PROFESSIONAL ENGINEERING SERVICES

CITY OF INDEPENDENCE STORM DRAINAGE IMPROVEMENTS

IN THE 812 3RD STREET NW AREA PROJECT

IOWA Independence™ Parks & Recreation

ANDERSON BOGERT

COVER LETTER

ANDERSON BOGERT
4050 River Center Court NE | Cedar Rapids, Iowa 5240
Phone: (319) 377-4629 | Fax: (319) 377-8798

February 15, 2024

City of Independence
Attn: Matthew R. Schmitz, City Manager
331 1st Street East
Independence, Iowa 50644

RE: REQUEST FOR QUALIFICATIONS AND PROPOSAL – Storm Drainage Improvements in the 812 3rd Street NW Area Project

Dear Selection Committee,

Anderson Bogert is pleased to submit this proposal for engineering design services for the Storm Drainage Improvements in the 812 3rd Street NW Area Project. This unique project combines short term economic development needs with long range planning around the overtaxed storm sewer system in Independence. Anderson Bogert has a reputation of completing projects in mid-sized communities, working with residents and businesses and working to obtain the most value for the City's dollar.

This proposal will demonstrate that we have assembled a team with the experience, qualifications, and knowledge of working alongside municipalities to successfully design and construct this project in a timely and cost-effective manner. Our main office is located in Cedar Rapids, forty five minutes away, but our proposed Project Manager, Michelle Cheever, PE, lives in the Independence area and will be the lead contact.

In addition to our technical qualifications and relationships, we understand meeting schedules is a key indicator of this project's success. We fully understand the sense of urgency to coordinate this work with the development of Independence Foods, LLC. The proposed project schedule is aggressive and only possible with a phased approach and with our team members dedicated to delivering the highest quality product on time. Even then, we anticipate schedule changes associated with obtaining funding for this project.

We appreciate the opportunity to be a part of the City's project team. Please contact me if you have any questions regarding our proposal.

Yours very truly,

Jeffrey C. Morrow, PE,
Anderson Bogert, Principal-in-Charge
(319) 377-4269
jmorrow@anderson-bogert.com

PROPOSAL CONTENTS

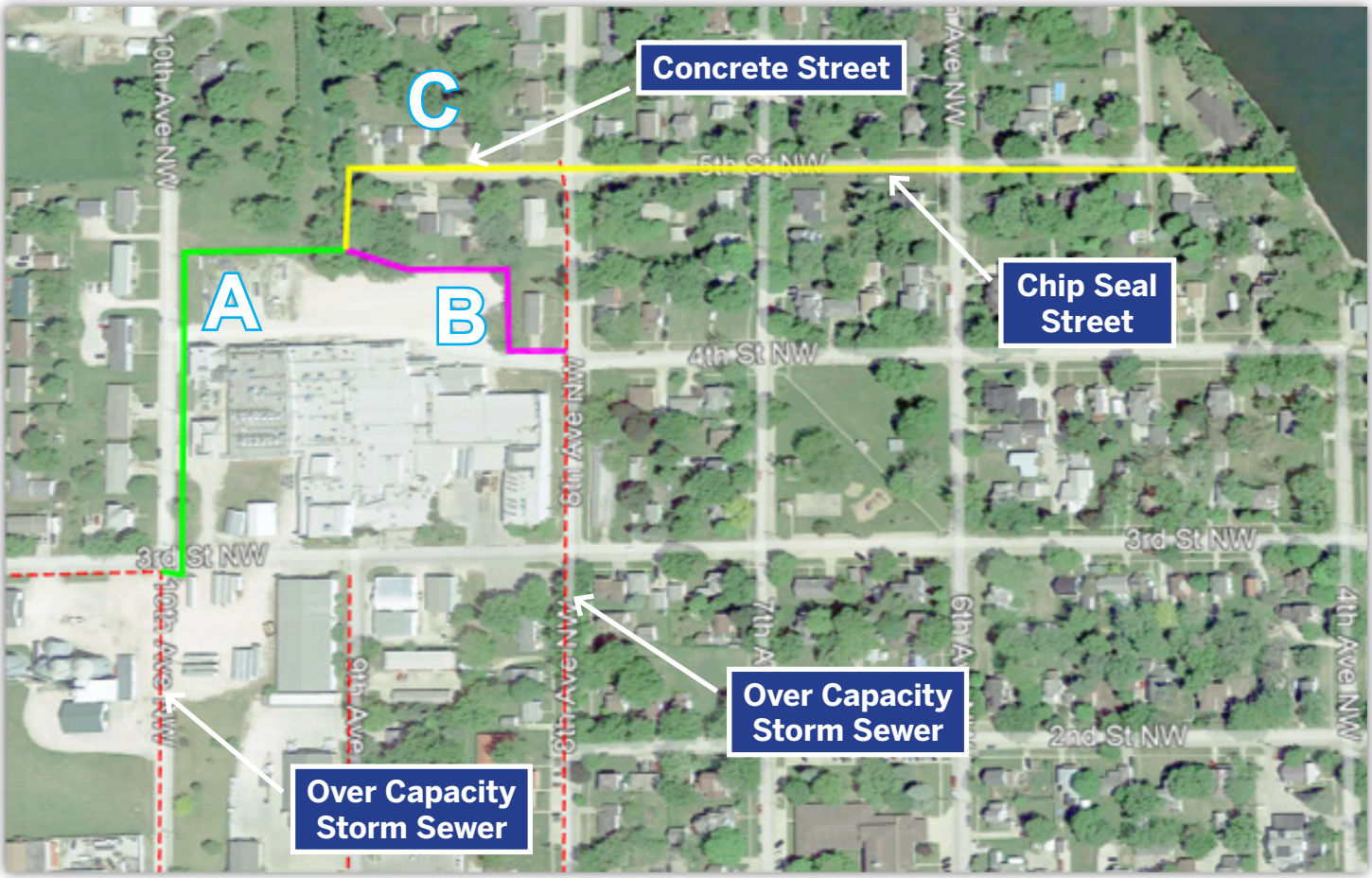
LOCATION & UNDERSTANDING OF PROJECT

To summarize, we understand previous development may have blocked the free drainage of the ditch along the abandoned railroad grade and is causing ponding and minor flooding of adjacent properties on the south side of 5th Street. We also understand during heavier rainfall events, the water runs into the former Blue Buffalo food processing site (which is proposed to be retooled for food products including those for human consumption by Independence Foods, LLC). This water runs across the parking lot and may even pond against the building before traveling by overland flow into the storm sewer system. To address this drainage issue, the City is requesting the designer to review the connection of a new drainage pipe to two potential storm drainage connection points:

- Option A - Intersection of 10th Avenue NW and 3rd Street NW
- Option B - End of 4th Street NW where the storm sewer is located adjacent to 812 3rd Street (Independence Foods site)
- Option C - Based on the excerpts from the drainage report included in the RFP, we may want to investigate a third option to improve the value of the City's investment in the storm water drainage solution.

