

## SPECIFIC AUTHORIZATION NO. 4

### CITY OF FORT PIERCE INDIAN RIVER DRIVE HISTORIC DOWNTOWN WATERFRONT CORRIDOR IMPROVEMENTS

#### PROFESSIONAL SERVICES

#### SCOPE OF SERVICES

Pursuant to the provisions contained in the “RFQ No. 2019-027 – Professional Engineering Services” between The City of Fort Pierce (hereinafter referred to as “CITY”) and Kimley-Horn and Associates, Inc. (hereinafter referred to as “ENGINEER”), CITY authorizes the ENGINEER to provide services in accordance with the terms and conditions set forth in RFQ 2019-027.

The City desires to improve Indian River Drive within the historic downtown waterfront corridor between Marina Way (Avenue A) and Seaway Drive, approximately 0.45 miles. The improvements are intended to support the economic recovery and revitalization of the downtown waterfront corridor by reconstructing and expanding pedestrian access to provide safer mobility along the corridor. Beyond pedestrian facilities, the improved corridor will provide on-street parking, street lighting, landscape/hardscape and bridge improvements, hereinafter referred to as the “Project”.

This Project is a City of Fort Pierce funded project.

#### **Section 1 - Scope of Work and Schedule of Services**

ENGINEER will provide the following services in accordance with this AUTHORIZATION:

Professional consultant services are required to prepare topographic design surveys, geotechnical investigations, roadway design, structural design, landscape design and jurisdictional permitting to support the improvements identified within the Project. The scope of services are more particularly described in Exhibit “A”, attached hereto and incorporated by reference herein.

#### **Section 2 - Deliverables**

ENGINEER shall provide the following deliverables to the CITY as listed below and as described in Exhibit “A”, attached hereto and incorporated by reference herein:

- Preliminary Construction Documents 9 months from NTP
- Final Construction Documents 15 months from NTP
- Bid and Specification Package 18 months from NTP

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WATERFRONT CORRIDOR IMPROVEMENTS**

**PROFESSIONAL SERVICES**

**Section 3 - Method and Amount of Compensation**

CITY will compensate ENGINEER for services under this AUTHORIZATION in accordance with the payment method as set forth in Exhibit "B", attached hereto and incorporated by reference herein.

The budget (or fee) for the services is not to exceed \$ 826,150

**Section 4 - CITY's Responsibilities**

CITY hereby designates City Engineer or designee as CITY's representative pursuant to Section 8 set forth in RFQ 2019-027.

**Section 5 - Other Provisions**

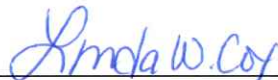
All applicable portions of the AGREEMENT not specifically modified herein shall remain in full force and effect and are incorporated by reference herein.

**IN WITNESS WHEREOF**, this AGREEMENT, consisting of two pages and Exhibits "A" and "B" has been fully executed on behalf of the ENGINEER by its duly authorized officer, and the CITY has the same to be duly executed in its name and in its behalf, effective as of the date herein above written.

**CITY OF FORT PIERCE, FLORIDA:**

By:   
Linda Hudson, Mayor

Date: 2/16/2023

Attest:   
Linda Cox, City Clerk

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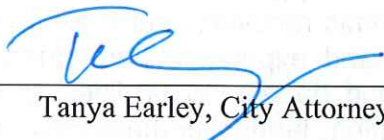
**PROFESSIONAL SERVICES**

