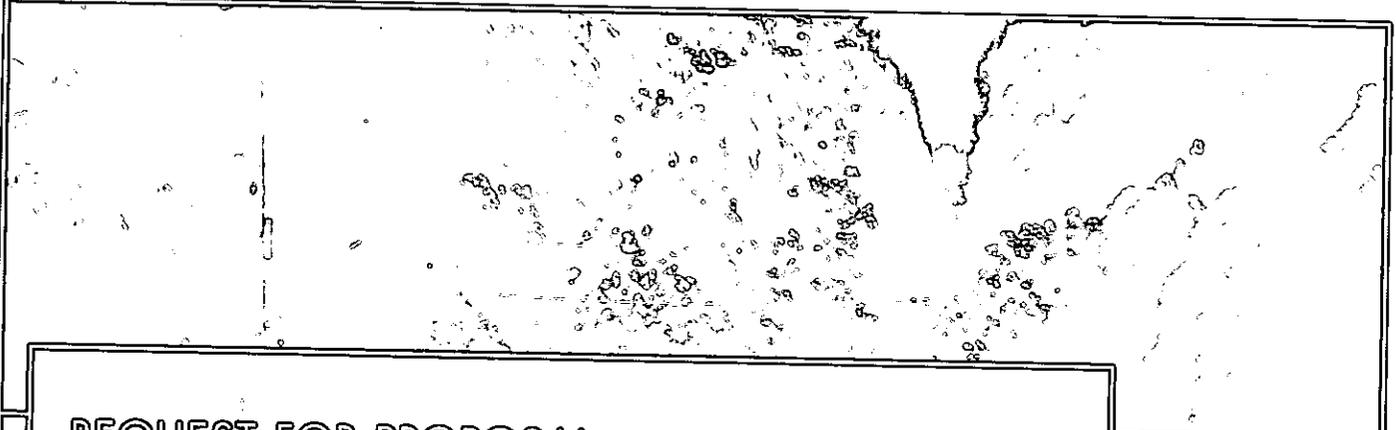
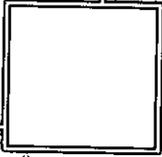


June 18, 2009

City of Springfield



REQUEST FOR PROPOSAL:
Engineering Services for Scoping, Design and Installation
of the Jasper Trunk Sewer P20353

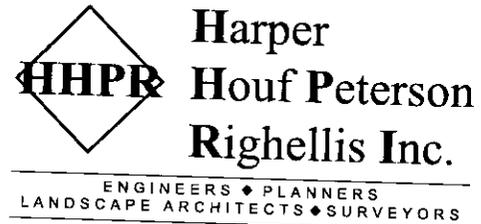


 **Harper**
Houf Peterson
Righellis Inc.

ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS

June 18, 2009

Attn: Leslie Wilson, Management Analyst
City of Springfield Finance Department
225 Fifth Street
Springfield, OR 97477



RE: Engineering Services for Scoping, Design and Installation of the Jasper Trunk Sewer P20353 RFP

Dear Ms. Wilson:

The team at Harper Houf Peterson Righellis Inc. (HHPR) is pleased to submit this proposal to the City of Springfield. In the following pages we have outlined specific experience to demonstrate why we are the best fit for this project. One particular advantage is that our company will provide all aspects of the work as outlined in the Request for Proposal. We will draw upon the expertise of our 75-person staff to ensure the project runs smoothly within the time scheduled provided in the draft agreement.

Key members of the project team are familiar with the methodologies needed to design trunk sewers by having worked on similar projects ranging from the Rock Creek Boulevard Improvements Sanitary Sewer Main for the City of Happy Valley to the SE 172nd Avenue Sanitary Sewer Improvements for Clackamas County to the Sherwood Elementary and Middle School Sewer Extension for the City of Sherwood. These projects involved survey, agency coordination, design, easement acquisition, cost estimating, bid documents and construction services. Our experience with these types of project will benefit and help the city to achieve their goals; specifically ensuring sanitary sewer infrastructure is in place to allow for development within the City's Urban Growth Boundary and completing the project in the required time line.

At HHPR we aim to provide responsive service and sound engineering practices while maximizing the benefits to every project. Our continued success comes from our ability to understand the "big picture", while spending time on the details. We pride ourselves in our ability to understand the owner's needs and project requirements, minimizing work for you and creating a firm in which you have complete confidence.

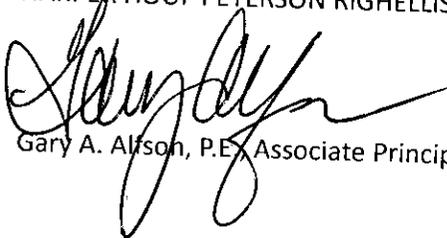
Over the last 19 years, the cornerstone to HHPR's success has been our ability to focus on our client's needs and foster personal relationships with our clients, consultants and local agencies. These professional and personable associations have allowed us to have smooth project processes, streamlined communication and long-term relationships with our clients and consultants. We are very excited about forming a long-term working relationship with the City of Springfield.

Gary A. Alfson and Kimberly A. Shera are authorized to represent the company in negotiations and are authorized to sign the consultant contract and agreement.

Thank you for considering our firm. We look forward to working with you.

Sincerely,

HARPER HOUF PETERSON RIGHELLIS INC.



Gary A. Alfson, P.E., Associate Principal

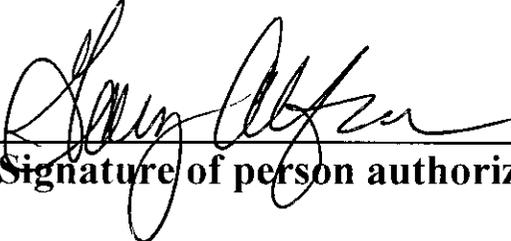
Item 1: HHPR will provide all aspects of the work as outlined in the Request for Proposal and the work will be completed within the time scheduled in the draft Agreement.



ATTACHMENT 2

Authorization to Legally Bind Proposer

The person executing this Proposal and the instruments referred to herein on behalf of the Proposer have the legal power, right, and actual authority to submit this Proposal, and to bind the Proposer to the terms and conditions of this Proposal.


(Signature of person authorized to bind Proposer)

June 18, 2009
Dated

Gary Alfson, PE

Print Name of Person Signing as authorized to bind Proposer

Harper Houf Peterson Righellis Inc.

Firm Name

503-221-1131

Phone

205 SE Spokane Street

Address

503-221-1171

Fax

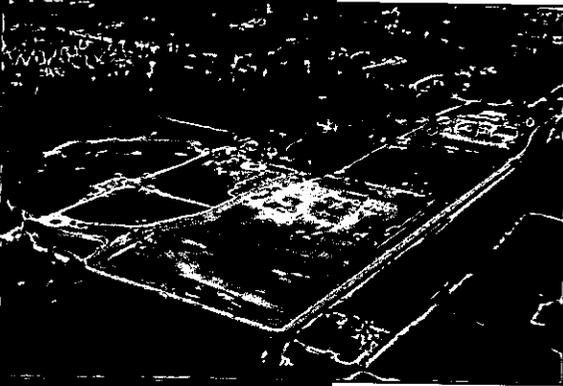
Portland, OR 97202

City, State, Zip

gary@hhpr.com

email address

ITEM 2 - FIRM PROJECT EXPERIENCE



Rock Creek Boulevard Improvements Sanitary Sewer Main - City of Happy Valley, Oregon

HHPR was hired by North Clackamas School District to design all of new public improvements to serve the new Rock Creek Middle School, Vern Duncan Elementary School, and new SE 162nd Avenue Park. This work included the design of public sanitary sewer improvements to serve the schools and park which are located in an area recently annexed into the urban growth boundary of the City of Happy Valley. The sanitary sewer improvements included extensive alignment analysis and routing options for the school. Both school sites sit on a bluff which did not have any sanitary sewer service. HHPR analyzed the existing systems, and reviewed both construction and easement

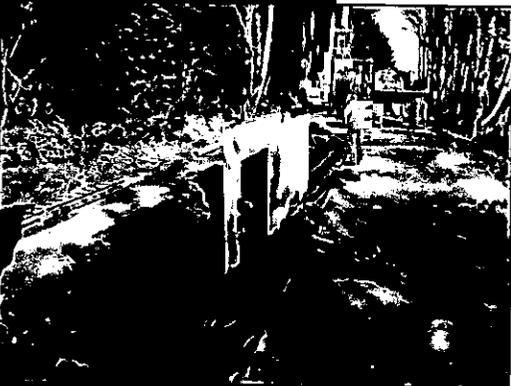
costs for routing the sanitary sewer system. Ultimately, an option to connect to the Rock Creek Sewer Interceptor was selected and approved by the sewer district, and HHPR designed the improvements for approximately 4,500 lineal feet of 15" sewer main. The improvements were bid through a public bid process, and HHPR provided full consulting services on the project including plans, specifications, estimates, bid documents, preparation of easements, construction management and full time inspection, and final as-built drawings. HHPR was hired in June of 2008 to design the sanitary sewer improvements, and this fast track project has already been designed and constructed which was critical to the opening of the new elementary school in August of 2009.

HHPR Key Staff:

Neil Waibel - Project Engineer

Reference: Garry Kryszak, Capital Projects Manager, North Clackamas School District
503-353-6058

SE 172nd Avenue Sanitary Sewer Improvements - Clackamas County, Oregon



HHPR was hired by Clackamas County Service District No. 1 (CCSD #1) to design over 7,700 lineal feet of Sanitary Sewer Improvements. The sanitary sewer main ranged in size from 8" to 15", and will serve the surrounding areas as they are annexed into the urban growth boundary. The project included analysis of many alignment alternatives and cost estimates for providing cost effective sanitary sewer service to an area that was recently annexed into the sewer district. Multiple creek channels and ravines crossed the roadway alignment, which required numerous alignment alternatives to be developed for each potential sewer basin. HHPR prepared final plans, specifications and estimates, and is providing general construction oversight for the project. HHPR managed the right-of-way acquisition, including preparation of easements and right-of-way for

all roadway and utility improvements. The project is currently under construction, and scheduled for completion in 2010.