Figure 1 shows the project site and the three options under consideration.

FIGURE 1 - OVERALL MAP



Options A and B tie the new drain into existing City storm sewer lines that are already overtaxed and over capacity. Our concern is that even though a drain is provided, if the existing storm sewer is inundated, you may still experience ponding from a storm water backup in the pipes since they are connected to a system that already ponds in other places. For Option A, ponding exists on 10th Avenue NW, just north of 1st Street. For Option B, ponding occurs on 8th Avenue NW, just south of 3rd Street.

We estimate the construction cost of Options A or B in the order of magnitude of $0.5 Million, and both options do nothing to relieve the downstream drainage issues, and might make them locally worse.

Option C creates a new relief line directly down the existing 5th Street right-of-way to the Wapsipinicon River. This option would provide positive drainage and removes some of the storm water overload from the existing downstream systems. The vast majority of 5th Street is a chip seal street which is fairly inexpensive to repair. There is one block from the west end of 5th Street to 8th Avenue and one block from 5th Avenue to 6th Avenue that are concrete with curbs and gutters.

PHOTO 1 - 5TH ST. AT 8TH AVE, LOOKING WEST

We estimate an order of magnitude construction cost for Option C in the $1M to $1.5M range. Adequate mapping was not available to get a better estimate for this proposal. Grades are very flat, we have no information on existing utilities, and we assumed a 20% contingency to cover the numerous unknowns we will discover during design. We would need to look at the feasibility of Option C based on topographic survey and storm drainage analysis. We understand the City had a storm sewer system model prepared in 2023. We would use that model as the base point for analyzing the three alternatives.

DESIGN CONCERNS

Option C appears more expensive than the other two options. However, $0.5 Million cost of Options A or B is also a substantial amount to invest in options that may not work, but rather could be put towards a solution that would not only work but also relieve some of the downstream drainage issues identified in the City's drainage report. In fact, the cost comparison between Options A, B, or C get closer if the City has to do other downstream improvements in addition to Option A or B (such as the Liberty Trail ditch restoration and other pipe capacity work) in order to provide an acceptable level of drainage protection. Considering the larger picture, we have concerns that Options A or B are just moving the problem from one property to other properties downstream, possibly making existing flooding in other locations worse.

PROJECT APPROACH

With the short project development schedule, our approach will be very interactive with the City. We will be providing concepts and design information just about every week as we develop the plans. There is not much time in the schedule to spend weeks on review, so we prefer to work together on the plan development process. It's very fast-paced, feedback oriented, and is our preferred method of working. It is very efficient with everyone's time. That being said, we see the following **project development concerns:**

1. **Grants.** For a June, 2024 bid letting, as stated in the RFP, it does not seem possible to apply for, obtain, and put a new grant in place before putting the project out for bids, which is a condition of every grant we have worked with. Most grants have specific requirements of what needs to be included in the bid documents. For example, Community Development Block Grants will require a Wage Determination included in the bid package, there must be a public hearing on the project, and there may be an environmental component since the project is federalized.

   We understand the State of Iowa Economic Development Authority (IEDA) has already awarded Independence Foods a $1.5 Million High Quality Jobs grant. We presume that grant is targeted towards retooling of the existing plant, and not available for storm water mitigation. The City may want to explore the possibility of IEDA supplementing that grant or providing another grant source (RISE) to help fund the storm drainage.Again, these grants take time which will affect the schedule.

   We have assisted cities in the application process for numerous grants including RAISE, RISE, ICAAP, TSIP, U-STEP, SRF loans, and STBG. Some of the grants are federal funds and some are state funds. Although many of these grant types would not be applicable to this project, the grants are somewhat the same in their application toward design and construction. We have designed and administered numerous projects with all of these grant types and are familiar with their compliance requirements. These grants all have different matching fund requirements, and for federal aid, due to administrative expenses, it is usually not worth pursuing unless the grant is at least $500,000 or more. If the City of Independence chooses to pursue a grant, we would be more than happy to assist in targeting the right grant and assist in its writing and provide the supporting technical information.

   Unfortunately, there are not a lot of stormwater drainage grants that we feel would immediately benefit this project. CDBG is probably the closest, assuming the City can complete a Low to Moderate Income (LMI) survey of the area AND determine at least 51% of the constituents in the LMI boundary meet the income thresholds AND will benefit from the project. Most of the Iowa DNR stormwater management grants are based on water quality and erosion prevention, such as groundwater recharge, storm water sequestration, stormwater best management practices (bioswales, etc.). At the tactical, individual project scale, like this project, none of these grant types would address the flooding concerns that are observed around the Independence Foods site. But, long term, these practices could reduce peak stormwater runoff, alleviating overall system demand.
2. **Permits.** Even for the simplest project, we will likely need an NPDES permit, which will take a few weeks to obtain. This is not extremely time critical, but it should be started early in the process. Also, Since we may be working in the floodplain (and if we look at a new outfall into the river with Option C), it may require Iowa DNR and US Army Corps of Engineers permits. Again, those should be obtainable but may push the schedule.
3. **Utilities.** There is no time for utility relocation other than the most minor of adjustments. Many utilities have budgets, just like cities, and if they have not been coordinated into the project a year in advance, it is very difficult to get them to make significant relocations. This means our design will need to work around the existing utilities as much as possible. Moving an electric service pole, or adjusting a valve or manhole cover should be fine. But relocating entire lines (such as gas main or power) will stall the project for most of the summer due to budget constraints, crew availability, and simply getting materials.

