

Staff Report

January 10, 2023

TO: Honorable Mayor and Members of the Town Council
FROM: Merrill Buck, Town Engineer
RE: Approval of a Contract with Wood Rodgers for Design Services for the Traffic Signal Interconnection Project #22-10

Recommendation

Staff recommends that the Town Council adopt a resolution (1) appropriating \$110,000 from Transportation Fund 220 to the Traffic Signal Interconnect Project, as an advance, that will take the place of project funds budgeted for use in FY 2023-24; (2) authorizing the Town Manager to execute a contract for professional design services with Wood Rodgers, Inc. in the amount of \$160,000, and (3) authorizing the Town Manager to approve contract amendments for up to 15% of the contract amount, if necessary, to accommodate changes or modifications in scope, for a total not to exceed amount of \$185,000.

Issue Statement and Discussion

In August 2020, the Town received \$438,120 in federal funding allocations under the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs. The Town committed an additional \$500,000 in local transportation funds as the "local match" and created the Loomis Traffic Signal Interconnection Project. The project scope calls for interconnecting the traffic signals located at: (1) Taylor Road and Horseshoe Bar Road; (2) Taylor Road and King Road; and (3) King Road and Swetzer Road to improve signal timing and ease traffic congestion.

In September 2021, the Town Council approved the installation of an all-way STOP controlled intersection at Taylor Road and Walnut Street. As part of this approval, the Council noted that they would like staff to pursue a traffic signal at this location, and that the all-way STOP should serve as an interim solution.

In June 2022, the Council adopted the FY 2022-23 and FY 2023-24 Capital Improvements Program budget. The new signal at Taylor Road and Walnut Street was identified as a project, however it was categorized as unfunded.

In August 2022, with the Loomis Grammar School and Del Oro High School starting at the same time, traffic along Taylor Road, especially during school drop off periods, was noted to be much more pronounced. This made the need for traffic controls along Taylor Road, to help alleviate congestion, all the more important. Staff therefore looked to combine the Loomis Signal Interconnect Project with the Taylor Road and Walnut Street traffic signal project so that the new signal could be installed and interconnected to the other signals. Combining these projects also

has the advantage of only needing to design and administer a single project. It also allows the Town to use all of the federal funding, should the cost of the interconnection scope alone, turn out to be less than the grant allocation.

In November 2022, staff submitted an application to the Sacramento Council of Governments (SACOG) to add the new signal at Taylor Road and Walnut Street to the Traffic Signal Interconnection Project. With the Placer County Transportation Planning Agency's (PCTPA) concurrence, SACOG processed a Metropolitan Transportation Improvement Plan (MTIP) amendment on the Town's behalf. The MTIP amendment was approved on December 19, 2022, officially adding in the new traffic signal.

Also in November 2022, due to the specialized nature of the project, staff issued a Request for Proposals (RFP) was released seeking qualified firms to provide traffic engineering design services; environmental clearance; and Caltrans Local Assistance, federal-project, authorization-package preparation. Proposals were due on December 8, 2022. One proposal was received from Wood Rodgers, Inc. The proposal was evaluated and an interview was conducted with Town staff to ensure their understanding of the scope of work to be performed. Based upon the strength of their proposed staff and technical expertise in delivering similar, federally funded projects, it was determined that Wood Rodgers was amply qualified to fulfill the project requirements.

Wood Rodgers provided a fee proposal in the amount of \$159,775. Staff recommends adding a 15% contingency to this fee to accommodate design changes or modifications in scope, for a not to exceed total amount of \$185,000.

Schedule:

Federal grant funding is only allocated for the construction phase of the project and does not become available until October 2023. The anticipated project milestone dates are therefore built around this constraint, and are shown below. It is anticipated that all work will be completed and operational ahead of the start of school in August 2024.

Award Design Contract	January 10, 2023
Begin Design	February 2023
Complete Design/ Request Caltrans Authorization to Proceed	August 2023
Advertise for Bids	October 2023
Award Construction Contract	December 2023
Start Construction (6 months)	January 2024
Finish Construction	July 2024

CEQA Requirements

The proposed design contract is not subject to review under CEQA pursuant to Section 15061(b)(3), which exempts administrative items since they will not result in any direct or indirect physical change in the environment.

