

August 14, 2018

CITY P.O No. \_\_\_\_\_ CITY EXPENSE CODE \_\_\_\_\_

**TITLE: NORTHWEST-PROGRESSO-FLAGLER HEIGHTS COMMUNITY REDEVELOPMENT AGENCY MOBILITY MASTER PLAN****Exhibit A – Consulting Services Authorization*****1.0 PROJECT DESCRIPTION***

The City of Fort Lauderdale, Florida (City) is seeking a proposal for professional traffic and transportation engineering services, hereinafter referred to as the CONSULTANT, to develop a comprehensive traffic and mobility transportation plan, herein referred to as 'Mobility Master Plan' for the Northwest-Progresso-Flagler Heights Community Redevelopment Agency (CRA) in the City of Fort Lauderdale. The scope of services will generally address transportation, mobility, and access issues and potential solutions in the CRA, including but not limited to: analyzing existing and future traffic conditions; analyzing current access mitigation measures; developing transportation demand management strategies; inventorying and addressing transportation issues such as cut-through traffic, speeding, inadequate sidewalks, bicycle facility gaps, and safer and more connected routes; developing a tiered implementation approach that includes short, mid, and long-term strategies and solutions to address community concerns and existing issues.

The CRA (Figure1) is in Fort Lauderdale, Florida; generally bounded by Sunrise Blvd to the north, NW 24<sup>th</sup> to the west, Broward Blvd to the south, and Andrews Ave and US 1/Federal Hwy to the east. The CRA boundary area is herein referred to as the 'Study Area'. The Study Area consists of multiple neighborhoods; including Flagler Village Civic Association, Progresso Village, City View Townhomes Association, Home Beautiful Park Civic Association, Dorsey-Riverbend Homeowners Association, Durrs Homeowners Association, and River Garden Sweeting Estate.

Figure 1 – NW CRA Map



## **2.0 SCOPE OF SERVICES**

The CONSULTANT shall implement the Mobility Master Plan based on the following tasks:

### **1.0 COORDINATION AND PUBLIC INVOLVEMENT**

#### **1.1 Coordination Meetings**

The CONSULTANT shall meet with City of Fort Lauderdale staff to kick-off, develop, coordinate, discuss, and report on project progress, analysis results, and recommendations. Monthly progress meetings with City staff throughout the life of the project are assumed. For each meeting, the CONSULTANT shall prepare a summary of key decisions and follow-up action items.

**DELIVERABLE: Meeting agendas and summaries.**

#### **1.2 Neighborhood Meetings**

The CONSULTANT shall prepare a public participation plan that outlines the public involvement process throughout the course of the Mobility Master plan and provide adequate opportunity for community engagement across the entire CRA area.

To facilitate the public involvement process, stakeholder meetings where key representatives from the CRA's neighborhoods will be held to develop an overall public involvement strategy. The meeting will help guide the community engagement effort, which will engage neighborhoods at key project milestones. The CONSULTANT is proposing up to two (2) stakeholder meetings at the onset of the study. By providing the opportunity to meet with the study team at two different times and places, feedback from key community members is maximized.

Following the stakeholder meetings, the CONSULTANT will conduct a total of eight (8) meetings throughout the life of the study. These 8 meetings consist of two parallel sets of four (4) meetings, geared at informing the public when input is critical, and providing sufficient opportunity to engage neighbors from the entire Study Area. The meetings are scheduled to take place at the following milestones:

1. *Issues & Opportunities:* Kick off the project with residents and allow for input regarding issue and opportunity locations. From this meeting, data collection locations will be determined. A vision for the neighborhood will also be determined.
2. *Data Analysis Findings:* Discuss data analysis findings and mobility issues in the study area and set performance measures/goals for the Mobility Master plan. Brainstorm ideas and discuss potential solutions to address mobility and accessibility issues in the study area.
3. *Recommendations:* Inform and discuss the proposed short, mid and long-term recommendations. This will include an interactive work session to determine any additional issues or opportunities.
4. *Final Master Plan:* Present final master plan and high-level prioritization.

