

PROPOSAL

DESIGN ENGINEERING SERVICES



CITY OF LAKE ELSINORE



MAIN STREET PEDESTRIAN SAFETY IMPROVEMENTS AND INFORMATION TECHNOLOGY INFRASTRUCTURE

SEPTEMBER 9, 2022



ADAMS STREETER
Civil Engineers

TABLE OF CONTENTS

I. COVER LETTER2

II. COMPANY OVERVIEW.....3

III. BUSINESS AND SUPPLEMENTAL COMPANY INFORMATION4 - 5

IV. SUPPORTING SUBCONSULTANT5 - 6

V. EXPERIENCE AND QUALIFICATIONS OF KEY TEAM PERSONNEL..... 7 -8

VI. ORGANIZATIONAL CHART9

VII. PROJECT UNDERSTANDING..... 9 - 10

VIII. OBSERVATIONS AND PROJECT TECHNICAL APPROACH 10 - 13

IX. PROJECT WORK PLAN..... 13 - 16

X. COST PROPOSAL / FEE SCHEDULE (Provided Under Separate Cover)16

XI. SAMPLE PROJECTS AND REFERENCES..... 16 - 19

I. COVER LETTER



ADAMS STREETER
Civil Engineers

September 29, 2022

City of Lake Elsinore
Attn: Carlos Norvani, Land Development Engineer
130 S. Main Street
Lake Elsinore, CA 92530

SUBJECT: Proposal to Provide Engineering Design Services for the Main Street Pedestrian Safety Improvements and Information Technology Infrastructure Project

Dear Mr. Norvani,

Adams Streeter Civil Engineers appreciates the opportunity to submit our Proposal to the City of Lake Elsinore in response to the City's Request for Proposal (RFP) to provide engineering design for the Main Street Pedestrian Safety Improvements and Information Technology Infrastructure Project. No addendum(s) to the RFP have been received.

Adams Streeter Civil Engineers (ASCE) is a full-service civil engineering and surveying firm that specializes in project delivery for local and regional public agencies, special districts and private developers, and have been providing engineering, surveying and related services for the past forty-one (41) years. We are committed to working seamlessly with your staff and has the expertise, background and resources to assist the City of Lake Elsinore Park in providing the required services in a timely, efficient and cost-effective manner.

This Proposal is made without collusion with any other person, organization or party submitting a proposal and it is in all respects fair and in good faith without collusion or fraud. This Proposal shall remain valid for a period of not less than one hundred twenty (120) calendar days from the date of submittal. The signer of this Proposal has the full authority to bind Adams-Streeter. The point of contact during the proposal evaluation period is as follows:

Mohammad Abadi, P.E., Senior Project Manager
Phone: (949) 474-2330 x231 (O) | (949) 390-0984 (M)
Email: mabadi@adams-streeter.com

Thank you for this opportunity to be of service to the City of Lake Elsinore. Please don't hesitate to contact Mr. Abadi for any questions about any portion of this Proposal during the evaluation period.

Sincerely,

A handwritten signature in blue ink that reads "Randal L. Streeter".

Randal L. Streeter
President / Principal In-Charge

II. COMPANY OVERVIEW

FIRM QUALIFICATIONS

AREAS OF EXPERTISE

CIVIL ENGINEERING & LAND SURVEYING

SELECT AWARDS

HomeAid Orange County & OC United – Recognition of Contribution to the OC United THRIVE Quad Development, 2019

Family Assistance Ministries & HomeAid Orange County – Recognition of Contribution to the Calle Canasta House, 2016

American Society of Civil Engineers, Orange County Branch – Land Development Project of the Year Award for Lambert Ranch, 2013

American Public Works Association, Southern California Chapter – 2016 Storm Water Quality Project of the Year for the Glassell Campus LID Retrofit & Parking Rehabilitation Project

American Society of Civil Engineers, Orange County Branch – 2017 Outstanding Sustainable Engineering Project, 2017.

American Society of Civil Engineers, Region 9 (CA) – 2010 Outstanding Community Improvement Project for the Irvine Ranch Outdoor Education Center

Orange County Engineering Council – 2010 Engineering Project Achievement Award for the Irvine Ranch Outdoor Education Center



ADAMS STREETER CIVIL ENGINEERS is a premier civil engineering and surveying firm that specializes in project delivery for local and regional public agencies, special districts and private developers. We are a client-centered, service-oriented small business dedicated to providing exceptional services through thoroughness, rapid turnaround, cost efficiency and quality work.

FIRM BACKGROUND

Adams Streeter is founded by Jan Adams and Randal Streeter in 1981, and is headquartered in Irvine, California. The firm is a small business enterprise with over 41 years of experience and specializes in private and public-realm design through innovative and cost-effective design solutions for dozens of public municipalities and private entities throughout California. The firm is currently staffed by twenty-three employees, comprising of fourteen civil engineers and technicians, six surveyors and mappers, and three administrative staff.

EXPERIENCE

Parks, Open Space & Trails
 Street Beautification, Improvement, Rehabilitation
 Public Facility Improvements and Renovations
 Office and Retail Facilities
 Single and Multi-Family Residential Developments
 Urban In-Fill/Mixed-Use Developments
 Affordable Housing
 Campus Housing Planning and Design
 Commercial and Industrial Site Development
 Retail Site Development
 Public and Commercial ADA Upgrades

CAPABILITIES

Streetscape and Parking Lots
 Parks & Open Space
 Low Impact Development, Stormwater Management and Water Quality
 Hydrology and Hydraulics
 Site Development, Planning and Due Diligence
 Site Grading & Earthwork
 Site ADA Evaluations & Improvements
 Storm Drainage and Sanitary Sewer
 Domestic and Reclaimed Water
 Plan Check / Plan Review
 Boundary Surveys, Land Title Surveys, Topographic Survey, Construction Staking, As-built Surveys and Mapping Services

III. BUSINESS AND SUPPLEMENTAL COMPANY INFORMATION

Company Legal Name:	Adams Streeeter Civil Engineers, Inc. 16755 Von Karman Avenue, Suite 150 Irvine, CA 92606
Organizational Structure:	California “C” Corporation
State Entity Number:	C1014113
Certification	Small Business Enterprise (Certification No. 59891)
Years in Business:	41 Years
Company Officers:	Jan A. Adams (Chief Executive Officer), Randal L. Streeeter (Secretary), Linda I. Adams (Chief Financial Officer)
Proposal Contact:	Mo Abadi: (949) 474-2330 x209; mabadi@adams-streeter.com Randy Streeeter: (949) 474-2330 x203; rstreeter@adams-streeter.com

Adams Streeeter Civil Engineers (ASCE) is a full-service civil engineering and surveying firm that specializes in project delivery for local and regional public agencies, special districts and private developers and have been providing civil engineering and surveying services in Southern California since 1981 to both our public and private sector clients. ASCE is a California “C” corporation that was incorporated in January 8, 1981 by Jan Adams and Randal Streeeter and is a small business enterprise (SBE) based in Irvine, California. Over the last forty-one years of business, the company has earned a reputation for thoroughness, rapid turnaround, cost efficiency and overall quality of work and is one of Orange County’s premier firms for civil engineering and surveying services. ASCE takes pride in the fact that ninety percent (90%) of our business comes from repeat clientele due in part to our quality of work, competitive prices and our ability to meet deadlines.

