establish crash rates. Crash rates would be compared to the Nebraska Statewide crash rates for urban roadways.
- EPDO crash rates would also be prepared to determine if crash severity is over-represented at select locations.
- Detailed collision diagrams would NOT be prepared for all intersections as part of this work effort. Upon examination, collision diagrams would be prepared for those intersections exceeding the Statewide crash rates.

Task 1.8 Corridor Study Report

A draft report will be prepared summarizing the results of this corridor study and will include graphical illustrations of the study area and analysis. FHU will identify traffic operational or roadway deficiencies in the study area and will develop recommendations for short-term and long-term improvements. The draft report will be submitted to the City of La Vista for review and comment. We have assumed a period of two weeks for the review of the draft report. Comments received will be addressed and incorporated into the final report.

Task 2 – Drainage Analysis

Task 2.1 Preliminary Hydrologic and Hydraulic Analysis

The Giles Road corridor passes over South Papillion Creek and West Papillion Creek. Bridges span both the South Papillion Creek and West Papillion Creek near the center of the study area. Both streams are in a Zone AE mapped floodplain and have a designated Floodway (FEMA Firm Panel 31153C0090H – dated May 3, 2010).

Modifications to any of the crossings and the placement of fill for any street or bridge widening may impact the designated floodway and will need to be evaluated to make sure that they do not cause a rise to the Base Flood Elevation (BFE) using Effective “Regulatory” hydraulic models.

Hydraulic models and mapping are currently being updated to account for better surface data and new hydrology. Based on latest information provided to us by the Papio-Missouri River Natural Resources District (P-MRNRD) these models are expected to become Preliminary in February 2021. However, recent models have been provided to us by the P-MRNRD at this time and will be used as a check in anticipation of changes that are expected to occur.

FHU will evaluate each of two crossings and fill placement along Giles Road for potential impacts to the BFE in their respective streams.

- a. For both stream crossings, FEMA Effective hydraulic models will be obtained and checked against existing conditions using available record drawings, current LiDAR data, and field measurements. The Effective model will be updated, as appropriate, using the aforementioned information and will become the Existing Conditions model. The Existing Conditions model will then be modified for conceptual level designs and become the Proposed Conditions model. FHU will evaluate up to two proposed alternatives for each crossing and will evaluate a potential shift to the alignment, if needed. It is assumed that Effective flow rates from the FEMA Flood Insurance Study (FIS) will be suitable for use in this analysis.
- b. A check will be performed using the Preliminary hydraulic model. The model will be reviewed for accuracy and Proposed Conditions models will be checked against using the Preliminary model
- c. A preliminary hydrologic and hydraulic analysis report will be prepared.

Lastly, FHU will also perform a preliminary assessment of stream conditions at and downstream from the bridges (up to 1000 LF) to determine the general stage of evolution of the channels, any notable head-cutting that may be working its way upstream that may threaten bridge structures, and any other issues that may be affecting bridge abutments and piers. This general assessment and any recommendations will be included in the H&H report and anticipated costs included in the study’s OPC, if directed by the CITY.

Assumptions

- FHU will use HEC-RAS to model hydraulic conditions of the various channels
- FEMA Effective hydraulic model will be available in HEC-RAS format

Task 2.2 Storm Drainage Analysis and Design

FHU will delineate drainage areas at project low points and major intersections and prepare general hydraulic calculations to approximate the size of storm sewer and roadway ditches within the project limits. Proposed ditches and storm sewer will be designed at the conceptual level.

Consideration for potential stormwater management solutions, including Best Management Practices (BMP) consistent with transportation corridors will be considered. FHU will calculate anticipated water quality control volume needed to offset project impacts and identify BMPs options at a conceptual level detailing potential location and type.

Task 3 –Structures Assessment**Task 3.1 Structures Data Collection**

FHU and TD2 will gather and review the following data from City of La Vista or Nebraska Department of Transportation:

- As-Built and original plans
- Maintenance history
- Current condition and ratings

Task 3.2 Bridge Concepts

Three bridges exist on the corridor and span the following features, BNSF Railway, the South Papillion Creek and the Papillion Creek. It is anticipated there will be no grade raise to the bridges. All three structures may potentially be widened to accommodate either additional roadway lanes or multi-modal facilities. This task will include reviewing the existing bridges to see if they can be widened, if necessary, depending on the concepts developed, or if they need to be reconstructed.

FHU will develop conceptual bridge TS&L's for the structures if it is determined they need to be modified.