**KIMLEY-HORN & ASSOCIATES, INC.**

By:   
\_\_\_\_\_  
Brian Good, P.E., Senior Vice President

Date: 01/24/2023

**APPROVED AS TO FORM & CORRECTNESS:**

By:   
\_\_\_\_\_  
Tanya Earley, City Attorney

Date: 2/6/2023

**EXHIBIT "A"**  
**DETAILED DESCRIPTION OF THE PROJECT**  
**AND**  
**ENGINEER SCOPE OF SERVICES**

**CITY OF FORT PIERCE INDIAN RIVER DRIVE HISTORIC DOWNTOWN  
WATERFRONT CORRIDOR IMPROVEMENTS**

**PROJECT DESCRIPTION:**

The City desires to improve Indian River Drive within the historic downtown waterfront corridor between Avenue A and Seaway Drive, approximately 0.45 miles. The improvements are intended to support the economic recovery and revitalization of the downtown waterfront corridor by reconstructing and expanding pedestrian access to provide safer mobility along the corridor. Beyond pedestrian facilities, the improved corridor will provide on-street parking, street lighting, landscape/hardscape and bridge improvements. The existing 1961 constructed bridge on Indian River Drive over Moore's Creek will be replaced in conjunction with the overall corridor improvements.

In addition to the improvements along Indian River Drive, A.E. Backus Avenue between N. 2<sup>nd</sup> Street and Indian River Drive will be improved to provide pedestrian facilities along both sides of the existing corridor to provide for expanded pedestrian connectivity. Please refer to the Location Map on the following page for a visual depiction associated with the proposed Project Limits.

