

CITY OF HIGH POINT

AGENDA ITEM



Title: Contract Award for Washington Street Relocation Engineering and Design Services

From: Mark McDonald, Transportation Director

Meeting Date: Monday November 4, 2019

Public Hearing: No

Advertising Date: NA

Advertised By: NA

Attachments: Project Scope of Work and Fee Estimate

PURPOSE:

Consideration of a contract with STV Engineering for professional engineering and design services associated with the proposed relocation of a portion of Washington Street adjacent to the railroad.

BACKGROUND:

Washington Street is a city-maintained street that runs along the north side of the rail corridor owned by the North Carolina Railroad (NCR), between N. Centennial Street and Hoskins Street. The proposed project focuses on the relocation of a portion of Washington Street away from the crest of the railroad cut slope. Over many years, this slope has experienced substantial erosion that has encroached to the southern edge of the road and is threatening to undermine the subgrade. This could render it unsafe and impassable. In addition to being a hazard, a failure could disrupt east-west traffic flow and access to residential neighborhoods, local businesses, public institutions, and recreational facilities. It would also require detouring emergency responders, school buses, and city transit service, and could restrict or prohibit Norfolk Southern and Amtrak rail activity through the Triad region for an extended period.

Improvements to Washington Street have been a Transportation Department priority for several years. A base plan for the relocation has been developed, and it is recommended that a consulting firm be retained to complete the design and prepare contract documents for its reconstruction. The proposed realignment would shift the centerline of the road northward 15 to 20 feet (away from the rail cut), with new curb and gutter along both sides of Washington Street. The sidewalk on the north side will also be reconstructed and brought up to current standards for accessibility.

Construction costs for the street relocation are estimated at \$3,500,000, funded entirely by the City. NCR has allocated an additional \$3,000,000 to engineer and construct retaining walls and other stabilization measures to prevent slope failure. This work will be performed after the City's street relocation project is completed.

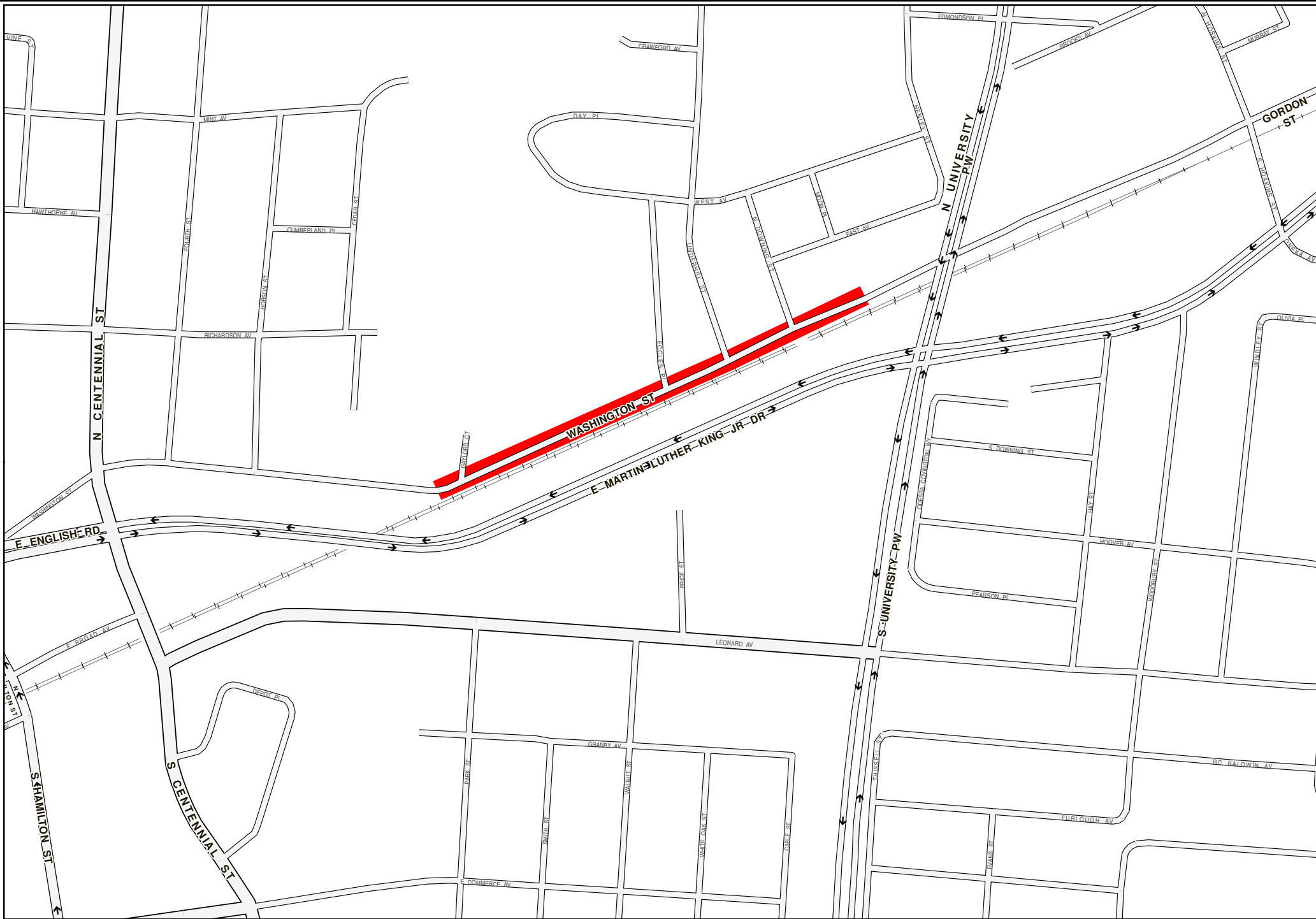
Transportation has worked with the consultant to prepare a comprehensive scope of work for the project. This will include a screening of potential environmental impacts and the preparation of construction contract documents.

