

December 10, 2021

**Nick Green, City Manager**  
City of John Day  
450 E. Main St.  
John Day, OR 97845



***Subject: Seneca - Burns - Lakeview Middle-Mile Fiber Optic Route Feasibility and Opinion of Probable Cost***

Dear Nick,

The following is a proposal to provide OSP Infrastructure Design and Technical Consulting Services to the City of John Day in partnership with the City of Burns and City of Lakeview for the project referenced in the subject line. Commstructure Consulting proposes to perform the technical consulting services according to our Standard Hourly Rate Schedule. The following is an estimate of the anticipated project costs:

US 395 - Seneca to Burns Airport (47.5 miles / 250,800 feet):	\$ 9,094.01
US 20 / US 395 - Burns Airport to Lake County Line (68.7 miles / 362,736 feet):	\$ 13,152.81
US 395 - Harney County Line to Lakeview (75.3 miles / 397,584 feet):	<u>\$ 14,416.40</u>
Total Estimated Project Budget w/10% Contingency:	\$ 36,663.22

\* See Exhibit A for Standard Hourly Rate Schedule and Estimated Fees / Breakdown by Task

### **Project Understanding & Scope of Services**

The City of John Day desires to expand its open-access, last-mile fiber optic network with the ability to provide backbone and middle-mile infrastructure and dark fiber capacity to support broadband service providers, municipal networks and institutional networks with delivery of high-speed broadband communication services and transport capabilities connecting City of John Day and underserved neighboring communities and stakeholders in Grant County. In addition, The City of John Day is partnering with neighboring City of Burns in Harney County and City of Lakeview in Lake County to develop middle-mile infrastructure connecting the three communities while developing strategic collocation facilities in each community for interconnection with service providers that will provide broadband services, dark fiber connectivity and backhaul transport serving residential, commercial, government, healthcare and educational facilities in the tri-county region.

This project will consist of a combination of conceptual route planning, feasibility, field verification, mapping and opinion of probable cost (OPC) for approximately 191.5 miles (1,011,120 feet) of new fiber optic network infrastructure. The proposed routes will consist of a combination of overhead on existing electric utility poles and underground along public and private right of way corridors in the absence of existing aerial infrastructure. The feasibility project will explore design options including leveraging existing wireline infrastructure assets and partnerships where available; development of a conceptual high-level infrastructure design with considerations of existing broadband service providers; geographic and other design related challenges; construction methodology and technologies; and provide an opinion of probable cost (OPC) budget including an overview diagram of the high-level design along with a narrative description of the research findings, system design approach and conceptual schedule with milestones for constructing the middle-mile broadband infrastructure along with collocation and interconnection conceptual site locations.

Commstructure and the partnering Cities will use information developed throughout the feasibility study phase to assist, contribute and support the effort of developing an application for the US Department of Agriculture (USDA) ReConnect Grant Application submittal in 1Q-2022.

**Planning | Design | Implementation**

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The following is a conceptual project lifecycle and anticipated scope of work for this project:

***Route Planning, Feasibility, Conceptual Design & Cost Estimating***

- ❖ Coordinate and attend initial kick-off meeting for review of the intended scope and outcomes between Commstructure, City of John Day, City of Burns, City of Lakeview and other Project stakeholders and establish a conceptual project route, schedule and key objectives including milestones and deliverables to set mutual expectations.
- ❖ Perform site visits of the routes and area to develop a better understanding of the topography, design challenges, construction methodology, routing, and availability or lack thereof existing infrastructure. Site visits will also include high-level review of existing assets and partnerships to expand and deliver broadband services to residents and businesses along the route and within the communities.
- ❖ Coordinate and attend informational meetings with permit agencies governing the Rights of Way or Joint Use Structures applicable to the conceptual route alignments. The meetings will be to introduce the project to the various agencies; discuss the project approach; identify any potential future projects that may conflict with the proposed alignments; and verify permitting, design and construction requirements.
- ❖ Research, acquire and analyze geospatial information related to the routes along with potential number of residents and businesses in the tri-county region and locations relative to existing infrastructure utility corridors, and identify gaps requiring new underground construction or creative connectivity solutions. This information will also be utilized to determine underlying property ownership, applicable state and federal land for permitting and constructing in environmental, historical or archaeologically sensitive areas.
- ❖ An Environmental Sub-Consultant will be retained to determine requirements for environmental assessment, identification, and mitigation to satisfy permitting requirements on public and private right of ways. Sub-Consultant will contact Agencies to find out what types of studies have been recently completed along the alignments and confirm what is needed to satisfy Environmental Requirement aspect of ROW permits. Sub-Consultant will also perform background research for known archaeological resources or identify any potential historic use of the land that may have left archaeological resources. In addition, research for listed plants, wildlife or fish species protected under the federal Endangered Species Act and or the State endangered species act will be conducted. Information gathered from this research will provide direction to determine needs for pedestrian surveys for future low-level design of the project route. Commstructure will be the lead consultant and the Environmental Consultants will be Sub-Consultants to Commstructure.
- ❖ Utilizing the information obtained from the Cities and Agency meetings, site visits and research of the project areas, Commstructure will develop a conceptual broadband infrastructure deployment plan identifying existing and proposed infrastructure pathway, conceptual high-level design of aerial and underground applications with technology options for developing a physical layer network capable of delivering broadband services to the region for inclusion in the USDA ReConnect grant application.
- ❖ Commstructure will meet with Cities of John Day, Burns and Lakeview and project stakeholders for preliminary design review to fine tune the conceptual design and incorporate ideas and recommendations for finalizing the conceptual broadband system design.
- ❖ Based on the outcomes and input from the site visits, stakeholder meetings and design reviews, develop conceptual high-level route design diagrams and route maps depicting the locations of potential areas benefitting connectivity, routing of proposed aerial and underground infrastructure for middle-mile connections, potential access points and applications, interconnection locations and overlap of existing infrastructure assets and access points for connectivity and extension of broadband services throughout the route segments and tri-county region.
- ❖ Develop a budgetary Opinion of Probable Cost (OPC) or Rough Order of Magnitude (ROM) for estimated Construction cost including all design, permitting, project management, construction labor and materials with provisions for contingency and prevailing wage considerations to meet Oregon

public contracting rules and regulations.

- ❖ Provide a narrative outlining the overall conceptual infrastructure design plan including summary of the results from the site visits, agency meetings, budgetary cost estimates and recommendations for project approach, scheduling, implementation, and phasing of the project to align with potential funding sources and partnerships
- ❖ Provide USDA ReConnect Grant application support documentation and technical consulting services including contributions of scope of work, system design, infrastructure leveraged, construction methodologies, and opinions of probable design, construction and implementation costs for a complete broadband middle-mile system

\* See Exhibit B for Conceptual Route Maps / Route Segment Maps

### **Assumptions, Limitations and Exclusions**

- ❖ Owner will be responsible for all Franchises, Joint-Use Pole Agreements; Business Licenses and State Certifications as required to construct and maintain communications infrastructure in the public and private ROW
- ❖ Owner will be responsible for supporting the negotiation and acquisition and all private easements if applicable along proposed routes
- ❖ Alternate Route Designs or Contingency Route Designs shall be reimbursed according to Standard Hourly Rate Schedule
- ❖ Weekly Conference Calls included to provide project schedule updates and discuss project progress, milestones and action items
- ❖ Commstructure will progress invoice on a monthly basis for hours expended and expenses incurred for the prior month and upon project completion
- ❖ Travel Expenses incurred by Design Staff shall be reimbursed according to the Commstructure Travel Reimbursement Policy
- ❖ Project Schedules are developed and based on the assumption that Environmental Conditions (i.e. Cultural, Biological, Historical, Archaeological and Hazardous Materials) along the proposed alignment(s) are considered disturbed corridors and will not prohibit the successful fielding and design of projects. Unforeseen or unanticipated conditions that result in an alignment re-route shall be considered a change in Scope and Schedule. Additional fielding, design and permitting shall be negotiated according to the Standard Unit or Hourly Rates and the schedule shall be revised based on a mutually acceptable and reasonable amount of time to complete the additional design and permitting
- ❖ Commstructure shall not be responsible for delays in schedule, milestone deliverable dates or monetary penalties resulting from Environmental Conditions discovered or presented during the course of the design of the project that result in work stoppage or design of re-routes
- ❖ Exhaustive and intensive Environmental field services are not included in the scope of work and shall be negotiated as required or needed for the successful of the project