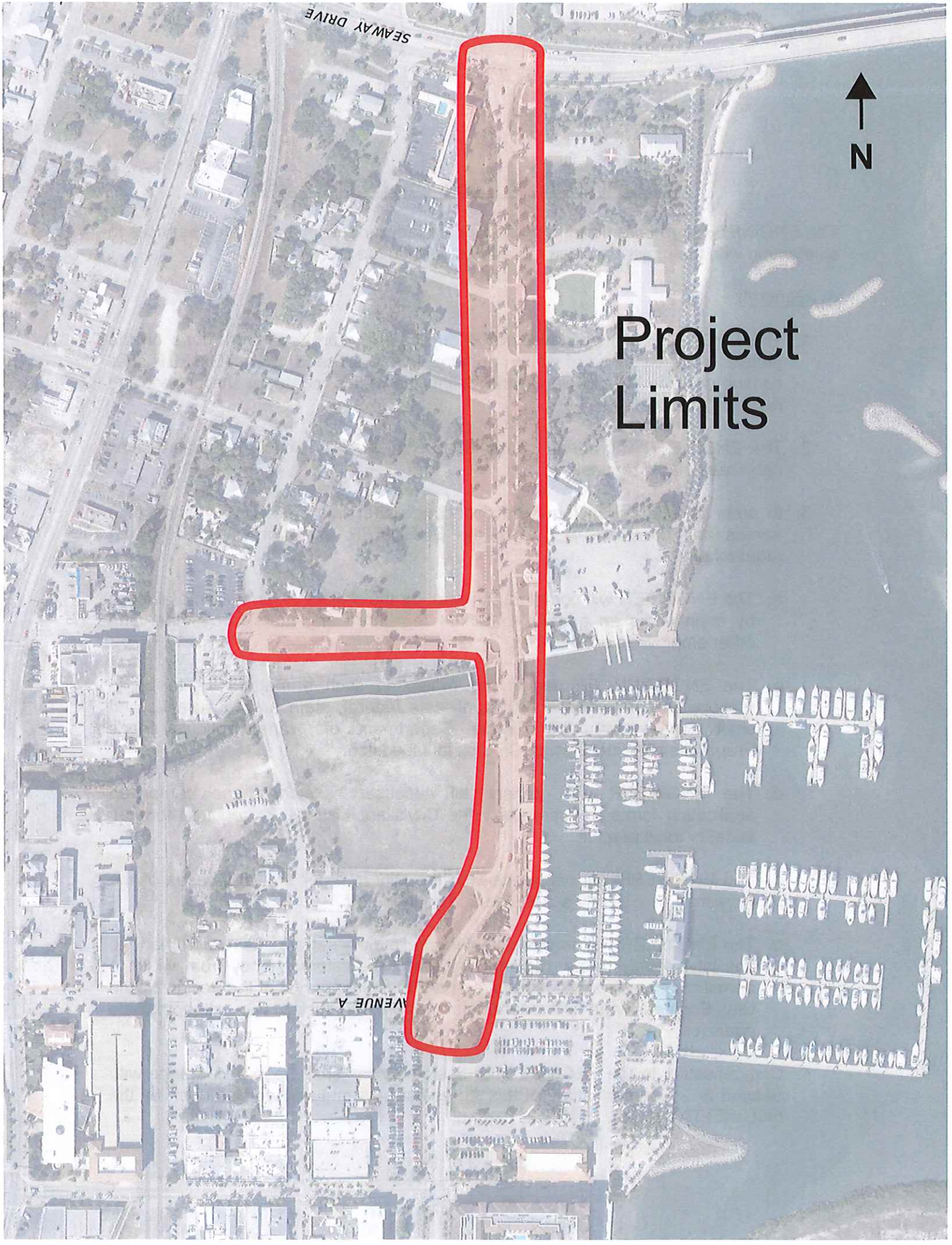


Project  
Limits



SEAWAY DRIVE

AVENUE A



## **DESCRIPTION OF TASK DELIVERABLES:**

The ENGINEER agrees to perform professional roadway design and related services in connection with the project as required and set forth in the following:

### **A. General:**

1. The ENGINEER will endeavor not to duplicate any previous work done on the project. After issuance of written authorization to proceed, the ENGINEER shall consult with the City to clarify and define the requirements for the project and review available data.
2. The ENGINEER will attend conferences with the City and its representatives upon reasonable request.
3. In order to accomplish the work described under this Task Order in the time frames and conditions set forth, the ENGINEER will observe the following requirements:
  - a. The ENGINEER will complete his work on the project within the time allowed by maintaining an adequate staff of registered engineers, draftsmen, and other employees on the work.
  - b. The ENGINEER will design the project in such a manner as to be in reasonable conformance with applicable federal, state and local laws, and shall comply with the Florida Department of Transportation's Plans Preparation Manual Design Criteria, latest edition.
  - c. The ENGINEER will prepare all necessary sketches and completed application forms to accompany the City's applications for required federal, state, or local permits.
  - d. The ENGINEER will cooperate with the City in order that all phases of the work may be properly scheduled and coordinated.
  - e. The ENGINEER will send a complete preliminary set of construction plans to any city, county, state, regional or federal regulatory agency from which a permit or other approval is required prior to final approval of the design by the City Engineer, and will coordinate the project design with all applicable agencies.
4. Compensation to the ENGINEER for basic services shall be in accordance with Section IV – Compensation, of this Agreement, as mutually agreed upon by the ENGINEER and City.

B. Design Topographic Survey:

The ENGINEER will provide topographic design survey services necessary to support and facilitate contemplated design and permitting activities associated with this project. This task will consist of the preparation of digital base map topographic surveys in accordance with the Professional Land Surveyors in Chapter 5J-17, Florida Administrative Code, pursuant to the intent of the Florida Standards of Practice set forth by the Florida Board of Professional Surveyors in Section 472.027, Florida Statutes.

The survey will include:

1. Records Research: Obtain information from St. Lucie County to acquire record evidence of parcel ownership and existing right-of-way limits.
2. Survey Control Horizontal/Vertical: Recover published horizontal and vertical control for the project. Establish horizontal and vertical control along the route and establish NAVD 88 elevation benchmarks and State Plane Coordinate control points along said route. Approximately 5 primary control points will be set and referenced on the digital Base Map control file.
3. Road Right of Way Retracement: Right of way lines will be calculated based upon existing plats and existing field monumentation.
4. Route Survey and Topography: Obtain cross-section elevations at 100-foot intervals along the route within the roadway right of way. Above-ground improvements, including the existing pavement, driveways, signs, power poles and surface evidence of buried utilities will be located. Drainage structures will be located. Invert elevations and pipe sizes will be obtained on the accessible structures within the existing right of way. All elevations will be referenced to the North American Vertical Datum of 1988 (NAVD88).
5. Base Map Digital Control File: Create a master horizontal control file to be utilized throughout the planning and design of the roadway improvements. This map will include the location of the right-of-way lines and the improvements and elevations that were collected during the previous survey tasks.