4. **Communications.** Depending on the design concept the City decides to follow, there may need to be early coordination with the neighbors to get their input and feedback relative to the proposed improvements. There is enough time, but no spare time, to get a public involvement effort together.
5. **Easements.** We do not anticipate acquiring any permanent right-of-way for this project. However, there may need to be temporary construction easements and two or three drainage easements needed to be acquired from property owners. If the project is federalized by a grant source, easement acquisition can be a lengthy process. Even without federal subsidy, acquiring easement rights always has an element of uncertainty as any property owner could refuse to cooperate and then the City has to decide if it will exercise eminent domain powers to acquire the property. All of which takes time. This is a worst-case scenario, since it seems most property owners would benefit from drainage improvements, we don't anticipate problems acquiring the easements.

With the above concerns and elements in mind, we propose the following workplan that includes the following items:

- Data Gathering
- Design/Concept Study
- Public Involvement
- QA/QC
- Construction Period Services (Extra Work)

DATA GATHERING

PROJECT KICK OFF

We envision the kickoff meeting as a workshop with the City and key stakeholders to participate in setting the project "boundaries" in terms of schedule, budget, interruptions to access, and other "must haves" for the project. We will also review concept improvements and start working toward a preferred alternative. From there, the team has the information and perspective to develop plans for construction, and lay out the limits of our survey efforts.

INFORMATION & DATA GATHERING

Data Collection

Data will be collected from the City's GIS sources to show the existing conditions as well as any planned improvements in the area.

Topographic Survey

To-scale drone imagery and mapping will be used for capturing current aerial imagery to aid with the design as well as the public involvement. Detailed topographic survey will be completed along the desired alternative alignment. This will reduce costs and time to complete the survey as the survey corridor will be more concentrated. From past experience, utilizing the drone to supplement the survey will expedite the design process.

Prior to beginning the design, the project manager and design staff will field check the base map. Following the field check, the survey crew will return to the site to gather any additional data needed. In addition, during the various design phases (within the original scope). This base map will be supplemented with aerial images and surface information obtained by our drone.

Boundary Survey

Anderson Bogert's Survey Department has extensive experience with property owner research, preparing temporary construction easement documents, permanent easement documents, and ROW acquisition documents, which will help avoid project delays. At this time, we do not anticipate the need to acquire any permanent ROW, however, the existing right-of-way lines need to be clearly established.

Specific tasks will likely include:

- Research to gather the Assessor's parcel maps and any related information.
- Prepare property owner database for mailing property access permission letters to the affected property owners in the project corridor.
- Locate property pins and confirm property boundaries within the project limits.
- Monument preservation per Iowa Code section 355.6A will be provided if requested as extra work, otherwise the Contractor will be responsible for hiring a surveyor.

Utility Coordination

We will request maps and field locates through the Iowa One Call process. Our surveyors will shoot marked utilities and plot these utilities on the base drawing.

During the design and construction, we will closely coordinate with utility companies that are located within the project limits. We follow the procedures outlined in Iowa DOT I.M. 3.640. This includes notifying utility companies of the upcoming project, sending preliminary plans and final plans, organizing one (1) utility coordination meeting with all the utility companies within the project limits, reviewing utility relocation plans, and coordination during the relocation process. Overhead electric lines, underground electric lines, and underground communication lines including pedestals may need to be relocated. On this project, every effort will be made to minimize utility relocations.

Right of Way Acquisitions	The scope of services and schedule are assuming all improvements will be completed within the existing ROW. Only temporary easement documents are anticipated and included.
Geotechnical	We highly recommend obtaining subsurface borings to determine soil conditions, groundwater, and other sub-surface features. This work can uncover the possibility of subsurface rock and/or groundwater, which can have a significant impact on construction budget.

DESIGN

The concept design will be reviewed at the kickoff meeting. Design goals will be documented for implementation during plan development.

PRELIMINARY PLANS (30%)

We will prepare preliminary plans to the 30% plan level and submit to the City for review. The plans will be based on SUDAS Design standards and will be in substantial compliance with the project concept. The plan sheets will be prepared in accordance with requirements to provide plans suitable for a bid letting process. Sheets will be plotted at 11"x17" and must maintain legibility and utilize typical civil drawing scales. Also included in this task will be the following:

- (A) Cover Page
- (B) Typical Sections
- (M) Stormwater drainage analysis and storm sewer plan and profile. It is assumed we can use the drainage analyses completed by the City in 2023 as our base model. The drainage analysis will be carried forward, utilizing our own software to estimate the design performance at different rainfall events.
- (W) Detailed Cross Sections showing grading limits

CHECK PLANS (90%)

We will prepare check plans, which include the comments from the City review of the 30% Preliminary Plans. The plan sheets shall generally include the following as applicable for this project:

- (A) Cover Page
- (A) Storm Water Pollution Prevention Plan
- (A) General Notes
- (B) Typical Sections
- (C) Quantity Estimate and Reference Notes
- (G) Control Points, Alignment Information, Easements
- (J) Traffic Control and Construction Phasing
- (K) Roadway Repair Details
- (M) Storm Sewer Plan and Profile
- (R) Removals
- (T) Erosion Control Plan
- (W) Detailed Cross Sections
- Special Provisions: We anticipate this project will use standard SUDAS specifications, details, and bid items. No special provisions are anticipated at this time.

PERMITS

Once the design has progressed sufficiently, all permit applications and application for grant authorization will be completed. Anderson Bogert has experience working on projects with multiple types of funding sources. Depending on the final design alternative, we may need an NPDES permit if the poject disturbs more than one acre of soil. If we extend a new outlet to the Wapsipinicon River, then Iowa DNR and Corps of Engineers permits may be needed as well. These permits can take a few months, so early submittal of the permit applications will be critical to the schedule.

FINAL PLANS AND SPECIFICATIONS

We will incorporate check plan comments from the City and our internal quality review in order to prepare Final Plans. These will be completed and submitted on or before the date established in the schedule.

We will prepare a project manual that includes construction start dates, completion dates, and/or working days, site restrictions, specifications, and special provisions.

SUPPORT FOR EFFECTIVE COMPETITIVE BIDDING

Basic tasks are anticipated to include addressing questions from bidders and suppliers, preparing addenda to clarify or change the bid documents, carefully reviewing bids, and making a recommendation of award. In addition, we can contact potential bidders to help promote the project and to gauge interest in bidding the project.

PUBLIC INVOLVEMENT

For the alternatives that tie into the existing systems near Independence Foods, LLC, the public involvement would be limited to just the immediate property owners affected by flooding today.

If an alternative to build a relief line to the river is selected, then additional public involvement would be needed with the neighborhood to discuss, traffic control and construction phasing, business and residential access, and other neighborhood concerns such as localized drainage issues.