Thank you very much for the opportunity to provide you with a proposal for technical consulting services. If you have any questions, or are ready to proceed with the design, do not hesitate to contact me at (971) 266-4440.

Respectfully submitted,



Erik Orton  
President and CEO

Exhibit A – Standard Hourly Rate Schedule and Estimated Fees / Breakdown by Task

**Standard Hourly Rate Schedule**

<u>UNIT</u>	<u>DESCRIPTION</u>	<u>BASIS</u>	<u>* RATE</u>
CC109	PRINCIPAL	PER HOUR	\$ 135.00
CC110	PROJECT MANAGER	PER HOUR	\$ 120.00
CC111	SENIOR OSP DESIGNER	PER HOUR	\$ 110.00
CC112	OSP DESIGNER	PER HOUR	\$ 95.00
CC113	OSP DESIGN TECHNICIAN	PER HOUR	\$ 80.00
CC114	SENIOR CAD TECHNICIAN	PER HOUR	\$ 90.00
CC115	CAD / GIS TECHNICIAN	PER HOUR	\$ 85.00
CC116	OFFICE / PROJECT COORDINATOR	PER HOUR	\$ 85.00
CC117	PERMIT COORDINATOR	PER HOUR	\$ 85.00
CC118	OWNER REPRESENTATIVE / CONSTRUCTION OVERSIGHT	PER HOUR	\$ 95.00

**Travel Expense and Reimbursables**

Standard Hourly Rates do not include provisions for travel expenses or other reimbursable direct expenses (i.e. sub-consultants, express mail, permit fees, large format color plotting, specialized base mapping data for specific communities, reprographics, binding, etc.) unless otherwise specified in project specific work orders or quotes.

Travel expenses (if applicable) including travel time, meals, lodging and miscellaneous expenses will be reimbursed at actual cost plus 10% for projects requiring travel beyond a 50-mile radius of the Commstructure home office. All mileage incurred (if applicable) will be reimbursed per the current effective IRS reimbursement rate at the time driven.

Sub-consultants, reprographics, courier services and other reimbursable direct expenses shall be reimbursed at actual cost plus 10%.