HHPR Key Staff:

Neil Waibel - Project Engineer

Reference: Tim Finley, CCSD #1, 503-742-4575

ITEM 2 - FIRM PROJECT EXPERIENCE

Sunnyside Road – Phase 3B Sanitary Sewer - Clackamas County, Oregon

Harper Houf Peterson Righellis Inc. designed over 6,350 lineal feet of Public Sanitary Sewer for Phase 3B of the Sunnyside Road improvements located in Clackamas County, Oregon. The public sanitary sewer main ranged in size from 8" to 15", and will be the main backbone for a sanitary sewer system that will provide service for the area that was recently brought into the urban growth boundary. HHPR completed the design for Clackamas County Service District No. 1 (CCSD #1), which provides sanitary sewer service to many areas of Clackamas County. During the process, HHPR prepared separate alternatives for routing the sanitary sewer across Rock Creek, which ultimately lead to hanging the sanitary sewer on the bridge. HHPR prepared final plans, specifications and estimates, and provided general construction oversight for the Sunnyside Road Project. HHPR managed the right-of-way acquisition, including preparation of easements and right-of-way for all roadway and utility improvements. The project was completed in the spring of 2009.

HHPR Key Staff:

Neil Waibel - Project Engineer

Reference: Tim Finley, CCSD #1, 503-742-4575

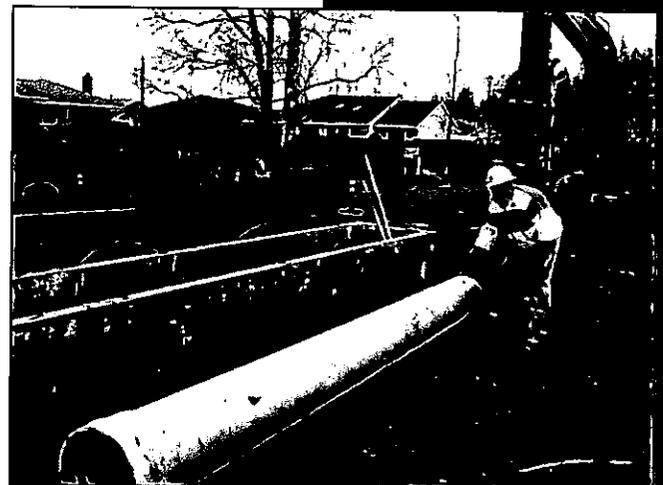


Sherwood Elementary and Middle School Sewer Extension, Sherwood, Oregon

HHPR provided land use planning, public involvement, civil engineering, and environmental permitting services to the Sherwood School District for public street improvements and utilities associated with the construction of a new elementary and middle school.

The public improvements included design and construction of 3,700 lineal feet of 15" sanitary sewer. HHPR worked with the City and the City's consultant who was in the process of preparing the City of Sherwood Sanitary Sewer Master Plan to design the proposed sewer system to serve the future flows of 270 acres of undeveloped land that could possibly connect to the proposed sewer. HHPR provided a design summary memo containing methodology and assumptions for the sewer design, detailed calculations, and exhibits. The depth of the sewer was up to 20 feet in order to serve all future development areas.

HHPR met with property owners and coordinated with preliminary development plans to provide manholes and service stubs to serve future developments. An existing septic system was protected and a stub provided for future connection. A second existing septic system was abandoned and a new service connected to the existing residence.



Civil 3D software was utilized for the design of the sanitary sewer systems. At one point in the project the City requested that the location of the sewer alignment be shifted within the proposed right-of-way which was a quick change to make due to the dynamic nature of labels and profiles in Civil 3D.

ITEM 2 - FIRM PROJECT EXPERIENCE

HHPR held two project open houses and helped with the project notifications and mailings regarding the land use process. HHPR gathered signatures from the property owners as required to bring the area into the Sanitary Service District of Clean Water Services.



The project included removal and mitigation for an existing wetland and permitting through DSL and ACOE. HHPR gained access to the properties in the spring to start the wetland delineation process and was able to obtain wetland permits in time for construction to start in the fall. HHPR obtained a permit for connection to the existing sanitary sewer manhole that was located in an environmentally sensitive area adjacent to a wetland. A DEQ 1200 C permit was obtained for the work.

HHPR obtained permits from Washington County for construction of the sanitary sewer within the County Road Right-of-Way. HHPR also obtained a connection permit from Clean Water Services which is the regional sewer district for the area and a public improvement permit from the City of Sherwood.

HHPR provided construction staking and construction administration including daily inspections during the sewer construction in accordance with permit requirements. Daily inspection reports and testing reports were submitted to the County at the end of the project.

HHPR maintained an aggressive schedule on this project and was praised by the school district for their team work.

HHPR Key Staff:

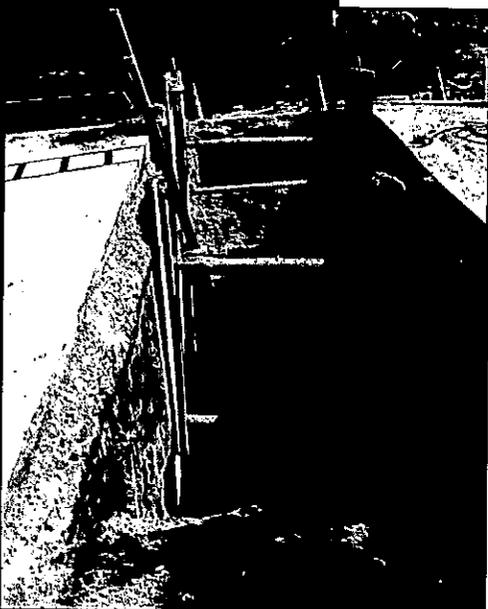
Kim Shera - Project Manager/Engineer

Jake Lydon - CAD Technician

Alessandra Capretti - Environmental Permitting

Keith Jones - Land Use Planning/Public Involvement

Reference: Tom Pessemier, City of Sherwood, 503-925-2302; Dan Jamison, Sherwood School District, 503-625-8100



PCC Rock Creek Campus-Kennel Sewer Improvements - Portland, Oregon

HHPR designed a lift station and force main for the Portland Community College Rock Creek Campus' new kennel building for their veterinarian tech program. The lift station and force main were required by Washington County before the kennels could be reconstructed. Ultimately, PCC decided to move the proposed building to a higher elevation. So instead, HHPR was able to install a gravity sewer to the existing sewer main. Therefore the lift station design was not constructed. HHPR also extended a water service to the new building.

HHPR Key Staff:

Kim Shera - Project Manager/Engineer

Jake Lydon - Civil Designer

Matt Shera - CAD Technician

Reference: Linda Degman, Associate Director, Bond Program, Portland Community College, 503-977-4423

ITEM 2 - FIRM PROJECT EXPERIENCE

Tualatin Downtown Sanitary Sewer Rehabilitation - Tualatin, Oregon

The project included the rehabilitation of the Downtown Sanitary Sewer lines. The City identified the area to be rehabilitated and performed a video of the lines. HHPR provided engineering services to identify the limits of the work and prepared the construction documents for bidding and construction.

The improvements included in-situ lining 5,300 lineal feet of main line pipe to avoid trenching through the pavement. Trenching was required in isolated areas to relay the pipe to proper grade and to make physical repairs to broken sections of the pipe. The condition of the pipe lines, the existing pavement, and any proposed pavement maintenance activities were considered in the analysis to determine the most cost effective repair action.

Traffic control was necessary in some of the locations. Direction were provided in the construction documents with notes to the contractor regarding the parameters of the traffic control.

Interruption to the sanitary sewer service was required in order to complete the work. Notification to the property owners was coordinated through the City to the various property owners and businesses to inform them of the pending rehabilitation work.

HHPR Key Staff:

Gary Alfson - Project Manager
Bob Fisher - CAD Technician/Inspector

Reference: Kaaren Hofmann, City of Tualatin, 503-691-3034

Barnes Elementary School-Storm/Sanitary Improvements – Beaverton, Oregon

HHPR has completed several projects on the Barnes Elementary School campus. Gary Alfson at HHPR was the project manager on all projects. The initial project included improvements to the storm drainage system to alleviate an underground water problem leaking into the school. This was followed by a project to eliminate a sanitary sewer lift station in the lower level of the school. A public main was extended 800 feet to the school within the right-of-way of an arterial street and the pump station was abandoned. The most recent project involved a 16 classroom expansion to the school, a new parking lot, portable classroom shuffling, and revised parent drop off circulation to the school. Street frontage and off site public street, drainage, and pedestrian sidewalk improvements were required as part of the school expansion. All work was completed on time.

HHPR Key Staff:

Gary Alfson - Project Manager/Engineer
Bob Fisher - CAD Technician/Inspector

Reference: John Hartsock, Project Manager, 503-591-4232



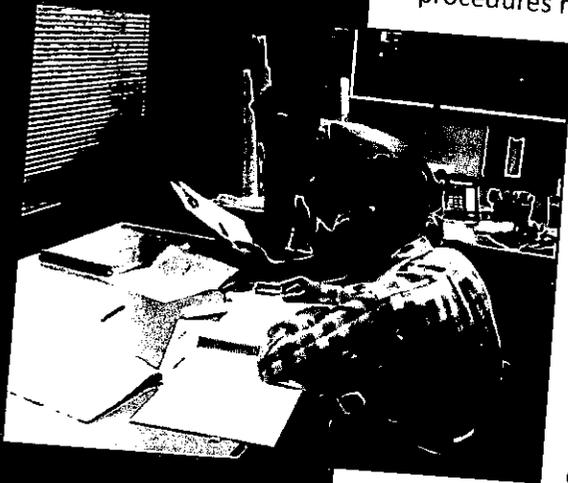
ITEM 2 - FIRM PROJECT EXPERIENCE

QUALITY ASSURANCE/QUALITY CONTROL

Many of the components of this trunk sewer project are similar to most projects we have completed. One primary component, communication with the client and affected parties, is paramount in the success of any project. Without the knowledge and feedback from the owner, and the cooperation of all the affected parties, including agencies, railroad, utilities, and property owners, the project cannot succeed. HHPR understands the needs and requirements of the project and the factors of the site will affect the design. The affected parties must understand the purpose and impact of the project and how it will affect them. HHPR has the experience necessary to bring a diverse group of key stakeholders in conversation and decision making. Putting them together so all parties are supportive of the proposed project will result in a successful project.

The growth and success of HHPR is a testament to the communication we achieve on our projects.

