

# General Services Administration

Federal Acquisition Service

## Authorized Federal Supply Schedule Price List

On-line access to contract ordering information, terms and conditions, up-to-date pricing, and the option to create an electronic delivery order is available through GSA Advantage!™, a menu-driven database system. The Internet address for GSA Advantage! is: <http://www.GSAAdvantage.gov>.

Schedule for Professional  
Engineering Services (PES)  
Federal Supply Group: 871  
Class: R425

Contract Number: GS-10F-0006W  
Contract Period: October 6, 2009  
through October 5, 2014

Contract Administrator:  
Tom Thelen  
Phone: (402) 479-2200  
[tthelen@benesch.com](mailto:tthelen@benesch.com)

Business Size:  
Large Business

### Alfred Benesch & Company

**Colorado**  
7951 E. Maplewood Avenue,  
Suite 122  
Greenwood Village, Colorado 80111  
P 303-771-6868

**Illinois**  
205 N. Michigan Avenue,  
Suite 2400  
Chicago, Illinois 60601  
P 312-565-0450

**Iowa**  
223 S. Walnut Avenue,  
Suite D  
Ames, Iowa 50010  
P 515-232-1103

**Kansas**  
3226 Kimball Avenue  
Manhattan, Kansas 66503  
P 785-539-2202

7401 W. 129th Street,  
Suite 110  
Overland Park, Kansas 66213  
P 913-239-2280

**Michigan**  
222 N. Washington Square  
Lansing, Michigan 48933  
P 517-482-1682

41780 Six Mile Road  
Northville, Michigan 48168  
P 248-324-5325

**Nebraska**  
825 J Street  
Lincoln, Nebraska 68508  
P 402-479-2200

14748 W. Center Road,  
Suite 200  
Omaha, Nebraska 68144  
P 402-333-5792

**Pennsylvania**  
1550 Pond Road,  
Suite 201  
Allentown, Pennsylvania 18104  
P 610-439-7066

One South Church Street,  
Suite 300  
Hazleton, Pennsylvania 18201  
P 570-454-2750

400 One Norwegian Plaza  
Pottsville, Pennsylvania 17901  
P 570-622-4055

**Wisconsin**  
4633 Washington Road  
Kenosha, Wisconsin 53144  
P 262-652-6677

4614 Red Fox Road  
Oshkosh, Wisconsin 54904  
P 920-230-6860

300 W. Canal Street,  
Suite 150  
Milwaukee, Wisconsin 53144  
P 414-308-1310



## About Benesch

Alfred Benesch & Company (Benesch) is a full-service consulting firm in its seventh decade of providing “Solutions Through Service.” We provide our clients with a range of award-winning services and expertise. Our services include geotechnical engineering, railway design, transportation planning and engineering, structural engineering, general civil engineering, water/wastewater engineering and environmental consulting. We have nearly 370 employees and offices in Kansas, Nebraska, Illinois, Iowa, Michigan, Colorado, Wisconsin and Pennsylvania.

We employ engineers, environmental scientists, construction managers, surveyors, designers and support personnel that rank among the highest in their professions. Numerous professional accolades have been awarded to our employees for outstanding contributions in their fields. They augment their expertise by utilizing advanced design and construction concepts, combined with the latest computer technology, to create practical, economical solutions for our clients.

## Construction Management

Benesch’s team members have numerous years of experience providing project management/construction observation services for federal, state, municipal and private projects. Project experience utilizing these services includes numerous construction contracts addressing major and minor arterial roadways and residential streets, rail, aviation, geotechnical and construction development. Our dedicated and experienced team of engineers and construction managers are highly capable of taking projects smoothly from concept through construction.

### *Benesch’s Construction Management Services include:*

#### *Project Design Phase Services*

Benesch provides code compliance reviews, cost analysis and cost control/monitoring for its design projects. We also analyze value engineering proposals and prepare cost estimates (including independent check estimates).

#### *Project Procurement Phase Services*

Benesch assists in contract procurement; answers bid/RFP questions; attends and participates in site visits and pre-bid conferences; and performs cost, bid and proposal analysis.

#### *Project Construction Phase Services*

Benesch maintains marked-up sets of plans and specifications for future as-built drawings, performs routine inspections of construction as work proceeds and identifies work that does not conform to the contract requirements. For its construction-phase projects, Benesch also performs site surveys, assists in obtaining permits, performs hazardous material assessments and monitors hazardous material abatement work.