The design survey limits will consist of the following:

Along Indian River Drive from Avenue A to Seaway Drive extending 50' beyond the existing Right-of-Way, the rear parking area behind Cobb's Landing to the existing seawall, two canal cross sections north and South of the existing bridge over Moore's Creek and along AE Backus Avenue between North Second Street and Indian River Drive.

### C. Geotechnical Investigation:

#### *Field Exploration*

The proposed field program will include conducting two Standard Penetration Test (SPT) borings to a depth of 100 feet at accessible locations near the existing bridge to be replaced, four auger borings to a depth of 10 feet, and ten hand auger borings to a depth of 6 feet within the proposed on-street parking, sidewalks, exfiltration trenches, and street landscape.

The Standard Penetration Test (SPT) borings will be drilled using a procedure similar to the Standard Penetration Test outlined in ASTM D-1586. The SPT borings will be sampled at 18-inch or 24-inch intervals to 10 feet deep and at 5-foot intervals below 10 feet. The auger borings will be drilled using a truck-mounted, 4-inch diameter continuous flight auger and the hand auger borings will be drilled using a hand-held 3-inch diameter bucket auger. Each sample will be removed from the sampler or auger in the field and then examined and visually classified by our crew chief. Representative portions will be sealed and packaged for transportation to our laboratory for further analysis as required. Water level observations will be made in the boreholes during the drilling operation. The boreholes will be grouted with neat cement grout upon completion.

Our field exploration program will also include performing four field permeability tests. The field permeability test will include installing a solid-walled PVC casing, snugly fit, into a 4-inch diameter 4- to 5-foot deep auger boring. The bottom of the pipe will be open and raised 1 foot above the bottom of the boring. The bottom 1 foot of the boring will be gravel-packed. The rate water is taken in by the formation is measured and used to calculate permeability. The test will be run as a "constant head" test by maintaining the water level in the casing at ground surface level. If relatively high permeability soils are present, the test will be run as a "falling head" test in which the rate of water drop will be measured.

#### *Engineering Analysis and Report*

Routine laboratory visual classification will be performed along with specific classification tests deemed necessary (i.e., percent fines, moisture content, and organic content). All laboratory tests will be performed in general accordance with applicable ASTM standards. Engineering analysis of all data obtained will be made to evaluate general subsurface conditions and to develop the engineering recommendations to guide site preparation within the proposed on-street parking, sidewalks, exfiltration trenches, and street landscape.

We will also provide the below items:

- estimated normal seasonal high groundwater table level at the boring locations,
- axial pile capacities for up to three pile sizes for the proposed piles,
- soil parameters for the sheet piles to be designed by others, and
- total lateral deflection by performing lateral load analyses using the provided loads. One iteration of lateral analysis of a final pile configuration provided by the Client will be performed.

Our recommendations, together with data developed during the exploration, will be submitted in a written report upon conclusion of the study.

D. Roadway Analysis and Plans:

Roadway set of plans shall consist of the following:

	30%	60%	90%	100%
Cover Sheet	P	C	C	F
Summary of Pay Items		P	C	F
Typical Sections	P	C	C	F
Summary of Quantities & General Notes	P	C	C	F
Summary of Drainage Structures Sheets		P	C	F
Project Layout	P	C	C	F
Plan and Profile Sheets (40 scale)	P	C	C	F
Intersection Plan & Details		P	C	F
Special Details		P	C	F
Drainage Structure Sheets		P	C	F
Roadway Soil Survey		P	C	F
Cross Sections at 100 ft intervals		P	C	F
Stormwater Pollution Prevention Plans		P	C	F
Lighting Plans		P	C	F
Signage & Pavement Marking Plans (40 scale double plan)	P (pavement markings)	C	C	F
Landscape Plans		P	C	F
Structure Plans		P	C	F
Construction Cost Estimate and Quantities	P	C	C	F

Notes: P – Preliminary, C – Complete, but subject to change, F - Final

The plans will be prepared based upon English units. Design will be conducted in MicroStation and Geopak.