Face to face, on-site meetings; and/or virtual meetings will be crucial in communicating the intent of the project, proposed improvements, and receiving feedback from the property and/or business owners. Anderson Bogert, has extensive experience working with property owners with almost every project we design.

QUALITY ASSURANCE/QUALITY CONTROL

Anderson Bogert has implemented a proactive Quality Assurance/Quality Control (QA/QC) Program that includes continuous improvement. Our process allows us to plan, manage, and control our QA/QC for each project using Microsoft Planner. This QA process steps the project through automated tools and checklists which help limit human error from entering the work flow. We have specific Quality Gates through which project documents must pass before they are included in the Project Deliverables.

Our Quality Gates are the QC part of the process where checking of draft and final products take place. These checks include field review, office review of technical design, and independent review by one of our engineers not involved in the project.

CONSTRUCTION PERIOD SERVICES

CONSTRUCTION LAYOUT

Our Survey Department will provide the survey control to re-establish baselines and elevation control. Construction staking will be a bid item in the plans.

CONSTRUCTION OBSERVATION AND ADMINISTRATION

Anderson Bogert routinely provides construction observation and administration services for our clients. All of our observation and administration staff hold Iowa DOT certifications. Logan Rinderknecht and Michelle Cheever would act as the construction observer and administrator, respectively. Fees for construction administration are separate from the fee included in this proposal. This item will be treated as extra work.

RELEVANT EXPERIENCE

In the following pages, you will find a list of our team's similar project experience. Although we have included some projects that included drainage improvements, it's important to note that we have included projects with challenges and solutions that span far beyond that. Many of Anderson Bogert's example projects also include extensive traffic control/phasing/business access plans, utility coordination/relocations, and public involvement.

★ Highly Relevant
● Relevant

Project Name	BMPs	Storm Sewer	Stakeholder Involvement	Complex Phasing	Corrected Building Flooding
Connell Street Drainage	●	★	★	●	★
1st Street SE Storm Sewer	●	★	★	●	●
Collins Road NE	★	★	●	★	★



CONNELL STREET DRAINAGE IMPROVEMENTS

CONNELL STREET DRAINAGE OUTLET FROM EAST STREET TO IA 21 BOX CULVERT - CITY OF DYSART

PROJECT DESCRIPTION: Anderson Bogert provided a drainage study, design, utility coordination, and right-of-way acquisition tasks for this quarter mile storm sewer outfall that captures about 50 acres of urban drainage area in the heart of Dysart. Due to flat grades, this system consisted of a combination of underground storm pipes and open channels to reroute the drainage way from the center of a private developmental property to the perimeter of the property, reclaiming land for future economic development, similar to the project in Independence.

The project involved storm drainage analysis, construction staging, and utility relocations, and acquisition of a formal drainageway easement for the City to maintain the pipes and channel in the future. The original open channel outlet became choked with volunteer brush and trees causing flooding to the residents of a mobile home park on the east edge of the drainage way. This is similar to the drainage way along Liberty Trail in Independence.

Tasks included storm sewer design, open channel design, access management, erosion control, relocation of public and private utilities, public outreach, NPDES permits, construction administration and inspection, and miscellaneous related work. The completed project provided positive, controlled drainage around the developable property and relieved existing flooding of residences.

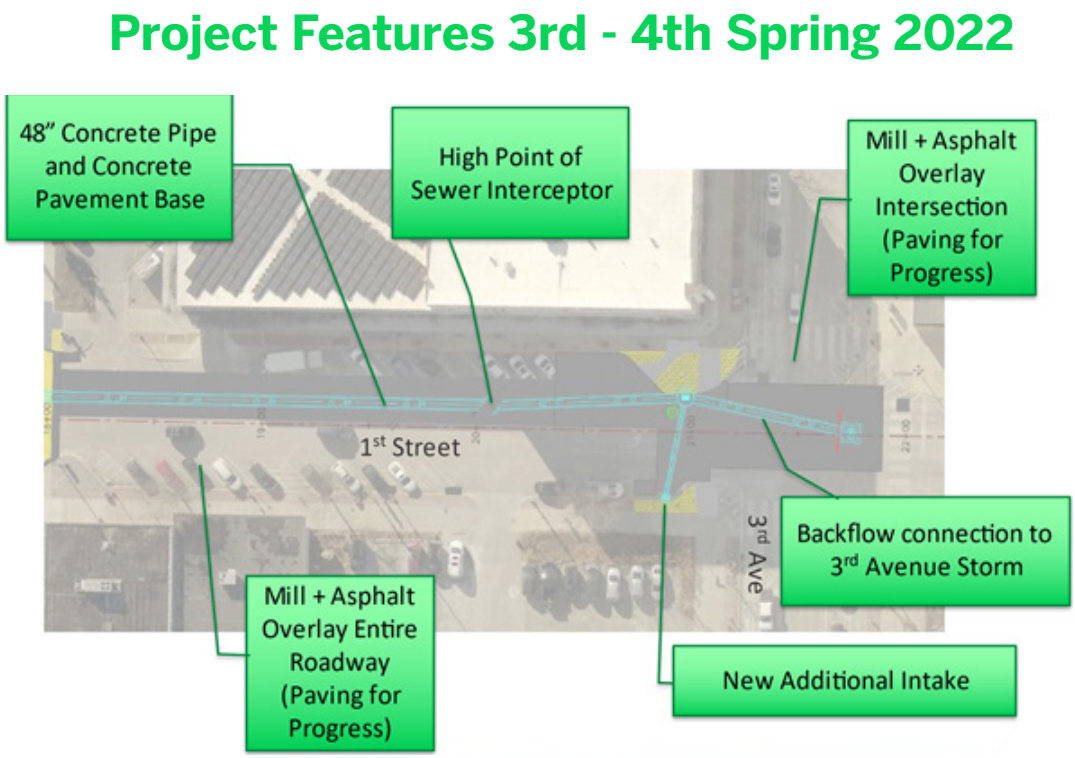
1ST STREET SE STORM SEWER

3RD AVENUE SE TO 5TH AVENUE SE - CITY OF CEDAR RAPIDS

PROJECT DESCRIPTION: Anderson Bogert provided study, design, and utility coordination tasks for this storm sewer interceptor that provides emergency storm water relief from the 3rd Avenue Storm Water Pump Station to the 5th Avenue Storm Water Pump Station to prevent either station from becoming overwhelmed during a flood and heavy rainfall event. During low flow, the interceptor provides additional storm drainage to this heavily urbanized area along the Cedar River.