#### *Testing Services*

Benesch provides independent, project-specific quality control inspections and provides testing services of soils, asphalt and concrete in our American Association of Laboratory Accreditation-certified materials testing laboratory.

Construction management services also include:

- Roadway reconstruction/new construction
- Airport construction
- Sewer (storm and sanitary) construction
- Asphalt resurfacing
- Concrete overlays and whitetopping
- Traffic signal installation
- Fiber optic communications
- Building special inspections
- Site construction
- Rail construction



### Omaha ADA Compliance: 2006 to Present Omaha, Nebraska

Federal guidelines contained within the Americans with Disabilities Act (ADA) require the City of Omaha, Nebraska, to improve sidewalk / roadway intersections by installing handicap accessible curb ramps. Because of the nature of this construction, the locations are identified and estimated for the bidding process, then engineered in the field to be compliant with ADA guidelines. In addition to the actual curb ramp construction, sidewalk transitions are added or modified, retaining walls are built when needed, and other related grading and incidental construction is performed.

The City of Omaha selected Benesch to provide the project management field engineering/design, construction administration, observation and materials testing for construction of over 2,000 curb ramps with associated sidewalk tie-ins, retaining walls, grading, and curb and gutter construction.

Benesch is midway through the nine-year, nearly \$15 million program. These projects used calendar day completion deadlines with incentive / disincentive clauses to guarantee completion to meet deadlines separate of the project. Using good teamwork and efficient communication, Benesch met the deadlines. The Benesch team also utilized its sound engineering skills and its experience working within ADA guidelines to design ramp layouts that saved the City considerable costs.



### Hobson Yard Railroad Lincoln, Nebraska

After a train derailment that ruptured a tanker car carrying hazardous spent paint solvents, BNSF called upon Benesch to provide emergency response services. Once emergency officials granted access, Benesch assessed the site and began recovery of spilled liquid began immediately. The soil excavated was placed in lined, roll-off containers for characterization and all remediation and disposal services were completed within the specified 90-day period.

Benesch continues to provide engineering and environmental services to the BNSF Railroad in Lincoln, Nebraska. In addition to major projects in BNSF's Lincoln Yards, Benesch provides services to BNSF on an on-call basis for geotechnical engineering, surveying, project management, track design and environmental emergency response. Benesch also advises on trackage conditions requiring emergency rehabilitative assessment, remediation design and construction management during performance of the associated rehabilitative operations.



### Tuttle Creek Dam Manhattan, Kansas

Benesch provided its services to fortify the Tuttle Creek Dam, which is located near Manhattan's Humboldt Fault Line. To protect the dam against possible failure, the Benesch team provided materials testing services to design a solution that included building approximately 375 transverse, shear walls along the dam's length. The walls are approximately 60 feet deep, 45 feet long and three feet wide. During an earthquake, the walls will support the dam and prevent its failure. The Tuttle Creek dam project is approximately \$75 million under budget and is finishing two years ahead of schedule. Benesch is currently overseeing the project's completion and continues to provide quality assurance/quality control oversight.



### US-24 Corridor Study: Manhattan to Wamego Pottawatomie County, Kansas

Benesch is the lead consultant for this effort to develop a Corridor Management Plan and associated regulatory policies for Pottawatomie County and KDOT, and the cities of Manhattan, St. George and Wamego. The study area includes 14 miles of U.S. Highway 24 from east Manhattan to east of Wamego, and three miles of Kansas Highway 99. Services include land use planning, traffic engineering (including travel-demand model), transportation planning, a market analysis and legal consulting on regulatory policies/ interlocal agreements. The project also includes extensive public involvement, some examples of which include a community questionnaire, community presentations, stakeholder interviews, a citizens' advisory group, public meetings and media outreach.

### On-Call Materials Testing: 2000 to Present Douglas County, Nebraska

Since 2000, Benesch has been providing on-call testing services for Douglas County, Nebraska. Primarily, these services are provided on projects managed and inspected by County staff. These services provide cost effective means to verify compliance with the project requirements without having a full-time individual assigned to the project. Benesch has provided aggregate, asphalt, concrete and soils testing on a variety of roadway, bridge, sewer, traffic signal, utility and other county projects. To date, the team has assisted the County on over 30 projects that have varied in size from panel replacements to construction of over a mile of rural/urban major collector roadway.