The following additional data shall be utilized for development of the plans:

1. The ENGINEER will develop and submit Typical Section Packages associated with the proposed bridge replacement and roadway improvement for review and approval by the City prior to developing the 30% plan Construction Documents.
2. The bridge and roadway plans sheets will be drawn at a scale of 1" = 40' prepared on 11" x 17" sheets.
3. The ENGINEER shall submit roadway pavement designs. Relevant traffic count data will be made available to the ENGINEER by the City. The Geotechnical sub-consultant will provide recommended LBR and soil survey data to the ENGINEER.
4. Plan sheets shall depict existing right-of-way, section lines, property lines, temporary construction easements, and centerline of construction. Horizontal control points with state plane coordinates for all PC's, PT's, curve radius, curve length and horizontal PI's shall be included on the Plan or summarized in an alignment table.
5. Plans shall include spot grades adequate to describe any proposed grading.
6. Match lines shall not be located within the limits of an intersection.
7. If applicable, soil boring information shall be plotted on cross sections with soil classification and high season water table.
8. All quantities shall reference FDOT Pay Item Numbers.
9. All details shall reference FDOT Index Numbers.
10. All specifications shall reference to FDOT Specifications for Road and Bridge Construction. Any deviations are special specifications not included in FDOT Specifications are required in the Technical Specifications.
11. Initial, interim and Final Plan Submittal shall include the following:
  - i. Three (3) Sets of Signed and Sealed Plans.
  - ii. One (1) Opinion of Probable Construction Cost
  - iii. One (1) CD with drawings in PDF format.
  - iv. The ENGINEER will provide construction documents and calculations in sufficient quantity as required by the various reviewing agencies.

## E. STRUCTURAL ANALYSIS AND PLANS:

This scope of services is to provide engineering design and contract plans for the new roadway bridge along Indian River Drive crossing over Moore's Creek. As part of this scope, the bridge tasks will include a Bridge Development Report (BDR), 30% Plans, 90% Plans and Final Plans.

### *Bridge Development Report*

The Bridge Development Report (BDR) will be prepared in accordance with FDOT Structures Design Guidelines. The BDR is intended to establish all the basic parameters that will affect the work done in the Design and Plans Preparation phase. The BDR will define the continuing work by the ENGINEER. The BDR will contain sufficient detail for the justification of the proposed bridge type. The major items to be considered in the BDR are:

1. Bridge Geometry: The bridge length, height and pier locations are subject to vertical and horizontal design clearance requirements such as those navigation and hydrology. Input from the Jurisdictional Permitting Agencies will be applied to the bridge geometry. After these considerations are met, span lengths are governed by economics and aesthetic considerations. Superstructure depths shall be kept to the minimum that is consistent with good engineering practice.

The length of the bridge will be affected by:

- a. Opening required by Hydraulic requirements.
  - b. Environmental Considerations.
  - c. Width of waterway and/or width of cross section of roadway being spanned including the use of retaining walls.
2. Material Selection: The bridge is located in an extremely aggressive environment being just west of the intracoastal waterway. The selection of resilient construction materials is vital to the longevity of the bridge to meet the design service life. Construction materials such as stainless-steel reinforcement, Fiberglass Reinforced Polymer (FRP) reinforcement, and durable concrete mix designs will be investigated for use in the various structural elements.
  3. Superstructure: Some superstructure types that could be considered are prestressed concrete girders, prestressed concrete slabs, or a cast-in-place reinforced concrete slab system.

