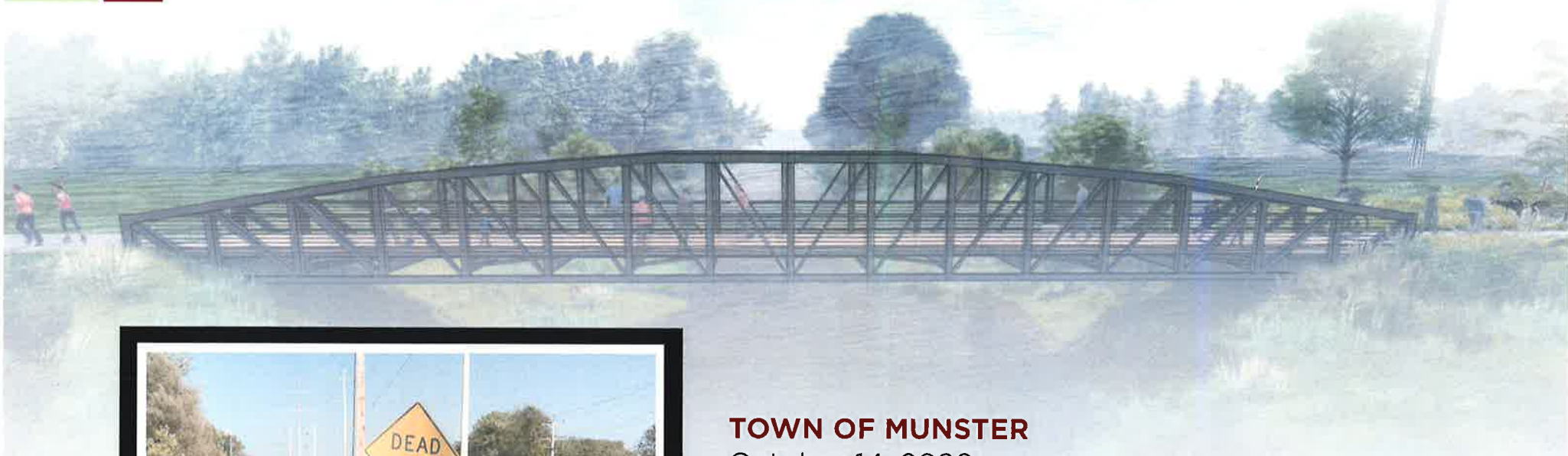




PEDESTRIAN BRIDGE over Hart Ditch and Cady Marsh Ditch



TOWN OF MUNSTER

October 14, 2020



INNOVATIVE
Ideas



EXCEPTIONAL
Design



UNMATCHED
Client Service



ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES



TOWN OF MUNSTER

Pedestrian Bridge over Hart Ditch & Cady Marsh Ditch

Munster is an area leader in the development of trails within the community. Providing this 900 foot extension of the Fisher Street Trail to Lincoln Avenue will provide connectivity for countless pedestrians and cyclists between Highland and Munster. During our site visit, several users on both the Highland and Munster side of the ditches commented about how great a connector would be and how it would enhance their overall experience. Our own Tony Kenning is very excited about using the trail in the future.

This project is scheduled for a February 2022 letting. DLZ has demonstrated its ability to meet critical deadlines as was the case with the Main Street Bridge over Hart Ditch. We were able to successfully design, bid and build the bridge project prior to the implementation of the 45th Street Detour.

DLZ's history in the Region and experience with many miles of nearby trail development have established our leadership with pedestrian bridge and trail design, and familiarity with the geography, utilities and natural features of the project area. Real world experience and successful completion of other federally funded projects has taught us where potential hiccups in the project development can occur and how to avoid them. The schedule for this project is critical and the environmental document is on the critical path. We have coordinated with the INDOT Environmental Group to lay the ground work for the environmental document process.

Details regarding our experience, capacity, and proposed approach are provided herein. We are available and eager to join the Munster team for this bridge and trail design. We appreciate this opportunity to share our qualifications, vision, and interest in this project.

Respectfully submitted,

DLZ INDIANA, LLC


Joseph C. Zwierzynski, PE • Chief Operating Officer

REFERENCES

DUANE ALVERSON

Lake County
County Engineer
219.663.0525

VICKI KITCHEN

Town of North Liberty
Clerk Treasurer
574.656.4447

JOHN NOVACICH

Town of Schererville
Park Superintendent
219.865.5530, Ext. 6104

KEN PRINCE

City of Mishawaka
City Planner
574.258.1625



IDENTIFICATION & QUALIFICATIONS



DLZ INDIANA, LLC • Munster Office

RESPONSIBLE OFFICE

DLZ Indiana, LLC

900 Ridge Road • Munster, IN 46321
219.836.5884 • www.dlz.com

AUTHORIZED NEGOTIATOR

Joseph C. Zwierzynski, PE • COO
574.236.4400 • jzwierzynski@dlz.com

DLZ RANKINGS by ENR in 2019

127



TOP 500
Design Firms

3



TOP INDIANA
Design Firms

9



Top Design Firms
HEADQUARTERED
IN THE MIDWEST

TEAM PARTICIPATION

86% DLZ Indiana, LLC | 5.2, 5.6, 6.1, 7.1, 8.1, 9.1, 11.1, 12.1, 12.2, 16.1, 17.4