BUDGET IMPACT:

Funding is available in the current FY 2019/2020 budget.

RECOMMENDATION / ACTION REQUESTED:

STV Engineering is an approved on-call professional transportation planning and engineering services consultant for the City of High Point. The Transportation Department requests City Council's consideration and award of a contract with STV Engineering in the amount of \$369,758 for the proposed project.



WASHINGTON STREET



City of High Point
E. Washington Street Relocation
Alignment Refinement and Final Design
September 2019

Project Understanding

The City of High Point (City) plans to relocate an approximate 2,000 ft. portion of E. Washington Street from its current location to the north to create better separation from the North Carolina/Norfolk Southern (NS) Railroad tracks and top of bank. E. Washington Street (City maintained facility) is located at the top of the slope of the railroad and is currently being undermined due to erosion of the slope bank. The goal is to realign the road to the north away from the tracks so that adequate separation occurs between the edge of pavement and the ultimate railroad top of slope. The road is currently within the railroad right of way (ROW) and is anticipated to remain in the ROW after the relocation.

Currently E. Washington Street is a two-lane undivided roadway with public street intersections, private driveways, and dedicated pedestrian crossings that provide access over the rail line. The proposed project limits stretch from just west of Gaylord Court eastward to a point east of N. Downing Street. This multimodal roadway provides access to neighborhoods, schools, and parks. Project objectives include but are not limited to:

1. Relocate E. Washington Street to the north so that proper separation of the edge of pavement occurs with the future railroad top of slope
2. Stay within existing railroad ROW
3. Investigate need for a WB right turn lane at Penn-Griffin School for the Arts main driveway
4. Accommodate pedestrian amenities

Any relocation of the roadway in this area will require the existing pedestrian connections to be redesigned and/or relocated. Descriptions of existing pedestrian railroad overpasses are included below.

1. The primary pedestrian crossing is a dedicated structure (across the street from Penn-Griffin School for the Arts) that spans the rail lines and terminates in the open space between the railroad and E. Dr. ML King Jr. Drive. This crossing provides a valuable connection between schools and neighborhoods to the north with a recreation center and neighborhoods to the south.
2. A secondary pedestrian crossing utilizes the old Downing Street overpass that once served vehicles. This bridge is in disrepair and pedestrians are discouraged from using it as a primary crossing. This crossing spans the rail lines and terminates in the open space between the railroad and E. Dr. ML King Jr. Drive.

The project is 100% City funded and anticipated to be contained in railroad ROW.