Public participation efforts shall be held at convenient times and locations at each project's milestone. Ideas, comments, and concurrence from residents shall be utilized as input into the Mobility Master Plan's analysis and recommendations. For the public participation plan, the

CONSULTANT shall quantify the methods and frequency of public involvement efforts; including but not limited to: project initiation, data analysis results, alternative concepts, and recommendations

**DELIVERABLE:**

- 1) **Public Involvement Plan (PIP) (Draft PIP due within three weeks of the NTP).**
- 2) **Public meeting materials, including presentations, meeting summaries, poster boards, flyers, and other public engagement tools as determined during the stakeholder engagement process, limited to the expenses outlined in the budget.**

### **1.3 Presentations to the CRA Board**

The CONSULTANT shall prepare for, attend, and present at up to four (4) meetings at the CRA Board meetings. The purpose of the presentations is to provide the CRA Board with progress updates on the mobility master plan and seek input and guidance at relevant milestones. Specifically, the presentations will be conducted to seek input during the following Study phases:

- 1) Kittelson will present and seek input from the CRA Board during the issues and potential solutions identification phase.
- 2) Kittelson will present the draft mobility master plan to the CRA Board.
- 3) Kittelson will present the final draft Mobility Master Plan and prioritization effort to the CRA Board.
- 4) Kittelson will present the final version of the Mobility Master Plan to the City Commission/CRA Board.

**DELIVERABLE: Presentation materials and incorporation of feedback from the CRA Board into the master plan.**

### **1.4 Public Involvement Website & Survey**

The CONSULTANT shall prepare an interactive mapping website to gather additional public comments. This website will utilize the Kittelson Maps platform. Additionally, a web-based survey will be created to gather additional information from community members. Survey questions shall be reviewed by City staff prior to dissemination and shall at a minimum include livability questions to better understand neighbor needs and interests in improving mobility and what is most important to them.

**DELIVERABLE: Interactive mapping website and survey, as well as incorporation of comments into the PIP documenting all public participation efforts.**

## **1.5 Defining the Purpose and Need**

Given the complexity of the area in terms of encompassing multiple neighborhoods, consisting of diverse land use contexts, and including a conceptual corridor alternative component (see Task 3), the Mobility Master Plan will include a purpose and need section that will build upon the community and stakeholder input and data collection efforts to develop high-level principles that would help guide the process and formulate evaluation criteria to identify solutions and alternatives. The guiding principles will focus on the community's vision of the area, what matters most to the community in terms of multi-modal transportation options, and what the desired outcomes are for the different components of the Study.

**DELIVERABLE: a high-level set of guiding principles that will be developed from the above public involvement efforts and incorporated into the draft and final Master Plan.**

## **2.0 DATA COLLECTION & ANALYSIS**

The CONSULTANT shall conduct data collection and inventory as part of the Mobility Master plan.

### **2.1 Research**

The CONSULTANT shall review past and present transportation and land use studies and traffic count studies impacting the Mobility Master plan Study area. Research shall also include a list of ongoing and completed site development and public and private infrastructure projects and adjacent to the Mobility Master Plan area in order to consider the connections and impacts of the surrounding areas. The CONSULTANT shall consult city-adopted documents for consistency.

### **2.2 Traffic counts**

The CONSULTANT shall conduct vehicular, bicycle and pedestrian counts. The counts will include pedestrian, bicycle, and vehicular volumes as well as vehicular speeds and turning movements where appropriate. Additionally, after dark pedestrian counts will be conducted to evaluate safety and lighting conditions as part of the comprehensive multimodal analysis.

### **2.3 Corridor Analysis**

Using the counts collected, the CONSULTANT shall conduct planning-level corridor analysis using generalized volume and capacity tables to determine capacity performance in the overall network.

### **2.4 Signalization**

The CONSULTANT shall observe the signalization performance and impact to traffic during two weekdays during peak periods (7:00 - 9:00 a.m. and 4:00 - 6:00 p.m.) at intersections determined after the first public meeting.