ASCE have extensive experience and a proven track record in providing Public Works related services encompassing the civil engineering, survey and mapping fields to various cities, municipalities and districts including, but not limited to the following:

City of Aliso Viejo	City of Orange	County of Riverside
City of Buena Park	Coast Colleges	Chino Basin Desalter Authority
City of Fullerton	Concordia University, Irvine	Eastern Municipal Water District
City of Garden Grove	City of Perris	Irvine Ranch Water District
City of Hermosa Beach	City of Redlands	Jurupa Community Services Dist.
City of Huntington Beach	City of Riverside	Long Beach City College
City of Irvine	City of Santa Ana	Orange County Water District
City of La Habra	City of San Clemente	Riverside County Flood Control & Water Conservation District
City of Lake Elsinore	City of San Juan Capistrano	Santa Margarita Water District
City of Loma Linda	City of Tustin	Trabuco Canyon Water District
City of Mission Viejo	City of Villa Park	University of California, Bakersfield
City of Moreno Valley	CALTRANS	University of California, Irvine
City of Newport Beach	County of Orange	Vanguard University, Costa Mesa

ASCE have also provided services on numerous development and facility improvement-based projects (residential, commercial, industrial) that involves extensive public/municipal support infrastructure improvements to private clients including, but not limited to the following:

MAIN STREET PEDESTRIAN SAFETY AND INFORMATION TECHNOLOGY INFRASTRUCTURE

Amgen	Irvine Unified School Dist.	Sukut Construction
Armada, LLC	John Laing Homes	SunCal Companies
Arnel Development	Joseph Nicholas Homes	Sunrise Communities
Artisan Communities	K. Hovnanian Companies	Taylor Morrison Homes
Barratt American	Kaufman & Broad	The Garrett Group
Baywood Development	Keystone Pacific	The Irvine Company
Boeing Realty Corporation	Koll Company	The Olson Company
Brookfield Homes	Lambert Ranch	Valeo Companies
CalAtlantic Homes	Lennar Communities	Warmington Homes
California Pacific Homes	Mastercraft Homes	William Lyon Homes
Centex Homes	MBK Homes	Catalina Freight Line
Citation Homes	Oak Tree Industries	Schafer Logistics
Cook Hill Properties	O Hill Partners	Travis Companies, Inc.
D. R. Horton Homes	Pacific Communities	Urban Commons
Fieldstone Development	Pardee Construction	Ferrado
Griffin Communities	Pulte Homes	Shlemmer Algaze Assoc
Habitat for Humanity	Rancho Mission Viejo Co	TD Architects, Inc.
Irvine Apt. Communities	Red Mountain Retail Group	Trico Realty
Irvine Community Dev.	Richmond American Homes	Ware Malcomb Architect
California Building & Maintenance Industries, Inc.	Grand Valley Healthcare Skilled Nursing Facility	The Irvine Ranch Outdoor Education Center
Coast to Coast Commercial, LLC	Newport Partners, LLC	Santa Margarita Ford
Irvine Campus Housing Authority		

ASCE brings over 41 years of experience working concurrently with public agencies and private entities on projects ranging from site planning/due diligence to infrastructure/facility improvements and is very familiar with the scope of work as provided in the Request for Proposal (RFP). ASCE is well qualified to perform the required work and is confident in our ability to provide exceptional services to the City of Lake Elsinore in a timely and cost-effective manner.

IV. SUPPORTING SUBCONSULTANTS

ASCE have included the following team subconsultant firms to provide additional design support services for the project.



Urban Crossroads, Inc. (UXR) – UXR is a leading provider of traffic, air and noise consulting services that serves both public and private sector clients. URBAN provides a full range of transportation services including *Traffic Engineering* (i.e. traffic signals, signal warrant studies, roundabouts, signing and striping, and traffic control), *Traffic Impact Analysis* (i.e. environmental review process, CEQA requirements, conceptual planning/feasibility studies, site plan development & access, trip generation studies, vehicle miles travelled, traffic study reports, parking utilization/demand studies, and traffic mitigation phasing strategies), *Circulation Planning* (i.e. general plan circulation element / citywide traffic studies) and *Modeling & Simulations*. Our clients include the Cities of Newport Beach, Menifee, Moreno Valley, Hemet, Lake Elsinore, Rancho Santa Margarita, San Juan Capistrano, Irvine, Indian Wells, Indio, Palm Desert, Rancho Mirage, Banning, Beaumont, Coachella, Huntington Beach, and the towns of Mammoth Lakes and Apple Valley. *Address: 260 E. Baker Street, Suite 200, Costa Mesa, CA 92626 | Phone: (949) 660-1994*

p2s[®] P2S Engineering, Inc. (P2S) - P2S is a one-stop resource for *mechanical, electrical and plumbing* (MEP) services, as well as commissioning and low voltage technology engineering. Founded in 1991, P2S has a long history of client service, sustainable engineering practices and forward-thinking solutions. For 31 years, P2S has brought innovative and sustainable engineering solutions to local Southern California businesses and agencies. We have worked with over 35 different cities throughout the region, finding the right design solutions for their city’s specific needs. P2S has a diverse team consisting of 140+ engineers and technical staff, 30%+ being LEED[®] certified that has worked with almost every kind of municipal structure, including civic centers, theaters, parks, pools, fire stations and more, and are ready to support the City’s project goals. P2S achieves higher-than-industry-average retention rates for clients and employees and is ranked as one the best places to work in the Los Angeles area by the Los Angeles Business Journal and Best Companies Group for the past five years. *Address: 5000 E. Spring Street, Ste. 800, Long Beach, CA 90815 | (562) 497-2999*



Richard Fisher Associates (RFA) – RFA is an award-winning, full-service Landscape Architectural firm located in Orange County with 40 years of experience in providing Public Agencies with Professional Landscape Architectural consulting services. The firm has developed its highly-respected reputation in the public agency sector as a long-term provider of high-quality professional documents and presentations to community participants and City Councils alike. RFA is a specialist in master planning and design, streetscapes and medians, trails and pathways, neighborhood parks, community parks, sports parks, play areas, park renovations and nature interpretive parks. We value our track record of repeat work and believe it speaks not only to our commitment to design excellence, but also to our strong service orientation. Several of our client relationships encompass the full 40 years the Richard Fisher Associates team has been providing Landscape Architectural Services. *Address: 4902 Kron Street, Irvine, CA 92604 | (714) 342-5467*

ASCE’s team multi-disciplinary expertise will ensure a comprehensive process from conceptual development phase to the final design phase of the project. Anticipated support roles and responsibility of team subconsultant firms is summarized as follows:

TEAM FIRM & DISCIPLINE	PROJECT SUPPORT ROLE / RESPONSIBILITY
Urban Crossroads, Inc. (Traffic Engineering)	Design of inset pedestrian flashing lights / lighted crosswalk system for the existing crosswalk in front of City Hall.
P2S Engineering, Inc. (Mechanical-Electrical-Plumbing)	Technical advisory to ASCE for work related to utility ducts and electrical systems.
Richard Fisher Associates (Landscape Architecture)	Technical advisory to ASCE for aesthetics and intersection enhancements inclusive of specialized treatments, material / texture / color selections, and landscape related elements.