1.0 Project Management/ Administration and Coordination

STV Engineers, Inc. (STV) will provide project administration and general coordination for the assignment duration of the project, estimated at 12 months. This work will include the following tasks:

1.1 Project Management/Administration

- Develop work plan and coordinate project work with the City Project Manager
- Revise and maintain project schedule
- Conduct/participate in internal project team meetings (Bi weekly)
- Maintain project budgeting through course of the project
- Provide monthly invoices and status reports to the City

1.2 Project Coordination

- Attend general consulting meetings with the City Project Manager (up to 3)
- Coordinate via telephone and e-mail with sub consultants, the City to address and discuss project issues
- Attend up to four (4) miscellaneous meetings with the City, City Council, local planners, etc. (2 staff X 4 meetings)

*Deliverables: Coordination meeting minutes/ records of conversations
Monthly invoices, status reports and progress reports*

2.0 Stakeholder Coordination

STV will coordinate with key stakeholder groups to understand future plans for improving the corridor along E. Washington Street. STV will review local area plans and transportation projects to determine project consistency.

Anticipated stakeholders:

- North Carolina Railroad
- Norfolk Southern
- City of High Point
 - Housing Authority
 - Community Development
 - Planning
 - Parks and Recreation
 - Local historian Glen Chavis
 - Neighborhood Representatives for:
 - Washington Street
 - Daniel Brooks Housing
 - Washington Terrace

Assumptions:

Coordination will include correspondence (phone, email) and two field meetings.



Information gathered from this meeting will guide STV in understanding future project timelines and design criteria associated with improving slopes within the rail corridor.

3.0 Alignment Feasibility

STV will obtain existing design files and survey data (horizontal and vertical) from the City for the purposes of reviewing and further refining the proposed alignment and roadway cross sections. These cross sections will be used to ensure the roadway is located an appropriate distance from the proposed top of slope of the railroad corridor and enable NC Railroad an adequate distance to construct slope stability.

STV will visit project corridor, mark any missing elements missing on survey and provide a marked roll plot to the City if additional surveys are required.

STV will prepare a centerline conceptual alignment, profile and critical cross-sections and meet with the City to review and receive comments. Once comments are received and incorporated STV will develop a conceptual cost estimate. It is understood that the Railroad will make improvements at the bottom of the slope, between the RR tracks/RR ditch and the roadway/top of the slope. The goal to accomplish during this phase of work is establishing the centerline alignment (approximately one lane to the north of the existing roadway and determining where a 2:1 slope would fall. This will establish heights of walls that that the Railroad will design and install under separate contract. It is anticipated that the grading limits for re-aligned Washington Street will tie at the top of the exiting slope and the railroad will grade and construct walls at the toe of the slope as they deem appropriate to protect their facilities.

Information gathered from this feasibility analysis will aid in determining the E. Washington Street alignment and adjacent property and utility impacts.

The City has indicated that the existing waterline between the roadway and Railroad is not to be impacted.

Assumptions:

*The City will provide previously developed conceptual files
Surveys will be performed by the City and will include locations of exiting utilities and property lines/owner information.*

Deliverables:

*Design Criteria/Assumptions
Typical Section for Washington Street
Centerline roll plot
Conceptual Cost Estimate*

4.0 Roadway Design

The City plans to relocate an approximate 2,000 ft. portion of E. Washington Street from its current location to the north to create better separation from the North Carolina/Norfolk Southern (NS) Railroad tracks and top of bank. The project limits begin just east of Mt Zion Baptist Church and terminate 500' +/- east of the intersection with Downing Street. STV will prepare roadway plans in accordance with City of High Point standard practices and NCDOT Roadway Design Manual; and the plans will conform to NCDOT 2018 Standard Specifications, the City of High Point Standard Drawings, and AASHTO's A Policy on Geometric Design of Highways and Streets (Green Book - 2011). All drawings will be prepared using Microstation V8i utilizing geopak and Corridor Modeling.

Improvements will include:

- Intersection improvements of E. Washington Street at
 - Pen-Griffin School for the Arts entrance
 - Pedestrian and roadway improvements, to include a right turn lane
 - Eccles Place
 - Pedestrian and roadway improvements
 - Underhill Street
 - Pedestrian and roadway improvements
 - N. Downing Street
 - Pedestrian and roadway improvements

These improvements will include updating ramps to current standards by referencing NCDOT standard drawings. Roadway improvements other than the right turn lane consists of proper ties to the new mainline alignment and ensuring proper sight distance.