## 2.5 Transit Usage

The CONSULTANT shall obtain ridership data from Broward County transit on bus routes serving the area and counts of pick-ups or drop-offs at the stops serving the CRA and within half mile of the Study Area. The CONSULTANT shall also ascertain existing pedestrian traffic patterns to the bus stops serving the Study area. The CONSULTANT shall also consider any other existing or planned transit infrastructure in the area including but not limited to Brightline, bikeshare, Sun Trolley, and Tri-Rail Coastal Link. Sun Trolley ridership data will be provided with the City, in addition to input from the community during the public involvement process on recommended amendments to the existing Sun Trolley routes and service.

## 2.6 Existing Infrastructure Inventory

The CONSULTANT shall conduct an inventory of the following transportation facilities:

1. Traffic control devices such as traffic signals, stop signs, yield signs, pedestrian/bike signals, etc.
2. Sidewalks
3. Crosswalks
4. On-street parking
5. Back-out parking on collector streets
6. Bicycle lanes
7. Speed humps, traffic circles, and other traffic calming features
8. Arterial medians and other breaks in the street grid
9. Access management along arterials
10. Road closures
11. Transit stops and transit stop furnishings
12. Tree Cover
13. Informational Signage
14. Street lighting
15. After-dark evaluations of walking, transit, parking, and biking conditions. This will include attention to lighting, land use patterns, urban design issues, and transit stop conditions. Added focus will be on key walking pathways to regional transit hubs.

Existing infrastructure facilities within the CRA neighborhoods and surrounding areas should be documented in an excel format and mapped in GIS.

## 2.7 Crash Data

To facilitate identifying more targeted infrastructure improvements, the CONSULTANT will analyze crash data throughout the NW CRA area. The crash data will be provided by the City. At a minimum, the CONSULTANT shall analyze data for the last five years within the Study Area, and categorize crashes by crash type, severity, and mode to highlight hot spots and prioritize improvements.

## **2.8 Land Use, Developments, and Planned Improvements**

The CONSULTANT shall collect information from the City on the existing land uses in the study area as well as completed and ongoing planned development projects, infrastructure improvement projects, and neighborhood projects within and adjacent to the Study Area to incorporate into programmed transportation improvements. Attractors and generators shall be identified and utilized to determine pedestrian and bicycle desire lines. At a minimum, the CONSULTANT will consult with the following documents and efforts: the NW CRA Master Plan, the Downtown Master Plan, any existing neighborhood plans, and the ongoing Transit-Oriented Development (TOD) Study.

## **2.9 Socio-Economic Data**

The CONSULTANT shall collect and analyze demographic data available from the US Census Bureau and other sources. This data shall include an analysis of, at a minimum, employment/travel characteristics (utilizing LEHD), demographic profile (age, income, and race), mode share, access to vehicles, and educational attainment.

## **2.10 Multimodal Level of Service Analysis**

Using the collected data, the CONSULTANT shall conduct a Multimodal Level-of-Service (MMLOS) analysis for the transportation network in the study area, using the HCM method. The MMLOS analysis shall be based on existing conditions. To the extent possible, the CONSULTANT will coordinate the MMLOS analysis proposed by this Study with the MMLOS effort as part of the TOD Study.

Building upon the MMLOS analysis, the CONSULTANT will work with City staff to develop a prioritization methodology for programming sidewalk improvements within the NW CRA area. The prioritization criteria will consider community input, development activity, high pedestrian activity areas, and the connections to existing sidewalk facilities; amongst other factors to be determined during the NW CRA Master Plan development process. The approach will also be sensitive to the availability of the data and objectivity of the parameters.

### **DELIVERABLE: Existing Conditions Data and Analysis Report.**

The CONSULTANT shall provide raw data files to the City (i.e., GIS layers/shape files, excel spreadsheets, etc.). The existing conditions report shall be graphic in nature and presented in the format of maps, graphs, and diagrams. It shall summarize data collection efforts and identify transportation need/problems in the community. It shall be incorporated into the final Master Plan.