### Salina Training Center Airfield Pavement Repair Salina Municipal Airport

The Division of Facilities Management and Adjutant Generals Office recently selected Benesch to provide its services for the taxiways and aircraft parking areas at the Kansas (Army National Guard) Training Center, which is located on airport grounds. Benesch will provide construction administration, bidding and design services for this project, which includes rehabilitating 30,000 square yards of hangar apron and parking areas. Repairs will involve partial-depth replacement of existing, deteriorating asphalt overlaid on concrete with flexible pavement.



### Lincoln Airport Construction Services Lincoln, Nebraska

During the past 50 years, Benesch has become very familiar with the Lincoln Airport as we have designed and served as the project engineer during the construction of the airport's numerous airside civil projects. Over the course of these projects, we have become very knowledgeable with the airport's operations and construction challenges and opportunities.

We have operated as construction observers on the Lincoln Airport airfield for the major rehabilitations of all three runways, each of the aprons, numerous taxiways and service roads. Our construction services have been provided from before the project begins to after the project has been completed. These services include preconstruction conferences, control staking, construction observation, materials testing, negotiating change orders, final inspections and close-out reports.



### Omaha Resurfacing Programs: 2004 to Present Omaha, Nebraska

Benesch provided construction administration, construction observation, professional engineering, technical consultation, project management, materials testing and public relations/information services for Omaha's Resurfacing Programs.

Fifteen resurfacing projects were constructed from 2004 to 2006, with construction costs ranging from \$100,000 to \$600,000. The approximate 145 lane-miles of improvements included milling and removals, curb and gutter, sidewalk, driveway, over 200 ADA-compliant curb ramp installations, asphalt leveling and surfacing and utility adjustments. Improvements were field-engineered and required a team of dedicated, experienced individuals. Benesch also used its expertise in asphalt technology and project management to assist the City in applying recent technological advancements and improving contract requirements and bidding procedures.



### Karol Kay Boulevard and Fourth Street Extension Seward, Nebraska

As a result of recent residential developments in Seward, Nebraska, Benesch simultaneously performed construction and design services for two streets on the City's north side. Karol Kay Boulevard was upgraded from a two-lane rural section to a 38-foot-wide urban section with curb and gutter. Fourth Street was extended along the east side of the Seward Cemetery to the intersection of Waverly Road. Diagonal parking was provided on Fourth Street in front of the VFW Memorial. Both streets included storm sewer, culverts, street lighting and sidewalks. A 10-foot-wide bike path was constructed on the east side of Karol Kay Boulevard.

Benesch provided its project management services to assist the City in meeting the requirements stipulated by Surface Transportation Program (STP) Funding for Karol Kay Boulevard. Benesch also prepared legal descriptions and information to create a Street Improvement District.



### Ames Airport Ames, Iowa

The Ames Municipal Airport (Ames, IA) was experiencing severe environmental cracking in their existing asphalt pavement on Runway 13/31 (approximately 3,500-foot long by 100-foot wide) and Taxiways B1, B2, B3 and A. Numerous cracks developed, one to two inches in width, throughout these pavement areas and were in need of rehabilitation in order to preserve the underlying aggregate base from further washout/undermining. Benesch conducted a preliminary study, based on a life-cycle cost analysis, to find the best, most economical short- and long-term fix to the problem. The study concluded that a long-term, complete reconstruction was the most economical way to correct the pavement issues.

Benesch helped reduce project costs by reutilizing the existing millings for some of the new base course. The project also included other associated items such as new base mounted MIRL/MITLs, temporary wiring required by phasing, drainage improvements, pavement marking, erosion control, seeding, etc.



### Herington Grade Separation Herington, Kansas

Benesch provided construction management and inspection oversight for Herington’s bridge that is a seven-span structure with six interior piers. This project was a result of the Kansas Department of Transportation, Union Pacific and the City of Herington partnering to construct the overpass bridge located above both the Lime Creek and the Union Pacific railroad tracks in Herington. The bridge is instrumental in supplying an uninterrupted course from the west side of the town to the emergency facilities on the east side of the town. In the past, town residents rushing to the hospital have been stopped for as long as 45 minutes while waiting for trains to pass.



### 144th Street Construction Services Omaha, Nebraska

Benesch was the prime consultant to the City of Omaha for urban roadway improvements to 144th Street and the realignment of State Highway 50. Roads were to be upgraded from a two-lane rural to a four-lane divided urban section. The project was 1.6 miles long including pavement, storm sewer, sanitary sewer, traffic signals, sidewalks, a bike path and noise walls. Sidewalks and bike paths were set back at the correct horizontal and vertical locations to accommodate future widening to six lanes. Benesch conducted a traffic analysis, geotechnical analysis and noise analysis for the project.