4.1 Roadway Plans

STV will prepare and submit design criteria and general typical sections for The City approval. STV will review for possible design exceptions and will provide a design exception checklist. Should a design exception be required, STV will prepare a design exception letter prior to proceeding with Right-of-Way plans and provide to the city for review and distribution. STV will prepare Roadway Plans at a scale of 1" = 50' horizontal and 1" = 10' vertical. The following Roadway Submittals include:

- 25% Plans
- 65% Plans
- Right-of-Way Plans
- 90 % Plans
- Final Plans

STV will submit plans to the City for review and comment at each phase and will include the appropriate review checklist. The City will compile all comments and provide to STV within four weeks of the submittal. Once comments are addressed at each submittal, STV will prepare quantities and provide cost estimates. The Final Construction Estimate will be provided in .csv format.

Assumptions/Exclusions: All special details will be provided by the City. Any special details requiring design will be provided under a supplemental agreement.

Noise and retaining walls are not included in the roadway scope. Should noise or retaining walls be required and a layout is required, this work would occur under a supplemental agreement.

Lighting design, landscaping plans and utility design is not included in this scope of services.

Bid phase services such as CE&I and record drawings are not included in this phase of work.

Meetings, Site Visits, or specific coordination items:

General Coordination Meetings/conference calls

25% Plans Review Meeting (1 staff × 1 meeting)

90% Plans Review meeting (1 staff × 1 meeting)

25% Review Plans – 1 full size plans, 1 half size plans, 1 half size sets of cross sections, and PDF's of each; quantities, and cost estimate with prices.

Right-of-Way Plans – 4 full size plans with 4 half size cross sections, and PDF's of each

90% Review Plans - 1 full size plans, 1 half size plans, 1 half size sets of cross sections, and PDF's of each; quantities and final estimate in .csv format

Final Plan Set – 1 full size original and a PDF of the final plan set to include sealed sheets for all disciplines.

City forces to complete plats and legal descriptions.

5.0 Railroad Approvals and Coordination

- The City will coordinate with North Carolina Rail Road (NCRR) to prepare and submit a Preliminary Engineering Agreement to the Railroad. This engineering agreement, which includes the advance payment fee for any anticipated Railroad engineering and review costs, will determine the tasks and payment schedule for the process that Railroad will follow in order for The City to obtain approved construction plans. The City is responsible for the Railroad engineering and review costs for these tasks. These costs will allow the Railroad to proceed with plan review and engineering effort required to allow the Project to move into the Construction Phase.
- STV will provide NCRR with preliminary and final roadway plans for coordination with the Railroad. The City will obtain the Construction Agreement with the Railroad.

Assumptions/Exclusions:

STV will attend one meeting at the NCRR office in Raleigh, NC to discuss aspects relating to railroad coordination. Up to two staff members will attend the scheduled meeting with NS and NCRR

The existing horizontal and vertical tracks alignment will be retained.

The City will provide the NCRR and NS Preliminary Engineering Agreement and is responsible for the Railroad engineering and review costs.

The City will obtain right of entry from Rail Road in order to provide geotechnical investigation and field surveys.

6.0 Hydraulics

- Field Work and Supplemental Surveys
 - i. Conduct field visit to review the conditions and constraints of the entire project area. Validate survey data for existing pipe sizes, material, and condition; and assess drainage features which appear to impact the project. Note any existing drainage issues such as erosion.
 - ii. Perform simple level survey to determine existing outfall sections and drainage patterns.
 - iii. Take photographs of the site.
 - iv. Conduct follow up site visit once design is near complete.

- Hydrologic & Hydraulic Design
 - i. Pre-Design Review and Data Collection such as aerial photography, land use maps, and soil classification maps. Pre-design meeting with City Storm Water Staff to review conceptual drainage design.
 - ii. Provide design calculations for closed pipe systems using the City Storm Drainage Design Manual.
 - iii. Pre-Design Meeting – Includes meeting at the City with Storm Water review staff STV to provide conceptual drainage design, design criteria, and meeting minutes.
 - iv. Storm system will be designed using Micro Station V8i and Geopak Drainage. Design will include peak discharge determination using Rational Formula, gutter spread calculations, inlet capacity and pipe design. Add inlets where appropriate to relocated roadway to meet spread requirements.
- Final Plan Development
 - i. Prepare a Drainage Summary Sheet using Standard City format.
 - ii. Show storm drainage on roadway profile sheets.
- Review, Rework, and Coordination
 - i. STV will revise Drainage Plans and provide a response to review comments for all minor City comments (up to (4) reviews).
 - ii. Comments which require alignment changes to the concept drainage design presented at the pre-design meeting may require a supplemental agreement.
 - iii. Changes to an owner's public or private utilities that cause a drainage design change after right-of-way plans are complete may require a supplemental agreement. Changes to the drainage design due to utilities not surveyed during the design phase and/or field changes during construction will require a supplemental agreement. (IE any horizontal/vertical or cross section changes).
 - iv. Attend two meetings at the City.