The consultant's work scope does include a task for completing all the necessary California Environmental Quality Act (CEQA) as well as National Environmental Policy Act (NEPA) requirements since the project is federally funded. It is expected that the project will qualify for a Categorical Exemption under CEQA per Section 15301, as well as a Categorical Exclusion under NEPA per CFR 771.117(c)8, which should limit the amount of environmental review time needed.

Financial and/or Policy Implications

The FY 2022-23 and 2023-24 CIP budget includes \$938,120 in funding for the Signal Interconnection Project #20-01, however, all but \$75,000 of the budget funds are programmed for FY 2023-24 and are therefore unavailable until July 2023. The \$438,120 in federal CMAQ and RSTP grant funding is also unavailable, as it has been earmarked for the construction phase of the project.

To award the recommended design contract to Wood Rogers along with authorizing the Town Manager to approve contract amendments for up to 15% of the contract amount, an appropriation of \$110,000 will need to be made. It is recommended that this appropriation come from Transportation Fund 220, since this is the fund from which project is budgeted for funding under the Town's FY 2023-24 CIP budget. Sufficient funds are available in Transportation Fund 220 for the appropriation. So as not to increase the project budget, it is recommended that the appropriation be made as an advance, to take the place of project funds budgeted for use in FY 2023-24.

Attachments

- A. Resolution
- B. Work Plan and Cost Estimate

TOWN OF LOOMIS

RESOLUTION NO. 23 - _____

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS
APPROPRIATING \$110,000 FROM TRANSPORTATION FUND 220 TO THE TRAFFIC SIGNAL
INTERCONNECT PROJECT AND AUTHORIZING THE TOWN MANAGER TO EXECUTE A
CONTRACT FOR PROFESSIONAL SERVICES WITH WOOD RODGERS
IN THE AMOUNT OF \$160,000**

WHEREAS, the Town has received \$438,120 in federal funding under the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) which has been allocated to the construction phase of the Traffic Signal Interconnection Project #20-01; and

WHEREAS, In September 2021, the Town Council approved the installation of an all-way STOP controlled intersection at the intersection of Taylor Road and Walnut Street, noting at the time of approval that they would like staff to pursue a traffic signal at this location, and that the all-way STOP should serve as an interim solution; and

WHEREAS, the adopted FY 2022-23 and FY 2023-34 Capital Improvements Program identified the new signal at Taylor Road and Walnut Street as a project, however it was categorized as unfunded; and

WHEREAS, in August 2022, with Loomis Grammar School and Del Oro High School starting at the same time, it was noted that traffic along Taylor Road was much more pronounced, which made the need for traffic controls, to help alleviate congestion, all the more important; and

WHEREAS, in November 2022, staff submitted an application to the Sacramento Council of Governments (SACOG) to add the proposed signal at Taylor Road and Walnut Street to the Traffic Signal Interconnection Project. With the Placer County Transportation Planning Agency's (PCTPA) concurrence, SACOG processed a Metropolitan Transportation Improvement Plan (MTIP) amendment on the Town's behalf. The MTIP amendment was approved on December 19, 2022, officially adding in the new traffic signal; and

WHEREAS, to complete the design of the project, a Request for Proposal (RFP) was issued and following an evaluation and an interview, Wood Rodgers, Inc. was determined by staff to be best qualified to complete the work based upon their technical expertise and experience in delivering similar federally funded projects; and

WHEREAS, the Town has negotiated a scope of services with Wood Rodgers in the amount of \$160,000 and is recommending a contract award, along with authorization for the Town Manager to approve contract amendments, to accommodate changes or modifications in scope, for up to 15% of the approved contract amount, for a total not to exceed amount of \$185,000; and

WHEREAS, the Town Manager recommends that it is in the Town's best interest to enter into a professional services agreement with Wood Rodgers to perform the required services; and

WHEREAS, the FY 2022-23 and FY 2023-24 CIP Budget for the Traffic Signal Interconnection Project #20-01 has \$938,120 in budgeted funds, which is sufficient to cover the cost of the design contract with Wood Rodgers, however, only \$75,000 is currently available, since the rest of the funds were included in the FY 2023-34 budget, which doesn't become available until July 1, 2023; and

WHEREAS, the Town Council wishes to start the design ahead of FY 2023-24; and

WHEREAS, to fully fund the design contract, an appropriation of \$110,000 is needed; and

WHEREAS, the Town's Transportation Fund 220 has sufficient funding for the needed appropriation, which can be made, as an advance, to take the place of project funds budgeted for use in FY 2023-24.

