

April 8, 2026

Taylor Davis, P.E., City Engineer
City of Foley
 200 W. Laurel Ave. Suite 225
 Foley, AL 36535

RE: Revised Proposal for Professional Engineering and Environmental Services
 ATRP2-02-2026-213 – Intersection Improvements Foley Beach Express at Miflin Road (CR-20)
 Thompson Proposal No. 25-4110-0121

Thank you for selecting Thompson Engineering, Inc. (Thompson) to provide the engineering and environmental services required to complete the design of intersection improvements needed at Foley Beach Express and CR-20 and funded by the Alabama Department of Transportation’s ATRIP-II Program! We look forward to working with the City to improve this important intersection for the community and have prepared the following proposal based on our understanding to complete the work.

This proposal is based on the proposed project described in the ATRIP-II application and includes preliminary engineering, environmental field services, final design, and plan production services needed for ALDOT to bid and construct the project. Thompson is pleased to submit this proposal along with our understanding of the project, proposed scope and fee, and our request for authorization to proceed.

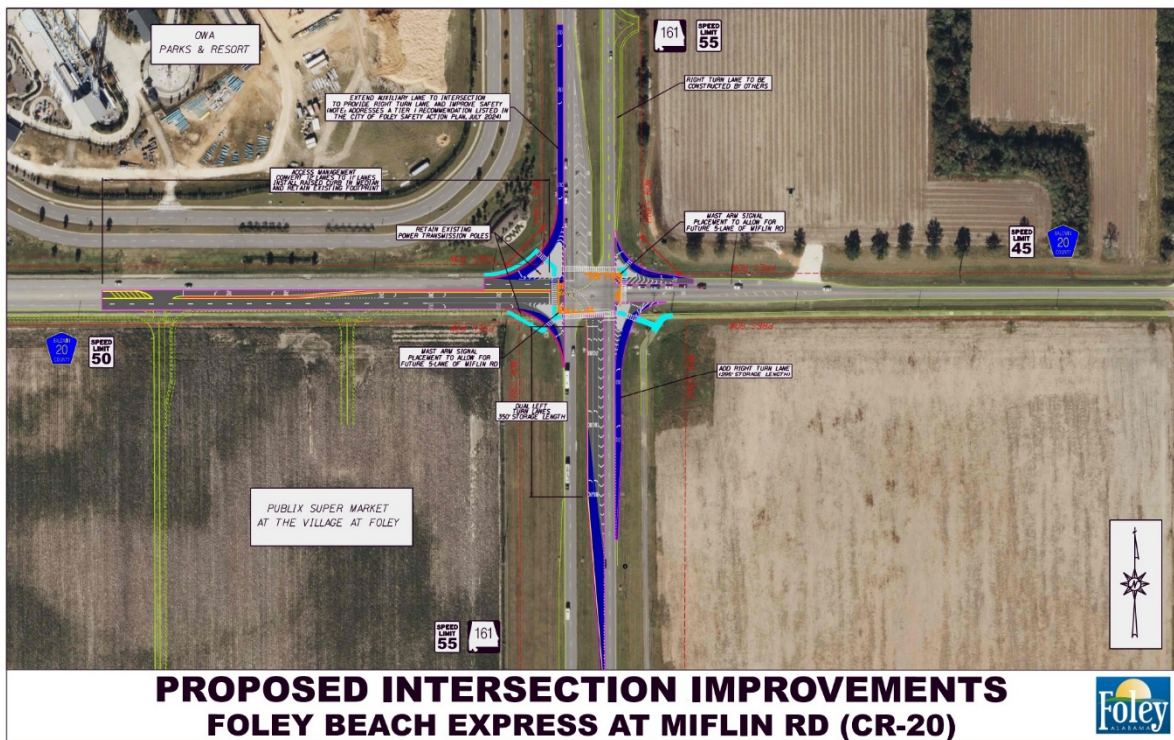


Figure 1: Concept Plans per approved ATRIP-II Application

Project Understanding

The City of Foley is planning an intersection improvement project to provide additional turn lanes, upgrade the signals to mast arm signals with luminaires, and improve pedestrian crossings, as follows:

- Add right turn lane to the southbound route on Foley Beach Express
- Add right turn lane to the northbound route on Foley Beach Express
- Add second left turn lane to the northbound route on Foley Beach Express and extend storage capacity for both turn lanes
- Improve intersection radii and install concrete islands with crosswalks on all four corners
- Incorporate access management by providing a raised median strip on Mifflin Rd for 800' +/- to delineate turn lanes and control access into recent economic development and improve safety near the intersection

The final configuration and length of turn lanes will need to be determined by a traffic analysis to ensure enough storage is provided to accommodate design year traffic volumes. We propose to use Sain Associates as a subconsultant to provide traffic analysis and signal design services.

The City has a visionary plan to extend the 5-lane widening on Mifflin Road east of Foley Beach Express but does not have the budget to construct these improvements currently. However, the City would like the design of the intersection to incorporate considerations for such future improvements into the intersection and signal pole layout.

The City previously expressed a desire to include roadway lighting on each approach to the intersection, but this has not been included in the project due to funding constraints.