The project involved storm drainage analysis, construction staging, and a major utility planning and relocation effort in a highly congested utility corridor. Because 1st Street is parallel to the Cedar River, all vehicle and pedestrian access are limited to one side. Traffic access needed to be maintained to the Cedar Rapids Ground Transportation Center (Bus Mass Transit) at all times, as well as the numerous businesses along the project corridor.

Design tasks involved phased roadway and access modifications, specification of night time construction work to allow for vehicle access and parking during the day time, storm sewer design, erosion control, provision of ADA compliant parallel parking, implementation of the City's downtown streetscape manual, relocation of artwork including lighting, public outreach, detailed construction staging, NPDES permits and miscellaneous related work.



COLLINS ROAD NE FROM EAST OF NORTHLAND AVENUE TO TWIXT TOWN ROAD

FROM EAST OF NORTHLAND AVENUE TO TWIXT TOWN ROAD - CITY OF CEDAR RAPIDS

PROJECT DESCRIPTION: This $18 M Federal Aid project was developed to mitigate traffic congestion on Collins Road, through a highly developed retail area, by adding roadway capacity, drainage capacity, and providing bicycle and pedestrian facilities for alternative transportation mode choices that do not exist today.

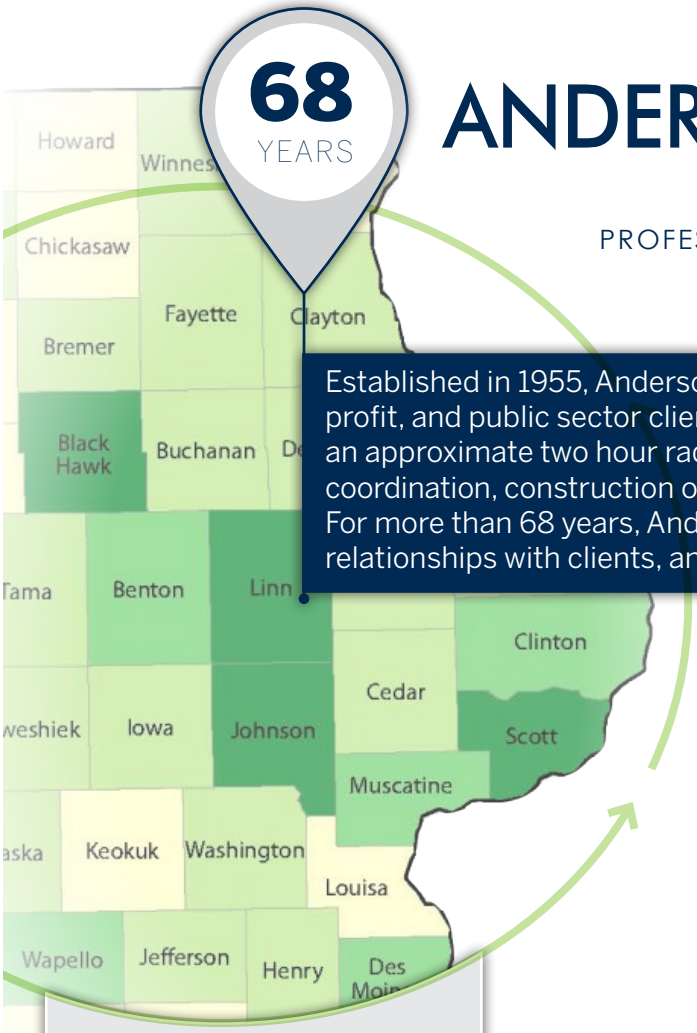
A complete streets approach was applied to the corridor, including utilities management, streetscaping, storm water best management practices, drainage improvements to correct flooding of a commercial building on private property, and to cultivate public/private partnerships for long-term maintenance of streetscape and stormwater runoff management.

This project reconstructed Collins Road (IA 100) from a two lane, rural highway section to 3 through lanes each way with curbs and gutters, and added dual left turn bays at the intersection of Collins Road with Collins Crossing/Lindale Mall Entrance. New trails were constructed along the north and south sides of Collins Road from the west project limit to Twixt Town Road to tie into the trail system to the east of the project. Also, sidewalk along the west side of Lindale Drive from Lindale Mall to the Marion city limit connected lower income housing to the retail areas with alternative modes of transportation.

The existing drainage system was undersized and relied on a circuitous route of private storm sewers to eventually outfall downstream. Flooding of cars in the parking lots occurred under heavy rains, and one commercial building flooded into the building at least once per year. Improvements to the corridor diverted the storm water to a new system, separate from the private sewer system, and lowered intake elevations to alleviate the frequent flooding of the commercial building. To offset increased runoff from additional pavement, detention areas with permeable beds were designed and installed to maintain runoff volumes and peaks to no worse the existing, and in many cases, better.

The project also included a major utility component for both private and public utilities such as water main, sanitary sewer, public fiber optic communications (JCN and ICN), gas, power, and private communications. A two-year effort was undertaken to coordinate with the utility companies. gas, power, and communications were relocated ahead of roadway construction. Water, sanitary, and fiber were included in the bid package for relocation by the contractor.

IMPROVEMENTS	
Approximately 0.5 miles of water main	Traffic Signals
Public Involvement	Shared Use Trail and Sidewalks
Utility Coordination	Retaining Walls
Significant ROW/Easement acquisitions (≈60 ROW/Easement plats/exhibits)	Sanitary Sewer
Complex traffic control and phasing plan (Collins Rd. AADT 25,000 vehicles/day)	Landscaping and Streetscaping
Storm Sewer and BMPs (Bioswales, Detention Basin)	



ANDERSON BOGERT

WE ARE COMMITTED TO PROVIDING
PROFESSIONAL & RELATIONSHIP-BASED SERVICES.

Established in 1955, Anderson Bogert provides consulting services to private, non-profit, and public sector clients. Based in Linn County, our firm serves clients within an approximate two hour radius, offering civil engineering, planning, surveying, utility coordination, construction observation, public involvement, and grant management. For more than 68 years, Anderson Bogert has shared our team's technical abilities, built relationships with clients, and provided high quality, creative, and sustainable solutions.