4. Substructures: Some substructure types that could be considered are driven concrete piles, drilled shafts, and spread footings. Given the proximity to the Fort Pierce Manatee Observation and Education Center vibration minimizing construction techniques will be evaluated for the bridge foundations.
5. Bridge Aesthetics: Aesthetic treatments will be evaluated for use on this bridge. These aesthetic treatments include decorative or open bridge railing systems, decorative lighting fixtures, decorative or open pedestrian railing systems, and exterior decorative arched facades.
6. West Bulkhead Wall: Just west of the existing bridge a concrete sheet panel bulkhead wall system extends from the west side of the bridge and ties to a recently replaced post and panel bulkhead wall system that contains Morse Creek. Given the age and condition of this existing bulkhead wall system it will be replaced with the existing bridge. Bulkhead wall types will be evaluated as part of the BDR that are compatible with the new bridge substructure as well as functionally tie into the existing bulkhead wall system.
7. Quantity estimates: Quantity estimates will be developed for the various alternatives in the development of the Opinion of Probable Construction Cost. The intent of the quantity estimates is to establish relative and equitable costs between alternates and not necessarily to be relied on for accuracy of the Final Cost Estimate.

*30% Bridge Plans:*

Based on the selected bridge alternative by the City from the BDR, 30% Bridge Plans will be developed and submitted to the City for review which will include the following sheets:

- General Notes
- Plan and Elevations
- Typical Section
- Foundation Layouts and Pile Data Table
- End Bent Layouts
- Pile Bent Layouts
- Framing Plans

The Bridge Plans will be produced in CADD format and placed on 11"x17" sheets and provided in PDF format.

*90% Bridge Plans:*

In this phase the bridge plans will be brought up to 90% complete and submitted to the City for review concurrent with the 90% roadway plans. The 90% Bridge Plans will consist of the following type of sheets:

- General Notes
- Framing Plans
- Typical Sections
- Superstructure Layouts
- Superstructure Details
- Beam or Slab Unit Data Sheets
- Approach Slabs
- Bar Reinforcing List
- Plan and Elevations
- Foundation Layouts
- End Bent Layouts
- End Bent Details
- Pile Bent Layouts
- Pile Bent Details
- Aesthetic Details
- Finish Grade Elevations

Along with this submittal the Bridge Design Calculations and the Bridge Load Rating Calculations will be submitted based on the 90% Plans. The Bridge Design will follow the FDOT Structures Design Guidelines and the Load Rating Calculations will follow the FDOT Bridge Load Rating Manual. The Load Rating will also be submitted to FDOT as part of the Bridge Number Request process. The 90% Plan Quantities will also be provided along with a Probable Opinion of Construction Cost based on FDOT statewide averages. The 90% Bridge will be produced in CADD format and placed on 11"x17" sheets and provided in PDF format. The design and load rating calculations will also be provided in PDF format. The Bridge Specifications will be based on the FDOT Standard Specifications for Road and Bridge Construction.

*Final Bridge Plans:*

For this phase we will submit the Final Signed and Sealed Bridge Plans, Design Calculations, Load Rating Calculations, Quantities and the Probable Opinion of Construction Cost based on FDOT statewide averages.

Final Plans will be signed and sealed (2 sets) along with a PDF document that is not signed and sealed. The Final Design and Load Rating Calculations will also be signed and sealed (2 sets) along with a PDF document that is not signed and sealed.

**F. BULKHEAD WALL REPAIRS:**

During an initial field visit, damage was observed to the existing bulkhead walls east of the Indian River Drive bridge. The ENGINEER will perform a field visit to map out the above water deficiencies on the portions of the existing bulkhead walls east of the Indian River Drive bridge listed below to facilitate repairs. There are two sections of wall east of Indian River Drive that will be investigated for repairs. The first section of bulkhead wall is along the south side of Moore's Creek and extends to the east, then turns and extends south before terminating into the Fort Pierce Marina

bulkhead wall. The second section is along the northern side of Moore's Creek and extends from Indian River Drive to western limits of the boat ramp. The ENGINEER will develop bulkhead wall repair plans to facilitate the rehabilitation of these wall sections.