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town Council of the Town of Loomis hereby authorizes an appropriation of \$110,000 from Transportation Fund 220 as an advance, to take the place of Traffic Signal Interconnection Project #20-01 funds budgeted for use in FY 2023-24; and be it

FURTHER RESOLVED that the Town Manager is authorized to execute a contract for professional design services with Wood Rodgers, Inc. in the amount of \$160,000; and be it

FURTHER RESOLVED that the Town Manager is authorized to approve contract amendments for up to 15% of the approved contract amount; and be it

FURTHER RESOLVED that the contract will be drafted using the Town's standard "Consultant Contract for Services" agreement template.

PASSED AND ADOPTED this 10th day of January 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Mayor

ATTEST:

Deputy Town Clerk



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

Item 9 Attachment B

WORK PLAN + AVAILABILITY

Wood Rodgers understands that the purpose of this Project is to:

- Install a new traffic signal at the existing stop-controlled intersection of Taylor Road and Walnut Street.
- Interconnect traffic signals at the Taylor Road and Horseshoe Bar Road intersection; Taylor Road and King Road intersection; King Road and Swetzer Road intersection; and Taylor Road and Walnut Street intersection.
- Optimize signal timing and coordination of interconnected signals.

Wood Rodgers will provide turnkey consulting services that will support all services necessary to see the successful completion of this project through design and construction. Our services will consist of:

- Performing topographic survey of the Taylor Road and Walnut Street intersection.
- Performing environmental technical studies necessary for the completion of CEQA and NEPA environmental documents, and preparation of CEQA and NEPA environmental documents.
- Preparation of Plans, Specifications, and Estimates (PS&E) for the traffic signal at Taylor Road and Walnut Street, and signal interconnect.
- Preparation of signal timing calculations.
- Preparation of right-of-way and utility certifications (as needed).
- Preparation of all required Caltrans Local Assistance forms and documentation required to complete the Federal funding E-76 request for construction.
- Providing bidding and construction support.



The following Work Plan describes our proposed services in more detail.

All work will be done in conformance with the various requirements in the Caltrans Local Assistance Procedures Manual (LAPM) and the Local Assistance Program Guide (LAPG).

Task 1 – Project Management

Project Management

Project Management is a continuous activity that commences with the receipt of the NTP and continues through submittal of the final Project deliverables. Key elements of Wood Rodgers' Project Management program include regular progress reports, work progress monitoring and cost control, coordination, and communication.

Wood Rodgers will prepare a Project Schedule upon notice to proceed and will update as required during the Project. The schedule will show each activity, when that activity will begin, how long it will continue, and it will identify activities that are independent. The Project Schedule will clearly differentiate between which functions will be carried out by the Consultant, and which are the responsibility of other involved parties.

Wood Rodgers will prepare and submit monthly progress reports to the Town. The monthly progress reports will include the progress of the work; the information/decisions that are required to maintain the schedule and



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

complete deliverables; problems encountered that may affect schedule, budget, or work products; and anticipated work for the following month.

Wood Rodgers' Project Manager is responsible for the controls necessary to ensure that assignments are completed within budget for development of overall project design and the PS&E for the Project to be constructed. Once the Project protocol is defined, communication will be maintained between the Project Manager, the Town, and the Project Team. The Project Manager will act as the principal liaison between the Town and the consultant team. Key team members will be involved in development of the Project Schedule to assure proper coordination of all the required Tasks.

Regular communications will be facilitated through the Project Manager. The Project Manager will be the "single point of contact" for correspondence and other communications. The Project Team members will be available to meet with agency personnel to discuss technical or administrative issues to keep the Project on track.