OUR CLIENT PARTNERS

Anderson Bogert partners with our clients, whomever they may be. We work to become an extension of our clients' staff.

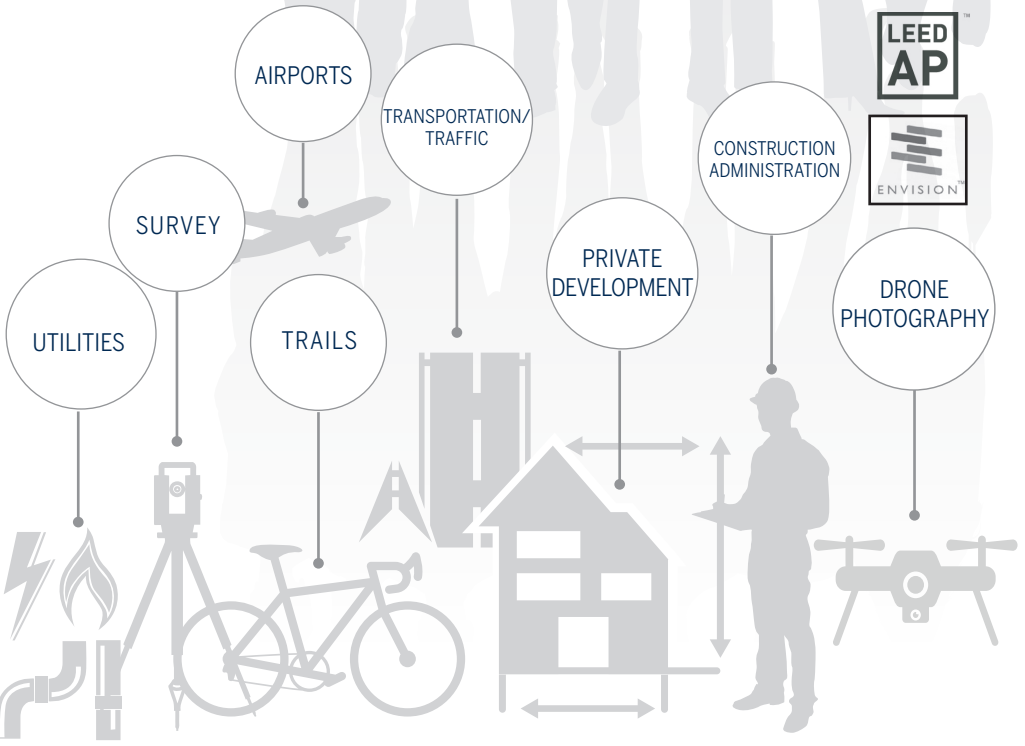
Below are the clients we work with most often:

1. City and County Government
2. Developers (Commercial or Residential)
3. Private Business or Individuals
4. Schools (K-12, College, University)
5. Architects, Engineering Firms, etc.

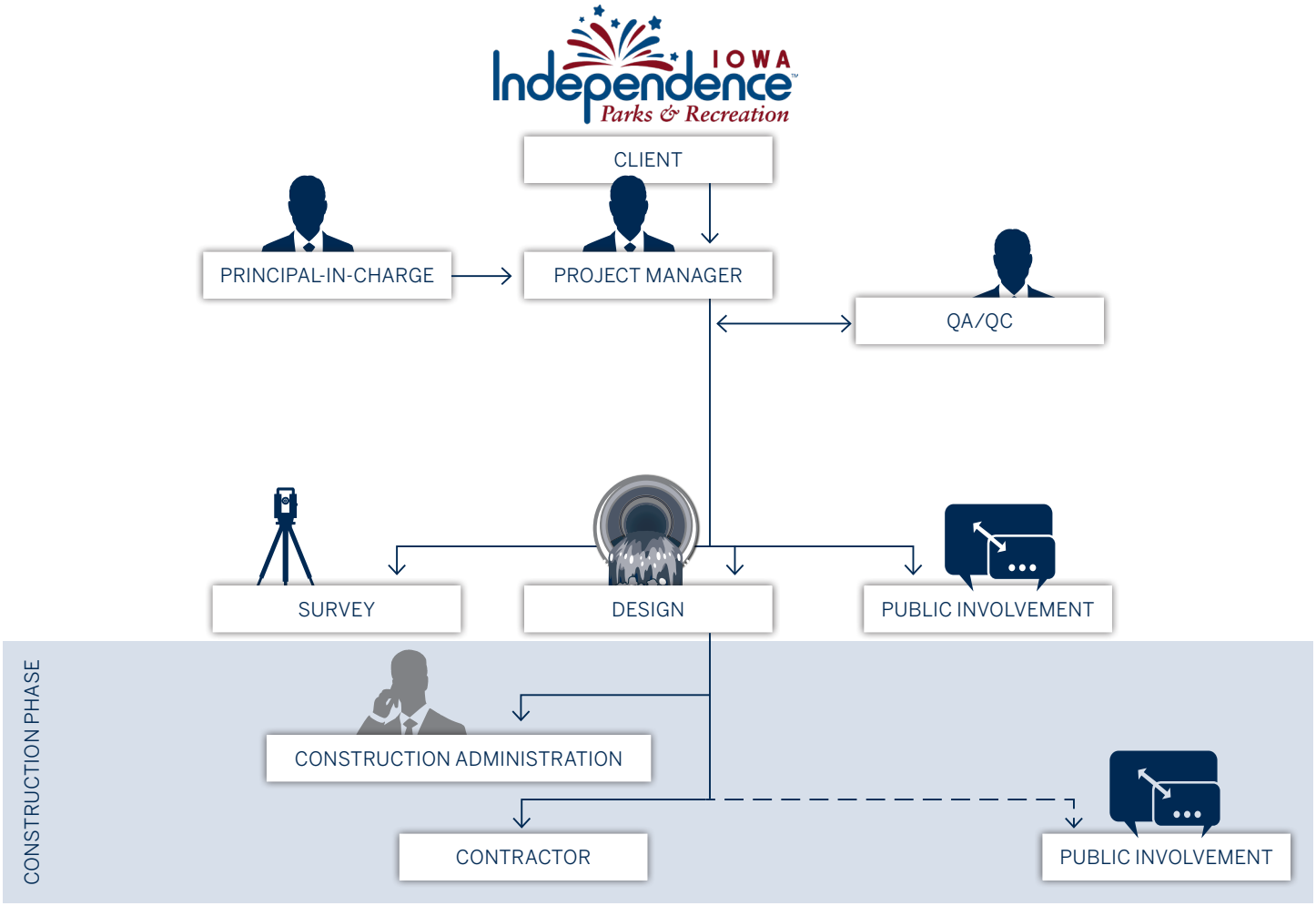
ANDERSON BOGERT STAFF

Our team consists of approximately 28 highly skilled individuals. In addition, our project managers have more than 170 years of combined experience.