Assumptions/Exclusions:

*No special drainage structure designs are included.
 No CLOMRs or LOMRs are anticipated. If Conditional Letters of Map Revision (CLOMRs) or Letters of Map Revision (LOMRs) are necessary, they will be negotiated as a supplemental.
 No detention design or water quality BMP design is anticipated or included.
 No downstream improvements design is anticipated or included.
 No ditch design is anticipated or included.
 No special drainage design deviating from City of High Point Design criteria for Railroad Encroachment agreement.*

Meetings, Site Visits, or specific coordination items:

*Up to (3) general coordination conference calls.
 Storm drainage pre-design meeting at City of High Point (with 2 STV staff members attending).
 Up to (2) additional meetings at City of High Point (with 2 STV staff members attending).
 Up to (2) site visits.*

Deliverables:

One (1) paper copy and one (1) electronic copy of the drainage design shown on the roadway plans and supporting calculations will be provided to City of High Point for review (anticipate four reviews coinciding with each roadway plan submittal). Supporting calculations include: Geopak Drainage inlet capacity,

Manning's and HGL calculations output, Pre vs. Post Outfall Analysis, Site Photos, and Drainage Area Maps.

Supporting storm drainage documentation for Railroad Encroachment Agreement.

Storm drainage quantities included with Engineer's Estimate.

7.0 Utility Coordination

7.1 Utility Analysis and Preliminary Routing Report (UAPR)

STV will prepare a UAPR report based on the preliminary plans.

Assumptions/Exclusions: STV will identify utility conflicts and mitigate conflicts found with the utility owners.

The City Will provide SUE (level A and B)

Meetings, Site Visits, or specific coordination items:

One (1) utility coordinator will attend three (3) design review meetings.

Site visits and meetings, as needed, with the utility owners, including a kick-off meeting with the utility owners

Deliverables:

UAPR

Utility relocation (per NCDOT Standards) cost estimate

Monthly update of utility progress, via email.

7.2 Utility Authorizations

STV will receive Utility Relocation Packages from the Utility Owners and review packages before submittal to The City for approval. STV will then notify Utility owners when relocations can begin.

Assumptions/Exclusions: Utility design will be provided by the utility owners

Meetings, Site Visits, or specific coordination items:

Notification to the Utility Owner to begin relocations

Up to ten (10) site visits to coordinate and verify utility relocations

Deliverables:

Utility Relocation Agreements and/or Encroachment Agreements, as needed

7.3 Utility by Others

STV will prepare Utility by Others Plans, Special Provisions, and Estimates.

Assumptions/Exclusions: Utility design will be provided by the utility owners

STV will handle any water and sewer design under a supplemental scope of services.

Deliverables:

Utility by Others Plans

8.0 Traffic Control

STV will prepare a Traffic Management Concept (TMC) in accordance with the guidelines for Transportation Management Plan Development. The TMC will indicate the Engineer's proposed phasing for the construction of the project. This TMC will be provided along with Roadway's Preliminary Design Plans (25%). The City plans to utilize an offsite detour during summer recess so the intersection can be shut down for construction. Any modifications to the TMC shall be incorporated into the Pre-Final (90%) Transportation Management Plan in accordance with the guidelines for Transportation Management Plan Development. This will be provided along with the Roadway 90% Plans. All traffic control submittals will be reviewed by the City.

STV will prepare Final Transportation Management Plans for roadway construction in conformance with the following:

- Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD) - The MUTCD shall be the edition current as of the date Final Traffic Control plans are begun as prepared by the National Advisory Committee on Uniform Traffic Control Devices, including subsequent revision,
- The most recent edition of the "North Carolina Supplement to the MUTCD, Part VI; NCDOT,
- "The State Policy and Procedure for Traffic Control Through Construction Work Zones", and
- The 2018 edition of the "Highway Design Branch Roadway Design Standards", with all subsequent revisions.
- Guidelines for Transportation Management Plan Development
- NCDOT January 2018 Roadway Standard Drawings
- NCDOT January 2018 Standard Specifications for Roads and Structures

STV will provide quantity estimates with the 90% and Final Transportation Management Plan submittals. Temporary shoring design and special detour sign design is not covered under this scope of work.