2% Metric Environmental, LLC (DBE) | 5.9, 5.10

6% Advanced Engineering Services, Inc. (DBE) | 7.1

1% Metropolitan Title of Indiana, LLC | 12.2

3% Vale Appraisal Group | 12.4

2% Rita Ann Gabriel & Associates, Inc. (DBE) | 12.5

Work types 5.6, 7.1, 8.1, 16.1, 17.4 were not included in the request for proposals, but will likely be needed. DLZ is pre qualified in each of these categories.



DLZ INDIANA, LLC

DLZ Indiana, LLC is an Indiana State certified minority-owned business enterprise (MBE), with five Indiana offices located in Munster, Indianapolis, South Bend, Fort Wayne, and Burns Harbor. DLZ has been providing quality professional engineering and architectural services since 1916 with more than 700 employees in 26 office locations throughout the Midwest. **Our Munster office will lead this design effort.**

Trail Design Qualifications

DLZ understands and appreciates the importance of trail facilities and their contribution to a community's quality of life. Our team has completed work on many trail projects, including the nationally renowned Towpath Trail, Pennsy Greenway, Cardinal Greenway, and the White River Greenway. We have successfully completed the design and construction of over 100 miles of trails and greenways, over 20 pedestrian bridges and have provided master planning and environmental/historical services for numerous types of federal-aid trails and greenways. Our project team has a wealth of understanding and experience with trail projects, an in-depth working knowledge of the applicable design criteria, and a history of success in working with regulatory agencies.

DLZ's Team is ready to "hit the ground running" on this project, saving the Town of Munster COST and TIME.

Capacity • Team of 250 Professionals

The DLZ Team has the experience and capacity to complete all phases of this project to meet the February 2022 letting date. DLZ's current backlog of projects leaves us with more than adequate capacity for this project. The schedule for our current projects will enable us to promptly assign the necessary staff to begin the engineering services required by the Town. This project will not hinder our ability to complete our current workload nor will our current workload hinder us from completing this project. DLZ is committed to exceeding the Town's expectations.

As you can see by our proposed sub-consulting firm participation, we have not only convened the best complementary players for this project, but also a team that represents diversity. We are eager to work with a Town that celebrates diversity.



A TEAM BUILT FOR PROJECT SUCCESS!



TOWN OF MUNSTER



PRINCIPAL IN CHARGE

Joseph C. Zwierzynski, PE



QUALITY MANAGERS

Michael A. Kummeth, PE
Anthony J. Kenning, MS, PE



PROJECT MANAGER

Pedro A. Trana, PE



CLIENT LIAISON

Trisha M. Nugent, MS, PE

5.2 Environmental Documentation

- Jason A. Stone
- Daniel J. Stevens

5.9 Archaeological Investigations

5.10 Historical/Architectural Investigations

- Metric Environmental, LLC (DBE)

5.6 Waterway Permits

- Jonathan E. LaTurner, PE
- John F. Marino, PE

6.1 Topographic Survey

- Steven A. Jones, PS, CFedS
- Raymond H. Keilman, PS

7.1 Geotechnical Engineering

- Timothy Hampshire, PE
- Advanced Engineering Services, Inc. (DBE)

8.1 Trail Design

- Trisha M. Nugent, PE
- Shawn Finney, PE

9.1 Level 1 Bridge Design

- John F. Marino, PE
- Wayne A. Truex, PE, SE
- Lynne M. Leonhard, EI
- Cary Germann, PE
- Ethan A. Flook, EI

11.1 Right of Way Plan Development

- Steven A. Jones, PS, CFedS
- Raymond H. Keilman, PS

12.1 Project Management for Acquisition Services

- Qasim Asghar

Landscape Architecture (If Required)

- Jeffrey K. Hirsch, PLA
- Sara A. Huss, PLA

16.1 Utility Coordination

- Michael P. Duffy, Jr., PE, PS
- Wyatt Bower

12.2 Title Research

- Metropolitan Title of Indiana, LLC

12.4 Appraisal

- Vale Appraisal Group

12.5 Appraisal Review

- Rita Ann Gabriel & Associates, Inc. (DBE)

17.4 Bridge Hydraulic Design

- Jonathan E. LaTurner, PE
- MP Cherian, PHD, PE
- Anthony J. Kenning, MS, PE Quality Manager