This project was unique because it involved Omaha’s first triple left-turn lanes at 144th and realigned Millard Avenue. This project is also the first to implement the recommendations of the Mayor’s Road Construction Task Force. Benesch worked with the City of Omaha to include contractor incentives and disincentives for construction schedules. Local utility companies had facilities that needed to be relocated due to the proposed improvements. Benesch played a key role in the coordination between the project and the utility relocation efforts.



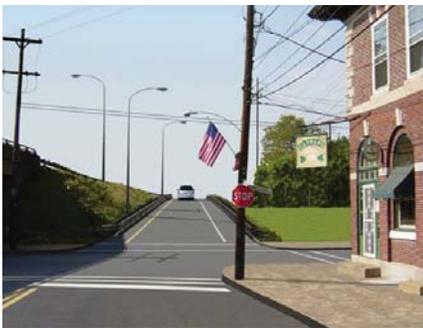
### Adams Street Construction Services Lincoln, Nebraska

For this project, Benesch provided the client with construction inspection, survey, environmental review, traffic study, roadway, storm sewer, water main and traffic signal design. This project included designing an overflow structure to prevent 50-year storms from overtopping the roadway. In addition, two traffic signals and an existing traffic signal were designed. The existing traffic signal was redesigned for the widening of the roadway and a new fiber optic communication hub was added.



### Interstate 95, Section CP1 Philadelphia, Pennsylvania

The improvements to the I-95 / SR 73 interchange rehabilitate an aging interstate while providing traffic relief to the 170,000 daily users of I-95. Traffic enhancements also extend into the adjacent Tacony community; including extensive improvements to State Road and Cottman/ Princeton Avenues. Extending approximately 1.5 miles between Levick Street & Bleigh Avenue, the project includes: I-95 mainline widening from 3 to 4 lanes, 8 bridges, 16 retaining walls, and local widening of SR 73. Based on strong support from the local community, recommendations implemented from the Interstate Point-of-Access (POA) Study include:



- Relocation of the SR 95 southbound (SB) on-ramp from Princeton Avenue to Cottman Avenue,
- Construction of a second SB on-ramp at State Road just south of Longshore Avenue (see photo),
- Construction of a Spur Ramp from Milnor Street onto the existing northbound (NB) on-ramp, and
- Widening of State Road to two lanes SB and one lane NB.

Supporting construction includes: 16 traffic signals, installation of Intelligent Transportation System (ITS) devices, extensive PWD sewer and water line relocations, PECO transmission tower relocation, along with upgrades to and separation of the existing combined sanitary / stormwater drainage system. With an overall cost approaching \$250 million, the project was separated into two contracts – CP1 and CP2. In addition to the highway/interchange and structure design services, Benesch provided Construction Consultation services including Kick-off and Monthly Status Meeting coordination, shop drawing review, Retaining Wall Alternate Design reviews, and assistance with plan interpretation/modification, trouble shooting, and resolution of problems that arose during construction. Approximately 150 contractor submissions were made on this \$32M project.



### Schuykill Valley Sewer Authority Wastewater Treatment Plant & Collection System Schuykill County, Pennsylvania

As consultant for the Schuykill Valley Sewer Authority, Benesch has completed design of a new sewage collection system and wastewater treatment facility. The collection system consists of approximately 30 miles of pipe. The treatment facility is an intermittent cycle extended aeration system (ICEAS) with a design flow of 550,000 GPD. Disinfection is provided by ultraviolet light and solids handling is accomplished through aerobic digestion and dewatering on reed-planted drying beds.

This project included design of an access road and a single span concrete bridge. The new bridge replaces a 4-span timber bridge which had deteriorated and held an 8-ton weight limit. The Ridge Road Bridge serves as the only access to residences on the east side of the bridge and will provide access to the wastewater treatment plant.

In addition to design, Benesch provided all Construction Management services including full-time resident project representation, construction observation, contract administration, shop drawing reviews, application for payment approvals, change order approvals, regulatory agency coordination and utility agency coordination. Benesch also implemented a public involvement program and published regular newsletters throughout all phases of the project in addition to holding public meetings. We also handled project closeout including final punchlists, debt service repayment schedules for project loans and setting up customer billing lists.



### Hazleton Intermodal Facility: Value Engineering Study Luzerne County, Pennsylvania

Acting as project manager for both design and construction phases of this project, Benesch was the liaison between the architect, the construction manager and the City of Hazleton. In this role, Benesch was responsible for the review of submissions made by the architect and construction manager, as well as their fees and construction costs. Benesch monitored both the project budget and schedule, ensuring each were in line with the expectations of the client.