V. EXPERIENCE AND QUALIFICATIONS OF KEY TEAM PERSONNEL

Key personnel shown below are assigned based upon their experience, qualifications, project management abilities, technical/design competency, and prior experience in performing projects of this nature.

PERSONNEL	EXPERIENCE	HIGHLIGHTS, EDUCATION AND CERTIFICATIONS
<p>Randy Streeter, PE (Principal-In-Charge)</p> 	<p>44 Years (Civil)</p> <p>AS</p>	<ul style="list-style-type: none"> • President and Principal-in-Charge with extensive experience in civil engineering and surveying and licensed to practice both disciplines in the State of California and Arizona. • Directed numerous City & County engineering and survey projects involving road and utility improvements, public parks, public buildings and low-income housing. • Bachelor of Science in Civil Engineering Degree, California State University, Long Beach, California (1971); Registered Civil Engineer (CA No. 25083 and AZ No. 25846).
<p>Mohammad Abadi, PE Sr. Project Manager</p> 	<p>38 Years (Civil)</p> <p>AS</p>	<ul style="list-style-type: none"> • Seasoned project manager and technical manager. • Possesses extensive background and hands-on knowledge in engineering design and construction. • Extensive technical expertise in Infrastructure Planning and Development encompassing roadway improvements and rehabilitation, site layout and grading, wet & dry utilities, drainage facilities, hydrology, hydraulics, and water quality. • BS in Civil Engineering, University of California, Irvine, CA. • Registered Civil Engineer (CA RCE 42615).
<p>Felix Gonzalez, PE Sr. Project Manager and Director of Commercial Engr.</p> 	<p>31 Years (Civil)</p> <p>AS</p>	<ul style="list-style-type: none"> • Civil engineering management and design for public and private Land Development projects ranging from residential to recreational facilities; commercial property developments and retail/fast-food chains to public utility agencies (SCE). • Well-rounded background in ADA compliance, street and utility improvements, and site grading design. • BS in Civil Engineering, California State University of Long Beach with emphasis in Water Resources; Registered Civil Engineer (CA No. 67660)
<p>Ana Martinez Mapping Director</p> 	<p>37 Years (Mapping)</p> <p>AS</p>	<ul style="list-style-type: none"> • Experienced mapping professional serving the regions of Orange, Los Angeles, San Bernardino and Riverside counties. • Extensive experience in boundary analysis, Title Report due-diligence, Record of Surveys, ALTA surveys, Final Parcel Maps, Tract Maps, Lot Line Adjustments, Easement Rights & Exhibits and Legal Descriptions. • Rancho Santiago College, County of Orange, California.

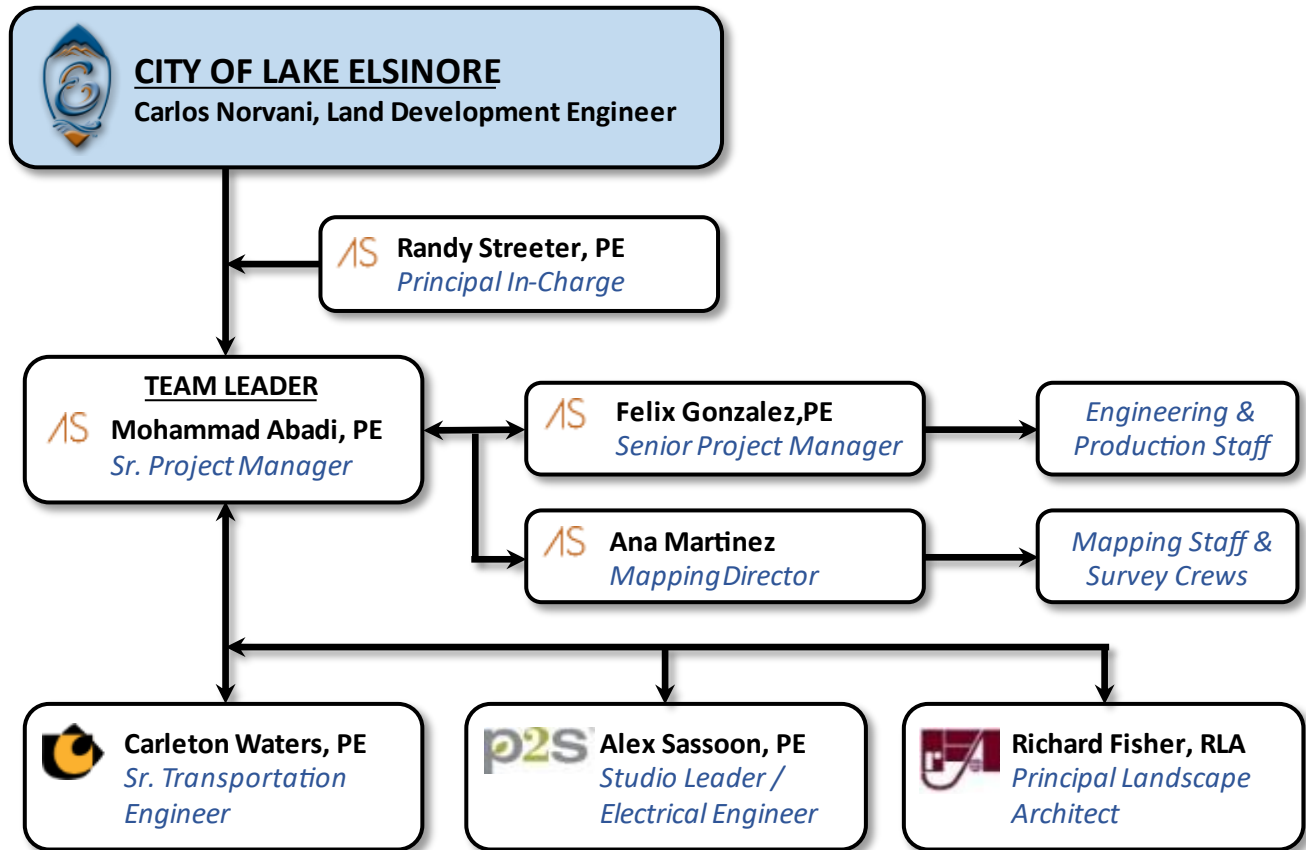
MAIN STREET PEDESTRIAN SAFETY AND INFORMATION TECHNOLOGY INFRASTRUCTURE

Key personnel from subconsultant team firms selected to provide the necessary support for the project is shown below as follows.