We believe in sustainable design, value engineering, and working with stakeholders to create a safe, functional, and desirable final product.



PROJECT MANAGER & KEY STAFF EXPERIENCE



ANDERSON BOGERT PROJECT MANAGEMENT TEAM

STAFF MEMBER	TITLE	AREA(S) OF EMPHASIS
Jeff Morrow, PE	Principal-in-Charge	Grants, Funding, Public Involvement
Michelle Cheever, PE	Project Manager, Project Engineer	Roadway and Drainage, Utility design
Logan Rinderknecht, EI	Design Engineer	Storm drainage design , analysis, traffic control
R. Rodney Klien, PLS	Survey Manager	Land Survey; Plats; Real Estate Documentation

SPECIALTY SUBCONSULTANTS

COMPANY	OFFICE LOCATION	PROJECT ROLE(S)
Terracon	Cedar Falls, Iowa	Soil Borings

PROJECT MANAGER & KEY STAFF EXPERIENCE

JEFF MORROW, PE PRINCIPAL-IN-CHARGE

EDUCATION
BS, Civil Engineering, Iowa State University, 1987

REGISTRATIONS
IA

INDUSTRY TENURE
36 years

OFFICE LOCATION
Cedar Rapids, IA

PROFESSIONAL PROFILE

Jeff is a Principal and Project Manager with over 35 years of professional experience in roadway and drainage design. He has completed numerous street reconstruction and rehabilitation projects in both rural and urban environments. This work includes leading projects in Cedar Rapids, Iowa City, Dysart, Johnson Couty, Benton County, and several other communities. He has also assisted cities in the preparation of successful grant applications for Federal Aid (ICAAP, CDBG, STBG) and non-Federal Aid (TSIP, U-STEP, RISE). He is very familiar with grant requirements.

RELEVANT PROJECT EXPERIENCE

- City of Dysart: Connell Street Reconstruction Phases 1 and 2. Project Manager
  As the City of Dysart slowly grew and developed their storm sewer system was created in a pieced together manner. Jeff led a team at Anderson Bogert in the design, extensive drainage analysis of the City's watershed system, and developed construction plans starting at the outfall and working upstream to provide drainage capacity for the future.
- City of Cedar Rapids: 1st Street SE Storm Sewer. Project Manager
  This project is part of the $1.25 B Flood Control Structure (FCS) project that provides a relief line to balance stormwater flow between two pump stations. The key elements were drainage and construction design within the Cedar River flood area, detailed utility coordination, and construction phasing to maintain business access at all times.
- City of Cedar Rapids: Collins Road NE Improvements. Project Manager
  This very complex transportation design project also had a significant storm drainage component to route storm water around a mall parking lot in which heavy rains had flooded parked cars. Also, a commercial building, located higher in the watershed, suffered annual flooding in the building. Mr. Morrow's design team incorporated drainage improvements into the transportation project that corrected the flooding at both locations.
- City of Dysart: City Engineer
  Various tasks associated with planning and budgeting of the City's Capital Improvements Program, infrastructure maintenance, and development review services.

PROJECT MANAGER & KEY STAFF EXPERIENCE

MICHELLE CHEEVER, PE DESIGN MANAGER

PROFESSIONAL PROFILE

Michelle is a Project Manager with over 12 years of experience in municipal transportation & utility projects. Michelle has well rounded knowledge of the difficulties cities face due to budget constraints and lack of funding opportunities. Michelle serves as City Engineer for the City of Palo and Assistant to the City Engineer of Shellsburg and Dysart. Throughout her time as a City Engineer, she has pursued various funding sources. Michelle has extensive knowledge in construction administration and works to decrease the burden on her clients by helping wherever she can. Michelle works with City officials on their Capital Improvements Plan and coordinates directly with their financial advisor to determine the best funding source and timeline for each project. Having this working relationship allows the city to better plan for their infrastructure needs and keeps everyone involved aware of what the next project is we are targeting.

EDUCATION
BS, Civil Engineering, Iowa State University, 2012

REGISTRATIONS
IA

INDUSTRY TENURE
12 years

OFFICE LOCATION
Cedar Rapids, Iowa
Rowley, Iowa

RELEVANT PROJECT EXPERIENCE

- City of Palo: City Hall Ditch Grading & Drainage Improvements. City Engineer
  After the floods of 2008 the City of Palo received FEMA funding for a new Community Center. As part of this project, the ditches at City Hall were designed to retain water for a duration of time prior to discharging to a local creek. Over time these ditches filled in and no longer function as designed. Michelle reviewed the drainage area and designed improvements to the ditches to increase positive drainage and reduce the areas of steep slopes which was noted by the city as a safety concern for their Public Works staff.
- City of Dysart: 2022 Connell Street Drainage. Project Manager
  Recent improvements to the City Storm Sewer System increased the amount of discharge to the Culvert that crosses under Hwy 21. There was an existing storm sewer pipe that crossed the farm field at the East end of Connell Street that is no longer conveying water to this discharge point. As project manager Michelle oversaw the drainage analysis, design, and construction of the drainage improvements. These improvements were a combination of storm sewer pipe and open ditch conveyance.
- City of Palo: CIP Planning, Grant Applications. City Engineer
  As City Engineer, Michelle manages the City of Palo Capital Improvements Plan. This work includes comprehensive knowledge of the city's infrastructure needs as well as understanding of the goals of the acting council. Michelle presents annually to the council recommendations for the next fiscal year budget. Michelle also is continually searching for funding opportunities for the top priority projects from both Public and Private sources. Most recently the City of Palo was awarded a $10,000 design grant from their local telecommunications coop, $264,000 in STBG funds for Bridge Rehabilitation and $1,071,000 in STBG funds for Trail Construction both from their local Metro Planning Organization. Michelle is responsible for these funding applications.
- City of Dysart: 2024 Jefferson Street Reconstruction. Project Manager
- City of Dysart: Talamage Drainage. Project Manager