### 3.0 CONCEPTS FOR NW 9 AVE AND NW 7 AVE

As part of the Mobility Master Plan development, the CONSULTANT shall develop planning-level conceptual alternatives for NW 9 Ave between Sistrunk Blvd and Sunrise Blvd, and for NW 7 Ave between Broward Blvd and Sunrise Blvd. The analysis and concept development shall be incorporated into the mobility master plan development process as follows:

#### 3.1 Community Input & Defining Purpose & Need

The CONSULTANT shall gather community input on issues and opportunities for NW 9 Ave and NW 7 Ave through the public involvement process outlined in Task 1.

#### EVALUATION CRITERIA

Based upon the guiding principles, purpose and need, and stakeholder guidance, the CONSULTANT will develop a set of draft evaluation criteria to compare and screen alternatives in Task 3. The types of evaluation criteria that may be considered as part of this effort include<sup>1</sup>:

##### Travel Service Characteristics

Multimodal Traffic Volumes / Mode Split  
Future Levels of Service  
Multi-modal Quality of Service \*  
Intersections / Signalization  
Access Management  
Multimodal Traffic Control Plan  
Pedestrian and Bicycle Facilities  
Transit Facilities  
Signage and Wayfinding

##### Engineering Characteristics

Design Standards  
Right of Way Needs  
Utility Impacts  
Soils / Geotechnical Issues  
Drainage / Permitting Needs  
Safety Requirements / Upgrades

##### Planning Considerations

Public-Private Partnerships  
Implementation / Funding Needs  
Aesthetics and Landscaping  
Special Features  
Connections to adjoining neighborhoods  
Connections to major mobility options outside of the Study Area

##### Environmental Characteristics

Natural Impacts  
Wetlands, T&E Species  
Physical Impacts  
Contamination, Air & Noise  
Social Impacts  
Cultural & Historic, Archaeological  
R/W Impacts and Relocations

<sup>1</sup> The evaluation criteria that will be used in the Study is dependent on the availability of the data.



Design, R/W and Construction Costs	Community Issues
Design and Construction Timeframes	Mitigation Requirements
	Agency Concerns (ETDM Summary)

\*NOTE: As part of the alternatives evaluation in Task 3, the CONSULTANT will evaluate the degree to which each improvement will meet the project objectives or purpose and needs. This element in the matrix may include quantitative analysis results as applicable, but will also consider qualitative assessments such as congestion severity, drainage characteristics, walkability, system / network continuity, impacts to access, and ability to improve multimodal transportation and connectivity.

### 3.2 Data Collection

The CONSULTANT shall obtain and collect the following data and information:

1. Obtain Topographical survey and utilities data from the City that depict the public right-of-way and public utility information for the two corridors.
2. Data collection:
  - i. Conduct a field visit to assess existing conditions, including parking, signalization, transit, and bicycle and pedestrian facilities including mid-block pedestrian crossings.
  - ii. Conduct TMCs (vehicular, bicycle and pedestrian counts) at up to six (6) locations total along the two corridors. The TMCs shall be conducted from 7:00 am – 9:00 am and from 4:00 pm – 6:00 pm.
  - iii. Collect corridor AADT data.
  - iv. Collect transit data including options, routes, and ridership data from the City (Sun Trolley data), private entities (ex: B-Cycle), and Broward County along the corridors.

As appropriate, the CONSULTANT shall collect the data needed for the two corridors as part of Task 2.

### 3.3 Corridor Analysis

Using the counts collected, the CONSULTANT shall conduct corridor analysis to determine capacity performance along NW 9 Ave and NW 7 Ave. The analysis shall be conducted simultaneously with the corridor analysis effort for the CRA area (Task 2.3). The analysis shall be supplemented with the Multimodal Level-of-Service (MMLOS) analysis prescribed in Task 2.10 to determine overall network impacts.

### **3.4 Analysis Results**

The CONSULTANT shall present analysis results to the community as part of the overall mobility master plan in Public Meeting #3. Feedback on potential alternative concepts shall be documented during this meeting.