When the bids came in substantially over the City's budget, Benesch performed a Value Engineering Study to develop alternatives that were within the funding available. Eight alternatives were developed and presented to the City. The preferred alternate offered a plan for phasing the project to meet the project goals, and stay within the FTA requirements. In order to accomplish this, a downsized project with the possibility of future phases was proposed. The project cost was then found to be under budget once it was bid again.



### Woodward Avenue Widening & Drainage Aurora, Illinois

Benesch performed an engineering study, prepared plans, specifications, cost estimates and provided construction services for the widening of Woodward Avenue from 75th Street to 83rd Street. Our tasks included survey; intersection design studies and plans; geotechnical recommendations; right-of-way and easements; agency and utility coordination; cost estimating; engineering study report; roadway plans; construction inspections; contract administration; and shop drawing review. Drainage improvements for the project consisted of storm sewers, inlet spacing, detention analysis and watershed models.



### Rochester Road Value Engineering Troy, Michigan

The project plans provided for the reconstruction and widening of portions of Rochester Road, as well as Wattles Road. The purpose of this project was to improve safety, relieve congestion and improve traffic flow along Rochester Road and through the Wattles Road intersection. The proposed improvements were designed to be constructed in three contracts, with a combined total cost including right-of-way of \$44.9 million dollars.

Benesch conducted a VE Study, reviewing construction documents for the three contracts. The following elements were reviewed: typical section, construction staging, ADA compliance, utilities, drainage, access management, traffic signals, lighting, cost estimates and pedestrian access. The VE team submitted seven proposals, six of which MDOT accepted or accepted for further study. The study also yielded 57 design suggestions and 3 validations.



### St. Mary's Road Reconstruction Lake County, Illinois

As construction manager, Benesch provided project oversight for the roadway reconstruction, materials testing, inspection, utility relocation, modernization of traffic signals, pavement marking, landscaping and project documentation. Field sampling and testing included HMA density, PCC air/slump/making strength specimens.

Improvements to the St. Mary's Road/IL-176 intersection required the widening and reconstruction of .5 miles of St. Mary's Road and .6 miles of IL-176. Construction was performed in three stages, and traffic was maintained throughout. The reconstruction included earth excavation, full

depth bituminous pavement, a new drainage system, two signalized intersections, grading, pavement marking and landscaping.

The St. Mary's Road/Old Rockland Road intersection rehabilitation consisted of the widening, milling and resurfacing of a portion of Old Rockland Road. The existing bituminous concrete was resurfaced, a new drainage system was installed and the signalized intersection was modernized. Grading, pavement marking and landscaping were also performed.



### Eola Road Drainage and Roadway & Value Engineering Aurora, Illinois

Benesch prepared plans and specifications for this project on Eola Road extending from 87th Street to Montgomery Road. The services included preparation of construction documents for the roadway improvements, which required extensive drainage analyses.

The roadway design was complicated by steep cut sections located within an existing 80 foot right-of-way. Located adjacent to the right-of-way are various utility lines and many residential homes. As a result, retaining walls were required at several locations. Early in the design process, a value planning workshop was held with stakeholders to identify key issues and concerns related to the roadway typical section. The parties involved included the DuPage County Division of Transportation, the City of Aurora, Indian Prairie School District 204 and the Fox Valley Park District.

The surveying aspects of this job required expertise in the areas of: control survey, right-of-way survey, boundary survey and engineering survey. The alignment of the existing road had to be established in the field and made to fit both the existing improvement and the original design. All topographic features along with the contour model had to be developed from field acquired data. Finally, all boundary lines of the adjoining property had to be established for future right-of-way acquisition needs.



### IL 59 - Construction Engineering Will County, Illinois

Phase III work includes but is not limited to roadway work; box culvert and retaining wall construction; earth excavation; furnished excavation; reinforcement bars; concrete structures; concrete superstructures; storm sewers; drainage structures; portland cement concrete pavement; combination concrete curb and gutter; guardrail; traffic signals; traffic signal interconnect; striping; and signing.

Benesch will perform on-site inspection; construction layout verification; material inspection and testing; prepare records; develop and maintain project documentation; submit pay estimates; and prepare change orders.