**Estimated Fees / Breakdown by Task**

Estimated Fees / Breakdown by Task			Task:		Task:		Task:		Task:		Task:		Total	
Seneca – Burns – Lakeview Backbone Fiber Optic Route Feasibility December 10, 2021			Kick-Off, Research & Field Validate		Conceptual Design & Collaboration		Conceptual Maps & Cost Estimates		Narrative & Summary		Grant Support & Revisions			
<u>Direct Labor</u>	<u>Classification</u>	<u>Rate</u>	<u>Hours</u>	<u>Amount</u>	<u>Hours</u>	<u>Amount</u>	<u>Hours</u>	<u>Amount</u>	<u>Hours</u>	<u>Amount</u>	<u>Hours</u>	<u>Amount</u>	<u>Hours</u>	<u>Amount</u>
Principal	CC109	\$ 135.00	4	\$ 540.00	4	\$ 540.00	2	\$ 270.00	4	\$ 540.00	2	\$ 270.00	16	\$ 2,160.00
Project Manager	CC110	\$ 120.00	32	\$ 3,840.00	24	\$ 2,880.00	8	\$ 960.00	8	\$ 960.00	8	\$ 960.00	80	\$ 9,600.00
Sr. OSP Designer	CC111	\$ 110.00	12	\$ 1,320.00	8	\$ 880.00	4	\$ 440.00	4	\$ 440.00	4	\$ 440.00	32	\$ 3,520.00
OSP Designer	CC112	\$ 95.00		\$ -		\$ -		\$ -		\$ -		\$ -	0	\$ -
OSP Design Technician	CC113	\$ 80.00	40	\$ 3,200.00	8	\$ 640.00		\$ -		\$ -		\$ -	48	\$ 3,840.00
Sr. CAD Technician	CC114	\$ 90.00	2	\$ 180.00	2	\$ 180.00	2	\$ 180.00		\$ -	2	\$ 180.00	8	\$ 720.00
CAD Technician / OSPI Technician	CC115	\$ 85.00	4	\$ 340.00	8	\$ 680.00	12	\$ 1,020.00		\$ -	2	\$ 170.00	26	\$ 2,210.00
Office / Project Coordinator	CC116	\$ 85.00	1	\$ 85.00	1	\$ 85.00	1	\$ 85.00	1	\$ 85.00	1	\$ 85.00	5	\$ 425.00
Utility Permit Coordinator	CC117	\$ 85.00	8	\$ 680.00	4	\$ 340.00	2	\$ 170.00	2	\$ 170.00		\$ -	16	\$ 1,360.00
Owner Representative / Construction	CC118	\$ 95.00		\$ -		\$ -		\$ -		\$ -		\$ -	0	\$ -
<b>Subtotal Labor</b>			<b>103</b>	<b>\$ 10,185.00</b>	<b>59</b>	<b>\$ 6,225.00</b>	<b>31</b>	<b>\$ 3,125.00</b>	<b>19</b>	<b>\$ 2,195.00</b>	<b>19</b>	<b>\$ 2,105.00</b>	<b>231</b>	<b>\$ 23,835.00</b>
<b>Other Direct Costs / Reimbursables</b>														
Mileage	350 RT Avg	\$ 0.56	1400	\$ 784.00		\$ -		\$ -		\$ -		\$ -	1400	\$ 784.00
Per Diem	Meals & Exp.	\$ 154.00	12	\$ 1,848.00		\$ -		\$ -		\$ -		\$ -	12	\$ 1,848.00
Base Mapping / GIS Address Data	Mapping / GIS	\$ 1,000.00	1	\$ 1,000.00		\$ -		\$ -		\$ -		\$ -	1	\$ 1,000.00
Sub - Environmental / Archaeological		\$ 250.00	8	\$ 2,000.00	6	\$ 1,500.00		\$ -	6	\$ 1,500.00		\$ -	20	\$ 5,000.00
Reimbursables - Markup		<b>10%</b>		\$ 563.20		\$ 150.00		\$ -		\$ 150.00		\$ -		\$ 863.20
<b>Subtotal Other Direct Costs</b>				<b>\$ 6,195.20</b>		<b>\$ 1,650.00</b>		<b>\$ -</b>		<b>\$ 1,650.00</b>		<b>\$ -</b>		<b>\$ 9,495.20</b>
<b>SUB-TOTAL TIME &amp; MATERIAL ESTIMATE</b>				<b>\$ 16,380.20</b>		<b>\$ 7,875.00</b>		<b>\$ 3,125.00</b>		<b>\$ 3,845.00</b>		<b>\$ 2,105.00</b>		<b>\$ 33,330.20</b>
<b>CONTINGENCY</b>				<b>10%</b>		<b>\$ 1,638.02</b>		<b>\$ 787.50</b>		<b>\$ 312.50</b>		<b>\$ 384.50</b>		<b>\$ 210.50</b>
<b>TOTAL:</b>				<b>\$ 18,018.22</b>		<b>\$ 8,662.50</b>		<b>\$ 3,437.50</b>		<b>\$ 4,229.50</b>		<b>\$ 2,315.50</b>		<b>\$ 36,663.22</b>