### **3.5 Conceptual Alternatives**

Based on the community feedback and data collection and analysis results, the CONSULTANT shall prepare up to three (3) conceptual alternatives for each corridor. The concepts shall provide an overall aerial plot overlaying each alternative. The alternatives shall be presented at Public Meeting #4 to gather input and select preferred alternatives.

### **3.6 Cross-Sections of Preferred Alternatives**

The CONSULTANT shall prepare and present the preferred alternative for each corridor based on community input and data analysis. The cross-sections shall depict planning-level typical sections for the preferred alternatives that relays the street layout within the public right-of-way. The alternatives shall be presented at Public Meeting #5 and incorporated into the final master plan.

#### **DELIVERABLES:**

- 1. Document of data collection efforts and analysis results for the two corridors.**
- 2. Conceptual alternative layouts for each corridor.**
- 3. Cross-sections of the preferred alternative for each corridor.**
- 4. Conceptual-level cost estimates for the alternatives.**

## **4.0 RECOMMENDATIONS**

### **4.1 List of Recommended Improvements**

Using the data collections and analysis efforts conducted in tasks 1 through 3, the CONSULTANT shall develop prioritized, time-constrained, list of implementable recommendations. Planning-level capital cost estimates (not including design, construction engineering inspection, or operating costs) shall be developed for the recommendations. The recommendations should be categorized by short-term, mid-term, and long-term measures. Recommendations should consider constraints and opportunities such as availability of right-of-way and jurisdiction of the roadway.

#### **4.2 Map of Recommended Improvements**

The CONSULTANT shall utilize database management and mapping techniques in portraying analysis results.

#### **4.3 Graphic Renderings of Recommended Improvements**

The CONSULTANT shall create up to two graphic renderings (such as before and after photos or plans) to further demonstrate key improvements of the overall Mobility Master Plan as determined by the City Staff and the CONSULTANT. The renderings will represent the strategies and recommendations for the Master Plan based on community input and analysis, and are in addition to the conceptual alternatives that will be developed for NW 7<sup>th</sup> Ave and NW 9<sup>th</sup> Ave.

#### **4.4 Feasibility Considerations**

The CONSULTANT shall evaluate the recommended improvements for consistency with 1) data collection efforts and identification of needs; 2) funding mechanisms; and 3) the community's vision as identified through the public involvement process.

#### **4.5 Improvement Prioritization**

The CONSULTANT shall perform a high-level improvement prioritization process with input from the community. Prioritized projects, however, shall not be binding to the community, and shall be sensitive to future infrastructure improvement needs and funding opportunities. After adoption of the plan, the community shall work together to create the final prioritization as they see fit.

**DELIVERABLE: A report that outlines and describes proposed recommendations (as part of the final Master Plan). Prioritization methodology and screening will also be included as part of the final Master Plan.**

### **5.0 FINAL REPORT/MASTER PLAN**

The CONSULTANT shall prepare a final report/master plan that is easily viewable by all readers and provides a clear plan of action for the vision of the neighborhood with a strong emphasis on implementation. The report shall address up two (2) combined sets of comments from City staff.

**DELIVERABLE: An organized, concise final report and accompanying poster in a user-friendly format. The CONSULTANT shall transmit with the report all deliverables; data results; analysis; visuals (such as renderings, concepts, and maps); and any additional backup information developed as part of the Mobility Master Plan effort.**

## 6.0 POST FINAL MASTER PLAN PRIORITIZATION ASSISTANCE & IMPLEMENTATION

After the final master plan has been released to the community, the CONSULTANT will hold a community workshop to assist neighbors in prioritizing the plan for short-, mid-, and long-term implementation projects. This workshop will take place AFTER the Mobility Master public meetings that will be held during the development of the Master Plan. This task represents a supplemental prioritization opportunity for residents and stakeholders beyond what is prescribed in Task 4.5 to further develop a budget-constrained list of improvements. If this Task is undertaken, it will occur prior to the final CRA Board Meeting.

**DELIVERABLE: A prioritized list of improvements based on neighbor input and programmed and planned funding opportunities.**

## 7.0 REIMBURSABLE EXPENSES

The following project related expenses shall be reimbursed to the CONSULTANT by the City.