Constructibility Review

- Brad A. Dailey, PE
- Lee Randell, PE





PROJECT MANAGER



PEDRO A. TRANA, PE

100% COMMITTED to Munster Pedestrian Bridge during active phases of project development

MS Civil Engineering, Purdue University

16 Years Experience

Pedro has been assigned to this contract as DLZ's Project Manager. Pedro's design emphasis has been on the structural side of transportation projects. However, his 16 years of experience has exposed him to other aspects of transportation projects, and he is a well-rounded engineer and project manager. Pedro's desire to solve problems paved the way for him to becoming an engineer. As Pedro's career evolved, he quickly learned that engineering is a lot more than just solving problems and "crunching the numbers"; engineering is a service. As a result, Pedro has worked diligently on his "people skills". Pedro has become a highly sought-after engineer and project manager, that clients trust and someone they want to work with on their projects.

Pedro has experience completing federal funded projects and navigating the INDOT plan development process. He has also completed multiple trail projects for local agencies using both federal and local funds. Many of Pedro's projects have been in Lake County, most notably the replacement of the Main Street Bridge over Hart Ditch in Munster. DLZ was given notice to proceed by the County on March 15, 2017. DLZ met with the County and Munster to understand the long-range goals of the Town regarding Main Street. At that time, Munster informed the County and DLZ that Main Street was the designated detour route for the construction of the 45th Street Underpass. It would be critical for the bridge to be designed, bid and constructed prior to June 1, 2019. Pedro positioned the team and prioritized the work to meet this critical date. Beyond the bridge and roadway design, the project involved buying right of way from NIPSCO and other adjacent property owners, permanent and temporary relocation of NIPSCO's electrical lines, and replacing a Dyer water line. Bids were opened for the project on December 5, 2018 and the project met the June 1, 2019 roadway open to traffic date. Meeting the schedule did not happen by chance or luck, ensuring that all of these design elements were completed on time required coordination with the County, Town of Munster, Town of Dyer, NIPSCO and other stakeholders and property owners.



North Liberty SRTS over Potato Creek

Relevant Project Experience

- Pennsy Greenway Trail, Phases I, II, III and IV, Schererville, IN
- Main Street over Hart Ditch, Munster, IN
- Engle Road Trail over Junk Ditch, Fort Wayne, IN
- Towpath Pedestrian Trail, Fort Wayne, IN
- Eagle Creek Trail over I-74, Indianapolis, IN
- North Liberty SRTS over Potato Creek, North Liberty, IN
- Nickel Plate Trail over SR 931, Kokomo, IN



PROJECT MANAGER'S APPROACH

Pedro's goal is to make sure your project succeeds in regard to meeting budget, schedule, and purpose. The team will be proactive in providing the technical solutions needed, so you can make informed decisions and to help deliver your project. Pedro's approach is focused on keeping Munster informed through the project, while directly leading the design team. As Project Manager, Pedro's responsibilities will include maintaining all project budgets, ensuring the project stays within the specified scope and developing and administering project schedule, time-line, and delivery dates. Due to the tight schedule constraints, Trisha Nugent will assist with communication between Pedro and the Town. Pedro and the design team will be committed full-time, as needed, throughout the duration of this contract for the successful completion of the project.



KEY PROJECT STAFF



TRISHA M. NUGENT, PE

Trail Design & Client Liaison

20 Years Experience

MS Civil Engineering, Michigan State University

PROJECT EXPERIENCE

- Pennsy Greenway Trail Route Analysis, Phases II, III and IV, Schererville, IN
- Pennsy Greenway Trail Phases I, II, and III, Schererville, IN
- Pennsy Greenway Trail, Phase IV, Schererville and Lake County, IN
- Calumet Avenue - Bullseye Lake Road to Burlington Beach Road, Valparaiso, IN
- Burlington Beach Road - Calumet Avenue to east of SR 49, Valparaiso, IN
- Harrison Street Bridge, Gary, IN
- Smoke Road Bridge 78, Porter County, IN



MICHAEL P. DUFFY, JR., PE, PS

Utility Coordination

25 Years Experience

BS Const. Mngmt & Eng. Tech., Purdue University

PROJECT EXPERIENCE

- NIPSCO Master Service Agreement, Multiple Assignments
- NICTD West Lake Corridor, Dyer, Munster and Hammond, IN
- I-69 Section 5, Bloomington, IN
- US 30 and Colorado Street Improvements, Hobart, IN
- Pennsy Greenway Trail, Schererville, IN