We strongly believe in producing quality products and providing quality service. This is the cornerstone to serving clients. Our mission is to satisfy our clients by providing excellent service, solving their challenges, and meeting their needs. Our internal procedures require the following three steps:



First -- Assigning the right people to the job and keeping them on it. Frequent personnel changes can complicate a project. One of HHPR's greatest strengths and a key contributor to our success has been our ability to hire and retain the very best talent in our areas of service. We have assembled a staff with extensive experience, both in public and private sectors, giving us a perspective on both sides of project development. HHPR has an extraordinarily low turnover rate and demonstrated longevity of staff, resulting in a steady and cohesive workforce. We do not overload ourselves with work we cannot accomplish. We strive to perform the best work we can for a select group of clients, not taking on new clients and new projects "as they come through the door." We are committed to our clients, and DO NOT over-commit.

Second -- Reviewing and challenging project assumptions and base information before commencing work as well as throughout the project. This is the "thinking" step. We do not merely grind through a project to create the products we were directed to produce. We pride ourselves in thinking through the effort, not accepting the project assumptions on blind faith, and not using base information without questioning for reasonability and appropriateness. As part of this step, we strive to identify risks early in the process. We constantly seek out ways to approach our work both efficiently and thoroughly. Issues that arise during project development which impact the cost are communicated to the client immediately. With this open communication, we can discuss the issue and advise of alternatives (if any) or determine if there are ways to minimize negative consequences. This gives the client the opportunity to address this cost impact before it is late in the process and to respond proactively. Thinking through the process and challenging assumptions creates opportunities to keep final costs as low as possible resulting in a better end product.

ITEM 2 - FIRM PROJECT EXPERIENCE

Third -- Critically reviewing the work products at key times during the project, including an extensive redline review of the final products before they go out the door. Regardless of the quality of people and the degree of thinking that goes into a project, the products need review. Time pressures often make reviews difficult. We work hard to set aside the time needed to review our work at key times all throughout the project.

ABILITY TO COMPLETE PROJECT ON SCHEDULE

The City of Springfield can depend on HHPR to respond quickly to requests, answer phone calls, reply to emails, remain available for meetings and site visits, and communicate frequently. We accomplish this with careful scheduling and commitment of time. Your project needs will be carefully considered at our weekly scheduling meetings and time will be budgeted to fulfill those needs and accommodate any issues that may arise. HHPR's over 75 full time employees include licensed surveyors, engineers, landscape architects, planners, engineers-in-training, designers/CAD specialists, and office support staff. HHPR's firm size allows for adequate capacity for the City of Springfield but is small enough to keep the focus on efficient service and client needs.

In addition to HHPR's resources, our project team adds geotechnical engineering and right of way acquisition professionals, allowing for a fully capable team able to respond to the City's design needs.

HHPR is accustomed to working on tight timeframes established by the client whether it be a city or county trying to meet funding requirements or construction season restrictions, or a school district trying to get work completed during the summer break or a school open for the new school year.

HHPR uses Microsoft Project to schedule and monitor the progress on projects, keeping them on track and avoiding surprises. Schedules are developed based on the deliverables from the statement of work and include an appropriate level of subtasks needed to track the project. The key to keeping any project on schedule is to identify the critical path items of the process and to make sure these items move forward on schedule. To do this, work progress is reviewed on a monthly basis (at a minimum) to determine the percent of work completed by task. On this project, the schedule will be reviewed on a weekly basis. This information is then entered into the project schedule to compare against the task's scheduled delivery date. At the first sign of an impact to a critical path task, HHPR project managers may employ a range of options to bring the task back on schedule. HHPR holds scheduling meetings every Friday morning where each project manager has the opportunity to request additional staffing support to meet critical timeframes and milestones.



ITEM 3 - KEY PERSONNEL

KEY PERSONNEL QUALIFICATIONS

Harper Houf Peterson Righellis Inc.

Kim Shera and Gary Alfson will lead the project team that consists of Neil Waibel, Jennifer VanCamp, Pat Gaylord, Matt Shera, Alesandra Capretti, Jake Lydon, and Bob Fisher. Resumes for the project team members follow. HHPR's primary project manager will be Kim Shera with assistance from Gary Alfson. The entire staff of HHPR will be a resource for this project. We have project managers on staff with ODOT experience that will be a resource for coordination with ODOT. We also have several engineers on staff with railroad experience from which to draw.

Kim Shera will be the project engineer/manager and has recent experience with ODOT, railroad, and wetland permitting. Her recent work with ODOT included a permit for widening and utility work within a state highway. She also recently completed a project in Sherwood that included obtaining a permit from the Portland and Western Railroad for utility crossings and also completed the design for a sanitary sewer boring and casing under an active railroad spur at the Port of Vancouver in Vancouver Washington.

Kim is the project engineer on the Springfield Downtown District Plan that is starting this summer and will continue through January of 2010. Her role as a subconsultant on the project will be to develop Stormwater Management strategies and cost estimating. HHPR is also a subconsultant to DKS Associates for the City of Springfield Transportation on call. Kim is also the project engineer on the recently completed Miller Theatre Addition and the Academic Learning Center at the University of Oregon Campus.

Kim worked as a consultant and worked for the City of Iowa City for three years as a project manager prior to moving to Oregon. At the City, Kim reviewed the plan submittals of the design consultants, worked with the city attorneys on easement and property issues, and was the main contact with residents and businesses that were affected by the projects. She also estimated and tracked budgets and provided construction management (city staff did the staking and inspection) and resolved field conflicts. Kim's experience at the City of Iowa City and as a consultant makes her aware of and sensitive to sequencing of the work.

As a consultant, Kim was a designer on the Fawn Creek trunk sewer project in Anamosa, Iowa that included 3100 feet of 12" sanitary sewer. Plans, specifications, and easement plats were prepared after the alignment was chosen from the three alternative routes for the sewer that were evaluated at the request of the City and the developers/property owners. The project also included 200 feet of sanitary sewer that was jacked and bored across Department of Transportation right-of-way. Kim also performed the construction observation and was a member of the survey crew for the construction staking on this project.

While working for HHPR, Kim has been the project engineer and manager on projects for the City of Sherwood, Sherwood School District, City of Bend, City of Madras, City of Vancouver, and City of Milwaukie.

Gary Alfson is the Principal in Charge on this project and will assist Kim in the management of the project. Gary's experience includes nine years with the City of Tigard, as a project engineer and leaving as the Acting City Engineer. Gary has been



ITEM 3 - KEY PERSONNEL

When HHPR
was founded,
we set out to
establish a
company culture
where our
client's needs
are always first.

Our focus is on
the client and
our service to the
client.

at HHPR for 13 years as a project engineer/manager. He has a combined 28 years of experience in all types of public improvement projects, dealing with many permitting agencies, ODOT, and the railroads. He has worked with ODOT on several projects throughout his career on a variety of projects. He has also worked with various railroads regarding crossing improvements, pipeline crossings, and signalization. Gary has worked with several cities designing and constructing public improvements. These projects typically include involvement of the public sector and utility agencies. Communication with the stakeholders of the project is completed to inform and coordinate the improvements to meet the needs of all.

Neil Waibel will assist Kim with the design of the trunk sewer main, using his experience on the Rock Creek sewer project. Neil will provide Quality Assurance/Quality Control plan reviews at key times in the project. CAD design drafting will be accomplished by Jennifer, Jake, and Matt, who each work in the Civil 3D CAD environment. This experience with Civil 3D will enable HHPR to evaluate various alternative alignments quickly. All three also have field inspection experience which enables them to apply constructability and common sense to the design. In addition, Matt's experience with construction staking, including performing calculations from construction plans designed by others, has given him the ability as a CAD technician, to draft plans that contain all the information necessary for construction.

FEI Testing & Inspection, Inc.

FEI staff has been providing services from our Corvallis facility for over 25 years, from our Eugene facility for 9 years, and from our Bend facility for over 3 years. The scope of our services has included construction materials testing, special inspection, geotechnical consultation and construction monitoring. These services have been provided to a variety of clients throughout Oregon including governmental, commercial/industrial, institutional and private-sector. Field services encompass geotechnical consultation and testing, aggregate/soil sampling and testing, asphalt testing, asphalt and concrete core vapor emission testing and construction monitoring.

FEI has concentrated on building solid, long-term client relationships and developing expert knowledge regarding local conditions, codes, contractors and construction industry practices. The combination of qualified staff, local experience and full-service facilities enables us to provide our clients, their design teams and contractors with the best methods for achieving efficient and economical service.

Right of Way Associates, Inc.

ROWA was organized in 1990 and is a full service right-of-way and property acquisition and relocation firm providing service to the public agencies throughout Oregon and Washington.

ROWA acquires partial and temporary interests in land, in urban and rural locations, which include permanent easements for water lines, sanitary and storm sewers, slopes and sidewalks. We acquire street and road deeds, construction permits and rights-of-entry. Our work includes acquisition of sites for public facilities.

ROWA is committed to providing public acquisition services that appropriately support the mission of our clients. We align our services so that our portion of a project is completed in close coordination with our client, is delivered on time, within the budget and in a manner that supports the administrative and policy requirements of our client.