PERSONNEL	EXPERIENCE	HIGHLIGHTS, EDUCATION AND CERTIFICATIONS
<p>Carleton Waters, PE Senior Transportation Engineer</p> 	<p>34 Years (Traffic)</p> 	<ul style="list-style-type: none"> • Extensive experience in traffic signal design, coordinated traffic signal timing, roadway signing and striping, construction detour, and preparing construction quantity/cost estimates and specifications. • Background includes expert witness testimony, travel demand forecasting, traffic studies and parking studies. • BS and MS of Science in Civil engineering, University of California, Irvine. • Registered Civil Engineer (CA RCE 52916).
<p>Alexander Sassoon, PE, LEED AP BD+C, WELL AP Studio Leader / Electrical Engineer</p> 	<p>7 Years (Electrical)</p> 	<ul style="list-style-type: none"> • Experienced in electrical renovation and new construction for various universities, hospitals, mission critical, industrial and commercial facilities. • In-depth knowledge of environmental and electrical systems, including for needs assessments, systems upgrades, new building and renovation projects. • A leader in high performance building best practices & sustainable design, and educator in passive design strategies, plug load analysis & control, and daylighting methods & lighting control systems. • BA in Environmental Studies, Minor in Electrical Engineering, University of California, Santa Cruz; Registered Electrical Engineer (CA REE E22639).
<p>Richard Fisher, RLA, ASLA Principal Landscape Architect</p> 	<p>44 Years (Landscape)</p> 	<ul style="list-style-type: none"> • Extensive experience in private and public landscape architecture practice including 6 ½ years of public agency experience with the Parks & Recreation Department of the City of Anaheim. • Expertise include Streetscapes, Parks and Recreation Facility Planning, Capital Improvement Projects, Plan Checking and Inspections, and City services as a Consulting City Project Manager • BS in Landscape Architecture, California State Polytechnic University (Cal Poly), Pomona, California; Associates of Art, Ornamental Horticulture, Modesto Junior College, Modesto, California; Registered Landscape Architect, CA #1429.

VI. ORGANIZATIONAL CHART

A project team organization chart identifying communication and reporting relationships, and key personnel that will perform the work for the project is provided as follows:



ASCE is committed to maintaining the selected personnel for the duration of the project. In the event that substitution or addition in key personnel and/or sub-consultant is necessary due to circumstances that are outside of our control, a written request will be made to the City for the proposed change(s) for consideration and approval.

VII. PROJECT UNDERSTANDING

We understand that the City is seeking a qualified and responsible consultant to provide engineering design services to implement safety improvements and technology infrastructure on Main Street between Lakeshore Drive and the I-15 freeway. The project objectives to implement safety and infrastructure related improvements is inclusive of the following:

- Intersection improvement/enhancements at three (3) locations along Main Street, including for Heald Avenue, Peck Street and Graham Avenue, including for two (2) crosswalks located midblock between Graham and Sulphur Street and at the intersection of Main Street and Sulphur Street.
- Safe pedestrian corridor along Main Street between Lakeshore Drive and I-15, inclusive of ADA ramp compliance within the limits of the project and an inset pedestrian flashing lights / lighted crosswalk system for the existing crosswalk in front of City Hall.
- Dry utility duct banks along Main Street, Library Street, and Limited Street with lateral conduits to street lights and planters, and irrigation sleeves and low voltage wire conduits.

Project plans will be developed in coordination with the City’s Public Works Department and City’s Information Technology Department in consideration of the proposed street rehabilitation work that is provided by the City’s Pavement Rehabilitation Plans, and for the design of the proposed utility duct bank respectively.

VIII. OBSERVATIONS AND PROJECT TECHNICAL APPROACH

- A. **Intersection and Crosswalk Enhancements:** The above-mentioned three (3) intersections and two (2) individual crosswalk locations are all located in the City’s downtown area. All decorative crosswalks at these locations appear to be Bomanite color stamped concrete (or equivalent), each with a painted City logos as illustrated by Figure 1 below. Concrete crosswalk borders are not apparent other than the white painted stripes.



Figure 1

Similar decorative treatments on adjacent sidewalk areas are also observed at these locations, as illustrated by Figure 2 below. The decorative sidewalk areas appear to be actual bonded brickwork, as opposed to the Bomanite color stamped concrete utilized for the crosswalks.



Figure 2

Based on the utility duct banks proposed for the project, portions of the existing decorative crosswalks will need to be removed to accommodate the trenching and excavation required for the installation of

the duct banks / conduits. Since it would not be possible to match the existing Bomanite color stamped concrete, new decorative crosswalks are assumed for the project. As such, three (3) design concept alternatives will be developed for the City's consideration to replace the existing decorative crosswalks. A comprehensive evaluation and development of concept alternatives for the intersections and individual crosswalk locations will be conducted during the conceptual phase of the project. However, initial assessment of potential alternative suggests the following may potentially be considered for project implementation:

Alternative No. 1: The existing crosswalks can be replaced with new Bomanite or Bomacron color stamped concrete crosswalks that offers a wide array of choices in regards to schemes, textures and colors. However, stamped concrete crosswalks will need to be replaced due to any future emergencies such as a water main break that would necessitate trenching through the crosswalks for repair work. Since it is not possible to enact repairs to match the existing texturing/patterning and color, the stamped concrete crosswalks within the intersection(s) involved will need to be replaced in its entirety, further increasing costs and impacting commuters and downtown businesses.

Alternative No. 2: Utilize actual bonded brickwork for the crosswalks that complements the existing adjacent decorative sidewalk. A concrete base for the brickwork would be needed for this alternative to provide the necessary support in consideration of vehicle loads. An additional advantage provided by this alternative is that the brickwork may be lifted and reinstalled to accommodate any future utility related repairs, if the need arises. Repairs to the brickwork will be limited to the portions removed due to trenching and repairs, thereby reducing the overall costs and impacts to the traffic and downtown businesses. However, a disadvantage to using the bonded brickwork is that it may be prone to tire thread mark stains cause by vehicles that could become more pronounced over time, and would require periodic maintenance/cleaning to remove the tire marks. A 12" wide concrete curb band will also be utilized to complement the crosswalk and frame the bonded brickwork, negating the need for 12" white crosswalk striping.

Alternative No. 3: Implement interlocking pavers for the crosswalks utilizing a blend of terra cotta colors which complements the adjacent sidewalk area brickwork. The blend of terra cotta colors will also help provide a screening effect against tire thread marks. Similar to the bonded brickwork, the pavers may also be lifted and reinstalled to accommodate any future utility related repairs, if the need arises. Repairs will be limited to the portions removed due to trenching and repairs, thereby reducing the overall costs and impacts to the traffic and downtown businesses. A 12" wide concrete curb band will also be utilized to complement the crosswalk and frame the bonded interlocking pavers, negating the need for 12" white crosswalk striping.