ANTHONY J. KENNING, MS, PE

Quality Manager

25 Years Experience

MS Civil Engineering, Purdue University

PROJECT EXPERIENCE

- Old South Haven Stormwater Improvements Project, Porter County, IN
- Sheridan Beach Storm Sewer Project, Michigan City, IN
- Little Calumet River Watershed Master Plan, Little Calumet River Basin Development Commission, Lake County, IN
- Damon Run Watershed Planning, Porter County, IN
- County-Wide Comprehensive Drainage Plan, Porter County, IN



JASON A. STONE

Environmental

24 Years Experience

BS Wildlife Management, University of NH

PROJECT EXPERIENCE

- Pennsy Greenway Trail, Phases II and III, Schererville, IN
- Pennsy Greenway Trail, Phase IV Route Analysis, Schererville and Lake County, IN
- Nickel Plate Trail over SR 931, Kokomo, IN
- Freedom Bridge over Hoosier Heartland Highway, Delphi, IN
- Monroe Street Multi-Use Trail, Goshen, IN
- Jackson Road Landfill Multi-Use Trail, St Joseph County, IN



JONATHAN E. LATURNER, PE

Permits & Hydraulics

33 Years Experience

BS Civil Engineering, Valparaiso University

PROJECT EXPERIENCE

- West Lake Corridor over Little Calumet River, Munster, IN
- West Lake Corridor over Grand Calumet River, Hammond, IN
- Main Street over Hart Ditch, Munster, IN
- Kennedy Avenue over Little Calumet River, Hammond, IN
- Harrison Street over Little Calumet River, Gary, IN



STEVEN A. JONES, PS, CFEDS

Survey & Right of Way

25 Years Experience

AAS Civil Engineering Tech., Purdue University

PROJECT EXPERIENCE

- Main Street over Hart Ditch, Munster, IN
- NICTD West Lake Corridor, Dyer, Munster and Hammond, IN
- Pennsy Greenway Trail, Schererville, IN
- Cedar Creek Trail, Allen County, IN
- Fishing Line Trail, Fort Wayne, IN



