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3/6/2020

Mr. Mark Witsman, P.E.
Town Engineer
Town of McCordsville
6280 W 800
McCordsville, Indiana 46055

Re: Feasibility Study – CR 600 and Broadway (SR 67)
McCordsville, Indiana

Mr. Witsman,

Thank you for the opportunity to submit this proposal. Enclosed please find our proposal to provide the engineering services outlined in the attached scope of work for the Town of McCordsville, Indiana.

The fees to provide these services are based on the detailed scope of work outlined in the attached proposal.

If this proposal is acceptable please sign below and return one copy to us. Upon receipt, we will prepare a full contract encompassing this agreement.

Sincerely,
A&F Engineering Co., LLC

Joseph T. Rengel, P.E., PTOE
Vice President

This proposal is accepted and A&F Engineering Co., LLC is authorized to proceed.

For Town of McCordsville

**A & F ENGINEERING CO., LLC
PROPOSAL FOR
MCCORDSVILLE, INDIANA**

March 2020

TASK: FEASIBILITY STUDY

Purpose:

The purpose of this task is to assess the feasibility of the preferred alternative, as identified by the TOWN, for the bridge crossing along CR 600 over the railroad tracks north of SR 67 (locally known as Broadway).

A report will be prepared by CONSULTANT summarizing the feasibility findings which will include:

1. Schematic overview
2. Expected traffic impacts based on previous traffic analyses
3. Property impacts and right-of-way needs
4. Consideration of proposed Town Center development
5. Preliminary construction costs utilizing previous analyzed scenarios as a baseline
6. Written summary of expected construction phasing and traffic maintenance considerations

Preferred Alternative:

The preferred alternative, as identified by the TOWN, is assumed generally to consist of:

1. Realigning Broadway to run parallel to the railroad with minimal separation so that the proposed bridge can span both the railroad and Broadway.
2. Creating a new local road parallel to SR 67 that will intersect CR 600 to the south, providing access to the proposed Town Center and connecting with SR 67 east and west of the bridge.

Schematic Overview:

Preliminary engineering drawings (plan and profile, construction details, etc.) will not be prepared as part of this contract, but a schematic overview will be prepared by CONSULTANT depicting the preferred alternative.

Traffic:

Traffic counts, modelling, or analysis will not be included in this contract. Prior studies conducted for the TOWN by CONSULTANT will be referenced and interpreted in evaluating the preferred alternative.

Right-of-Way:

CONSULTANT will identify approximate right-of-way needs and property impacts for the preferred alternative. It is assumed that the TOWN will provide appraised land value in assessing right-of-way costs.

Town Center:

It is understood that the interaction of the preferred alternative with the proposed Town Center development is of the utmost importance. The TOWN will provide to CONSULTANT information regarding the proposed Town Center and will offer planning insight related to the preferred alternative.

Preliminary Design Standards:

At this time, the TOWN does not have a funding source, but the TOWN is interested in continuing discussions with INDOT for funding. Preliminary engineering drawings will not be prepared as part of this contract, but the feasibility of design elements at a planning level (profile grades, horizontal curves, etc.) will be evaluated with regards to the following documents in order to best meet the majority of local, state, and federal requirements should funding be received:

1. INDOT Design Manual, most recent edition
2. AASHTO "A Policy on Geometric Design of Highways and Streets", most recent edition
3. INDOT Standard Specifications, most recent edition
4. Town of McCordsville Standards - Applicable standards as identified by Town staff

Note: Design speeds will be assumed to be as currently posted: 40 MPH for SR 67 and 30 MPH for CR 600.

Topographic Information:

No topographic survey will be conducted with this contract. CONSULTANT will utilize GIS data to gather topographic information, storm sewer information, existing utility information, property lines, and any other available information to best determine the existing conditions.

Drainage:

Drainage considerations for this contract will be limited to planning level only. The CONSULTANT shall utilize GIS and contour data to best approximate drainage watersheds and identify potential stormwater outlets. No formal hydraulic analysis will be conducted. Typical inlet spacings and trunkline pipe sizes will be assumed based on knowledge of roadway cross sections and drainage areas of prior similar projects for cost estimating purposes only.

Bridges:

The preferred alternative will require the construction of a bridge over the existing railroad tracks and SR 67. There will be no preliminary bridge design in this contract, through roadway grades will be considered to demonstrate that the necessary clearance heights can be achieved within the scope the alternative. Where design exceptions and/or switchbacks are required due to the preliminary grades of the path due to these minimum clearances, the CONSULTANT shall advise the TOWN of this possibility.

Construction Cost Estimates:

Construction costs will be estimated by preparing quantity take offs of major roadway items from preliminary schematics. Lump sums for minor roadway items and other miscellaneous activities will be estimated as a

percentage of the major roadway work, based off of knowledge of prior projects. Lump sum costs for the bridge will be assumed based on bridge cross section and length. A 15-25% contingency and a 2-5% annual inflation rate will be applied to obtain the final construction estimate for the projected construction date.

Alignment:

It is acknowledged by both the TOWN and the CONSULTANT that the combined goal of seeking the traffic capacity that the TOWN desires and the restrictive design parameters required by INDOT due to current design speeds and road classification cannot be attained without creating significant right of way acquisitions. The CONSULTANT shall continue dialogue with the TOWN on the right of way impacts as the design goes forward.

Limitation of Work Elements:

It is acknowledged by both the CONSULTANT and TOWN that the scope of these services is of limited nature and a follow-up contract is required for detailed design, quantities, and estimates. No detailed roadway design, drainage design, bridge design, permitting, or outside agency coordination will be performed with this contract.

FEES

The fees to provide the services outlined in the scope of work are as follows:

1. The lump sum fee to provide the services outlined in Phase I – Preliminary Concept Geometric Linework and Cost Estimate is \$8,850.00. All meetings will be billed as noted below.
2. The fee to attend any additional meetings not included in the scope of work will be billed based on the hourly rate schedule. These meetings may include additional INDOT meetings.
3. The fees to provide additional services, if required, will be billed on the basis of an hourly rate as shown in the hourly rate schedule. However, a lump sum or maximum fee will be offered if the scope of work for any additional services can be defined.
4. Hourly Rate Schedule:

a. Principal	\$215.00
b. Project Manager	\$210.00
c. Traffic Engineer	\$145.00
d. Design Engineer	\$145.00
e. CAD Tech	\$100.00
f. Inspector	\$100.00
g. Traffic Counter	\$ 95.00