PROJECT MANAGER & KEY STAFF EXPERIENCE

LOGAN RINDERKNECHT, EI DESIGN AND CONSTRUCTION OBSERVATION

EDUCATION
BS, Civil Engineering, University of Wisconsin-Platteville, 2020

REGISTRATIONS
IA

INDUSTRY TENURE
4 years

OFFICE LOCATION
Cedar Rapids, IA

PROFESSIONAL PROFILE

Logan is a Design Engineer with four years of experience working on a variety of roadway and utility projects. He has a strong foundation built from serving as a construction inspector for a large federally funded roadway and utility reconstruction project in Iowa City, as well as inspection of other city and site development projects. He has been able to transfer this experience to the office where he spends most of his time designing transportation and utility projects for various communities. In addition, he has contributed to several projects focused on analyzing the storm water patterns and capacity of existing facilities leading to design of improvements to the system. Logan is known as a Microsoft Excel expert and is currently assisting the City of Cedar Rapids with budgeting and program management for the $1.25 B Cedar River Flood System.

RELEVANT PROJECT EXPERIENCE

- City of Dysart, Jefferson Street Reconstruction. Lead Design Engineer
  Jefferson Street Reconstruction consists of storm sewer improvements, sanitary sewer replacement, water main replacement, narrowing of the roadway width and complete reconstruction of the road pavement. Logan worked as Lead Design Engineer and performed the drainage analysis for the storm sewer, lead utility relocations, coordinated with City staff regarding materials specified.
- City of Dysart, Talmage Drainage. Design Engineer
  Roughly 10 years ago an industrial park was added on the North side of Dysart. Original site plans for the adjacent business included an on-site detention basin as well as outlet pipes with blind connections to the storm sewer system. Since then, the property owner has filled in the detention area. Recently there have been complaints from adjacent residents regarding the ponding in their backyards. Logan let this investigation into the drainage area, drainage paths and existing storm system. The recommendation was made to City council to make the owner of the adjacent building dig out their detention basin to prevent flooding of the backyards.
- North Linn Community School District. Design Engineer
  The school district and adjacent property owner had concerns about erosion that was happening on adjacent land. Erosion was said to have started after construction of recent stormwater improvements. This work entailed using dye in wet conditions to determine if the water from the school site was going where it was supposed to. In addition to observing the dye, site observations were made and documented regarding runoff and surface drainage.
- City of Palo, CIP Planning, Grant Applications, Design Engineer
  Logan assists the City Engineer in drawings and cost estimating for the Capital Improvements Plan as well as funding applications. Logan's attention to detail plays a significant part in forecasting future project expenses.

PROJECT MANAGER & KEY STAFF EXPERIENCE

R. RODNEY KLIEN, PLS SURVEY MANAGER

EDUCATION
BS, Industrial Technology, Eastern Illinois University, 1995

REGISTRATIONS
IA

INDUSTRY TENURE
28 years

OFFICE LOCATION
Cedar Rapids, IA

PROFESSIONAL PROFILE

Mr. Klien is a Professional Land Surveyor with over 28 years of experience in engineering surveys, land development, and land surveying projects. This highly detailed work has included survey plats, right-of-way acquisition plats, easement plats, and engineering design surveys. His background includes numerous projects consisting of hydrographic, topographic, and boundary surveys; GPS static control networks, horizontal and vertical control, sanitary sewer improvements, water distribution improvements, and construction staking.

Rodney's dedicated survey crew has the extensive knowledge and ability to complete the topographic and boundary surveys necessary to create complete, detailed computer models for a smooth design process.

RELEVANT PROJECT EXPERIENCE

- City of Cedar Rapids: J Avenue Water Treatment Plan Site Improvements; Cedar Rapids, IA.
- City of Cedar Rapids Cedar River Flood Control System; Cedar Rapids, IA.
- City of Cedar Rapids: 1st Avenue East, 27th Street NE to 40th Street NE and CEMAR Trail Extension; Cedar Rapids, IA
- City of Marion: Marion Central Corridor 7th Avenue. from 7th Street to 27th Street; Marion, IA
- City of Cedar Rapids: Collins Road/Iowa Highway 100 East of Northland Avenue to Twixt Town Road; Cedar Rapids, IA.
- City of Iowa City: Melrose Avenue Improvements; Iowa City, IA

PROPOSED SCHEDULE & PROFESSIONAL SERVICE FEES

The following schedule is based on the City's desire to complete construction by Fall 2023. A construction completion date of September 30, 2023 is included which is the final application date for seeding. This schedule is based on Options A or B only.

Although the design is not complex, the schedule does not allow for flexibility. It is imperative that all parties complete reviews and respond in a timely manner. Our thorough QA/QC and technical review will be completed concurrently with the City's review to shorten the schedule.

Our concern with this schedule is with the items that are not within our control such as permitting, easement acquisition, utilities and so forth. This schedule depends on everything going right, which may or may not be realistic.

PROPOSED SCHEDULE

TASK	DELIVERABLE(S)	COMPLETION
Contract Approval	Contract	3/11/2024
Project Kickoff Meeting	Design Work Session	3/12/2024
Survey and Data Gathering		3/29/2024
Preliminary Plans	Preliminary Plans, Permits Submitted	4/17/2024
QA/QC Review and City Comments Returned		4/26/2024
Check Plans	Check Plans	5/10/2024
QA/QC Review and City Comments Returned		5/17/2024
Final Plans	Final Plans, Project Manual	5/24/2024
QA/QC Review and City Comments Returned		5/24/2024
Bid Letting*	Recommendation of Award	6/10/2024
Construction Late Start	Material submittals, pay estimates, inspector daily reports, other documentation	7/15/2024
Construction Completion		9/30/2023

*** Subject to obtaining funding**

PROFESSIONAL SERVICE FEES

Task	Total Cost
Design Engineering	$34,000
Construction Plans/Contract Documents	$8,000
Public Involvement	$1,500
Survey	$6,500
Meetings / Admin.	$3,500
Design Fee Total	**$53,500**
Geotechnical Soil Borings	**$5,000**
TOTAL FEE	**$58,500**

This fee is for Alternative A or B only. It assumes no right-of-way acquisition, construction period services are excluded, and it assumes the drainage modeling done for the City to date is sufficient to estimate the drainage performance of Option A or B and their downstream impacts.

If the City desires to pursue Option C or a similar option, that work would be in addition to the fee presented here.