PROJECT AREA MAP



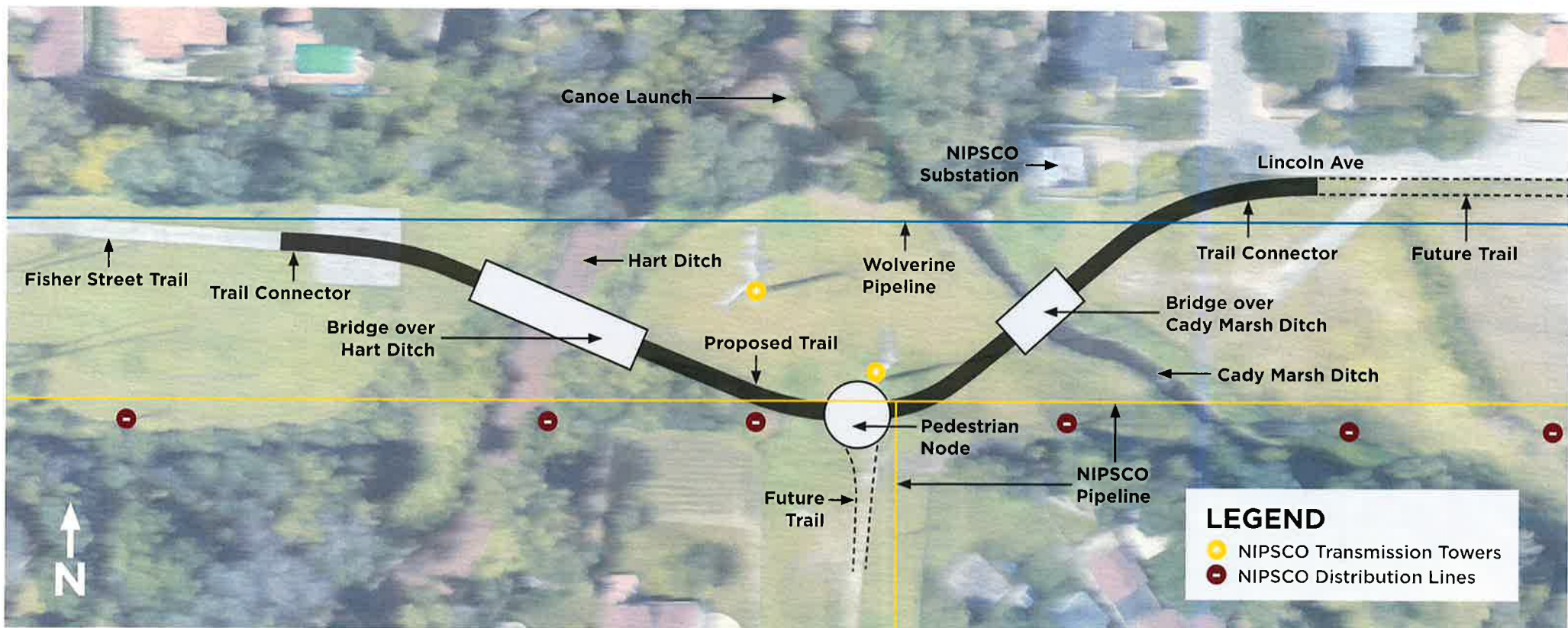
Hart Ditch Crossing



NIPSCO Corridor



Cady Marsh Ditch Crossing





PROJECT APPROACH & UNDERSTANDING

PROJECT APPROACH

The proposed project is intended to connect the Fisher Street Trail, which terminates west of the Hart Ditch, and extend it over the Hart Ditch and over the Cady Marsh Ditch. This will tie into a future trail, that will be located along the south side of Lincoln Avenue in Highland, east of the Cady Marsh Ditch. The project is located south of the confluence of the Cady Marsh Ditch with the Hart Ditch. As a result of this confluence, the floodway occupies a significant amount of the area between the ditches and north of the south NIPSCO property line.

EXISTING CONDITIONS

The proposed project is to be located within an existing NIPSCO corridor. The NIPSCO corridor was established primarily for two sets of transmission lines. The transmission lines extend east-west and are located either side of the centerline of the easement. Within the corridor, there are also NIPSCO electrical distribution lines located along the south property line. A number of other utilities are also located on the same NIPSCO distribution poles. NIPSCO also has a gas pipeline in the corridor that is also located along the south property line. There is a second NIPSCO pipeline that extends to the south, in a NIPSCO north-south corridor. A third pipeline owned by Wolverine is located along the north property line of the corridor.

The existing Fisher Street Trail consists of a 10 foot paved trail with no shoulders. The elevation of the trail is at approximately El. 609.0 and the elevation of Lincoln Avenue is also approximately E. 608.0. The low area between Hart Ditch and Cady Marsh Ditch is at approximately El. 600.0, but as you move to the south, the ground elevation rises to approximately El. 607.00. This basically forms a bowl around the confluence of the two ditches.

Key Project Elements

- Effective and proactive communication with Munster
- Partnership with NIPSCO, Highland and surrounding residents
- Utility coordination
- Preserve, protect and enhance environmental systems
- Aesthetics and functionality of design
- Coordination and permitting with Regulatory Agencies
- Meeting the schedule
- ADA compliant design - trail, curb ramps, crosswalks, structures



WHAT WE BELIEVE

We believe that it's not just what we do, it's how we do it. That's why we proactively manage our relationships with clients. As a rule, they don't simply want to be notified when the job is done—they want to be kept up to speed. So we listen, we communicate, and we deliver. For us, the ultimate reward is a happy client. We believe every job is different, and that we owe it to our clients never to make assumptions. Sure, we have plenty of experience, but we realize your needs are unique—so we won't take anything for granted. We believe working hard for our clients is its own reward. That is why we're proud to stand behind the projects we work on. The majority of our business is from repeat customers. That is a testament not only to the quality of our work, but also to the quality of our client service.



PROJECT APPROACH & UNDERSTANDING

PROPOSED PROJECT



Alignment Options

We prepared an initial alignment for the trail and pre-engineered bridges basically extending the existing trail straight east and tying into the south side of Lincoln Avenue. The result was a 90 foot long bridge crossing the Hart Ditch at a skew of approximately 25 degrees and a 85 foot long bridge spanning the Cady Marsh Ditch at a 45 degree skew. This alignment also cuts through the main portion of the floodway.

We were concerned with the impacts the straight alignment would have on the floodway and the resulting permitting issues with the IDNR. We also felt the lengths of the bridges would be cost prohibitive to the overall project. As a result, we developed a proposed curved alignment that would allow the bridges to cross the ditches at nearly 90 degree angles, eliminating the skew and shortening the bridges. The resulting bridge lengths were reduced to 80 foot and 60 foot for the crossings of Hart Ditch and Cady Marsh ditch, respectively. This reduces the bridge length by 20% and consequently the bridge cost by a proportional amount. Another advantage of the curved alignment is that the alignment skirts along the southern limit of the flood way minimizing or eliminating impacts to the floodway. The proposed trail typical section will consist of a 12-foot paved trail per the RFP. If desired, the trail can be narrowed to 10-foot to match the width of the existing Fisher Street Trail.