ITEM 3 - KEY PERSONNEL

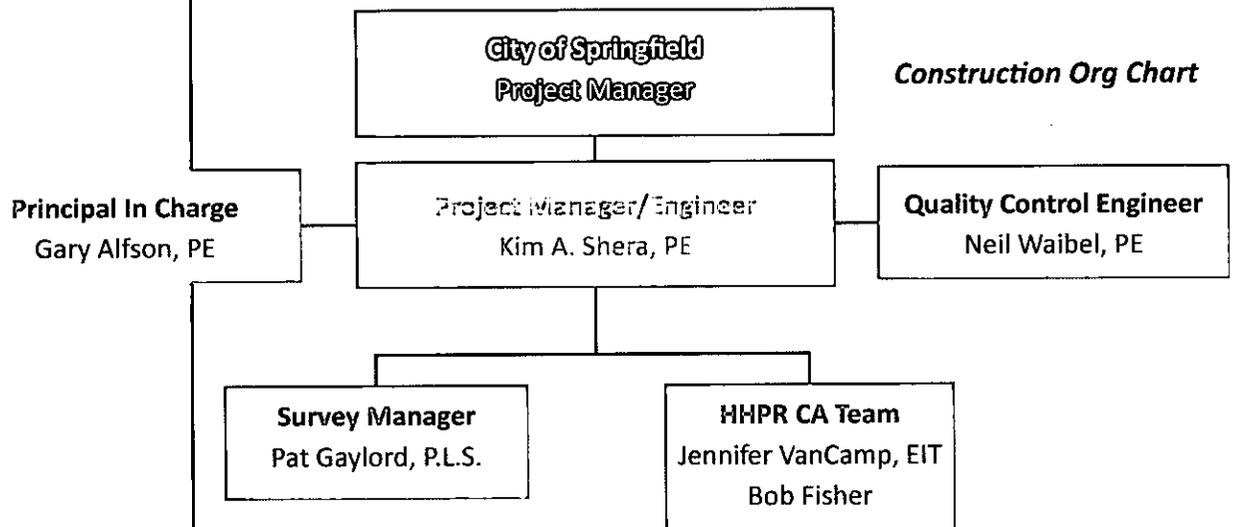
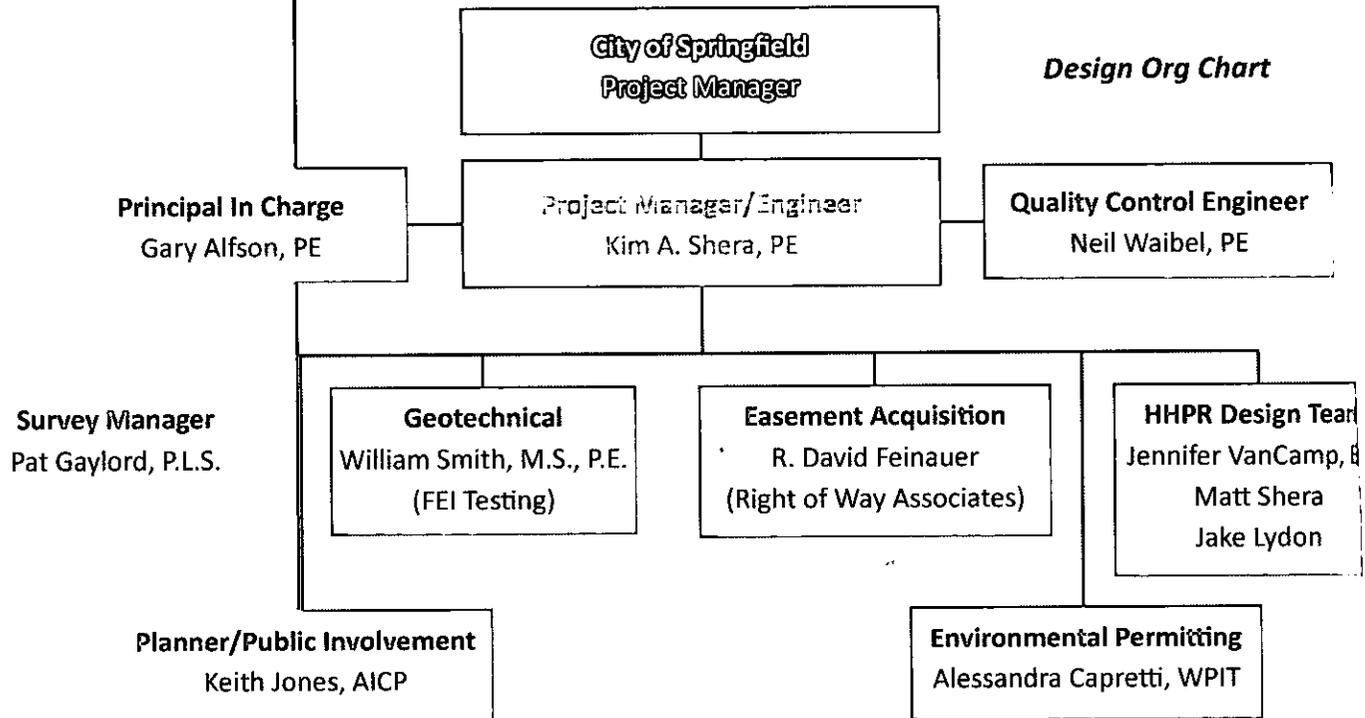
OUR COMMITMENT

If we are chosen to work with the City of Springfield, it will be our main focus and we will not take on additional work that would interfere with the completion of this project. HHPR is committed to building a relationship with the City and believes our experience with this type of work and experience in meeting aggressive schedules will be a great benefit to the City of Springfield.

		AVAILABILITY	Pre-Design	Field Data Collection/PreConstruction	Design	Easement and ROW Acquisition	Permit Applications	Bid Documents	Construction Administration	Post Construction
TEAM MEMBER	Kim Shera, P.E.	75%	x	x	x	x	x	x	x	
	Gary Alfson, P.E.	25%	x		x	x	x	x	x	
	Neil Waibel, P.E.	25%	x		x					
	Jennifer VanCamp, E.I.T.	75%	x		x		x	x	x	
	Pat Gaylord, P.L.S.	25%	x	x		x				x
	Matt Shera	75%	x	x	x	x	x	x		x
	Robert Fisher	50%							x	
	Jake Lydon	75%	x		x		x		x	x
	Alessandra Capretti, W.P.I.T.	50%	x		x					
	Keith Jones, A.I.C.P.	25%	x		x					

ITEM 3 - KEY PERSONNEL

PROJECT TEAM ORGANIZATIONAL CHART AND RESUMES



ITEM 3 - KEY PERSONNEL

Kimberly A. Shera, P.E.

Project Manager/Engineer

Kim is an Associate at Harper Houf Peterson Righellis Inc. For 13 years she has provided engineering design and construction related services for street, water, sewer, drainage and utility system projects. Kim is very knowledgeable with regards to standard practices, specifications, formats and requirements of local agencies.

Kim focuses on the project needs in order to solve technical challenges and provide efficient practical designs. She is dedicated to providing quality and cost effective services to the clients.

Project Experience:

- ◆ Sherwood Elementary and Middle School Sewer Extension, Shewood, OR
- ◆ PCC Rock Creek Campus - Kennel Sewer Improvements, Portland, OR
- ◆ U of O James Miller Theater Expansion, Eugene, OR
- ◆ U of O Academic Learning Center, Eugene, OR
- ◆ 13th Avenue Street and Storm Improvements, Eugene, OR
- ◆ Sherwood Civic Building (City Hall and Library), Sherwood, OR
- ◆ Hwy 97 Frontage Improvements, Madras, OR
- ◆ Airport Way Paving and Utilities, Madras, OR
- ◆ Sherwood Streetscape – Storm, Sewer & Water Quality Facility, Sherwood, OR

Gary A. Alfson, P.E.

Principal In Charge

Gary is an Associate Principal at HHPR and has extensive experience in the administration, design and construction of public improvement, institutional and private site development projects.

Gary has provided site analysis and design on multiple commercial, industrial, and institutional site development projects. His services include site/circulation analysis, site development review assistance, design of site grading, storm/sanitary/water services, fire protection, water quality treatment, stormwater detention, preparation of construction documents and construction management.

Project Experience:

- ◆ Tualatin Downtown Sanitary Sewer Rehabilitation - Tualatin, OR
- ◆ Barnes Elementary School-Storm/Sanitary Improvements – Beaverton, OR
- ◆ Vose & Fir Grove Elementary Schools Storm Drainage Improvements, Beaverton School District
- ◆ Transportation Support Center, Beaverton School District
- ◆ NE Bull Mtn. Transportation Plan, Tigard
- ◆ Durham Road Widening/Reconstruction, Tigard
- ◆ Yamhill County Health and Human Services Building, McMinnville
- ◆ Barnes Elementary School Expansion, Beaverton
- ◆ Main Street Reconstruction, Tigard
- ◆ 72nd Avenue/Pacific Highway Realignment/Intersection, Tigard
- ◆ Beaverton City Hall Parking Lot Reconstruction, Beaverton



Education:

**B.S.C.E., Iowa State University,
1996**

Work History:

Total Years Experience: 13

Professional Registrations:

**Civil Engineer, Oregon #72311,
Washington #42567, Iowa
#15887**



Education:

**B.S.C.E. South Dakota State
University, 1978**

Work History:

Total Years Experience: 28

Professional Registrations:

**Civil Engineer, Oregon #11863
Civil Engineer, Washington
#48052**

ITEM 3 - KEY PERSONNEL

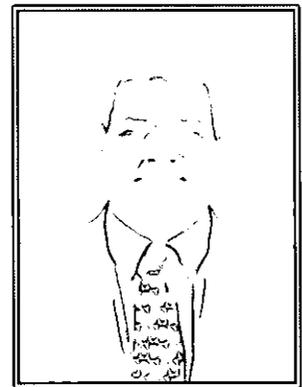
Neil A. Waibel, P.E.

Quality Control Engineer

Neil is a project engineer with Harper Houf Peterson Righellis, Inc. He has ten years of experience with the design of storm water, sanitary sewer, water and utilities projects for both private developments and public work. In addition, he has provided construction inspection/engineering services for a variety of the street, site and utility projects in Oregon and Southwest Washington.

Project Experience:

- ◆ Rock Creek Boulevard Improvements Sanitary Sewer Main - City of Happy Valley, OR
- ◆ Sunnyside Rd. I-205 to SE 122nd Ave., Clackamas County
- ◆ Sunnyside Road Phase 3-A, Clackamas, County
- ◆ Sunnyside Road Phase 3B, Clackamas, County
- ◆ Sunnyside Road Phases 2 & 3, Clackamas County
- ◆ Sunnyside Road Phases 2 & 3A Construction, Clackamas, County
- ◆ SE 172nd Avenue Improvements, Clackamas, OR
- ◆ La Center Sanitary Sewer Master Plan, La Center
- ◆ Corvallis Archdiocese Site Construction Admin. Inspection, Corvallis



Education:

B.S.C.E., Portland State University, 1997

Work History:

Total Years Experience: 11

Professional Registrations:

Civil Engineer, Oregon #58613, Washington #43135

Jennifer L. VanCamp, E.I.T.