### Washington Street Lake County, Illinois

The project required the add-lane reconstruction of 1.8 miles of Washington Street and widening, milling and resurfacing of a portion of Almond Road, White Oak Lane and Old Walnut Circle. Modernization of traffic signals was performed at the intersection of Washington and Almond; traffic signal installation was performed at the intersection of Washington and White Oak Lane. Field sampling and testing included HMA density, PCC air/slump/and strength specimens.

The widening and reconstruction of Washington Street was performed in three stages, including a substage for the widening of several of the secondary streets. Traffic was maintained at all times throughout the project.

The reconstruction included earth excavation, full depth bituminous pavement, a new closed drainage system, continuous B-15-60 curb and gutter, a barrier curbed landscaped median, two signalized intersections, retaining walls, detention basins, bike path, grading, pavement marking and landscaping.

### Wacker Drive Reconstruction CM Chicago, Illinois

Benesch was responsible for all cost control, schedule analysis, submittal, shop drawing and RFI review and tracking, and overall consultant oversight for the three separate construction contracts of the reconstruction, which extended from Michigan Avenue to Randolph Street.

The reconstruction included: the cataloguing, removal and reinstallation of the historical limestone and granite facades along the Chicago River; a foundation design that used new caissons in combination with the existing caissons by the use of foundation girders; new substructure and superstructure constructed of high performance concrete and cast-in-place, post-tensioned design. Other work included streetscaping, historical lighting, traffic signals and the installation of ventilation equipment.



## General Services Administration

Awarded Terms and Conditions

*Alfred Benesch & Company: Customer Information*

1a. Authorized Special Item Numbers (SINs):

871-7 (Civil Engineering); 871-7RC

1b. Statement of Lowest Price:

Please see enclosed price list.

1c. Commercial Job Titles:

Please see enclosed "Position Description" information.

2. Maximum Order:

\$750,000

3. Minimum Order:

\$100

4. Geographic Coverage (delivery area):

Domestic only

5. Point(s) of production (city, county, and state or foreign country):

Alfred Benesch & Company  
825 J Street  
Lincoln, NE 68501-0358

6. Discount from list prices or statement of net price: Government net prices (discount already deducted):

Please see enclosed price list.

7. Quantity discounts:

None offered

8. Prompt payment terms:

Net 30 days

9a. Notification that Government purchase cards are accepted at or below the micro-purchase threshold:

Yes

9b. Notification whether Government purchase cards are accepted or not accepted above the micro-purchase threshold:

Contact the contractor

10. Foreign items (list items by country of origin):

None

11a. Time of Delivery:

The contractor shall deliver or perform services in accordance with the terms specified on the task order.

11b. Expedited Delivery:

Contact the contractor

11c. Overnight and 2-day delivery:

Contact the contractor

11d. Urgent Requirements:

Contact the contractor



12. F.O.B. Point(s):	Destination
<p>13a. Ordering Address(es):                      Alfred Benesch &amp; Company                      825 J Street                      Lincoln, NE 68501-0358                      USA                      Phone: (402) 479-2200                      Fax: (402) 479-2276                      www.benesch.com</p>	
<p>13b. Ordering procedures:                       For supplies and services, the ordering procedures, information on Blanket Purchase Agreements (BPA), and a sample BPA can be found at the GSA/FSS Schedule homepage (<a href="http://fss.gsa.gov/schedules">fss.gsa.gov/schedules</a>).</p>	
<p>14. Payment address(es):                      Alfred Benesch &amp; Company                      825 J Street                      Lincoln, NE 68501-0358                      USA                      Phone: (402) 479-2200                      Fax: (402) 479-2276</p>	
<p>15. Warranty Provision:                       The contractor's warranty provision is included in its standard commercial warranty.</p>	
16. Export Packing Charges (if applicable):	Not applicable
17. Terms and condition of Government purchase card acceptance (any thresholds above the micro-purchase level):	Contact the contractor
18. Terms and conditions of rental, maintenance, and repair (if applicable):	Not applicable
19. Terms and conditions of installation (if applicable):	Not applicable
20. Terms and conditions of repair parts indicating date of parts price lists and any discounts from list prices (if applicable):	Not applicable
20a. Terms and conditions for any other services (if applicable):	Not applicable
21. List of service and distribution points (if applicable):	Not applicable
22. List of participating dealers (if applicable):	Not applicable
23. Preventive maintenance (if applicable):	Not applicable
24a. Special attributes such as environmental attributes, (e.g. recycled content, energy efficiency, and/or reduced pollutants):	Not applicable



24b. Section 508 compliance:

Not applicable

25. Data Universal Numbering System (DUNS) number:

049812563

26. Notification regarding registration in Central Contractor Registration (CCR) database:

Registered contractor will accept LH and FFP.