Wood Rodgers shall, at the Town's direction, actively coordinate with other Town departments, agencies, stakeholders, property owners, and the general public as needed.

Meetings

Wood Rodgers will schedule a kick-off meeting for shortly after notice to proceed. Meetings will be held with the Town after that at regular intervals to be determined during the kick-off meeting.

Quality Management

The Wood Rodgers Project Team will employ quality control/quality assurance procedures that will ensure that the work products will be complete and correct for the purposes of this Project. These procedures include informal peer review, as well as formal review by a senior engineer to ensure that the plans and documents comply with accepted standards, are grammatically correct, and will result in a biddable and constructable project.

Assumptions:

- Up to six (6) meetings total, with two (2) in-person meetings and four (4) virtual meetings.

Deliverables:

- Invoices, Schedules, Progress Reports

Task 2 – Background Research + Topographic Survey

Background Research

Wood Rodgers will obtain pertinent files and background information from the Town and the Grant Application. Upon review, Wood Rodgers will schedule a field review of all sites. Members of the Design Team will walk the Project site and document conditions and observations. We may use photographs, GIS, and "smart-levels" to aid in the documentation. Focus will be put on ADA/sidewalk facilities and visible utility features as well as identification of potential cost saving or value-added solutions. We will also review signal timing plans for each intersection if available. We will notify the Town if anything is found during the background research that could result in Project delays or additional cost.

Traffic Counts

For intersections that require signal timing changes, the project team will review and ensure the accuracy of any available turning movement counts. However, through our work on the Town's General Plan update, we know that the most recent existing counts were taken when traffic was not at a "normal" level due to the COVID-19 shutdown and may not reflect current traffic volumes. Additionally, because the Loomis Grammar School and Del Oro High



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

School are near these signals, we will take new traffic counts during peak school hours to capture school traffic. New counts will be taken mid-week during extended AM and PM peak hours to capture commute and school traffic. We will also monitor and record existing traffic signal timings.

Topographic Survey

Topographic survey will be performed at the Taylor Road/Walnut Street intersection as described below.

Survey Control | Wood Rodgers will perform Horizontal and Vertical Control Surveys to establish the necessary control needed in performing the Topographic Survey and Right-of-Way Survey. A minimum of three (3) control points will be established. Horizontal control will be based on ground measurements. Control points will be placed in areas not to be disturbed by construction. Field Surveys will be collected utilizing conventional Total Station Surveys and/or GPS surveys.

Record Research | We will perform record research to obtain existing Benchmarks, Parcel Maps, Subdivision Maps, Records of Surveys, Corner Records, Right-of-Way Maps and other Maps of Record to determine the Right-of-Way limits for the various sites listed within this Request for Proposal.

Topographic Design Surveys | Perform a Topographic Field Survey to locate the existing visible improvements and visible utilities located at each of the locations described in the request for Proposal Exhibits. The Topographic Survey will include the existing curb returns, midpoints of curb returns or changes in slopes, ramps, curbs, lip of gutter, sidewalk, street pavement (up to centerline of the road opposite the proposed ramps), pavement grade breaks, visible utilities (storm drain, sanitary sewer, water, dry utilities including accessible invert elevations, pipe sizes, and flow directions), utility poles, fire hydrants, traffic signals, street lights, striping, mailboxes, and driveways. The Topographic Survey limits will extend ten feet beyond the sidewalk and proposed improvements.

Right-of-Way Base Map | As part of the Topographic Survey, we will locate monuments as needed to create the centerlines of Streets and the existing right-of-way lines. In lieu of existing monuments, we will split Street improvements to create the centerlines and right-of-way lines.

Assumptions:

- AM and PM peak hour vehicle counts will be performed at four (4) intersections.
- Topographic survey will not be required for the interconnect design or at locations other than the Taylor Road/Walnut Street intersection.
- Right-of-way will only be impacted at the Taylor Road/Walnut Street intersection.
- A maximum of four (4) Preliminary Title Reports will be obtained.