CAD Technician/Inspector

Jennifer is a registered Engineer In Training and construction inspector at Harper Houf Peterson Righellis Inc. She has experience as a lead designer and drafter of site layouts, roadway geometry, grading, drainage, sanitary, and water systems. Jennifer has inspection experience on Sunnyside Road – Phase 1, Fuller Road and Lake Road Waterline Relocation in Milwaukie, Stafford-Rosemont Roundabout in Lake Oswego, and Sunnyside Road Phases 2 and 3A. Her inspector job duties include daily progress reports, installation sheets, quantity verification forms, and many other jurisdictional forms.

Project Experience:

- ◆ Lake Road Waterline Improvements, Milwaukie
- ◆ Highway 97 Frontage Improvements, Madras
- ◆ University of Oregon Academic Learning Center, Eugene
- ◆ E 13th Avenue Paving and Storm Improvements, Eugene
- ◆ Airport Way paving and Utilities, Madras
- ◆ Madras Hangar Paving and Utilities, Madras
- ◆ Lone Pine Village, The Dalles, OR



Education:

B.S.C.E. Oregon State University, 2005

Work History:

Total Years Experience: 4

Professional Registrations:

Engineer In Training Oregon # 76554EIT

ITEM 3 - KEY PERSONNEL

Patrick M. Gaylord, P.L.S.

Survey Manager

Pat is the Survey Manager at Harper Houf Peterson Righellis Inc. who has over the past 20 years, been involved in all aspects of land surveying on numerous projects throughout northwestern Oregon. Pat has extensive experience with subdivision and partition plats, boundary disputes, easement exhibits, urban and rural boundary surveys, construction staking and topographic surveys and flood plain surveys for both private and municipal projects.

Project Experience:

- ♦ Redwood Storm Drainage Master Plan, Canby
- ♦ Sanitary Master Plan Topographic Survey, Canby
- ♦ Tickle Creek Sewage Treatment Plant, Sandy
- ♦ Tickle Creek LID, Sandy
- ♦ Sherwood Elementary and Middle School Construction Staking
- ♦ Rock Creek Boulevard Improvements Sanitary Sewer Main, City of Happy Valley,

Matt P. Shera

CAD/Survey Technician

Matt is a CAD and Survey Technician with Harper Houf Peterson Righellis Inc. He has 9 years of experience in the civil engineering profession including: survey field work, survey drafting, construction calculations and CAD drafting of plans.

Matt has lead civil design experience on multiple ADA improvement projects in Bend and on the Airport Way paving and utilities project in Madras. He created the Civil 3D Pipes networks for the proposed 1700 LF sanitary sewer extension and for the proposed water main extension.

Matt provides drafting, design and survey work .

Project Experience:

- ♦ Airport Way Paving and Utilities, Madras
- ♦ Highway 97 Frontage Improvements, Madras
- ♦ Bend Condominiums, Bend
- ♦ Mountain View High School, Bend
- ♦ SW Airport Way, Redmond
- ♦ NW 19th St, Redmond
- ♦ Sherwood Downtown Streetscape, Sherwood
- ♦ Sherwood New Elementary and Middle School, Sherwood
- ♦ Tualatin Valley Highway Improvements (North Adair Street), Cornelius
- ♦ S.E. 172nd Avenue Improvements, Clackamas County



Education:

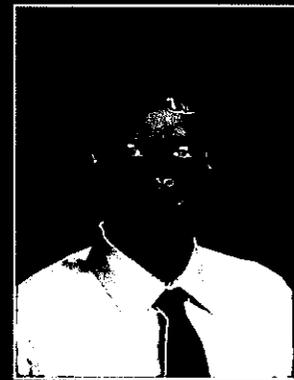
B.S. Forest Engineering, Oregon State University, 1992

Work History:

Total Years Experience: 20

Professional Registrations:

Professional Land Surveyor,
OR #2767, WA #45162



Education:

B.S. in Computer Science
University of Iowa, 2001

Work History:

Total Years Experience: 10

Professional Registrations:

Land Surveyor In Training,
California # 7286

ITEM 3 - KEY PERSONNEL

Keith B. Jones, A.I.C.P.

Planner

Keith is a senior planner with experience in land use and transportation planning. He has worked for four jurisdictions in both Oregon and Washington State and has thorough understanding of both Oregon and Washington land use law. Keith is experienced in comprehensive planning, subdivision, site planning, transportation, wetland, conditional use permits and other land use and development applications and processes. Keith is also experienced in public outreach, zoning code development and GIS applications.

Project Experience:

- ◆ Sherwood Elementary and Middle School Sewer Extension, Sherwood, Oregon
- ◆ Marylhurst University Master Plan, Lake Oswego
- ◆ Sherwood High School Expansion, Sherwood School District
- ◆ Public Involvement Coordinator Sunnyside Road Improvements Phase II & III, Clackamas County, Oregon
- ◆ Lone Pine Planned Development, The Dalles, Oregon
- ◆ North Bay Urban Renewal Plan Update, Coos Bay
- ◆ Public Involvement – 172nd Avenue Design, Happy Valley
- ◆ Sail Park Feasibility Study, Cascade Locks
- ◆ Dallas Barberry Node – Preliminary Master Plan, Dallas, OR
- ◆ 162nd Avenue Community Park, Happy Valley
- ◆ Trolley Trail Multi-Use Path, Milwaukie

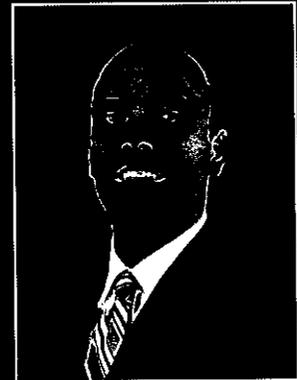
Alessandra E. Capretti, W.P.I.T.

Wetland Specialist

Alessandra is a wetland scientist and natural resource specialist with expertise in environmental permitting, wetland delineation, compensatory mitigation, habitat enhancement and restoration. She also provides design and construction supervision of wetland restoration, enhancement and replacement projects. Alessandra specializes in the preparation of environmental compliance documents in accordance with national, state and local criteria and guidelines. Alessandra provides knowledge and experience in developing erosion control measures, preparing monitoring and maintenance plans, as well as site monitoring. Alessandra has an excellent reputation of working with clients and agency representatives in providing creative, cost effective solutions to environmental, regulatory and permitting challenges.

Project Experience:

- ◆ Leupold and Stevens Expansion Project, Phase 1 through 4, Washington County
- ◆ Sherwood Streetscape, Sherwood
- ◆ Mt Scott Creek Trail Extension, Clackamas County
- ◆ Oak Street Widening, Washington County
- ◆ Dubarko Road, Sandy
- ◆ Trolley Trail, Milwaukie
- ◆ Sherwood New Elementary and Middle School, Sherwood



Education:

Master of Urban and Regional Planning, Eastern Washington University, 1998
Bachelor of Urban and Regional Planning, Huxley College of Environmental Studies, Western Washington University, 1996

Work History:

Total Years Experience: 10



Education:

B.S. Environmental Science, Portland State University, Minor, Environmental Engineering

Work History:

Total Years Experience: 8

Professional Certifications:

Wetland Professional in Training (WPIT)
Professional Certificate in Wetland Mitigation & Restoration

ITEM 4 - COST AND ESTIMATED HOURS

COST CONTROL

The following are key reasons that make HHPR cost effective and productive:

- We maintain efficiently sized offices throughout the Pacific Northwest including Bend, Portland, Clackamas, and Vancouver, Washington. HHPR knows how to work as a consultant and has done this for over 19 years. The HHPR staff are professionals with many years of consulting services background. Many of our staff have public sector experience, combined with successful years of providing consulting services. This balance of experience assures knowledge of what is required to provide efficient consulting services.
- HHPR's principals have managed and worked for much larger firms in Oregon. They understand how size can sometimes impact efficiency. One of the key elements of HHPR's original business plan was to limit the size of the firm to keep the focus on efficient service and client needs. This assures that the client remains a priority and is not a number on an endless client list.
- HHPR has been providing consulting design services for over 19 years. We know how to manage a cost effective business, attract and retain quality employees, and keep a steady work load through the ups and downs of the economy.
- HHPR is typically available to work on City projects Monday through Friday, 8:00am to 5:00pm, but is willing to adjust work hours and days based on client needs or project schedule.

HHPR STANDARD BILLING RATES		
CLASSIFICATION	STANDARD RATE	
Principal	\$ 125.00	/Hr.
Project Engineer/Project Manager	\$ 110.00	/Hr.
Quality Control Engineer	\$ 110.00	/Hr.
Civil Designer	\$ 85.00	/Hr.
CAD Technician	\$ 75.00	/Hr.
Survey Manager	\$ 130.00	/Hr.
Project Surveyor	\$ 110.00	/Hr.
2 Person GPS Survey Crew	\$ 125.00	/Hr.
3 Person GPS Survey Crew	\$ 150.00	/Hr.
Survey Crew	\$ 110.00	/Hr.
Wetland Specialist/Environmental Coordinator	\$ 75.00	/Hr.
Planner	\$ 110.00	/Hr.
Survey Technician	\$ 85.00	/Hr.
Inspector	\$ 75.00	/Hr.
Clerical	\$ 55.00	/Hr.
EXPENSES		
Mileage	\$ 0.55	/Mi.
Reimbursables	At Cost Without Markup	

FEE PROPOSAL

Harper Houf Peterson Righellis Inc
City of Springfield - Jasper Trunk Sewer
Summary Fee Proposal
June 17, 2009

	Engineering	Survey	Total
Pre Design	\$86,230	\$6,680	\$92,910
Field Data Collection / Presentation	\$660	\$60,500	\$61,160
Design	\$100,060	\$3,080	\$103,140
Easement and ROW Acquisition	\$89,451	\$11,400	\$100,851
Permit Applications	\$16,430	\$3,320	\$19,750
Bid Documents	\$7,385	\$0	\$7,385
Construction Administration	\$47,335	\$23,200	\$70,535
Post Construction	\$5,635	\$6,200	\$11,835
Total	\$353,186	\$114,380	\$467,566

Fee proposal based on the timelines & schedule presented in the RFP
 See Appendix for detailed breakdown of each task

ITEM 5 - PROJECT APPROACH

PROJECT APPROACH

The City of Springfield is proposing to construct the Jasper Road Trunk Sewer in order to eliminate three existing pump stations and also to spur development in the southeast area of the City. The trunk sewer would serve the area within the existing Urban Growth Boundary that is located north and east of the Union Pacific Railroad Tracks. The area is zoned residential, industrial and commercial.