**AWARDED HOURLY RATES FOR PROFESSIONAL ENGINEERING SERVICES  
SIN 871-7: Civil Engineering; Construction Management**

<b>Labor Categories and Rates</b>					
<b>Labor Category</b>	Year 1	Year 2	Year 3	Year 4	Year 5
Executive Consultant	169.56	175.60	180.94	186.91	193.07
Principal Engineer/Scientist V	159.59	164.86	170.30	175.92	181.72
Principal Engineer/Scientist IV	139.64	144.25	149.01	153.93	159.01
Principal Engineer/Scientist III	129.67	133.95	138.37	142.94	147.65
Senior Engineer/Scientist IV	109.72	113.34	117.08	120.94	124.94
Project Engineer/Scientist IV	91.76	94.76	97.92	101.15	104.49
Project Engineer/Scientist I	79.79	82.42	85.14	87.95	90.86
Staff Engineer/Scientist III	69.82	72.12	74.50	76.96	79.50
Staff Engineer/Scientist I	59.85	61.83	63.87	65.97	68.15
Technician VI	59.85	61.83	63.87	65.97	68.15
Technician V	54.86	56.67	58.54	60.47	62.47
Technician IV	49.87	51.52	53.22	54.97	56.79

The Service Contract Act (SCA) is applicable to this contract and it includes SCA-applicable labor categories. The prices for the indicated SCA labor categories are based on the U.S. Department of Labor Wage Determination (WD) Numbers are identified in the SCA matrix. The prices offered are based on the preponderance of where work is performed. Should the contractor perform in an area with lower SCA rates, resulting in lower wages being paid, the task order prices will be discounted accordingly.

**SCA MATRIX**

<b>SCA Eligible Contract Labor Category</b>	SCA Equivalent Code Title	WD Number
Technician VI	30086 Engineering Technician VI (\$33.96)	52325
Technician V	30085 Engineering Technician V (\$28.07)	52325
Technician IV	30084 Engineering Technician IV (\$22.94)	52325



## Labor Category Descriptions

### Executive Consultant

#### **Job Description:**

The **Executive Consultant** is responsible for specialized expertise on projects and contract oversight. The Executive Consultant monitors overall execution of work so that services and deliverables meet client's expectations and contract requirements. The Executive Consultant is responsible for client negotiations and high-level communications.

#### **Education and Experience:**

- Doctoral Degree and 20-plus years of experience; or
- Masters Degree and 25-plus years of experience; or
- Bachelors Degree and 30-plus years of experience; or
- Corporate officer.

### Principal Scientist/Engineer

#### **Job Description:**

The **Principal Scientist** is responsible for all scientific work including planning and implementation. A Principal Scientist provides scientific direction and expertise to the project manager. A Principal Scientist executes tasks in accordance with scientifically sound principles and ensures that data quality objectives are achieved.

The **Principal Engineer** is responsible for project engineering, including planning, designing and implementing engineering activities. A Principal Engineer will have professional engineering registration and will provide engineering expertise to the project manager. A Principal Engineer executes engineering tasks in accordance with engineering principles and ensures that data quality objectives are achieved.

#### **Education and Experience:**

##### Level V:

- Doctoral Degree and 15-plus years of experience; or
- Master's Degree and 20-plus years of experience; or
- Bachelor's Degree and 25-plus years of experience; or
- Has specialized training and/or expertise that qualifies him or her as a Principal Consultant.

##### Level IV:

- Doctoral Degree and 12-plus years of experience; or
- Master's Degree and 15-plus years of experience; or
- Bachelor's Degree and 20-plus years of experience; or
- Has specialized training and/or expertise that qualifies him or her as a Principal Consultant.

##### Level III:

- Doctoral Degree and 10-plus years of experience; or
- Master's Degree and 12-plus years of experience; or
- Bachelor's Degree and 15-plus years of experience; or
- Specialized training and/or expertise that qualifies him or her as a Principal Consultant.



Level II:

- Doctoral Degree and 5-plus years of experience; or
- Master's Degree and 7-plus years of experience; or
- Bachelor's Degree and 12-plus years of experience; or
- Has specialized training and/or expertise that qualifies him or her as a Principal Consultant.

Level I:

- Doctoral Degree and 2-plus years of experience; or
- Master's Degree and 5-plus years of experience; or
- Bachelor's Degree and 10-plus years of experience; or
- Has specialized training and/or expertise that qualifies him or her as a Principal Consultant.