Task 3.3 Structures Concepts Analysis

FHU will analyze viability of up to six bridge concepts, two per location analyzing widening or reconstruction depending on the type of modifications required for each bridge. Bicycle and pedestrian considerations will be included in the analysis. Criteria used to evaluate these conceptual options include:

- Bridge superstructure and substructure reuse
- Structural viability
- Applicable city, county and state bridge standards
- Constructability
- Environmental impacts
- Cost comparisons

Task 3.4 Structures Concepts Summary

FHU will provide a structures report evaluating each bridge concept at the locations determined. This executive summary will include bridge criteria and cost discussions as well as recommended structure types at each location.

Task 4 - Conceptual Roadway Design Plans**Task 4.1 Surveying Services**

TD2 will provide a limited survey of existing conditions that will show existing pavement geometry, right-of-way lines, traffic signal poles and lane markings. This data will be collected by use of unmanned aerial vehicle with ground control data collection as required. This survey work will cover the three bridges in the study area and three intersections (96th Street, 99th Street, 120th Street) with coverage on 300 feet or longer on each leg and. The survey information will be produced in AutoCad compatible format.

Task 4.2 Data Collection

FHU and TD2 will gather and review the following data from City of La Vista:

- As-Built plans (signals, streets, structures, utilities)
- Identification of storm water management concerns along the corridor
- Drainage studies previously conducted by TD2 in Southport West and Southport East along Giles Road
- GIS data for base files including Sarpy County aerial, 2-foot contours, floodplain information, and property lines. This information will be supplemented by topographic survey and Unmanned Aerial Vehicle (UAV) survey as needed.
- Historical land development expectations will be provided by John Kottmann and those will be updated based on conversations to be held with La Vista Community Development for recent developments.
- TD2 will contact La Vista Public Works and Community Development to obtain relevant information and plans including existing bridge plans.
- Pavement Condition Index (PCI) Scores for the corridor will be provided by the City of La Vista

Assumptions

- Survey will not be completed for the entirety of this project. FHU will use available GIS data at locations listed above, supplemented by TD2 survey at intersections and select locations.
- John Kottmann's knowledge of existing conditions will be documented. Historical land development expectations will be provided by Kottmann and those will be updated based on conversations to be held with La Vista Community Development for recent developments.

Task 4.3 Alternatives Development-Intersections, Turn Lanes & Striping

FHU will develop alternatives associated with the findings of the traffic analysis for the intersections, turn lanes and striping to achieve short term improvements, 5-10 year horizon. The following design details will be shown:

- Curb and gutter lines or edge of pavement lines
- Turn lane configurations
- Sidewalks, multi-use paths & curb ramp locations
- Traffic signal pole locations, with mast arm and signal head configurations

Task 4.4 Alternatives Development-Pavement Widening

FHU will review the existing lane configuration and study widening alternatives to evaluate long term improvements. It is assumed widening will occur from the west end of the project limits up to and possibly through the intersection of 120th Street and Giles Road. Alternatives will include:

- Reviewing phasing additional lanes
- Reviewing PCI scores to determine reconstruction versus rehabilitation
- If Reconstruction is determined reviewing roadway alignments to determine widening to the left, right, or about the existing centerline.

Criteria used to evaluate the widening alternatives include:

- Impacts to adjacent properties
- Constructability under traffic vs. detour
- Environmental impacts
- General cost comparison of each option

Once the preferred alternative is identified, this task includes the effort to layout the design for the defined limits. The following design details will be shown:

- Curb and gutter lines or edge of pavement lines
- Turn lane configurations
- Sidewalks, multi-use paths & curb ramp locations
- Driveway locations
- Bridge layout
- Guardrail layout
- Conceptual drainage layout

Task 4.5 Template Roadway Cross-Sections

FHU will develop the templates necessary to process cross sections on Giles Road. This would be completed for the selected preferred alternative and changes associated with intersections.

Task 4.6 Conceptual Design Plan Set

FHU will develop a plan set detailing the proposed improvements on Giles Road, approximately a 15% level. This set will include the following:

- Title Sheet
- Typical Sections
- Horizontal Alignment Sheets
- Construction & Removal Sheets
- Plan & Profile Sheets
- Details/General Notes Sheets
- Bridge TS&L Sheets
- Pavement Marking & Signing Sheets
- Traffic Signal Improvement Sheets
- Cross Sections at every 50'

Assumptions

- The Sarpy County aerial photo or UAV aerial photography will be utilized for base drawings.
- FHU will facilitate a meeting with the City of La Vista and NDOT to discuss modifications to the I-80 interchange with Giles Road to accommodate the potential four-lane to six-lane widening improvements. Interim and long-term improvements will be investigated.