Bulkhead Wall Repairs Map

#### G. DRAINAGE ANALYSIS AND PLANS:

Perform drainage investigations and analysis necessary to prepare a design which will drain the project in accordance with the City, South Florida Water Management District (SFWMD), Florida Department of Environmental Protection (FDEP) and/or Florida Department of Transportation (FDOT) design criteria. The work will include the engineering analyses for the following:

1. Determine Base Clearance Water Elevation  
Analyze, determine, and document high water elevations which will be used to set roadway profile grade. Determine surface water elevations at cross drains, outfalls and adjacent storm water ponds. Determine groundwater elevations at intervals between the above-mentioned surface waters. The Bridge clearance shall be based on the 100 year storm event.

2. Design of Outfalls  
Analyze and document the design of ditch or piped outfalls.

#### Drainage Design Documentation Report

Compile drainage design documentation into report format. Include documentation for all the drainage design tasks and associated meetings.

3. A Stormwater Pollution Prevention Plan (SWPPP) will be developed in conjunction with this project. The site specific SWPPP is a requirement of

both the EPA National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges from Construction Activities, and the FDEP Generic Permit for Stormwater Discharges from Construction Activities.

#### H. JURISDICTIONAL PERMITTING:

The ENGINEER shall prepare stormwater permit applications for the South Florida Water Management District (SFWMD) and Florida Department of Environmental Protection (FDEP) for submittal by the City. This will consist of all required evaluation, design, coordination, and follow-up work necessary to support permit applications. The City will review the permit applications as necessary. The ENGINEER shall assemble and be responsible for the final submittal.

The ENGINEER shall prepare permit sketches for submission by the City to FDEP and SFWMD for dredge and fill activities, if necessary. The ENGINEER shall submit all permit sketches on 8.5" x 11" sheets. Sketches shall be neatly scaled, signed and sealed, and reproducible.

##### 1. Environmental Resource Permitting/Section 404 Permitting

The ENGINEER will have a pre-application meeting with the SFWMD and the FDEP to discuss the proposed improvements. The ENGINEER will prepare and submit the joint Environmental Resource Permit (ERP) application package to the SFWMD and the FDEP. The application includes the ERP standard forms and a compilation of supplemental materials such as permit sketches, Vegetation (FLUCFCS), soils, quadrangle and FEMA-FIRM maps.

The ENGINEER will coordinate on the behalf of the City with each agency identified in this task. This may include up to one (1) meeting with the agencies to discuss requests for additional information (RAI), and written responses to one (1) request for additional information (RAI) including plan modifications. This scope assumes that mitigation measures will not be necessary or required. This scope assumes that coordination with US Fish and Wildlife Service through the preparation of Biological Assessments or Biological Opinions will not be required.

Permit application submittals will be made subsequent to the 60% plan set submittal approval by the City.

#### I. SIGNING AND PAVEMENT MARKING PLANS:

Signing and Pavement Marking plans shall include: Preparation of the plan layout, quantities (including signing and pavement marking quantity) and tabulation of

quantities. All plans are to be prepared in accordance with the latest design standards and practices (MUTCD), FDOT Standard Specifications, Indexes, and shall be accurate, legible, complete in design and drawn at the same scale as the Roadway Plans, furnished in reproducible form. Plans will be included with the roadway plans and submitted as indicated above.

#### J. FRANCHISE UTILITY COORDINATION:

The ENGINEER will coordinate with franchise utility operators in the vicinity of the project such that the proposed construction activities can be developed to minimize impacts to existing utilities located within the project limits. It is anticipated that the existing franchise utilities identified to be relocated within the Department of Economic Opportunity (DEO) grant will be relocated by others.