Structure Options

The proposed bridge spans will allow the bridges to span from bank to bank of both Hart Ditch and Cady Marsh Ditch. This will allow the foundations to be built out of the channel, again minimizing impacts to the channel. It is intended that the work at the ends of the bridges will be kept above the ordinary high water mark (OHWM), eliminating the need to acquire US Army Corps and IDEM permits. These pre-engineered spans are typically supported on pile-supported foundation and construction cranes are used to swing the spans into place. With the existing overhead lines, this method of construction may not be feasible. Consequently, it will be critical for DLZ to prepare a design option that will take the overhead lines out of the equation. With the bridges spanning the ditches, one alternative would be to use spread footings or helical anchors to support the bridge foundations. This will eliminate the need to drive piling and the leads and cranes required to drive the piles. We will also provide a suggested procedure for the contractor to set the bridges with low rise equipment; eliminating the conflicts with the overhead transmission lines.



NIPSCO Coordination

NIPSCO is a major stakeholder of this project. It will be essential to coordinate with NIPSCO early to understand any design criteria or other design constraints that need to be taken into account as we develop the project. Beyond the design constraints the project will need to secure easements from NIPSCO. It appears that NIPSCO has three parcels in the project area and two of those parcels may be impacted by the project. We will secure the easements and prepare legal descriptions, and appraisals for the easements. We will then secure the easements and have them recorded.



PROJECT APPROACH & UNDERSTANDING

OTHER DESIGN SERVICES



Topographic Survey

A topographic survey will be performed along the proposed alignment to identify the existing utilities and other topographic features. The survey will also pick up stream cross sections which will be used in the hydraulic analyses.



Environmental Document

DLZ will prepare the environmental document for this project. We have coordinated with the Town of Highland and INDOT regarding the proposed project footprint and potential impacts. As a result, a Level 1 Categorical Exclusion will be appropriate for this project. The Level 1 CE will allow us to complete the environmental process within 6 months of the notice to proceed. The environmental document is a critical path item for the project. Completing the CE in 6 months will allow our right of way acquisition team 5 months to secure the easements from NIPSCO.



Geotechnical Investigation

AES will perform the geotechnical investigation required for the project. AES will obtain soil samples to generate the subsurface recommendations for the trail and the foundation requirements for each of the bridges. The investigation will also identify any geotechnical related constructibility concerns to allow them to be addressed during design rather than during construction.



Hydraulic Analysis

A hydraulic analysis will be required to satisfy INDOT's hydraulic requirements, as well as the hydraulic requirements of the IDNR Construction in a Floodway permit. A joint analysis will have to be performed for the Hart Ditch and Cady Marsh Ditch. The hydraulic analysis will confirm the proposed sizes of the structures. The hydraulic analysis will be performed in accordance with INDOT standards.



Permitting

The work within the floodway will require a construction in a floodway permit from the IDNR. It is our intent to maintain the project impacts above the OHWM, eliminating the need for an IDEM 401 and the Corps 404 permits. We have also previewed the project footprint and it appears the project will impact less than 1 acre; therefore, an IDEM Rule 5 permit is not anticipated. The work on the Hart Ditch will also initiate coordination with the Lake County Drainage Board. The Hart Ditch is also within the watershed under the jurisdiction of the Little Calumet River Basin Development Commission (LCRBDC). Thus, it will be necessary to coordinate with Dan Repay and his staff to reassure the LCRBDC that the proposed work will not create additional flooding or release additional sediment into the watershed.



DLZ's Commitment to COVID 19-related Safety Protocols

As an essential business, DLZ's continuity of services is integral to our clients' maintenance of our country's public infrastructure. In support of the nationwide effort to stop the spread of COVID 19, DLZ and its employees follow all coronavirus protocols and guidelines, updates, and revisions issued by the States in which DLZ provides services and the U.S. Centers for Disease Control and Prevention.

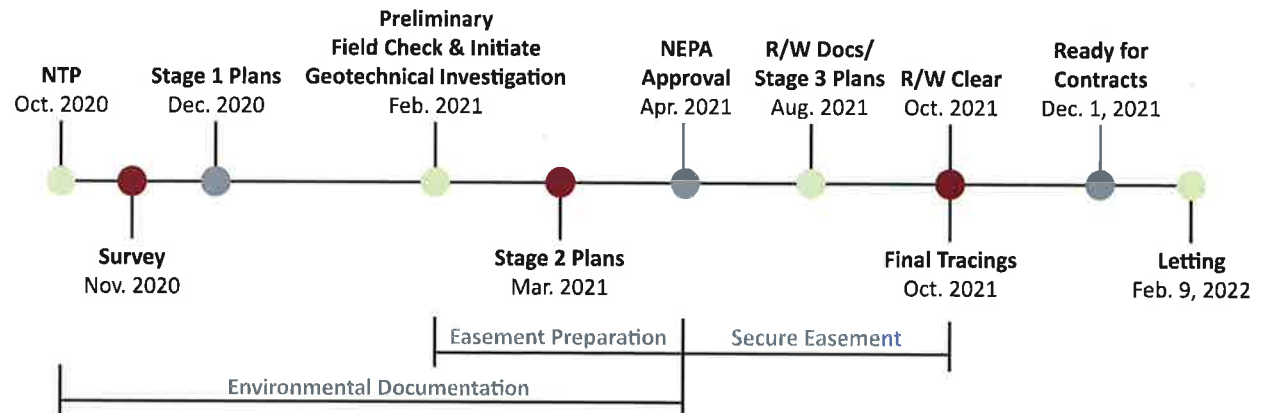
We are all in this fight together. We will continue our commitment to serving our clients, in a safe manner, and quickly updating our procedures as new developments occur.