Pre-design

The first step of the project is a route analysis for the trunk sewer. One of the routes to be evaluated is listed in the RFP and a minimum of two other routes would be analyzed in regards to service area, construction costs, environmental impacts and permitting, soil conditions, railroad crossings and private property impacts.

City provided aerial mapping would be utilized as a base map for the evaluation of the three alternate routes. A ground surface would be created from the aerial mapping. Alignments would be created using Civil 3D 2009 and a pipe network drawing would be created for each of the three alignments. HHPR has been using Civil 3D and Civil 3D Pipes since 2007 and the software allows the engineers and designers to see very quickly what a change in alignment does to the depth of the sewer. A Civil 3D model of the pipe network alternatives will allow the alternatives to be more fully evaluated and a great platform to carry forward the preferred alignment for final design. Setting up these drawings at this preliminary stage will save time when we move forward with the preferred alignment.

HHPR will walk the length of the project to verify details to supplement the aerial base map. Pertinent items would include overhead utilities, underground utilities, private access, creek crossings, large trees and other pertinent features.

HHPR and subconsultant Right-of-Way Associates, Inc (ROWA) will obtain the necessary rights-of-entry from private property owners for survey, geotechnical and wetland work. ROWA has found that establishing a relationship with property owners early in the design process typically allows for smoother and more expeditious negotiations later in the process.

Each of the three alignment alternatives will be evaluated based upon the following:

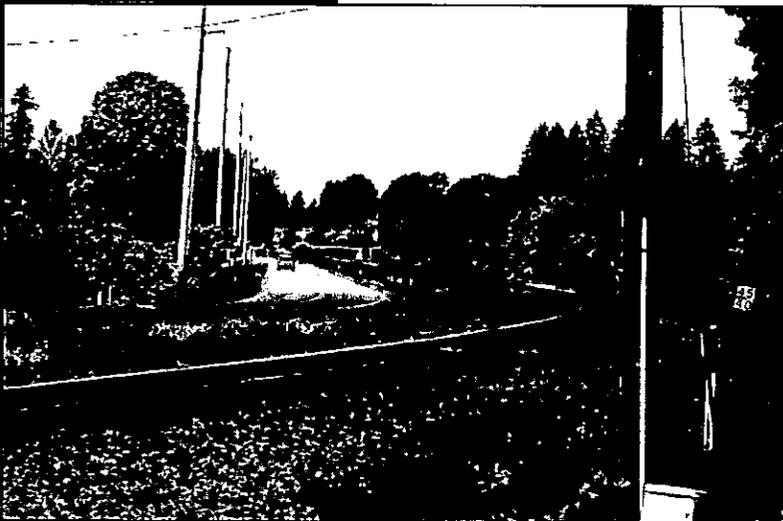
1. **Geotechnical Review** - Borings will be made every 0.5 miles along each of the three alignments. Soil conditions will be evaluated for constructability including rock, unsuitable soils, and groundwater flow. The results of the geotechnical investigations will be detailed within the preliminary engineering plan and profile sheets including rock and groundwater depths.
2. **Environmental Assessment** - A wetland specialist will review existing wetland delineation reports and will review the sewer alignments in the field with the project engineer in order to evaluate the environmental impacts and permitting required for each of the three alternatives.



ITEM 5 - PROJECT APPROACH

3. Capacity Analysis - Sanitary sewer calculations for the trunk sewer service area will be calculated based on zoning and comprehensive plan designations. These flows will be checked against the Wastewater Master Plan and will be used to determine the sewer sizing. A summary report of these calculations and exhibits will be submitted to the City.
4. Construction Cost - Estimates will be produced for each of the three alignments. The quantity report will be utilized from Civil 3D- pipe networks in order to quickly tabulate length and depth information for the cost estimate. This will allow for quick and accurate cost comparisons.

The design team will meet with the City to discuss the findings and pros and cons of each of the three routes. After the meeting a Sewer Route Selection Report will be prepared and submitted to the City. Once approved by City staff a public open house will be held to present the report findings and take note of any comments and concerns from the public prior to the City Council Meeting. HHPR's planning staff will help the design team with the public involvement effort and organize the meeting and the information and input received from the public during the meeting. The final report will then be presented to the City Council to approve the sanitary sewer route.



Field Data Collection

Once the preferred alternative route is approved by the City, the field survey will commence.

The project surveyor will meet with City survey department staff prior to starting the field work to identify survey control issues or any other concerns such as public land corners that may be in or near the proposed route. Once the route selection is approved by the City, HHPR surveyors will initiate the process of obtaining title reports for each of the affected properties and meet with utility providers to coordinate utility locates along the selected route. During this time, HHPR project surveyors will also obtain survey records research for the private properties, public right-of-ways and railroad

right-of-ways, and existing overhead power easements along the chosen route. This record survey data will be analyzed and a field survey plan developed that allows for the establishment of a project control network that is tied to the local City and County control network and the GIS aerial photo control. As this project control network is established, key land corners will also be located and tied into the control to allow for efficient development of the project base map that will be used for the topographic survey, boundary locations and preparation of the easement legal descriptions and exhibits. As soon as the project control has been established and processed by the project surveyor, field crews will begin the topographic survey process and locate additional property corners that are needed to complete the calculation of the various boundaries and right-of-ways within the project limits.

Due to the tight timelines identified in the RFP, HHPR will provide the necessary number of crews to meet the project deadlines. This will require multiple functions to be completed at once by multiple crews and data processing in the office to begin

ITEM 5 - PROJECT APPROACH

immediately upon the start of the topographic survey. The topographic survey will be completed utilizing the survey control network discussed above and will include all of those features identified in the RFP. Storm and sanitary sewer invert data will be recorded on our standard recording forms and that information will be checked against the as-built data and included in the final deliverable to the City. The final deliverable will include all topographic data incorporated with the City aerial maps and as-built drawing data. In accordance with our standard quality control procedures, all mapping will be field checked by the project surveyor prior to final delivery.

Design/Permitting

The basemap and ground surface from the aerial mapping in the preferred alignment drawing will be replaced with the basemap and ground surface from the detailed field survey. Plans and cost estimate for the 30% design will be developed and submitted to the City. A review meeting will be held with the City to review the 30% design and discuss the information and graphics to be presented at the public information meeting. HHPR's planning staff will help the design team with the public involvement effort and they will organize the meeting and summarize the information and input received from the public during the meeting. The design team will be there to answer questions and listen to property owners in the area. The information received from the meeting will be discussed with City staff and incorporated where appropriate into the sewer design.



At the 30% design stage, coordination and meetings as appropriate will be conducted with the City, railroad, Lane County, ODOT District 5, and DSL/ACOE for design criteria and constraints. This information would then be incorporated into the 60% plans. HHPR has coordinated and received permits from the railroad for utility crossings for sewer, water, and storm and is familiar with the process and requirements. HHPR has also worked with ODOT to obtain Right of Way Utility Permits and Miscellaneous Permits for sewer and water crossings and connections and is familiar with that process. Since this project is outside the City limits and a portion of it potentially outside the Urban Growth Boundary, HHPR will work with Lane County to incorporate their requirements for the portion of the work that is outside City limits. DSL and ACOE will be contacted about the nature of the proposed project in order to develop general parameters for the restoration requirements of the temporary impacts to the existing wetlands. Options will be presented to the City for management of any wetlands identified within the proposed sewer easements including the evaluation of impacting and mitigating wetlands within the easement to eliminate environmental issues with future maintenance of the sewer.

Meetings will be held with the affected property owners. The alignment and easement width will be staked in the field in key areas for discussion purposes. This work will be happening while subconsultant ROWA orders the title reports, has a city-approved appraiser establish the value for permanent and temporary construction easements. ROWA will prepare offers for City review of the easements required for the sewer construction and maintenance. ROWA will coordinate efforts with City staff and legal counsel to ensure a clear understanding and workable agreement between all parties. It is understood that the City does not want to condemn properties for this project and

ITEM 5 - PROJECT APPROACH

doesn't expect that it will be necessary. The Project Manager and Project Engineer both have experience with the easement and ROW acquisition process and have explained the need for easements to property owners in a rural setting similar to the project area. The project surveyor will prepare maps and legal descriptions for each of the properties. The attached fee estimate was based on obtaining sanitary sewer easements across 19 parcels.

The 60% submittal will include additional information gathered from utilities and agencies such as ODOT, Lane County and the Union Pacific Railroad. The work will be coordinated with ODOT to ensure that the sanitary sewer improvements are outside future road improvements anticipated for Jasper Road. The 60% submittal will also include detailed design information about the connections to the existing sewer mains and abandoning of the existing pump stations. The 60% submittal will include an updated cost estimate including easement acquisition costs. The 60% plan submittal will include a site visit/walk through with the plans and an internal quality assurance/quality control review.

After the 60% design review meeting with City staff, the team will prepare for the second public information meeting or Open House. The design team will be there to answer questions and take note of any comments and concerns from the public. The information received from the meeting will be discussed with City staff and incorporated where appropriate into the sewer design.

Permits will be submitted for the project after the 60% plan review meeting.

The City's review comments will be incorporated into the plans and the 90% review plans will include detailed construction notes. Many of these notes will be based on final permit requirements and include any stipulations by individual property owners. Before the 90% plans are submitted to the City, we will do another internal quality assurance/quality control review by a senior engineer and inspector. After the 90% review meeting with the City staff we will have the final optional Project Open House which will be focused on construction schedule and preparing the property owners and interested parties for the temporary inconveniences they will experience during the sewer construction.

Bidding/Construction Administration

The plans and specifications will be prepared in the format requested by the City of Springfield. All plans and special provisions will meet City of Springfield standards and requirements. HHPR understands the level of detail necessary for a complete bid package. HHPR has provided construction engineering services including survey staking, construction observation and reporting, construction management and as built document preparation on hundreds of public agency projects. HHPR has the expertise necessary to guide the project to successful completion while protecting the City of Springfield's interests.

ITEM 6 - LIST OF CLIENT REFERENCES

REFERENCES

See also letters of reference in the appendix.