#### J. LANDSCAPE ANALYSIS AND PLANS:

Landscape Architectural Design – The ENGINEER will prepare detailed landscape planting plans for the project which will indicate the location of new plantings. These plans will also include a detailed plant list showing quantities, types, sizes, and specifications for new plantings. Planting details and specifications will also be included on separate sheets.

Hardscape Design – The ENGINEER will prepare specialty hardscape plans for the project which will cover those areas of the project proposed for pavers or other non-typical pavement surfaces. These plans will include a graphic depiction of the paver layout, technical specifications for paver strength, sizes, colors, mix, and recommended laying patterns. Enlargements will be included to indicate the specific paver layout for these areas. Graphic sections will also be provided which indicate how the pavers are to be installed and with appropriate base material and relationship to adjacent curbs or other pavement materials.

Irrigation Design - The ENGINEER will provide irrigation construction documents based on current published agency design criteria. Irrigation Plans and details will be provided for an irrigation system designed to provide 100% irrigation coverage for all landscaped areas. The irrigation plan will outline head layout, mainline and lateral line layout, valve sizes and locations, pipe sleeving, controller and rain sensor type and location, source and/or point of connection, backflow prevention device, system operation calculations and schedules, detailed drawings and installation notes on the plans.

Also included in this task will be coordination with the City to determine preferred equipment, installation detailing, and other factors that will affect the irrigation design and coordination with the City for connecting to irrigation source and other equipment necessary.

**K. LIGHTING ANALYSIS AND PLANS:**

The ENGINEER will prepare a roadway lighting design and construction documents for the installation of pedestrian lighting along Indian River Drive improvements. The scope of work will include the following:

1. Preparation of photometric plan, pole layout/ placement
2. Coordination with franchise utility operators
3. Prepare Voltage Drop analysis
4. Preparation of construction details and notes
5. Conductors will be sized to meet National Electric Code (NEC).

**L. PUBLIC INVOLVEMENT**

It is estimated that during the design development, up to six (6) organized workshops, stakeholder meetings or City Commission updates will be held within the community to ensure that stakeholders and the community have ample opportunity to engage with the project team.

**M. CONSTRUCTION PHASE ASSISTANCE:**

Bidding and Construction phase services are not included in this work order and shall be submitted to the City under a supplemental amendment, if so requested, once the construction documents have been finalized and construction duration has been determined.

**TIME OF PERFORMANCE:**

Preliminary Construction Documents	9 months from NTP
Final Construction Documents	15 months from NTP
Bid and Specification Package	18 months from NTP

**EXHIBIT "B"**

**COMPENSATION**

The City agrees to pay and the ENGINEER agrees to accept for services rendered pursuant to fees in accordance with the following:

- A. Professional Services Fee: The basic compensation mutually agreed upon by the ENGINEER and the City follows:

Lump Sum Tasks

<u>Task Description</u>	<u>Fee</u>
Design Topographic Survey	\$ 51,000
Geotechnical Investigation	\$ 14,500
Roadway Analysis and Plans	\$ 258,660
Structural Analysis and Plans	\$ 164,635
Bulkhead Wall Repair	\$ 17,690
Drainage Analysis and Plans	\$ 78,910
Jurisdictional Permitting	\$ 40,610
Signing and Pavement Marking Plans	\$ 23,065
Franchise Utility Coordination	\$ 12,250
Landscape Analysis and Plans	\$ 78,880
Lighting Analysis and Plans	\$ 24,250
Public Involvement	\$ 61,700
<b><u>Grand Total</u></b>	<b><u>\$ 826,150</u></b>

Compensation will be computed at the hourly rates of

Project Manager	\$	265.00
Project Engineer	\$	225.00
Analyst	\$	145.00
Technician	\$	125.00
Clerical	\$	70.00