Additional Considerations: The existing truncated domes for the ADA ramps will be evaluated for aesthetical compatibility based on the concepts developed for the City's consideration. Extending the decorative treatment beyond the intersection crosswalks to the center of each intersection, including for a more pronounced City logo at the center of each intersection may also be considered. However, the additional implementation and potential future maintenance/repair costs would likely outweigh the potential aesthetical benefits. Decorative crosswalks generally provide greater visibility to pedestrian crossing. However, extending decorative paving to the center of the intersection could negate that visibility whereby the decorative area as a whole can be misconstrued as a pedestrian scramble intersection/crossing. The location and orientation of the City logo in the middle of the intersection where multi-directional vehicle traffic converges may also be a source of distraction to drivers. Additionally, factors such as implementation costs, potential traffic impacts and disruptions to downtown businesses associated with any future intersection and crosswalk repairs suggests that the


MAIN STREET PEDESTRIAN SAFETY AND INFORMATION TECHNOLOGY INFRASTRUCTURE

center of each intersection should remain as asphalt pavement. The City logo imprint should also be maintained at each crosswalk leg to maximize visual impacts to pedestrians, as opposed to drivers.

- B. Main Street ADA Ramp Compliance:** Existing pedestrian ramps at intersection locations along Main Street between Lakeshore Drive and the Interstate 15 freeway will be reviewed for compliance with the Americans with Disabilities Act (ADA). Initial visual observations of the various ADA ramps are summarized by Table 1 below. Based on the noted observations, up to thirteen (13) ADA ramps are anticipated for replacement and included in the project scope of work. However, potential cross-gutter replacement at Pottery Street and new cross-gutter at Flint Street are included as optional scope items for the City's consideration.

NO.	INTERSECTION	QUADRANT	OBSERVATION/DESCRIPTION	ACTION
1.	Library Street	NW	Ex. decorative ramp w/ no truncated domes.	Verify for compliance and replace ramp (w/ truncated domes), as needed (1 ramp).
2.	Limited Street	NW and SW	Ex. ramps w/ truncated domes.	None anticipated.
3.	Prospect Street	NE and SE	Ex. ramps w/ truncated domes.	None anticipated.
4.	Sulphur Street	NW and SW	Ex. ramps w/ truncated domes.	None anticipated.
5.	Crosswalk n/o Sulphur Street	W and E	Ex. ramps w/ truncated domes.	None anticipated.
6.	Graham Avenue	NW, SW, NE, and SE	Ex. (2) ramps w/ truncated domes at each quadrant.	Evaluate truncated domes for aesthetic compatibility with prop. intersection enhancement concepts.
7.	Peck Street	NW, SW, NE, and SE	Ex. (2) ramps w/ truncated domes at each quadrant.	Evaluate truncated domes for aesthetic compatibility with prop. intersection enhancement concepts.
8.	Heald Avenue	NW and NE	Ex. ramps w/ truncated domes.	Evaluate truncated domes for aesthetic compatibility with prop. intersection enhancement concepts.
		SW and SE	Ex. (2) ramps w/ truncated domes at each quadrant.	Evaluate truncated domes for aesthetic compatibility with prop. intersection enhancement concepts.
9.	Franklin Street	NW, SW, NE, and SE	Ex. ramp w/ no truncated domes (dated).	Replace w/ compliant ADA ramp w/ truncated domes (4 ramps).
10.	Sumner Avenue	NW and NE	Ex. ramp w/ truncated domes.	None anticipated.
		SW and SE	Ex. ramp w/ no truncated domes (dated).	Replace w/ compliant ADA ramp w/ truncated domes (2 ramps).
11.	Pottery Street	NW, SW, NE, and SE	Ex. ramps w/ no truncated domes (dated). NE-SE cross-gutter has severe cracks on north side.	Replace w/ compliant ADA ramp w/ truncated domes (4 ramps). Replace NE-SE spandrels and cross-gutter as needed.
12.	Flint Street	NW and SW	Ex. ramp w/ no truncated domes (dated).	Replace w/ compliant ADA ramp w/ truncated domes (2 ramps).
		NE and SE	Ex. ramp w/ truncated domes (newer). Ponding issues noted @ NE ramp.	None anticipated. A new cross-gutter across Flint Street may be needed to address existing ponding issues.
13.	I-15 On/Off Ramps	NW, SW, NE, and SE	Ex. ramp w/ no truncated domes.	None anticipated since ramps are located within State R/W.



- C. **Inset Pedestrian Flashing Lights:** An inset pedestrian flashing light system for the existing crosswalk on Main Street in front of City Hall (immediately north of Sulphur Street) will be implemented as part of the project to create a safe pedestrian corridor along Main Street. Based on the existing pedestrian push buttons (PPBs) and pole mounted solar panels observed at the crosswalk location, it is assumed that a solar powered LED pedestrian crossing flashing sign system is currently in service. If so, the proposed inset pedestrian flashing light system will be integrated into the current system in order to maximize the visual (and audible) impact in order to alert drivers to prepare and stop at the pedestrian crossing. The inset flashing lights offers visibility from a far distance, is bicycle safe and requires little maintenance and will be excellent for mid-block and high-volume downtown area crosswalks.
- 
- D. **Technology Infrastructure:** The dry utility duct banks proposed along Main Street between Lakeshore Drive to the I-5 freeway, Library Street between Main Street and Spring Street, and Limited Street between Main Street and Spring Street represents the City's planned infrastructure improvements to service future utility needs within the downtown area. As indicated on the RFP's concept plan attachment, primary duct banks will consist of two 4" conduits for each alignment. Lateral conduits to various street lights and planters along the planned alignment will consist of two 2" conduits for each branch. A single primary duct bank along Main Street from Lakeshore Drive to Prospect Street will transition to two primary parallel duct banks between Prospect Street and the I-15 freeway, to separately serve street lights and planters located on the west and east side of Main Street. Additionally, a separate 1" conduit for irrigation low voltage wiring is shown between Prospect Street and Graham Avenue on the west side of Main Street, portions of which are shown within existing decorative and non-decorative sidewalk areas. To minimize any unnecessary disturbance to the existing parkway areas that consists of regular and decorative sidewalk areas, tree planters, and other utility facilities, the low voltage conduit could be combined with primary duct bank. The actual alignment, placement and/or composition of duct banks and individual conduit alignments (including for 3" irrigation sleeves) will be determined during the conceptual design phase, in consideration of existing wet and dry utilities along Main Street and corresponding cross streets, and in coordination with the City's Information Technology Department.

IX. PROJECT WORK PLAN

Administration of design and construction support for the project will generally conform to the *Work Plan* as follows:

1. Conduct a kick-off meeting with the City's Public Works Department (and City's Information Technology Department staff as needed) to establish project requirements, discuss funding, site and other constraints, etc. Present a project work schedule outlining tasks, milestones and critical paths. If

applicable, coordinate the project with all other agencies or stakeholders of the project. A monthly status report including any updates to the project work schedule will be provided to the City's project manager via e-mail, as appropriate.