Task 4.7 Earthwork

FHU will process the earthwork from the cross sections for the selected preferred alternative.

Task 4.8 Quantities / Estimates

FHU in conjunction with TD2 will develop and tabulate the quantities. FHU will utilize recent bid tabs from NDOT, Sarpy County and the City of La Vista to establish unit prices.

Task 4.9 Right of Way Acquisitions

FHU will identify areas where Right of Way (ROW) acquisitions will be necessary. This will include areas requiring permanent ROW acquisitions as well as temporary and permanent easements. This information will be tabulated, and a cost estimate will be prepared.

Task 4.10 Utilities Coordination / Verification

FHU will identify and verify any utility conflicts. FHU will communicate with the utilities identify existing facilities and their potential conflicts. FHU will prepare a cost estimate for any major utility relocations identified.

Task 5 – Desktop Environmental Review**Task 5.1 Desktop Review of Environmental Resources**

We propose to conduct a desktop environmental resource review early in the study process so that information is available prior to the development of the conceptual improvements for the corridor. This would allow the project team to incorporate potential impacts to environmental resources (natural and human environment) as a part of the decision matrix. This review would be conducted concurrently with the corridor traffic analyses so that all of the critical factors have been established as alternative improvement scenarios are identified.

The project team will develop a summary of the environmental resources that exist within the project corridor and could potentially be impacted or affected by the conceptual improvement scenario. This desktop review would include the evaluation of readily available and ascertainable information for the following Environmental Data Sources and Resources:

- Wild & Scenic Rivers
- National Wetland Inventory (NWI)
- USFWS Critical Habitat
- Federal & State listed Threatened and Endangered Species
- FEMA Floodzones
- Water Quality (303d Listed Waters)
- Hazardous Materials Review (NDEQ IMS Database & EPA FRS Sites)
- Historic & Archeological Resources (Section 106; NHRP)
- NE Historic Bridges
- Registered Wells / Groundwater
- Parks & Open Space
- Federal Lands
- Geology and Soils
- Farmland Classification
- LWCF (6f)
- Reservations and Tribal Lands
- NPS Native American Graves Protection & Repatriation Act (NAGRPA)
- National Association of Tribal Historical Preservation Officer
- Environmental Justice / Civil Rights protected populations (EPA EJSCREEN)

Task 5.2 GIS Figure Generation

The environmental team will use GIS and other electronic data to conduct the desktop review. Information collected will be described in an environmental summary data form for the proposed project. A vicinity map, location map, and an Environmental Constraints Map (a figure depicting the environmental resources identified within the area) will be developed for the final deliverable.

Task 5.3 Documentation

The environmental desktop review will be documented using a tabular format listing the various resources reviewed (listed above) and the findings for each. A summary of findings would be provided for inclusion within the Feasibility Study report documentation and supporting documentation attached.

Task 6 - Project Management, QA/QC, & Meetings**Task 6.1 Project Management**

This task includes activities to initiate and monitor project schedules, workload assignments and internal cost controls throughout the project. Also included are efforts to prepare and process invoices and monthly progress reports; prepare project correspondence with the City; and maintain project records.

Task 6.2 QA/QC

FHU will perform QA/QC checks at various stages of the study including prior to any official submittal.

Task 6.3 MAPA Funding Application

FHU will compile the required information needed to input into the MAPA on-line application form. All information listed below all Project applications will be evaluated based on the following:

- **Priority Corridors & NHS:** Describe the project's proximity to MAPA's High priority corridors and, if relevant, identify positive impacts to other adjacent priority corridors.
- **Planning Time Index:** Describe the project's accommodations of travel reliability as defined by MAPA's existing reliability data network.
- **Redevelopment & Environmental Justice:** MAPA maintains an overlay of regional redevelopment zones shown in local planning documents. Reference to the relevant overlay for the project area will be summarized. The potential for meeting environmental justice screening criteria will be summarized by FHU from the feasibility study.
- **Asset Condition:** The City will provide the most current Pavement Rating data available for pavement condition to support the application.
- **TAM Plan Alignment:** FHU will support documenting project segment(s) that support the NDOT Transportation Asset Management Plan.
- **Employment Accessibility:** MAPA is expected to generate the employment density with a defined buffer from the proposed project. FHU will support the effort to calculate the number of accessible jobs based on employment data made available by the City.
- **Safety (HSM Predictive Analysis):** FHU has calculated the crashes per million vehicle miles and will use the available dataset to produce the crash severity index required of the application. Highlighting segment portions that are 4-lane, non-interstate sections is recommended for the project narrative.
- **Transportation Emphasis Areas:** All features anticipated to be included with the project that supports MAPA Transportation Emphasis Areas will be summarized by FHU. The list will be confirmed during the project kickoff meeting.
- **2050 LOS:** FHU will summarize the future year Level of Service for the four studied intersections from the feasibility and traffic study.
- **Percent of Local Match:** The online application requirements will inform the project cost inputs and ultimate cost-share percentage. A 30-50% local match is encouraged to support project scoring.