1. Up to five (5) 30"x42" copies of the study area basemap to be used at the *Issues and Opportunities* meeting.
2. Five (5) 30"x42" copies of the study area basemap; five (5) 30"x42" copies of the issues and opportunities board; and up to ten (10) 30"x42" boards describing recommended and not recommended strategies to be used at the *Data Analysis Findings* meeting.
3. Up to five (5) 30"x42" copies each of the draft internal streets Master Plan and external streets Master Plan posters and six (6) 24"x36" copies of the draft cost estimate poster to be used at the *Recommendations* meeting.
4. Up to five (5) 30"x42" copies each of the Final internal streets Master Plan and external streets Master Plan posters, mounted, to be used at the *Final Master Plan* meeting.
5. Up to twenty-five (25) copies of the final Master Plan (200 pages assumed), bound to be given to the City, the CRA Board, and the neighborhoods within the CRA boundary.
6. Up to five (5) 30" x 42" copies of the Master Plan poster with the prioritized list of improvements for presentation at the *Prioritization* meeting.

### **3. BUDGET**

KAI will provide the basic services listed in this scope of work for an initial hourly budget in the amount not to exceed \$249,981.00 in accordance with our Continuing Contract for Professional Traffic and Transportation Engineering Consultant Services. This total includes data collection subconsultant, Quality Counts in an amount not to exceed \$17,885.00; economic development specialist Safedesign Institute doing business as Ken Stapleton & Associates in an amount not to exceed \$15,900.00; and Landscape Architecture, Planning, and Urban Design subconsultant, Cadence in an amount not to exceed \$30,705.00. This total also includes reimbursable expenses not to exceed \$5,281.00. The budget summary is attached.

## 4.SCHEDULE

We anticipate that the services listed above exclusive of the meetings will be completed within 52 weeks of obtaining authorization and written notice to proceed, per the schedule below. The KAI contact for the Task Order is Alia Awwad, PE, contact information: [aawwad@kittelson.com](mailto:aawwad@kittelson.com); 954-828-1730.

Task	Description	Duration
1	Coordination and Public Involvement	<u>Coordination with staff:</u> Once per month for a total of 12 months <u>Community Input:</u> <ul style="list-style-type: none"><li>3. Stakeholder Meetings – within first 4-5 weeks of NTP</li><li>4. Issues &amp; Opportunities Meetings - 16-20 weeks from NTP</li><li>5. Data Analysis &amp; Findings Meetings – within 12 weeks of identification of issues and opportunities</li><li>6. Recommendations Meetings – within 10 weeks of data analysis efforts</li><li>7. Final Master Plan Meetings – within 6 weeks of identifying recommendations</li></ul> <u>Prioritization Effort:</u> 4- 5 weeks after the development of the Final Master Plan
2	Needs Assessment	16-20 weeks
3	Data Analysis	12-14 weeks
4	Recommendations	10-12 weeks
5	Final Report/ Master Plan	8 weeks
6	Prioritization Assistance	4-5 weeks  (flexible with community schedule)
<b>Total</b>		<b>52 weeks</b>