Exhibit B - Conceptual Route Maps / Route Segment Maps



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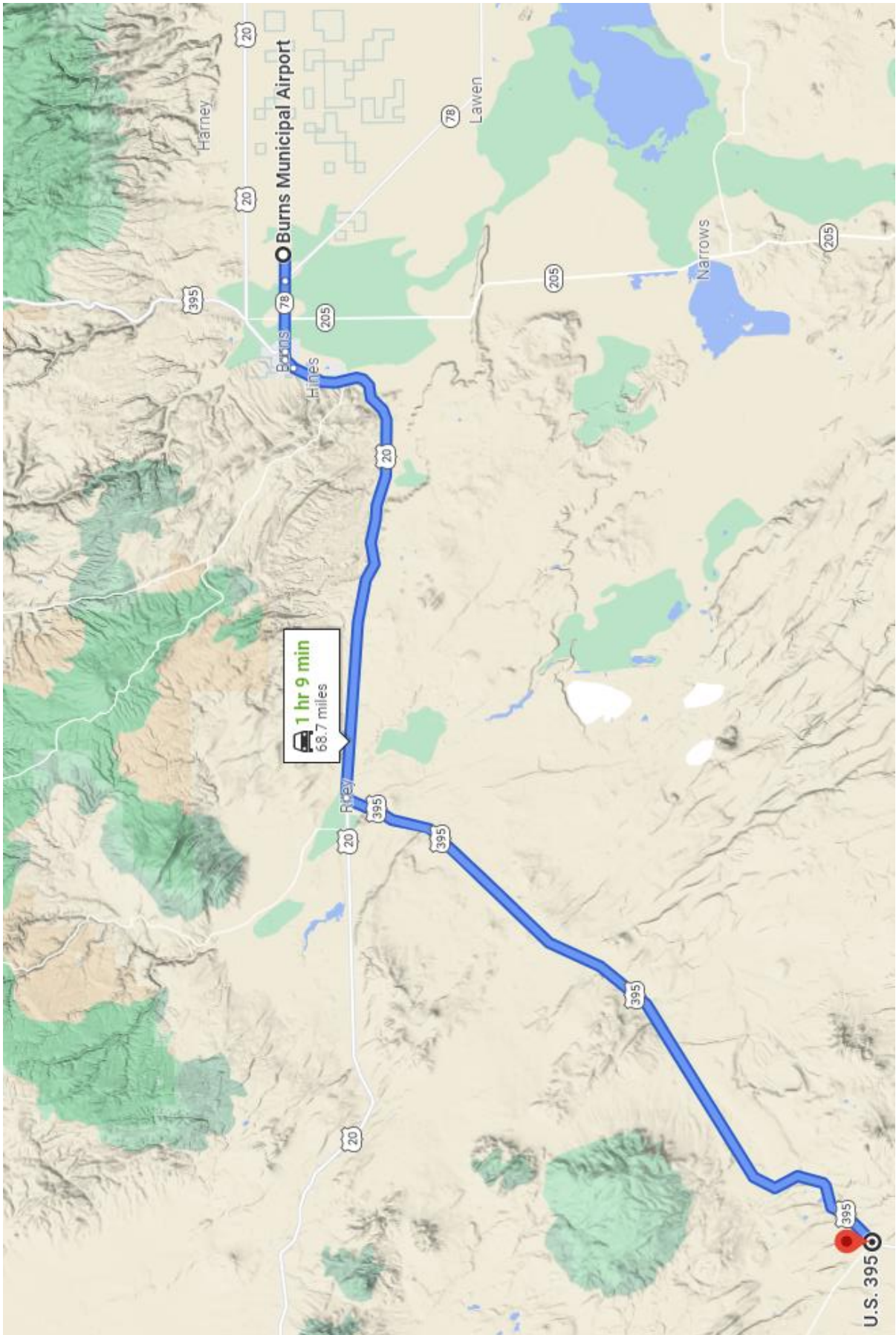


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