- **Local Funding of PE/NEPA & ROW:** FHU will summarize the local funding potential for PE/NEPA and ROW. A discussion with MAPA is recommended to explore the best available options for phasing funding and how that affects the application process.
- **Description of Multi-Jurisdictional Impacts,** FHU will provide a summary of the positive multi-jurisdictional impacts and the total number of partnering jurisdictions the project will include.
- **Public Involvement:** FHU will include a write-up of any public outreach completed to date for the project and any future PI plans the City may have.
- **Environmental Justice:** FHU will include a discussion on environmental justice and the project impacts.
- **Redevelopment:** FHU will include a discussion on potential redevelopment or infill within the project area.

FHU will compile a STBG-MAPA Application Form content along with the preparation of a one-page project summary letter. FHU does not anticipate a need for the City to provide NDOT with DR-53 Form. A DR-530 is anticipated and will be completed by FHU.

Task 6.4 Project Meetings

As part of this effort, FHU will attend four meetings with officials representing the City of La Vista. This will include a kick-off meeting, a joint agency meeting to discuss traffic signal operations and system architecture, and two meetings to review preliminary progress and results prior to completion of the final study. Any additional meetings or presentations can be provided at FHU's standard hourly rates. Meetings may be held virtually using online meeting technology if needed.

Task 6.5 Site Inspections

FHU will conduct two on-site inspections with various staff. Hours will include travel time, time on-site, and time to prepare a site visit documentation memo for each visit.

Fee Estimate

We propose to conduct these services on a “time and materials” basis. Under such an agreement, we are compensated on an hourly basis for all labor and other direct costs, such as printing, are reimbursed at a rate of 1.1 times actual cost. The following are our standard hourly billing rates for the personnel expected to be involved in this project:

Principal II	\$260.00	Engineer II	\$120.00
Principal I (PM)	\$235.00	Engineer I	\$105.00
Associate	\$225.00	Env. Sci. V	\$175.00
Sr. Eng/Planner	\$200.00	Env. Sci. III	\$130.00
Engineer V	\$185.00	Sr. Designer	\$170.00
Engineer IV	\$155.00	Graphics	\$120.00
Engineer III	\$135.00	Intern I	\$ 60.00

At these standard hourly rates, we have estimated that the design plans could be completed for a maximum budget of **\$200,000**. This amount would be established as a “not to exceed” limit beyond which no charges could be made without your prior approval. A more detailed breakdown of the estimated cost by task is provided below:

Tasks	Estimated Task Costs
Task 1 - Traffic Analysis	\$29,230
Task 2 - Drainage Analysis	\$28,735
Task 3 - Structures Analysis	\$18,760
Task 4 - Conceptual Roadway Design	\$47,030
Task 5 - Environmental Review	\$7,320
Task 6 - Project Management & QA/QC	\$27,105
Direct Project Expenses (includes subconsultants)	\$41,820
Total Labor and Direct Expenses	\$200,000

Project Schedule

The conceptual design scope items will be completed by September 30, 2022. The proposed project schedule is outlined below:

April 19, 2022	City Council Approval
April 20, 2022	Anticipated Notice to Proceed
April 20, 2022	Begin traffic analysis, conceptual design, resource reviews and begin field site visits
May 4, 2022	Kick-off Meeting / Initial Findings
June 14, 2022	Joint Agency Corridor Operations Meeting
June 22, 2022	Progress Meeting #1
June 23, 2022	Begin Conceptual Layouts
August 12, 2022	Draft Corridor Study / Technical Reports Submitted
September 1, 2022	Receive Review Comments from City
September 15, 2022	Progress Meeting #2
September 30, 2022	Finalize and Submit Report & Drawings
December 2022	MAPA call for projects – STBG Application Submittal

Attachment 1

Conceptual Design for Giles Road Widening

Staffing Plan



Principal II

Matt McFadden

Principal I

Mark Meisinger (PM)
Dave Lampe

Sr. Engineer/Planner

Mike Bruckner
Jesse Poore

Engineer V

Jodi Kocher
Adam Denney
David Andersen
Jennifer Thompson

Engineer IV

Aaron Hirsh
Dan Barth

Engineer III

Aaron Hirsh
Connor Gilinsky
Tim Adams

Engineer II

Rebekah DeFusco
Chandana Balakrishna

Engineer I

Kornel Gwiazdowski

Sr. Designer

Brian Moffat

Intern I

Peyton Weiss

Env. Sci. V

Allison Sambol

Env. Sci. III

Kody Unstad

Graphics

Zach Topoleski
Molly Mayer

2022 Rate Sheet

The following hourly billing rates apply to all "Time and Materials" contracts.