NPF CRA Mobility Master Plan Budget											
KITTELSON											
Staff:	Principal Engineer/Planner	Assoc. Engineer/Planner	Sr. Engineer/Planner	Engineer/Planner	Transportation Analyst	Office Support	Cadence Task Hrs	KSA Task Hrs	QC Task Hrs		Task Cost
Rate:	\$200.00	\$165.00	\$135.00	\$115.00	\$100.00	\$40.00					
Task											
Task 1.0 Coordination and Public Involvement											
Task 1.1: Coordination Meetings		24	24			4					\$7,360.00
Task 1.2: Neighborhood Meetings		20	25	25	10	8	\$9,050.00	\$3,000.00			\$22,920.00
Task 1.3: Presentations to the CRA Board	4	10	16			4	\$4,850.00	\$900.00			\$10,520.00
Task 1.4: Website and Survey	1	5	8	8	8	4					\$3,985.00
Task 1.5: Defining the Purpose & Need through Guiding Principles	2	3	12	10	10	1					\$4,705.00
Task 1.0 Subtotal											\$49,490.00
20%											
Task 2.0 Data Collection & Analysis											
Task 2.1: Research	1	1	8	8	8						\$3,165.00
Task 2.2: Traffic Counts	1	1	4	4	4				\$17,885.00		\$19,650.00
Task 2.3: Corridor Analysis	1	5	10	16	12						\$5,415.00
Task 2.4: Signalization	1	2	4	8	8						\$2,790.00
Task 2.5: Transit Usage	1	3	4	4	8						\$2,495.00
Task 2.6: Existing Infrastructure Inventory	2	8	16	24	24						\$9,040.00
Task 2.7: Crash Data	1	1	4	16	16						\$4,345.00
Task 2.8: Land Use, Developments, and Planned Improvements	1	5	16	16	24						\$7,425.00
Task 2.9: Socio-Economic Data	1	5	4	8	16						\$4,085.00
Task 2.10: Multimodal LOS Analysis	3	4	12	8	12						\$5,000.00
Task 2.0 Subtotal											\$63,410.00
25%											
Task 3.0: Concepts for NW 9 Ave and NW 7 Ave											
Task 3.1: Community Input (to be addressed in Task 1.2)	1	1	2	4	4	4					\$1,655.00
Task 3.2: Data Collection (partially covered in Task 2)	1	1	4	8	8						\$2,625.00
Task 3.3: Alternatives Development Process (hours covered below)											
Task 3.3.1: Preliminary Alternatives Development		4	12	12	12						\$4,860.00
Task 3.3.2: Refined Alternatives Analysis	4	4	12	40	32						\$10,880.00
Task 3.3.3: Access Management		2	8	8	4						\$2,730.00
Task 3.3.4: Drainage Analysis		2	32	8							\$5,570.00
Task 3.3.5: Utility Verification					16						\$1,600.00
Task 3.3.6: Right-of-Way Estimates			2		16						\$1,870.00
Task 3.3.7: Cost Estimates	2		4	16	16						\$4,380.00
Task 3.3.8: Identify Design Exceptions and Variations	2		4	4							\$1,400.00
Task 3.3.9: Environmental Evaluations	2		2								\$670.00
Task 3.3.10: Comparative Analysis and Evaluation Matrix	2	2	8	6							\$2,500.00
Task 3.3.11: Selection of the Preferred Alternative(s)		4	4	2							\$1,430.00
Task 3.3.12: Alternative Concept Plans	2	4	20	24	24						\$8,920.00
Task 3.3.13: Typical-Sections of Preferred Alternatives	2	2	6	8	16						\$4,060.00
Task 3.0 Subtotal											\$55,150.00
22%											
Task 4.0 Recommendations											
Task 4.1: List of Recommended Improvements	8	8	16	16	24			\$2,400.00			\$11,720.00
Task 4.2: Map of Recommended Improvements	2	8	4	8	24	3					\$5,700.00
Task 4.3: Graphic Renderings of Recommended Improvements		4	4	4	8	3	\$8,775.00				\$11,355.00
Task 4.4: Feasibility Considerations	8	8	8	16	16			\$2,400.00			\$9,840.00
Task 4.5: Improvement Prioritization	4	8	16	16	16			\$1,500.00			\$9,220.00
Task 4.0 Subtotal											\$47,835.00
19%											
Task 5.0 Final Report/Masterplan											
Final Report & Project Management	4	8	24	24	30	4					\$11,280.00
Task 5.0 Subtotal											\$11,280.00
5%											
Task 6.0 Prioritization Assistance											
Task 6.0: Prioritization Assistance	2	15	18	18	18	4	\$6,700.00	\$1,500.00	0	0	\$17,535.00
Task 6.0 Subtotal											\$17,535.00
7%											
7.0 Reimbursable Expenses (See Notes)											\$5,281.00
2%											
Total Project Hours/Cost	66	182	377	397	444	39					\$249,981.00
100%											