2. If required, ASCE can assist the City through a team firm to perform an environmental review of the project and prepare a Categorical Exemption (CE) and/or other environmental documentation required to meet the requirements of the California Environmental Quality Act (CEQA) or National Environmental Policy Act (NEPA) depending on funding and/or other requirements, as applicable. Environmental work is not anticipated (not listed on the RFP) but may be arranged and provided upon City request as an additional work item.
3. Obtain and review existing City "as-built" plans and record information. Notify, request, obtain and review utility plans (atlas) from utility purveyors to identify type and location of existing dry and wet utilities within the project limits. A request will also be made for information of any planned work intended by utility purveyors within the next 3 years within the project limits. A copy of utility correspondence will be provided to the City, including recommendations for any action, as appropriate. Prepare an existing utility base plan incorporating all data obtained for the project to support the final design effort.
4. Perform a detailed topographic survey, mapping and field engineering evaluation. Prepare a street base map incorporating all data obtained for the project that will be used as the basis for design of the utility duct banks and other improvements, as applicable. Perform field reconnaissance to ascertain site specific conditions, obtain cultures, etc. The following mapping and surveying related scope of work is assumed for the project:
 - Perform mapping research and field survey to obtain right-of-way maps/documents and existing survey controls respectively within the project limits. Intermittent survey points along Main Street to confirm street alignment and widths will be also be performed. Mapping data and field controls obtained will collectively be used to determine / establish the existing right-of-way and street centerlines within the project limits. Perform the necessary mapping computations and develop a mapping base comprising of right-of-way lines and street centerlines. The development of the "paper-boundary" right-of-way for the project will aid in determining if any additional right-of-way would be needed to support proposed improvements. Right-of-way takes are not anticipated for the project at this time so boundary surveys are not included in the scope of work but can be performed as a separate scope of work if needed.
 - Perform a topographic survey for the Graham Avenue, Peck Street and Heald Avenue intersections (including adjacent parkway areas), and for the two for crosswalks located midblock between Graham and Sulphur Street and at the intersection of Main Street and Sulphur Street, to support the design of various enhancements at those locations.
 - Perform a topographic survey of thirteen (13) ADA ramp locations along Main Street as identified on Table 1, inclusive of Library Street (1 ramp), Franklin Street (4 ramps), Sumner Avenue (2 ramps), Pottery Street (4 ramps) and Flint Street (2 ramps) to support the design of ramp replacements. Street light and planter area locations will also be confirmed to support the design of the utility duct banks.
 - Topographic survey to support the design of a cross-gutter at Flint Street to mitigate drainage ponding at the NE corner of the intersection, and the reconstruction of an existing cross-gutter at Pottery Street is provided as an optional cost item for the City's consideration. The City may also elect to incorporate the potential cross-gutter construction/re-construction into the Main Street Pavement Rehabilitation SB-1 Project roadway plans that are prepared by City staff.

- Preparation and filing of a Corner Record to the County Surveyor's office prior to construction in reference to survey monuments/controls subject to disturbance, including for the replacement of any survey markers that is destroyed during construction and submitting corresponding post construction Corner Records to the City and County Surveyor's office, is assumed to be performed by the Contractor and is not included in the scope of work.
5. Perform a site review and photo document all areas proposed for improvements and/or enhancements. Existing decorative materials at the involved intersections/crosswalks/sidewalks will be documented to aid in the development of design enhancements. Existing ADA ramps proposed for replacement will be field checked for compliancy as verification of replacement, and site constraints documented for design purposes.
 6. Prepare a 35% level-of-completion Conceptual Street Improvement and Utility Plan for the City's review and consideration prior to preparation of final design plans. The conceptual plan set will generally utilize a 40-scale layout with details illustrated at 20-scale or 10-scale as appropriate, that comprise of the following:
 - Preliminary utility duct bank and lateral branch alignments / placements with existing wet/dry utilities, right-of-way line overlays, offset dimensions and other details. Potential conflicts at various utility crossings will be identified and assessed for potential potholing to verify location/depths of existing utilities. A potholing budget has been included in the cost proposal in case determined to be needed during the course of design.
 - Three (3) design alternatives for the decorative crosswalks and intersections will be developed and presented on the plan set. Visual depictions and material selections of the proposed alternative will either be scanned and incorporated into the plan set, or provided under separate cover as appropriate.
 - ADA ramps determined for upgrades and/or removal & replacement will be identified on the plan. A graphical representation of the proposed configuration of ramps being replaced will also be provided for City approval.
 - Preliminary layout of the inset pedestrian flashing lights for the existing crosswalk on Main Street in front of City Hall identifying system components, layouts and details.
 - A conceptual level Opinion of Probably Construction Cost spreadsheet (Engineer's Estimate) will be prepared based on the conceptual level improvements, including for each individual design alternatives, and included as part of the 35% submittal package.
 7. Arrange and conduct a 35% design coordination meeting with City staff to discuss proposed improvements and enhancements provided on the conceptual plan set, including for costs and related items to advance the preparation of final design plans.
 8. Prepare a 65% level revised plan set upon receipt of the City's 35% conceptual design plan check comments. Arrange a design coordination meeting with the City to clarify and confirm required changes prior to resubmit to the City, as necessary. A comment resolution matrix and checked redlines will be provided as part of this resubmittal.
 9. Prepare a 95% level bid document package consisting of the final Plans, Specifications and Estimates (PS&E) upon receipt of the City's 65% design plan check comments. Arrange a design coordination meeting with the City to clarify and confirm required changes prior to resubmit to the City, as necessary. A comment resolution matrix and checked redlines will be provided as part of this resubmittal.
 10. Perform a Quality Assurance/Quality Control (QA/QC) review prior to the 65% and 95% plan resubmittal.

11. Review and incorporate any final City comments and/or any required changes to the final PS&E prior to submittal to the City for bidding purposes.
12. All plan and document submittals to the City will be transmitted electronically to the City and provided in the native file formats of each utilized computer software utilized, including for the AutoCad "DWG", Adobe "PDF", Microsoft Word "DOC", Microsoft Excel "XLS" file formats. Files that are not in electronic format shall be scanned into a commonly used digital format for submission.
13. Provide bid support services including attending the pre-bid meeting and responding to bidder request for clarification concerning the bid package. Prepare responses to bidder's questions and prepare contract addenda as needed for distribution to prospective bidders. Prepare the pre-bid meeting agenda, if requested.
14. Provide construction support services including preparing the pre-construction meeting agenda, if requested, attending the pre-construction meeting and responding to contractor request for clarification related to the project specifications. Respond to Request for Information (RFI) from contractor during construction, if requested.

X. COST PROPOSAL / FEE SCHEDULE

A total "Not to Exceed" design fee (man-hour and fee estimate) for the project including current Standard Fee Schedule is submitted under separate cover. The pricing and rates provided shall remain valid for the term of the Agreement. We acknowledge that price adjustments and final pricing may be negotiated by the City.

XI. SAMPLE PROJECTS AND REFERENCES

A sampling of relevant projects with corresponding client references that have been completed recently including project description, dates, and client contact information are as provided on the preceding pages of this proposal.