Garry Kryszak

Capital Projects Manager
North Clackamas School District
503-353-6058
Project: Rock Creek Boulevard Improvements Sanitary Sewer Main

Tim Finley

CCSD #1
503-742-4575
Projects: SE 172nd Avenue Sanitary Sewer Improvements
Sunnyside Road – Phase 3B Sanitary Sewer

Tom Pessemier

City of Sherwood
503-925-2302
Project: Sherwood Elementary and Middle School Sewer Extension

Dan Jamison

Sherwood School District
503-625-8100
Project: Sherwood Elementary and Middle School Sewer Extension

Linda Degman

Associate Director, Bond Program
Portland Community College
503-977-4423
Project: PCC Rock Creek Campus-Kennel Sewer Improvements

Kaaren Hofmann

City of Tualatin
503-691-3034
Project: Tualatin Downtown Sanitary Sewer Rehabilitation

John Hartsock

Project Manager
503-591-4232
Project: Barnes Elementary School-Storm/Sanitary Improvements

APPENDIX - ENGINEERING FEE PROPOSAL

Harper Houf Peterson Righellis Inc
City of Springfield - Jasper Trunk Sewer
Engineering Fee Proposal
June 17, 2009

	Principal In Charge	Project Mgr/Engr	Civil Designer	CAD Tech	Wetland	Inspector	Clerical	Expenses/ Subcon- sultants	Task Total
DESIGN									
30% Plan Preparation-Plan and Profile Sheets	8	24	80	120					
Prepare 30% cost estimate	4	4	8						
30% Review Meeting with City staff	2	2							
Incorporate City comments into 60% Design	4	4	8	8					
Construction notes and details/design sewer connection points to trunk sewer/pump stations	12	24	48	60					
Coordination with Union Pacific Railroad on design of crossing	2	8	16						
Coordination with DSL/AOCE for wetland permitting	2	4			8				
Coordination with Lane County for permitting requirements	2	8	8						
Coordination with ODOT on permitting requirements	2	8	8						
Stake alignment for meetings with property owners related to easement acquisition	2							\$3,600	
Meetings with property owners for easement acquisition	4	40							
Prepare draft of contract documents and specifications	16	16							
Update cost estimate for 60% Submittal	2	4	8						
Quality Assurance Internal Plan Review	24	4	8	24					
60% Design Review Meeting with City staff	2	2							
Open House #2-Project Open House to receive public input	4	8	4	8			4	\$725	
Incorporate City comments into 90% Design/add traffic control plan	8	24	40	60					
Prepare final contract documents and specifications	16	16							
Update cost estimate for 90% Submittal	1	1	4						
Quality Assurance Internal Plan Review	24	4	8	24		24			
90% Review Meeting with City staff	2	2							
Optional Open House-Project Open House to receive public input	4	8	4	8			4	\$725	
Incorporate permit conditions into plans and specifications	2	4	4	8	4				
100% cost estimate	1	1	4						
100% plan submittal	4	4	8	16					
TOTAL HOURS	154	224	268	336	12	24	8		
x RATE	125	110	85	75	75	75	55		
TOTAL COST FOR TASK	\$19,250	\$24,640	\$22,780	\$25,200	\$900	\$1,800	\$440	\$5,050	\$100,060

APPENDIX - ENGINEERING FEE PROPOSAL

Harper Houf Peterson Righellis Inc
 City of Springfield - Jasper Trunk Sewer
 Engineering Fee Proposal
 June 17, 2009

	Principal In Charge	Project Mgr/Engr	Civil Designer	CAD Tech	Wetland	Inspector	Clerical	Expenses/ Subcon- sultants	Task Total
EASEMENT AND ROW ACQUISITION									
R/W Coordination, Meetings, File Setup and Title Coordination	2	4						\$4,708	
Prepare maps and legal descriptions for easement acquisition		4						\$1,712	
City approved property appraiser to establish value of easement	2	4						\$47,605	
Order and review title reports-19 properties		4						\$2,000	
Make compensation offer to the property owner after approval from the City	2	8						\$23,886	
Record easement and provide recorded copy to the City	2	2						\$5,480	
TOTAL HOURS	8	26	0	0	0	0	0		
x RATE	125	110	85	75	75	75	55		
TOTAL COST FOR TASK	\$1,000	\$2,860	\$0	\$0	\$0	\$0	\$0	\$85,591	\$89,451
PERMIT APPLICATIONS									
ODOT Permit	2	12	4	4			2		
ODOT Rail Division and Union Pacific Permit	2	12	4	4			2		
DSL/AOCE Permit	2	8		40	80		4		
Lane County Facilities Permit	2	4	4	4			2		
TOTAL HOURS	8	36	12	52	80	0	10		
x RATE	125	110	85	75	75	75	55		
TOTAL COST FOR TASK	\$1,000	\$3,960	\$1,020	\$3,900	\$6,000	\$0	\$550	\$0	\$16,430
BID DOCUMENTS									
Submit Mylar copies of the construction plans	1	2		8			2	\$500	
Incorporate City standard bid document forms into project specifications	2	4							
Final Schedule of Bid Items	1	2	2						
Submit master copy of bid documents and specifications (electronically)	1	1							
Submit pdf copies of plans	1	1		4					
Submit 30 copies of bid documents and plans	1	1					8	\$1,000	
Notification of prebid meeting to utilities and affected parties	1	1					2		
Prebid meeting and notes	3	3							
Answer contractor's questions during bidding	2	8							
TOTAL HOURS	13	23	2	12	0	0	12		
x RATE	125	110	85	75	75	75	55		
TOTAL COST FOR TASK	\$1,625	\$2,530	\$170	\$900	\$0	\$0	\$660	\$1,500	\$7,385

APPENDIX - ENGINEERING FEE PROPOSAL

Harper Houf Peterson Righellis Inc
 City of Springfield - Jasper Trunk Sewer
 Engineering Fee Proposal
 June 17, 2009

	Principal In Charge	Project Mgr/Engr	Civil Designer	CAD Tech	Wetland	Inspector	Clerical	Expenses/ Subcon-suitants	Task Total
CONSTRUCTION ADMINISTRATION									
Construction Staking	2								
Preconstruction Meeting and Notes	3	3					2		
Preconstruction video of site	2					8			
Daily construction inspections, reports, and quantities (4 hrs per day x 60 days)	8	24				240			
Review shop drawings and testing results	8	8				8			
Conduct weekly construction meetings (12 weeks)	8	24					24		
Review pay requests	8	24				24			
Change orders	8	24				24			
Coordination with property owners and utilities	2	24				24			
Final Pay Estimate	2	2				4			
TOTAL HOURS	51	133	0	0	0	332	26		
x RATE	125	110	85	75	75	75	55		
TOTAL COST FOR TASK	\$6,375	\$14,630	\$0	\$0	\$0	\$24,900	\$1,430	\$0	\$47,335
POST CONSTRUCTION									
As Built Survey	1	2							
As Built Mylars	1	4		40				\$50	
As Built electronic copy-Civil 3D 2009	1	1		2					
Field test results	1	1				4	2		
Daily inspection reports	1	1				4	2		
TOTAL HOURS	5	9	0	42	0	8	4		
x RATE	125	110	85	75	75	75	55		
TOTAL COST FOR TASK	\$625	\$990	\$0	\$3,150	\$0	\$600	\$220	\$50	\$5,635
Fee Estimate Total =									\$353,186

APPENDIX - SURVEY FEE PROPOSAL

Harper Houf Peterson Righellis Inc
 City of Springfield - Jasper Trunk Sewer
 Survey Fee Proposal
 June 17, 2009

	Survey Manager	Project Surveyor	Survey Tech	Survey Crew	2 person GPS Survey Crew	3 person GPS Survey Crew	Expenses	Task Total
PRE DESIGN								
Kickoff meeting	2							
Review existing mapping/Assemble City Aerial Mapping		4						
Review existing wetland mapping and delineations and transfer to base map		4						
Create surface from aerial contours/alternate route alignments/pipe network and sheets								
Sanitary sewer calculations for sewer flow based on future land use for service area								
Geotechnical investigation (Stake alignments at key locations- 0.5 mile-approx. 30 points)		4		24				
Label minimum sewer depths for service area and rock depths								
Determine permit requirements for each route								
Determine easement requirements and property ownership for each route		8	16					
Cost Estimate for each route-utilize quantity report from Civil 3D		2						
Meeting with City staff to review and discuss findings								
Prepare sewer route selection report (submit 5 copies)								
Project Presentation to City Council/preparation of graphics								
TOTAL HOURS	2	22	16	24	0	0		
x RATE	130	110	85	110	125	150		
TOTAL COST FOR TASK	\$260	\$2,420	\$1,360	\$2,840	\$0	\$0	\$0	\$6,680
FIELD DATA COLLECTION / PRESENTATION								
Kickoff meeting with City survey department	2	2						
Detailed design survey	4	40	40	200				
Vertical control on city datum and temporary benchmarks/control points (40)		24			40			
Utility locates/records research		24				20		
Locate property lines and existing section corners as necessary for easement descriptions	4	60	20	64				
Topographic Drawing Submittal (electronic and vellum)		2	4					
TOTAL HOURS	10	152	64	264	40	20		
x RATE	130	110	85	110	125	150		
TOTAL COST FOR TASK	\$1,300	\$16,720	\$5,440	\$29,040	\$5,000	\$3,000	\$0	\$60,500

APPENDIX - SURVEY FEE PROPOSAL

Harper Houf Peterson Righellis Inc
 City of Springfield - Jasper Trunk Sewer
 Survey Fee Proposal
 June 17, 2009

DESIGN	Survey Manager	Project Surveyor	Survey Tech	Survey Crew	2 person GPS Survey Crew	3 person GPS Survey Crew	Expenses	Task Total
30% Plan Preparation-Plan and Profile Sheets								
Prepare 30% cost estimate								
30% Review Meeting with City staff								
Public information meeting								
Incorporate City comments into 60% Design								
Add construction notes and details/design sewer connection points to trunk sewer								
Coordination with Union Pacific Railroad on design of crossing								
Coordination with DSLJACOE for wetland permitting								
Coordination with Lane County for permitting requirements								
Coordination with ODOT on permitting requirements								
Stake alignment for meetings with property owners related to easement acquisition		4		24				
Meetings with property owners for easement acquisition								
Prepare draft of contract documents and specifications								
Update cost estimate for 60% Submittal								
Quality Assurance Internal Plan Review								
60% Design Review Meeting with City staff								
Project Open House to receive public input								
Incorporate City comments into 90% Design								
Prepare final contract documents and specifications								
Update cost estimate for 90% Submittal								
Quality Assurance Internal Plan Review								
90% Review Meeting with City staff								
Project Open House to receive public input								
Incorporate permit conditions into plans and specifications								
100% cost estimate								
100% plan submittal								
TOTAL HOURS	0	4	0	24	0	0		
x RATE	130	110	85	110	125	150		
TOTAL COST FOR TASK	\$0	\$440	\$0	\$2,640	\$0	\$0	\$0	\$3,080