Deliverables: Preliminary (25%) Traffic Management Concept
Pre-Final (90%) Transportation Management Plans
Final Transportation Management Plans
Quantities (2 submittals)

9.0 Pavement Marking and Signing Plans

STV will develop final pavement marking and signing plans in conformance with the Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD) as prepared by the National Advisory Committee on Uniform Traffic Control Devices, including subsequent revisions. The MUTCD shall be the edition current during the life of this Contract.

The STV Engineer shall prepare final pavement marking and signing plans at a scale of 1" = 50' or as specified by the city. The final pavement marking and signing plans shall detail traffic channelization, ground mounted regulatory signs, lane marking, other transverse markings, symbols and legends, and other



intersection details. STV will include a tabulation of material quantities required for implementation. The final pavement marking and signing plans shall be in a format meeting the requirements of the City.

Assumptions/Exclusions: No special sign design is covered under this scope of services.

*Deliverables: Final Pavement Marking Plans
Final Signing Plans
Pavement Marking Quantities
Signing Quantities*

10.0 Erosion Control

STV will prepare erosion control plans in accordance with NCDEQ's guidelines and standards. We will utilize City of High Point Erosion Control Standards where applicable. We anticipate preparing a two-phase erosion control plan: Clearing/Grubbing Phase and Final Phase. Erosion Control detail sheets and notes sheets will be included. Final Phase Erosion Control Plans will include 2' interval proposed contours. Erosion Control submittal to NCDEQ will include supporting storm water calculations, erosion control special provisions, quantities, permit application and checklist.

Assumptions/Exclusions:

*Anticipate 3 submittals with 2 reviews with comments from NCDEQ. Additional submittals will require a supplemental agreement.
Skimmer sediment basins are not anticipated due to site characteristics. Skimmer basin design is not included.*

*Deliverables: Erosion Control Plans with Clearing/Grubbing Phase and Final Phase.
Erosion Control Quantities.
Erosion Control Special Provisions.
Erosion Control Permit Package Supporting Documents.*

Meetings or specific coordination items:

*Up to (2) general coordination conference calls.
Erosion Control pre-design meeting at NCDEQ office (with 2 STV staff members attending).
Up to (1) additional meetings at City of High Point (with 2 STV staff members attending).*

11.0 Environmental Screening

11.1 Natural Systems

STV will conduct a field review to determine the presence of jurisdictional waters of the US. The findings of this field review will be presented in a memo prepared by STV that will also discuss recommendations for future actions. Based on a preliminary literature review, waters of the U.S are not anticipated to be present.

11.2 Environmental Constraints and Demographics

STV will conduct a desktop review to identify the human and natural environmental resources and constraints within the project area, including but not limited to water resources, historic properties, community resources, park and recreation facilities and hazardous material sites. This task will also include a demographic assessment to determine presence of environmental justice populations (low-income and minority) as well as limited English-speaking populations, which will aid in targeted outreach to ensure



equitable participation. The findings of this review/screening will be presented in a memo, including a map and a screening matrix prepared by STV.

Assumptions/Exclusions:

NEPA/SEPA is not anticipated nor is a planning document or screening for cultural resources

Phase I investigations are not included in these scope of services

Deliverables:

Environmental Screening Memo

Constraints Map

Constraints Matrix

12.0 Geotechnical Coordination and Investigations

Geotechnical borings are not included in the scope of work. STV will engage the City's geotechnical sub-consultant to review the site and discuss potential issues and recommendations (based on field observations) in regard to the off-set needed from toe-of-slope for long term stability. STV will assist in determining bore hole locations for the City. These recommendations will be further refined based on actual borings and analysis in the next phase of work.

Assumptions/Exclusions:

The City will provide all geotechnical services including roadway and foundation recommendations for walls and pavement design for overlay and full depth.