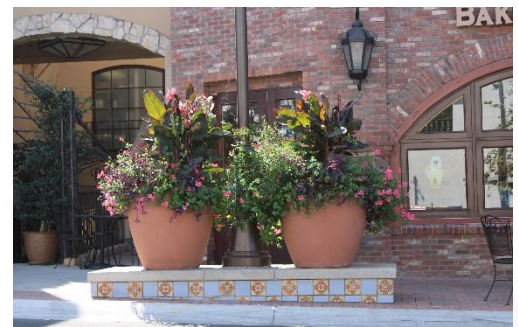
VERDUGO STREET BEAUTIFICATION PROJECT



CITY OF SAN JUAN CAPISTRANO, California



The Verdugo Street Beautification Project provides an inviting street corridor that creates a sense of arrival for visitors arriving by train, as well as for those parking and walking to restaurants, the movie theatre and shops downtown. The project site is located in the heart of the City’s Historic Town Center by the San Juan Capistrano Metrolink train depot and east of the historic Los Rios district. In realizing the City’s vision for this popular downtown destination, Adams Streeter along with our interdisciplinary team designed a streetscape with reduced street widths and widened sidewalks for a more pedestrian focused experience that can also accommodate sidewalk dining and temporary street closures for special events. The streetscape experience is further enhanced with the use of rolled curbs, decorative sidewalk pavers, crosswalk pavers with color concrete banding accents, street bulb-outs, street trees, planter pots, landscape planters, bollards, enhanced street lights and street/pedestrian bistro lighting, and seating. The plaza area stamped concrete at the Metrolink train depot is further enhanced through the use of decorative pavers and with the inclusion of a shade structure, seating, planter area, plaza clock, various Metrolink safety improvements, and for a future digital information display board.



COMPLETED: 2020

CLIENT REFERENCES: CITY OF SAN JUAN CAPISTRANO

- Paul Meshkin, PE, Senior Civil Engineer (PM)
(949) 443-6350, pmeshkin@sanjuancapistrano.org
- Joe Parco, PE, City Engineer
(949) 443-6353, jparco@sanjuancapistrano.org



FY 2019-2020 PAVEMENT REHABILITATION PROJECT CITY OF VILLA PARK



Adams Streeter recently provided Plans, Specifications, and Estimates (PS&E) for the City of Villa Park to support their annual pavement rehabilitation project that includes residential and collector streets serving residential neighborhoods, schools and commercial establishments. The project generally provides for the removal and replacement of deteriorated street sections, pavement grinding and overlay utilizing asphalt rubber hot mix and fiber reinforcements, replacement of curb, gutter, sidewalk, ADA ramps and drainage improvements. Collector streets programmed as part of this project includes Santiago Boulevard, Serrano Avenue, Rama Street, and Center Street / Valley Drive. Local residential streets include Charter Road, Fleet Road, James Road, Winn circle, Robbie Circle, Janice Circle, Robin Way, Eastwood Circle, Villa Woods Drive, Villa Woods Circle, and Featherhill Drive.

COMPLETED:

2020

CLIENT REFERENCE:

CITY OF VILLA PARK

Mahrooz Ilkanipour, PE

17855 Santiago Boulevard

Villa Park, California 92861

(714) 998-1500 | mahrooz@villapark.org

FOOTHILL PARKWAY IMPROVEMENT PROJECT CITY OF CORONA



Adams Streeter provided the design for the rehabilitation of Foothill Parkway between Marquez Way and the I-5 on/off ramps, and Bedford Canyon Road between Foothill Parkway and Liberty Avenue in the City of Corona. The project was performed in conjunction with the 9.8-acre Foothill Center commercial and retail development which includes a three-story hotel, multiple restaurants, retail facilities, and a gas station. Street improvements for Foothill Parkway include roadway widening, pavement rehabilitation, intersection reconstruction, construction of curb, gutter, sidewalk, and ADA ramps, signal modifications, and pavement delineation.

COMPLETED:

2020

CLIENT REFERENCE:

CORNERSTONE

Fred Saedi, President

(206) 919-1527 | fredsaedi@gmail.com

SPRING STREET & EL CAMINO REAL ADA IMPROVEMENTS *AS*

CITY OF SAN JUAN CAPISTRANO



Prior to Construction

The San Juan Elementary School located at 31642 El Camino Real serves over 700 kindergarteners through 5th grade students. The elementary school is located in close proximity to a number of prominent attractions and landmarks in the City of San Juan Capistrano including for the Mission San Juan Capistrano, the Mission Basilica, the Inn at the Mission San Juan Capistrano, the San Juan Capistrano Library, the Capistrano Union High School, and the Los Rios Historic District. The combined student and visitor pedestrian traffic to the area is significant and necessitate certain infrastructure improvements to be constructed to ensure pedestrian safety and promote safe routes to school.

To ensure a clear and compliant ADA path of travel, Adams Street provided the design to facilitate the re-grading of the El Camino Real and Spring intersection to accommodate new ADA ramps and crosswalks in front of the school. As part of the intersection improvements, a street chicane on the west side of El Camino Real to narrow the street and widen the decorative sidewalk is provided to accommodate an ADA-compliant path of travel amidst various obstructions posed by existing surface utility facilities. Existing surface drainage issues at the intersection was also addressed without the use of storm drains. Other improvements implemented as part of this project includes the replacement of two incompliant ADA ramps at the El Camino Real and Ortega Highway intersection, school driveway reconstruction, removal/relocation of an existing school crosswalk, on-street parking reconfiguration, and pavement resurfacing. Preparation of legal description and exhibits was also performed to accommodate the placement of ADA ramp by the elementary school. Design and construction of this project was funded through the Community Development Block Grant (CDBG) Program.

COMPLETED: 2022

CLIENT REFERENCES: CITY OF SAN JUAN CAPISTRANO

- Paul Meshkin, PE, Senior Civil Engineer
(949) 443-6350, pmeshkin@sanjuancapistrano.org
- George Alvarez, PE, Project Manager
(949) 493-1171, galvarez@sanjuancapistrano.org



Post-Construction



Post-Construction



Post-Construction

FEE PROPOSAL

Project Name:

PROFESSIONAL ENGINEERING DESIGN SERVICES FOR
MAIN STREET PEDESTRIAN SAFETY IMPROVEMENTS
AND INFORMATION TECHNOLOGY
PROJECT NO. Z10059

Prepared for:

CITY OF LAKE ELSINORE
Attn: Carlos Norvani
Land Development Engineer
130 S. Main Street
Lake Elsinore, California 92530

September 29, 2022

Prepared by:

Adams-Streeter Civil Engineers



HOURLY AND FEE BREAKDOWN SUMMARY

MAIN STREET PEDESTRIAN SAFETY IMPROVEMENTS AND INFORMATION TECHNOLOGY INFRASTRUCTURE PROJECT

ITEM DESCRIPTION	ASCE			SUBCONSULTANT			TOTAL FEE
	Hourly Rates			UBXR	P2S	RFA	
	Engr. Office 165	2-Man Survey 265	Survey Office 165				
1. Project Management and Coordination							
a. Project Management, Schedules, Meeting Minutes	16						\$2,640
b. Design Collaboration and Review Meetings w/ City Staff	20			\$650		\$435	\$4,385
c. Field Review, Documentation & Assessment of Site Conditions	12			\$650		\$580	\$3,210
d. Quality Assurance / Quality Control (QA/QC)	12						\$1,980
e. Reprographics (Budgeted)							\$300
2. Information Research, Review & Utility Coordination							
a. Research and Review As-built / Record Plans	4			\$250			\$910
b. Utility Purveyor Notification, Atlas Request & Coordination	20						\$3,300
c. Develop Existing Utilities Base Map	20						\$3,300
3. Mapping and Initial Field Survey Verifications							
a. Research and Review Record Maps and Documents			8				\$1,320
b. Mapping Calculations and Development of Mapping Base for Street Right-of-Way and Centerline	6		30				\$5,940
4. Field Topographic Survey							
a. Establish Field Controls and Processing		16	6				\$5,230
b. Topographic Design Survey and Processing - Intersection and Crosswalk Enhancement Locations		20	10				\$6,950
c. Topographic Design Survey and Processing - ADA Ramp Replacement Locations (13)		8	4				\$2,780
5. Conceptual Plan Development (35% Plans)							
a. Intersection & Crosswalk Enhancement Alternatives (3 Intersections & 2 Separate Crosswalk Locations)	32					\$3,480	\$8,760
b. Utility Duct Banks, Lateral Branch Laterals, Low Voltage Conduits and Irrigation Sleeves, etc.	60				\$1,200		\$11,100
c. ADA Ramps (13 Locations)	40						\$6,600
d. Inset Pedestrian Flashing Lights (1 Location)				\$4,500			\$4,500
e. Concept Level Opinion of Probable Construction Cost	6			\$450	\$500	\$290	\$2,230
f. Utility Verification via Potholing (Budgeted Amount)				<i>(Performed By 3rd Party Potholing Company)</i>			\$10,000
6. Final Construction Documents (65%, 95% and 100% PS&E)							
a. Title Sheet	8						\$1,320
b. Street Improvement Plan - ADA Ramp Detail Plan	40						\$6,600
c. Street Improvement Plan - Intersection and Crosswalk Enhancements	80					\$2,320	\$15,520
d. Utility Plan - Utility Duct Banks and Branch Laterals, Low Voltage Conduits, Irrigation Sleeves, etc.)	80				\$1,400		\$14,600
e. Street Improvement Plan - Inset Pedestrian Lighted Crosswalk Plan	4			\$4,500			\$5,160
f. Opinion of Probable Construction Cost (65%, 95%, 100%)	8			\$450	\$450		\$2,220
g. Specifications (95%, 100%)	24			\$450	\$450		\$4,860
h. Comment Resolution Matrix (65% & 95% Submittals)	8			\$450			\$1,770
7. Bid and Construction Support							
a. Prebid Meeting & Bidder Request for Clarification & Contract Addenda Issuance	24						\$3,960
b. Preconstruction Meeting, Bid Document Clarifications and Request for Information	24			\$450			\$4,410
GRAND TOTAL	548	44	58	\$12,800	\$4,000	\$7,105	\$145,855



ADAMS STREETER CIVIL ENGINEERS 2022 PROFESSIONAL FEE SCHEDULE

CIVIL ENGINEERING SERVICES

Principal	\$210.00/hour
Project Director	\$185.00/hour
Project Manager	\$165.00/hour
Project Engineer	\$145.00/hour
CADD Designer / Technician	\$125.00/hour
Clerical / Word Processing	\$65.00/hour

SURVEYING AND MAPPING SERVICES

2-Man Survey Crew (Field) *	\$265.00/hour
1-Man Survey Crew (Field) *	\$230.00/hour
Survey Office / Mapper	\$165.00/hour

** Prevailing Wage Rates.*

REIMBURSABLE EXPENSES

All out of pocket expenses, such as filing and plan check fees, permit fees, delivery service, reproduction printing, and other project expenses will be extra and invoiced at our direct cost.

MILEAGE

Mileage will be invoiced at the IRS standard mileage rate for 2022.

EXHIBIT C - BILLING RATES FOR URBAN CROSSROADS, INC.

Position	Hourly Rates
Principal	\$205-275
Senior Associate	\$150-220
Associate	\$110-170
Senior Analyst	\$105-135
Analyst	\$70-105
Assistant Analyst	\$60-115
Administrative Support	\$65-105

General

- (1) Reimbursable direct costs, such as reproduction, supplies, and messenger service will be billed at cost.
- (2) Hourly rates apply to work time, travel time, and time spent at public hearings and meetings. For overtime work, the above rates may be increased 50 percent.
- (3) Monthly billing statements are due within thirty (30) days of receipt.



P2S INC.
RATE SCHEDULE FOR ENGINEERING SERVICES ON A
TIME AND EXPENSE BASIS

<u>Category</u>	<u>Rate</u>
PRINCIPAL ENGINEER	\$329
ENGINEER GRADE 05	\$276
ENGINEER GRADE 04	\$267
ENGINEER GRADE 03	\$229
ENGINEER GRADE 02	\$211
ENGINEER GRADE 01	\$187
DESIGN ENGINEER GRADE 05	\$229
DESIGN ENGINEER GRADE 04	\$211
DESIGN ENGINEER GRADE 03	\$187
DESIGN ENGINEER GRADE 02	\$166
DESIGN ENGINEER GRADE 01	\$147
DESIGNER GRADE 04	\$157
DESIGNER GRADE 03	\$147
DESIGNER GRADE 02	\$135
DESIGNER GRADE 01	\$129
CAD/BIM DESIGNER GRADE 04	\$130
CAD/BIM DESIGNER GRADE 03	\$118
CAD/BIM DESIGNER GRADE 02	\$105
CAD/BIM DESIGNER GRADE 01	\$96
COMMISSIONING GRADE 05	\$276
COMMISSIONING GRADE 04	\$239
COMMISSIONING GRADE 03	\$204
COMMISSIONING GRADE 02	\$163
COMMISSIONING GRADE 01	\$140
PROJECT ASSISTANT	\$96

In addition, for direct out-of-pocket expenses (if and when they occur) we quote the following:

- 1) Automobile: at current IRS rate per mile from home office for travel outside Los Angeles, Orange, San Diego, San Bernardino, Riverside & King counties
- 2) Travel Expense: at Cost
- 3) Subsistence: While away from home office for more than 1 day: at Cost, but not to exceed \$250 per day per person.
- 4) Plan Check Fees: at Cost plus 10% markup
- 5) Third Party Services: at Cost plus 10% markup
 - Printing and copy services
 - Consultant and subcontract professional fees
 - Surveying / Soils Investigation
 - Testing Laboratory Work

LIABILITY LIMITS

Professional Liability	\$ 2,000,000.
General Liability	\$ 5,000,000.



RICHARD FISHER ASSOCIATES – LANDSCAPE ARCHITECTS

Principal Project Manager	\$145.00
Project Landscape Architect	\$110.00
Senior Designer	\$86.00
CADD Operator	\$86.00
Designer	\$70.00
Word Processor	\$60.00

Reimbursable at cost plus 15%
Sub Consultants at cost plus 15%
Mileage at \$0.51 (or equivalent to the IRS Standard Mileage Rate)