Staff Rates

Principal III	\$300	Construction Technician II	\$100
Principal II	\$260	Construction Technician I	\$85
Principal I	\$235	Graphic Design Manager	\$155
Associate	\$225	Graphic Design Specialist V	\$145
Advanced Mobility Director	\$250	Graphic Design Specialist IV	\$135
Sr. Adv. Mobility Engineer/Strategist	\$200	Graphic Design Specialist III	\$120
Adv. Mobility Lead Engineer/Strategist V	\$185	Graphic Design Specialist II	\$105
Adv. Mobility Engineer/Strategist IV	\$160	Graphic Design Specialist I	\$90
Adv. Mobility Engineer III	\$135	Intern I	\$60
Adv. Mobility Analyst III	\$130	Marketing Manager	\$150
Adv. Mobility Engineer II	\$120	Marketing Specialist	\$115
Adv. Mobility Analyst II	\$115	Systems Administrator	\$120
Adv. Mobility Engineer I	\$105	Sr. Administrative Assistant	\$120
Adv. Mobility Analyst I	\$90	Administrative	\$90
Sr. Engineer	\$200		
Engineer V	\$185		
Engineer IV	\$155		
Engineer III	\$135		
Engineer II	\$120		
Engineer I	\$105		
Sr. Env. Scientist/Transportation Planner	\$195		
Env. Scientist/Transportation Planner V	\$175		
Env. Scientist/Transportation Planner IV	\$155		
Env. Scientist/Transportation Planner III	\$130		
Env. Scientist/Transportation Planner II	\$115		
Env. Scientist/Transportation Planner I	\$105		
GIS Manager	\$170		
GIS Specialist IV	\$155		
GIS Specialist III	\$130		
GIS Specialist II	\$115		
GIS Specialist I	\$105		
Lead ITS Specialist	\$200		
CADD Manager/Lead Designer	\$195		
Sr. Designer/Project Technician	\$170		
Designer V/Project Technician V	\$155		
Designer IV/Project Technician IV	\$140		
Designer III/Project Technician III	\$115		
Designer II/Project Technician II	\$100		
Designer I/Project Technician I	\$90		
Sr. Construction Technician	\$180		
Construction Technician V	\$155		
Construction Technician IV	\$130		
Construction Technician III	\$115		

Other Direct Costs

Plots

Bond

\$0.31/sq ft

Prints

Black and White

\$0.12/print

Color

\$0.19/print

Presentation Boards

Bond Foam Core Mounted

\$1.51/sq ft

Travel

Mileage

\$0.56/Mile

(or current allowable Federal rate)

Truck (Construction)

\$45.00/day

Parking

Actual Costs

Lodging/Airfare

Actual Costs

Other Miscellaneous Costs

Courier/Postage

Actual Costs

Per Diem

Actual Costs

Subconsultants/Vendors

Actual Costs

Other direct costs are reimbursed at a rate of
1.1 times the rates above and/or actual costs.

PROPOSED TD2 SERVICES AND FEES
 GILES ROAD WIDENING-CONCEPTUAL DESIGN
 CITY OF LA VISTA

Revised January 12, 2022

DESCRIPTION OF TASK TO BE PROVIDED	STAFF MEMBER	HOURLY RATE/HR
Sr. Engineer	John Kottmann	\$170.00
Sr. Engineer	Don Heine	\$170.00
Intern	TBD	\$75.00
	Brian Sullivan, Crew Chief & UAV	
Two person survey crew	Pilot	\$170.00
Registered Land Surveyor	David Neef	\$150.00
Senior CADD Technician	Robert Rohlfing	\$100.00
Drone Survey	UAV Eqpt	\$500.00
	Data Collection	
Data Collection	Equipment	\$45.00
Mileage & Supplies	Allowance	\$950.00

Iteris	Project Team			
	John Albeck Project Manager	Charles Askar Project Engineer	Christopher Soenksen Project Engineer	Nabin Khadka Project Engineer
Raw Rate + Overhead + Operating Income + 0% Fee Escalation	\$249	\$164	\$92	\$94