13.0 Pedestrian Study

STV will coordinate the collection of pedestrian counts and pedestrian crash data at E. Washington Street and S. College Drive pedestrian bridge locations and review pedestrian crash statistics along the E. Washington Street and S. College Drive corridors. ADA related deficiencies will also be noted. The data will be summarized in written/graphical form. The project team (2 staff) will meet with City staff to review the information. Meeting goals will include:

- Review summary of collected data
 - Existing Conditions – Pedestrian Movements
 - Crash Data
 - High Point Police Department Provided
- Evaluate keeping/removing/relocating existing pedestrian overpasses along:
 - E. Washington Street
 - S. College Drive
- ADA related deficiencies
- Determine preferred alternatives
- Graphic indicating potential improvements

Deliverables:

Meeting minutes summarizing discussions and decisions made

Recommendations requiring design revisions or additions will require a supplemental agreement

14.0 Community Engagement

STV will schedule, prepare for and conduct a public input workshop in order to present project information and obtain input from the community on pedestrian use and activity within the area and along the two existing pedestrian crossings. Two STV representatives will attend (2 employees x 1 meeting). STV will prepare the following for the input meeting:

- Sign-in sheets, comment forms, project handout, meeting signage
- Two presentation boards/maps

After the meeting, STV will evaluate comments and discuss any potential changes to the plans.

Assumptions/Exclusions:

The City is responsible for advertising the public meetings as well as securing a meeting space as well as any associated fees

It is anticipated these will be drop in style public meetings and no formal presentation will be conducted

Deliverables:

Directional Signs, comment cards sign in forms

Meeting Summary Memo

Presentation Maps

15.0 Bid Phase Services

- (a) Bid Document Preparation – The City will provide the upfront provisions and legal forms for the bid document; STV will compile along with Project Special Provisions.
- (b) Attend pre-bid meeting at the City of High Point – 2 staff
- (c) Answer Requests for Information (RFI)
- (d) Review contractor bids and report apparent low bidder
- (e) Attend pre-construction conference at the City of High Point – 2 staff

16.0 Items to be provided by The City:

- Real estate services (assumption that City will be responsible for ROW negotiations or relocations including any necessary historic property coordination)
- Provide assistance to STV for community outreach
 - Workshop Location
 - Advertisement and mailings
- Geotechnical recommendations (Roadway, Structure, Pavement design)
- Design, property, and utility surveys (including level A and B)
- Crash Data



Supplemental Service:

Construction Engineering and Inspection

The City has not requested CEI services at this time. However, STV can provide inspection and testing services during construction for the roadway and/or pedestrian bridge should the City determine a need for it. In addition, STV can provide on-site coordination with the railroad and its contractor if desired. These services are not included in the original scope of work but will be added as a supplement if directed by the City.



ESTIMATE OF PROFESSIONAL SERVICES SUMMARY PAGE

STV Proposal or Job Number: 0065268


Client Job Number: TBD

Project Description/Location: Washington Street Realignment

Client: City of High Point

Client Project Manager: Justin Carroll

Item	wksht	Hours	Budgeted Effort	Other Dir. Costs	Subconsult.	Grand Total
Project Management	A	135	\$ 20,813.55	\$ 690.00	\$ -	\$ 21,503.55
Stakeholder Coordination	B	68	9,097.20	-	-	9,097.20
Alignment Feasibility	C	206	29,070.00	-	-	29,070.00
Roadway Design	D	818	107,388.00	807.50	-	108,195.50
Railroad Approvals & Coordination	E	30	4,275.00	201.25	-	4,476.25
Hydraulics	F	310	39,586.50	1,032.00	-	40,618.50
Utility Coordination	G	208	27,132.00	1,395.00	-	28,527.00
Traffic Control	H	206	26,505.00	-	-	26,505.00
Pavement Marking and Signing Plans	I	32	3,762.00	-	-	3,762.00
Erosion Control	J	152	18,753.00	-	-	18,753.00
Environmental Screening	K	128	14,506.50	382.00	-	14,888.50
Geotechnical Coordination and Investigations	L	20	3,135.00	-	-	3,135.00
Pedestrian Study	M	116	12,312.00	182.50	2,500.00	14,994.50
Community Engagement	N	130	15,190.50	-	-	15,190.50
Bid Phase Services	O	158	28,901.50	2,140.00	-	31,041.50
GRAND TOTALS >		2,717	\$ 360,427.75	\$ 6,830.25	\$ 2,500.00	\$ 369,758.00


Project Manager, STV Engineers, Inc.