APPENDIX - SURVEY FEE PROPOSAL

Harper Houf Peterson Righellis Inc
 City of Springfield - Jasper Trunk Sewer
 Survey Fee Proposal
 June 17, 2009

	Survey Manager	Project Surveyor	Survey Tech	Survey Crew	2 person GPS Survey Crew	3 person GPS Survey Crew	Expenses	Task Total
CONSTRUCTION ADMINISTRATION								
Construction Staking	4	40	8	160				
Preconstruction Meeting and Notes								
Preconstruction video of site								
Daily construction inspections, reports, and quantities (4 hrs per day x 60 days)								
Review shop drawings and testing results								
Conduct weekly construction meetings (12 weeks)								
Review pay requests								
Change orders								
Coordination with property owners and utilities								
Final Pay Estimate								
TOTAL HOURS	4	40	8	160	0	0		
x RATE	130	110	85	110	125	150		
TOTAL COST FOR TASK	\$520	\$4,400	\$680	\$17,600	\$0	\$0		\$23,200
POST CONSTRUCTION								
As Built Survey		4	16	40				
As Built Mylars								
As Built electronic copy-Civil 3D 2009								
Field test results								
Daily inspection reports								
TOTAL HOURS	0	4	16	40	0	0		
x RATE	130	110	85	110	125	150		
TOTAL COST FOR TASK	\$0	\$440	\$1,360	\$4,400	\$0	\$0		\$6,200
Fee Estimate Total =								\$114,380



PORTLAND, OREGON
SEATTLE, WASHINGTON
VANCOUVER, WASHINGTON
CENTRAL OREGON
WWW.MILLERNASH.COM

3400 U.S. Bancorp Tower
111 S.W. Fifth Avenue
Portland, Oregon 97204-3699
OFFICE 503.224.5858
FAX 503.224.0155

Kelly S. Hossaini
kelly.hossaini@millernash.com
(503) 205-2332 direct line

June 6, 2008

Mr. Doug Snyder
Chief Operations Officer
Redmond School District
145 S.E. Salmon Avenue
Redmond, Oregon 97756

Subject: HHPR, Inc.

Dear Mr. Snyder:

I am writing to recommend to you HHPR, Inc. ("HHPR") for development services, including engineering and planning. I have been fortunate to work with HHPR, and specifically Kim Shera, Ben Austin, and Keith Jones, for several years now in my capacity as legal counsel to Sherwood School District ("SSD"). HHPR has been instrumental in the siting and development of a new K-8 school in northwest Sherwood and it has done so under extremely complicated circumstances, to say the least. SSD first began looking for property in northwest Sherwood for a school site in 2001. Since then the process has involved (1) an urban growth boundary amendment, (2) preparation and adoption of a Metro Title 11 concept plan, (3) school site assembly, which involved all or part of seven different properties and six condemnation actions, (4) annexation to the City of Sherwood, (5) six property line adjustments, (6) a conditional use permit, (7) Army Corps and Division of State Lands wetland fill permits with required mitigation, and (8) the formation of a reimbursement district. This does not even include all of the attendant engineering work HHPR has been responsible for in order to ensure that utilities and services from outside of the expanded urban area are brought to the new school site. In short, it has been a long road with an endless number of ways for the train to leave the tracks, so to speak, but the school is currently under construction and in record time.

Throughout the years we all worked diligently to site and develop the new school, I was extremely impressed by HHPR's responsiveness, professionalism, accuracy of work, and good old-fashioned strategic thinking. This was not a project that could simply be done by rote. It had too many moving parts, too many unknowns, and too much was out of our control, given the contingencies of the regulating bodies and the differing levels of property owner cooperation. It was imperative that everyone on the



MILLER NASH^{LLP}
ATTORNEYS AT LAW

PORTLAND, OREGON
SEATTLE, WASHINGTON
VANCOUVER, WASHINGTON
CENTRAL OREGON
WWW.MILLERNASH.COM

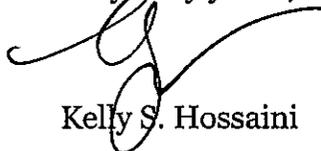
Mr. Doug Snyder
June 6, 2008
Page 2

team keep the big picture in mind at all times, understand the relationships between all of the pieces, and work strategically and creatively to keep the project moving forward. HHPR did that and more. The endless patience and good humor of Kim, Ben, and Keith were and are huge assets to the team.

I was also impressed by the level of teamwork HHPR staff exhibited—both internally and externally—and their willingness to always pull together to meet the latest challenge . . . and there was always a "latest" challenge. Further, they met all of the deadlines, even when those deadlines were unreasonable, as they often were.

In short, I can recommend HHPR to you without reservation. Please do not hesitate to contact me if you have any questions. I would be happy to speak with you.

Very truly yours,



Kelly S. Hossaini



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 General Information (503) 526-2222 V/TDD

May 13, 2005

To Whom It May Concern:

The purpose of this letter is to highly commend Harper Houf Peterson Righellis Incorporated (HHPRI) for the outstanding engineering services that Dan Houf and the rest of the HHPRI team provided to the City of Beaverton from June 2001 through March 2004 for the design of 4200 feet of street improvements on Farmington Road from Murray Boulevard to Hocken Ave.

The scope of this federal aid project included adding a center turn lane, bike lanes, sidewalks, street lighting, landscaping, storm drainage, sewer replacement and waterline replacement over the length of the project. The project also included intersection improvements such as turn lanes at Hocken Ave and Murray Blvd and signalization at the 141st Ave/142nd Ave intersection. The cost of the services was \$1,059,641.13.

The engineering services were extensive and included Environmental Assessment, Field Surveying, Public Involvement, Land Use Planning, Preliminary Engineering, and Contract Documents Preparation.

The public involvement process spanned two years from the first Project Advisory Committee meeting in September 2001 to the land use public hearing in January 2004. The public involvement process included eleven Project Advisory Committee meetings (the PAC was a group of citizens chosen by the Mayor to provide recommendations to the design team), two Neighborhood Association meetings, two major meetings with affected property owner groups, and multiple meetings with individual property owners or representatives. The process dealt with two highly charged and contentious issues that involved significant property impacts. HHPRI was the primary reason why both of these issues were resolved prior to the land use hearing. HHPRI exhibited such a high level of expertise and enthusiasm in their work that even those opposed to the solutions knew that every effort had been made to explore and explain the options. The HHPRI team was excellent at explaining engineering recommendations in a manner that the average citizen could understand.

The environmental assessment was also extensive and included the following studies/reports:

- Hydrology/Hydraulics/Water Quality technical report
- Air Quality Results report

- Noise Analysis report
- Phase I Hazardous Material Assessment report
- Biological Assessment
- Wetland Delineation report
- Wetland Mitigation plan
- Clean Water Services Sensitive Area Impact plan
- Natural Resources Assessment
- RSAT Stream Evaluation report
- Socio-economic report
- Cultural, historic, and archaeological resources report

The HHPRI team was excellent at coordinating with the relevant permitting agency and providing a report that met the needs of each agency. A true gauge of the value of the HHPRI team was the very little amount of involvement that was required from me and other city staff in completing these numerous and detailed environmental tasks.

The land use process for this project culminated in a public hearing in front of the City of Beaverton Board of Design Review for three separate land use applications: a design review of the proposed street improvements, a review of the project's Tree Plan, and a review of the requested design modifications to the City of Beaverton Engineering Design Manual. The preparation by the HHPRI team was extremely thorough and the presentations concise. The BDR approved the applications and there were no appeals.

It is hard to summarize in a couple of pages the excellent work and effort that the HHPRI team provided to the City of Beaverton on a project that lasted almost three years and stayed within budget. I can say without reservation that the HHPRI team excelled in every category and displayed an ownership in the project equal to my own.


Jim Brink
Project Engineer



Sunnybrook Service Center

September 23, 2004

Re: Letter of Recommendation for Harper Houf Peterson Righellis, Inc.

To Whom It May Concern:

Harper Houf Peterson Righellis, Inc. has recently served as the project designer for several Clackamas County projects including Sunnyside Road Widening Phase 1 (I-205 to 122nd) and Sunnyside Widening Phase 2 (122nd to 152nd), Oatfield/Roethe Intersection Improvements, and the Shroeder Avenue Drainage Improvement Project. The company has experience in managing large-scale multi-year design and construction projects while also having the availability to complete small scale, limited budget projects.

For Clackamas County Department of Transportation and Development, Harper Houf Peterson Righellis, Inc. has provided clear, constructible projects that are on schedule and on budget. Dan Houf, principal engineer and project manager, has led his staff and team of consultants through both the Sunnyside Road Widening Phase 1 and Phase 2, with project costs of \$27 million and \$30 million, respectively. The design team has been effective at recommending cost saving alternatives to portions of the project that have saved over \$5 million on the total project costs. Both projects have been complex and incorporated storm drainage changes, right of way acquisition, the addition of 4 travel lanes, walls, major utility relocations, and intensive public involvement. HHPR provided excellent service in informing the public during design as well as construction. The design team has effectively met with citizens one on one, to groups as large as seventy-five.

Clackamas County DTD would utilize the services with Harper Houf Peterson Righellis, Inc. again.

If you have any further questions regarding this letter of recommendation, please contact Jody Yates at jodyyat@co.clackamas.or.us, (503) 353-4658, or Mike Bezner at mikebez@co.clackamas.or.us - (503) 353-4651.

Sincerely,

Jody A. Yates, P.E.

Project Manager – Sunnyside Road Widening Phase 2



Harper
Houf Peterson
Righellis Inc.

ENGINEERS O PLANNERS
LANDSCAPE ARCHITECTS O SURVEYORS