Senior Scientist/Engineer

**Job Description:**

The **Senior Scientist** is responsible for scientific aspects of the project, including planning and implementation of scientific applications. A Senior Scientist provides scientific expertise to the project manager and is responsible for completing tasks in accordance with scientifically sound principles. A Senior Scientist helps project managers ensure that all data quality objectives are achieved.

The **Senior Engineer** is responsible for project engineering, including planning, designing and implementing engineering activities. A Senior Engineer will have professional engineering registration and will provide engineering expertise to the project manager. They are responsible for completing engineering tasks in accordance with engineering principles and they help project managers ensure that data quality objectives are achieved.

**Education and Experience:**

Level IV:

- Doctoral Degree and 5-plus years of experience; or
- Master's Degree and 7-plus years of experience; or
- Bachelor's Degree and 10-plus years of experience; or
- Associate Degree and 12-plus years of experience.

Level III:

- Doctoral Degree and 2-plus years of experience; or
- Master's Degree and 5-plus years of experience; or
- Bachelor's Degree and 7-plus years of experience; or
- Associate Degree and 10-plus years of experience.

Level II:

- Doctoral Degree; or
- Master's Degree and 2-plus years of experience; or
- Bachelor's Degree and 5-plus years of experience; or
- Associate Degree and 7-plus years of experience.

Level I:

- Master's Degree; or
- Bachelor's Degree and 2-plus years of experience; or
- Associate Degree and 5-plus years of experience.



## Project Scientist/Engineer

### **Job Description:**

The **Project Scientist** is responsible for scientific aspects of the project, including planning and implementation of scientific applications. A Project Scientist provides scientific expertise to the project manager. They are responsible for completing tasks in accordance with scientifically sound principles and help project managers ensure that all data quality objectives are achieved.

The **Project Engineer** is responsible for project engineering, including planning, designing and implementing engineering activities. A Project Engineer provides engineering expertise to the project manager. They are responsible for completing engineering tasks in accordance with engineering principles and help project managers ensure that data quality objectives are achieved.

### **Education and Experience:**

#### Level IV:

- Doctoral Degree; or
- Master's Degree and 2-plus years of experience; or
- Bachelor's Degree and 5-plus years of experience; or
- Associate Degree and 7-plus years of experience.

#### Level III:

- Master's Degree; or
- Bachelor's Degree and 3-plus years of experience; or
- Associate Degree and 5-plus years of experience.

#### Level II:

- Master's Degree; or
- Bachelor's Degree and 2-plus years of experience; or
- Associate Degree and 4-plus years of experience.

#### Level I:

- Bachelor's Degree; or
- Associate Degree and 2-plus years of experience.

## Staff Scientist/Engineer

### **Job Description:**

The **Staff Scientist** is responsible for executing scientific aspects of the project. Staff Scientist will work under the supervision of a Principal or Senior Scientist. A Staff Scientist provides scientific knowledge to the project manager and is responsible for executing tasks in accordance with scientific principles. A Staff Scientist helps project managers ensure that data quality objectives are achieved.

The **Staff Engineer** is responsible for executing project engineering tasks, including design and implementation of engineering activities. A Staff Engineer will work under the supervision of a Principal or Senior Engineer. A Staff Engineer provides engineering knowledge to the project manager and is responsible for completing engineering tasks in accordance with engineering principles. A Staff Engineer helps project managers ensure that data quality objectives are achieved.



***Education and Experience:***

**Level IV:**

- Master's Degree; or
- Bachelor's Degree and 3-plus years of experience; or
- Associate Degree and 5-plus years of experience.

**Level III:**

- Master's Degree; or
- Bachelor's Degree and 2-plus years of experience; or
- Associate Degree and 5-plus years of experience.

**Level II:**

- Bachelor's Degree; or
- Associate Degree and 2-plus years of experience.

**Level I:**

- Associate Degree.

**Technician**

***Job Description:***

**Technicians** are responsible for executing project assignments, such as sampling, data collection and collecting field or laboratory measurements. Technicians also prepare field reports.

***Education and Experience:***

**Level VI:**

- Bachelor's Degree and 2-plus years of experience; or
- Associate Degree and 5-plus years of experience; or
- High School Diploma and 7-plus years of experience.

**Level V:**

- Bachelor's Degree; or
- Associate Degree and 2-plus years of experience; or
- High School Diploma and 5-plus years of experience.

**Level IV:**

- Associate Degree or higher; or
- High School Diploma and 2-plus years of experience.