Deliverables:

- Traffic Report with Traffic Counts, Synchro Outputs, and Signal Timings
- Topographic Base Map

Task 3 – Environmental Studies + Documents

Preliminary Environmental Study (PES) Form | A PES Form will be prepared (using the most current Caltrans format). The PES form will outline the recommended federal environmental documentation, technical studies, surveys, approvals, agency coordination, and permits required for the bike trail project. The Town will review and sign the PES form prior to Wood Rodgers submitting to Caltrans for approval and prior to initiating technical studies. After the PES form has been submitted to Caltrans, Wood Rodgers will coordinate a field review meeting with



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

Caltrans if they determine one to be necessary. The field review gives the Caltrans environmental team a better understanding of the project and expedites the PES form review and approval process.

Wood Rodgers will prepare the PES form to minimize the need for environmental technical studies as the proposed signal project would have negligible impacts to the environment. This scope of work assumes the project can use a Caltrans Screened Undertaking which eliminates the need for a Historic Property Survey Report (cultural study). Several other studies will be screened out in the PES Form analysis section.

Hazardous Waste Initial Site Assessment (ISA) Memorandum | Wood Rodgers will prepare a hazardous waste initial site assessment to identify any potential hazards or hazardous waste within or nearby the project study area, as well as facilities located within the project study area that store, transfer, or utilize large quantities of hazardous materials. Wood Rodgers will conduct an agency records search to identify all hazardous waste sites located within ¼-mile of the project study area and classified as a hazardous waste site under state law. If hazardous waste or materials are identified within the project area, the ISA will identify subsequent procedures to determine the extent of contamination and remediation requirements.

Notice of Exemption (CEQA) | Wood Rodgers will prepare a Notice of Exemption form on behalf of the Town for the Project. Once the Town has approved the form, Wood Rodgers will file the form at the Placer County Clerk/Recorder's office, consistent with CEQA requirements.

Categorical Exclusion (NEPA) | Wood Rodgers will assist Caltrans with drafting the Categorical Exclusion and the associated Environmental Commitments Record. Wood Rodgers will follow up with Caltrans and secure the final NEPA Categorical Exclusion after completion and approval of the PES Form, technical studies, and the CEQA Categorical Exemption.

Assumptions:

- Project will qualify for a Categorical Exemption under CEQA, as well as a Categorical Exclusion under NEPA.
- The Town will pay any filing fees associated with CEQA document recordation.

Task 4 – Plans, Specifications + Estimates

Design Approach

The project team will review current signal timing plans for each study intersection. We will review phase sequence and left turn phasing (i.e., protected, permissive, protected/permissive) and identify potential changes. We will also review minimum and maximum green settings, yellow change, and red clearance interval times to ensure that they meet the most current California Manual on Uniform Traffic Control Devices (MUTCD) standards and are consistent with the posted speed limit based on the most recent traffic and engineering surveys. In addition, we will review the pedestrian walk time and flashing don't walk (FDW) timings to check their compliance with the current California MUTCD standards. The project team will summarize the comparisons of existing and recommended changes in a format to be presented to the Town for approval.