NOTES:

CADENCE							
Staff:		Principal	Professional Landscape Architect	Draftsman		Administrative Staff	Task Cost
Rate:		\$195.00	\$165.00	\$65.00		\$50.00	
Task							
Task 1.0 Coordination and Public Involvement							
Task 1.2: Neighborhood Meetings (10)		40	0	0		25	\$9,050.00
Task 1.3: Website and Survey		10	10	0		25	\$4,850.00
Task 1.5: Defining the Purpose & Need through Guiding Principles		3	3			5	\$1,330.00
Task 1.0 Subtotal							\$15,230.00
Task 4.0 Recommendations							
Task 4.3: Graphic Renderings of Recommended Improvements		20	0	75		0	\$8,775.00
Task 4.0 Subtotal							\$8,775.00
Task 6.0 Prioritization Assistance							
Task 6.0: Prioritization Assistance		15	15	20		0	\$6,700.00
Task 6.0 Subtotal							\$6,700.00
Total		73	13	75		55	\$30,705.00

SAFEDESIGN INSTITUTE dba KEN STAPLETON & ASSOCIATES							
Staff:		Urban Economic Development Specialist					Task Cost
Rate:		\$150.00					
Task							
Task 1.0 Coordination and Public Involvement							
Task 1.2: Neighborhood Meetings (2)		20					\$3,000.00
Task 1.3: Presentations to the CRA Board (2)		6					\$900.00
Task 1.4: Website and Survey		2					\$300.00
Task 1.5: Defining the Purpose & Need through Guiding Principles		5					\$750.00
Task 1.0 Subtotal							\$4,950.00
Task 2.0 Data Collection & Analysis							
Task 2.1: Research		3					\$450.00
Task 2.8: Land Use, Developments, and Planned Improvements		3					\$450.00
Task 2.10: Multimodal LOS Analysis		5					\$750.00
Task 2.0 Subtotal							\$1,650.00
Task 3.0: Concepts for NW 9 Ave and NW 7 Ave							
Task 3.2: Data Collection		5					\$750.00
Task 3.0 Subtotal							\$750.00
Task 4.0 Recommendations							
Task 4.1: List of Recommended Improvements		16					\$2,400.00
Task 4.4: Feasibility Considerations		16					\$2,400.00
Task 4.5: Improvement Prioritization		10					\$1,500.00
Task 4.0 Subtotal							\$6,300.00
Task 5.0 Final Report/Masterplan							
Final Report & Project Management		5					\$750.00
Task 5.0 Subtotal							\$750.00
Task 6.0 Prioritization Assistance							
Task 6.0: Prioritization Assistance		10					\$1,500.00
Task 6.0 Subtotal							\$1,500.00
Total		101					\$15,900.00

QUALITY COUNTS, LLC			
Counts	Cost per Location	Number of Locations	Total Cost
Manual Video Count (1-person)	\$ 165	20	\$3,300.00
High Volume Manual Video Count (2-Person)	\$ 310	20	\$6,200.00
Volume/Speed/Classification Studies, 1-3 lane Roadway, 24 Hours	\$ 145	25	\$3,625.00
Volume/Speed/Classification Studies, 1-3 lane Roadway, Additional Day	\$ 65	25	\$1,625.00
Volume/Speed/Classification Studies, 4+ lane Roadway, 24 Hours	\$ 195	11	\$2,145.00
Volume/Speed/Classification Studies, 4+ lane Roadway, Additional Day	\$ 90	11	\$990.00
Total cost for Counts		92	\$17,885.00
Reimbursable Expenses	Cost per Each	Number of Copies	Total Cost
24"x36" plot, full color, unmounted	\$12.00	6.00	\$72.00
30"x42" plot, full color, unmounted	\$18.00	24.00	\$432.00
30"x42" plot, full color, glossy laminate, mounted	\$72.00	16.00	\$1,152.00
Final Masterplan, color, bound (200 pages assumed)	\$145.00	25.00	\$3,625.00
Total Reimbursable Expenses			\$5,281.00