PROJECT APPROACH & UNDERSTANDING

SCHEDULE

The project is scheduled for a February 2022 letting. As a result, the Final Tracings for the project will need to be submitted by October of 2021. The schedule to the right shows how we will meet that deliverable date.



QUALITY ASSURANCE & QUALITY CONTROL

Quality Assurance is the way we verify that DLZ's core values of delivering a quality project to our client on time and on budget is achieved. It begins with the proposal and continues through design and through construction.

Anthony Kenning and Michael Kummeth will lead the Quality Management effort. In addition, Brad Dailey will perform a constructibility review. These staff members have over 80 years of experience.

All documentation will be reviewed three times: (1) On a technical level by the staff preparing the work; (2) by QA/QC Engineers; and, (3) by the Project Manager. This approach provides you with accurate and complete information, reduces/eliminates omissions or mistakes, and verifies that we are producing a quality product.

DLZ has created and will utilize several unique checklists to facilitate the preparation and checking of drawings and calculations. Before any deliverable is submitted, there will be a Quality Certification Meeting to verify that the QA/QC process has been followed and documented.

The QA/QC Team will document the actions and decisions made during the QA/QC process. A digital record of all correspondence, memos, and existing data during the duration of the project. The Project Manager and QA/QC Team will review this record for completeness. Integral with the QA/QC Plan is communication. The following graphic reflects our communication plan.

Communication Plan





PROJECT EXPERIENCE



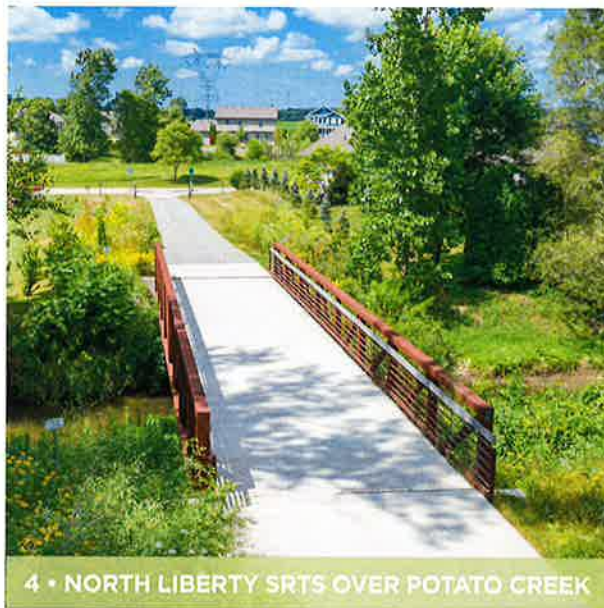
1 • PENNSY GREENWAY TRAIL



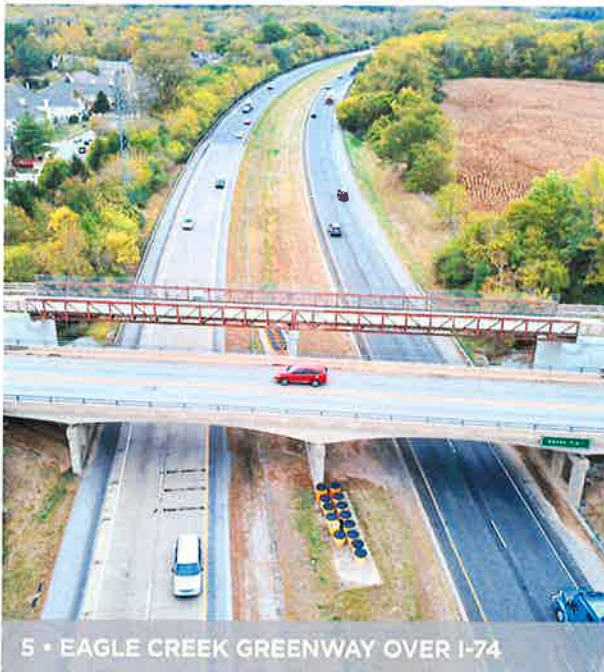
2 • ENGLE ROAD TRAIL OVER JUNK DITCH



3 • NICKEL PLATE TRAIL OVER SR 931



4 • NORTH LIBERTY SRTS OVER POTATO CREEK



5 • EAGLE CREEK GREENWAY OVER I-74

1

PENNSY GREENWAY TRAIL

Schererville, Indiana

- Four Sections Totalling 6.15 Miles
- Route Analysis
- Environmental Document
- Stakeholder Coordination
- Utility Coordination