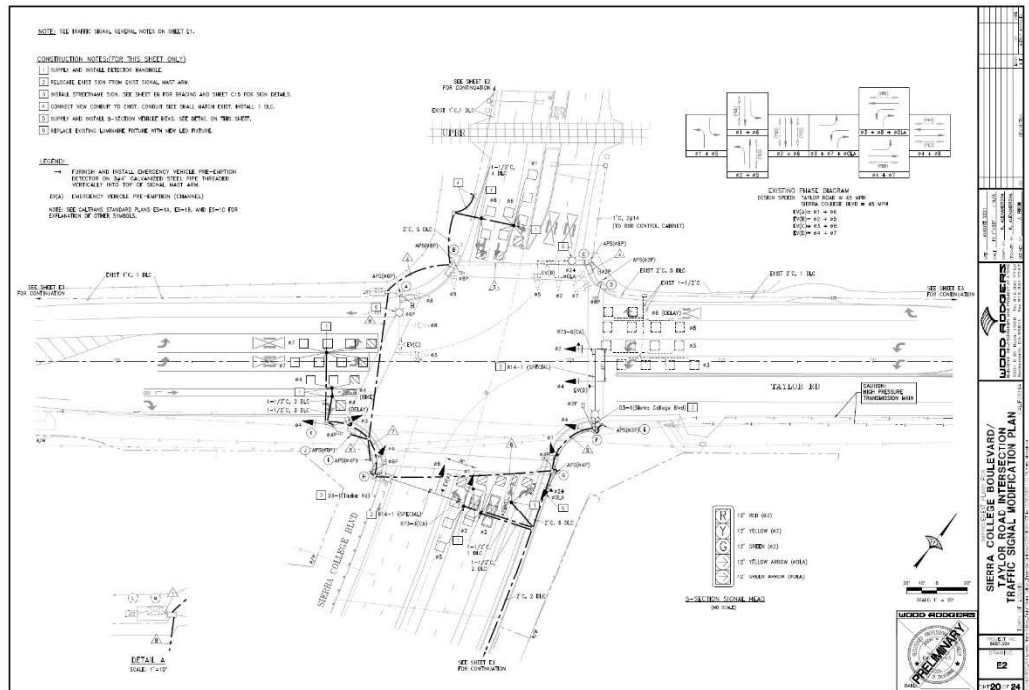
The project team will prepare the submittal packages in design level of 60% preliminary plans, 90%, and 100% final contract documents/bid package.

Wood Rodgers will
meet MUTCD
Standards in
installing and
maintaining traffic
control devices for
the Town



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

For the signal interconnect design, we propose a value-added approach to the design. Our plans will show the proposed improvements schematically and without schedules, in general. While this will not produce a typical “as-built” set of plans, it will be biddable and buildable, and will still provide a record of what was built. We believe this approach will produce a streamlined set of project plans that will save substantial design costs and be convenient for contractor bidding.



Traffic Signal Design at Sierra College Blvd./Taylor Rd.

ADA and streetscape improvements were recently constructed at the Taylor Road and Walnut Street intersection location as part of the Loomis Town Center Implementation Plan Phase 2 project, so it is assumed that civil improvements will be minimal and will be confined to improvements necessary to accommodate the traffic signal. Detailed plans will be necessary at this site to accurately show the required information.

All work shall be done in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) (latest version), the Caltrans Standard Plans and Specifications (latest version), and the Town of Loomis Construction Standards.

Preliminary Plans + Estimate - 60% Submittal

The Project Team will perform and prepare the following:

- Determine what civil impacts/improvements (curb, gutter, sidewalk, ADA ramps, etc.) are required and show on the plans.
- Determine which, if any, utilities are impacted and show on the plans. Utility impacts will be determined by site visit, and by obtaining utility maps from utility owners following the Caltrans Local Assistance Procedures Manual for utility conflicts.
- Prepare schematic signal pole layout to assist with civil, utility, and right-of-way impacts.
- Prepare 60% preliminary plans and construction cost estimate.

Draft Plans, Specifications + Estimate - 90% Submittal

The project team will incorporate any Town comments on the 60% plans and estimate. The 90% submittal will include complete draft plans, technical specifications, and a detailed engineer's construction estimate. The plan sheets will be organized by project sites and types of improvements, as appropriate.



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

Final Plans, Specifications + Estimate - 100% Submittal

The project team will revise the 90% PS&E based on Town comments and will finalize the PS&E package for construction bidding. It is anticipated that there will not be another round of review or comments with this submittal.

Traffic Analysis + Signal Timing

The project team will develop optimized signal timing plans using the Synchro models for both AM and PM peak hours. From previous work on the Town's General Plan update, this modeling effort is largely done, which will allow us to save time and budget.

We will summarize the findings and recommendations in a traffic report.

Deliverables:

- 60% preliminary plans and cost estimate
- 95% PS&E, response to comments matrix
- 100% PS&E and related bid documents
- Traffic report with proposed signal timing

Task 5 – Caltrans Local Assistance

Approach

Due to the Project having federal funding, the Project will need to follow the Caltrans Local Assistance Procedures Manual for Right-of-Way and Utility Certification to get the funding released for construction. We will prepare and file the necessary Request for Authorization, DBE requirements, TIP amendments, status reports, etc. on behalf of the Town. We are also able to utilize our relationships with Caltrans staff to expedite Caltrans reviews and approvals.