2

ENGLE ROAD TRAIL OVER JUNK DITCH

Fort Wayne, Indiana

- Spanned bank to bank to eliminate Corps & IDEM Permits
- Prepared Environmental Document
- Performed Hydraulics
- Utility Coordination
- Interagency Coordination
- IDNR Permit Obtained

3

NICKEL PLATE TRAIL OVER SR 931

Kokomo, Indiana

- Urban Trail Connection
- Interagency Coordination
- Utility Coordination
- Environmental Document

4

NORTH LIBERTY SRTS OVER POTATO CREEK

North Liberty, Indiana

- Spanned bank to bank to eliminate Corps & IDEM Permits
- Prepared Environmental Document
- Performed Hydraulics
- Utility Coordination
- IDNR Permit Obtained

5

EAGLE CREEK GREENWAY OVER I-74

Indianapolis, Indiana

- Accelerated Schedule
- Overhead Transmission Lines
- Interagency Coordination



PRICE PROPOSAL

TASK DESCRIPTION	FEE
Topographic Field Survey	\$10,700.00
Bridge and Trail Design and Plans	\$77,000.00
Pavement Design	\$3,600.00
Hydraulics and Scour Analysis	\$12,700.00
IDNR Construction In a Floodway Permit	\$3,600.00
Environmental Document (Level 1 CE)	\$23,700.00
Wetland Determination and Delineation of the OHWM	\$5,000.00
Geotechnical Investigation and Report	\$14,900.00
Utility Coordination	\$25,200.00
Coordination with Other Stakeholders (Highland, LCRBDC and others as deemed appropriate by Town)	\$2,400.00
TOTAL BASE FEE	\$178,800.00

IF REQUIRED TASKS	FEE
IDEM 401 Permit and US Army Corps of Engineers 404 Permit	\$4,400.00
IDEM Rule 5 Permit	\$6,100.00
Wetland Delineation Services	\$2,200.00
Right of Way Engineering (2 parcels at \$2,400.00/parcel)	\$4,800.00
Title and Encumbrance Reports (2 parcels at \$500.00/parcel)	\$1,000.00
Right of Way Staking (2 parcels at \$400.00/parcel)	\$800.00
Right of Way Acquisition Services:	
APA - 2 Parcels @ \$250.00 = \$500.00	
Appraisals (If needed) - 2 Parcels @ \$1,885.00 = \$3,770.00	
Appraisal Review (If needed) - 2 Parcels @ \$950.00 = \$1,900.00	
Negotiation/ Buying - 2 Parcels @ \$1,985.00 = \$3,970.00	
Management - 2 Parcels @ \$1,200.00 = \$2,400.00	
	\$12,540.00
Bid Phase Services	\$1,500.00
Pre-Construction Meeting	\$1,600.00
Construction Phase Office Services, including Utility Coordination During Construction	\$15,000.00
TOTAL OF IF REQUIRED TASKS	\$49,940.00

HOURLY BILLING RATE	
CLASSIFICATION	RATE
Division Manager	\$201.17
Department Manager	\$176.81
Project Manager I / II / III / Sr / Group Mngr.	\$156.09
Resident Project Engineer	\$165.52
Landscape Arch. / Planner III	\$123.68
Landscape Architect IV	\$104.54
Landscape Architect I	\$77.14
Structural Engineer VI	\$176.19
Structural Engineer III	\$115.56
Structural Engineer II	\$105.99
Structural Engineer I	\$86.81
Civil Engineer III	\$118.61
Civil Engineer II	\$102.19
Civil Engineer I	\$84.52
GIS Specialist	\$87.29
Surveyor V	\$132.96
Surveyor III	\$109.42
Surveyor	\$112.31
Surveyor Coordinator	\$128.32
Survey / Mapping Assistant	\$80.47
Party Chief / Foreman / Journeyman	\$116.16
Right of Way Coordinator	\$114.90
Utility Coordinator	\$105.27
Environmental Geo / Scientist IV	\$131.15
Environmental Scientist III	\$101.55
Enviro. Sci. / Enviro. Sci. I / Enviro. Geo. Sci. I	\$75.30
Construction Observer Mngr. / Op Lv E/F	\$111.62
Const. Observer - Op Lv C/D - Apprentice 4/5	\$80.04
Designer II	\$94.66
Designer I	\$86.03
Technician IV	\$69.60
Technician III	\$75.45
Technician II	\$72.11
Technician I	\$56.11
Clerical I / II / Recep. / Clerk / Adm. Assist.	\$63.81