Utility Certification

Utility coordination will follow the requirements of Caltrans Local Assistance Procedures Manual Chapter 14, which will ultimately yield all needed utility agreements so that the Town can certify the project Right-of-Way. Wood Rodgers will:

- Request Conflict Resolution and Liability Determination from the affected utilities, as needed.
- Prepare Report of investigation, Notices to Owner, and Utility Agreements, as needed.
- Submit Report of investigation, Notices to Owner, and Utility Agreements to Caltrans District Utility Coordinator for review and approval.

Right-of-Way Certification

Wood Rodgers intends to design the Project to avoid any right-of-way conflicts, but this may not be possible because of the built-out environment of the Project sites, particularly at the Taylor Road and Walnut Street intersection. Wood Rodgers will use readily available parcel maps to identify any potential right-of-way conflicts. Conflicts could consist of needing temporary construction easements, slope easements, or permanent acquisition. If conflicts are identified, we will obtain Preliminary Title Reports for the affected parcels and will prepare plat and legal documents needed for appraisal and acquisition.

If easements or right-of-way acquisition is necessary, Wood Rodgers will provide right-of-way delivery services required for the Town to purchase right-of-way. The tasks will be performed in accordance with applicable Federal,



Proposal Professional Consulting Services for Traffic Signal Interconnection Project

State and local regulations, Caltrans Policies and Procedures and City's ROW Policies and Procedures. These services will include inspection, research market value, prepare a "Waiver Valuation in Lieu of Appraisal" report, perform appraisal and negotiations, and perform escrow coordination.

Deliverables:

- Utility certification
- Plat and legal documents (as necessary)
- Right-of-way certification and acquisition
- E-76

Task 6 – Signal Pre-Emption + UPRR/CPUC Coordination (Optional)

The traffic signals at the Taylor Road and King Road intersection and at the King Road and Swetzer Road intersection are closely spaced and have an at-grade Union Pacific Railroad crossing between them. As an optional task, Wood Rodgers will evaluate if these signals are connected to the UPRR crossing for signal pre-emption. If these signals do not currently have pre-emption, Wood Rodgers can assist the Town on coordinating with UPRR and the CPUC to add pre-emption and associated documents, timing calculations, and equipment.

Deliverables:

- Coordination with UPRR and CPUC on the GO 88B application for modification of an existing Rail Crossing
- Prepare pre-emption timing calculations
- Prepare plans for new signal equipment to connect signals to crossing gate

Task 7 – Bidding + Construction Design Support

Bidding Support

Wood Rodgers will aid as required during bidding of the project. This includes, but is not limited to:

- Prepare responses to bidder requests for information (RFI).
- Prepare Addendums, if needed, to address any need for clarifications of the Plans and Technical Specifications.
- After bid opening, review and provide an opinion of reasonableness of bids whether above or below the Engineer's Estimate.
- Assist the City with post-bid review of required LAPM documentation.

Construction Design Support

During construction of the project Wood Rodgers will provide engineering assistance to the City as follows:

- Attend project pre-construction meeting.
- Provide on-going consultation and interpretation of construction documents, as required.
- Review and comment on Contract Change Orders (CCO) and Contractor Requests for Information (RFI).
- Prepare plan revisions as needed for contract change orders.
- Provide construction engineering assistance as required.
- Prepare As-Built Drawings.
- Review and approve all submittals and shop drawings.

Town of Loomis

DATE: 12.08.2022

<u>Direct Costs:</u>	
Preliminary Title Reports (4)	\$ 3,000
Traffic Counts	\$ 2,400
Printing	\$ 200
Deliveries	\$ 100
Milage	\$ 100
Direct Cost Subtotal:	\$ 5,800
SUBTOTAL WOOD RODGERS	\$ 121,775
<u>Subconsultants:</u>	
Monument	\$ 38,000
Subtotal:	\$ 38,000
TOTAL FEE	\$ 159,775