According to a project scoping meeting held by ALDOT on March 12, 2026, the Local Transportation office at ALDOT requested the City consider an alternative intersection design known as the Restricted Crossing U-Turn intersection. This would have reconfigured the intersection to remove left turns from the side streets and possibly left turns from the mainline and require additional signalized intersections on Foley Beach Express to provide U-turns needed to accommodate these movements. Upon further review, the City had concerns with proximity of the U-turns to South OWA Boulevard and future development on the east side of Foley Beach Express that would impact travel patterns and turning movements in the area. The City is also concerned about the potential queuing of traffic on Foley Beach Express and traffic backing up in a manner that would impact the usability of U-turns. Therefore, this alternative was not considered feasible and the City is pursuing the initial scope of work shown in the approved grant application.

Proposed Scope of Work and Deliverables

The specific scope of work presented below addresses project requirements known at the time of this proposal. If additional services are subsequently requested by the City, our office will respond promptly; however, additional services will not be undertaken without prior written approval from the City.

Task 1: Topographic and Property Surveys

Thompson will provide surveying services to complete Topographic Surveys needed to support ROW acquisition, final design and plans preparation. The specific survey tasks proposed are as follows:

Property Survey

Prepare a property map for all potentially affected parcels. The map will show property lines, driveways, fences, and other relevant features extending to the first quarter-line beyond the proposed right-of-way.

Topographic Survey

Conduct a detailed topographic survey of existing conditions within the project limits shown on Figure 2 below. This will include pavement, drainage features, signage, utilities, above-ground structures, and all other significant visible features.

Utilities

Locate all underground utilities as marked by 811 or utility owners within the corridor limits. All above-ground utilities within the same limits will also be located.

Survey Control

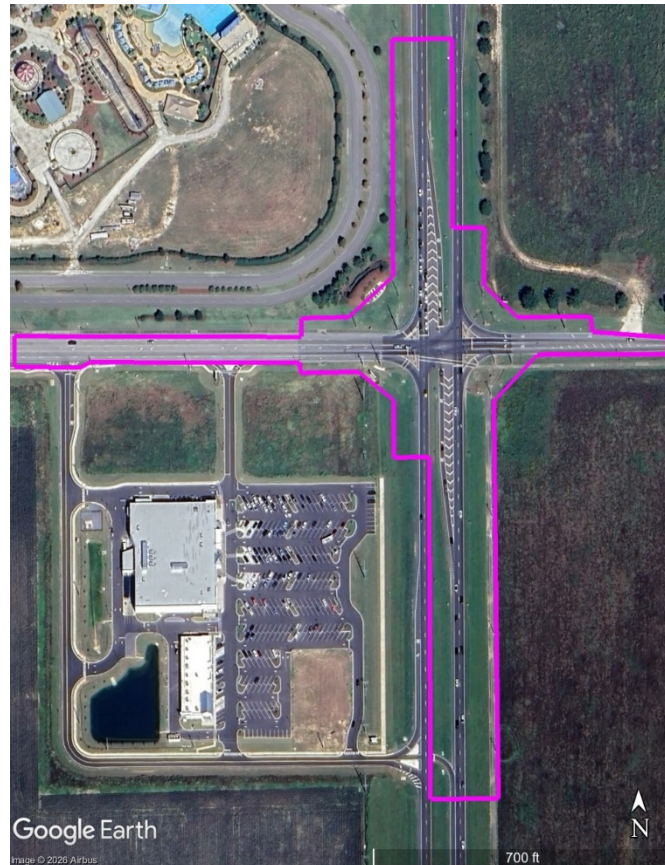
Establish survey control and provide associated data with the final submittal.

- Horizontal datum: NAD 83 (2011), Alabama State Plane West Zone
- Vertical datum: **NAVD 88**
- A combined scale factor will be included.

Deliverables

Digital survey files will be provided in OpenRoads Designer format, including:

- TOP – Topographic features
- IPU – Utilities
- PRP – Property information
- CNTRL – Survey control



Task 2: Geotechnical Engineering Services

Thompson will provide geotechnical engineering services the geotechnical engineering and subsurface investigation costs associated with performing the requested geotechnical borings and providing site preparation and pavement recommendations for the planned project. We understand the project consists of the design and construction of new turning lanes on the Foley Beach Express, minimal widening on Mifflin Road, and new traffic poles at each corner of the intersection.

Prior to mobilizing equipment to the project site, Thompson will contact Alabama One Call to locate and mark all existing utilities within the project area. The test locations will be offset, if required, to avoid conflicts with existing overhead and buried utilities/structures or to offset safety hazard exposure of the drill crew.

During the performance of the field exploration work, the geotechnical engineer may be onsite with the field crew. The field crew will provide immediate feedback if unusual or unanticipated conditions are encountered during the field activities. Any such conditions will be quickly evaluated by the geotechnical engineer, and if the field findings warrant changes to the agreed to and contracted scope of work, Thompson will contact the project team for confirmation and authorization. The geotechnical study will be managed by an experienced geotechnical engineer licensed in the State of Alabama.

Portions of Foley Beach Express and Mifflin Road may need to be temporarily closed to allow for soil borings. If needed, Thompson will provide, or secure a subconsultant to provide, temporary traffic control during soil boring activities that affect traffic.

We propose the following specific scope of work:

- The geotechnical engineer and/or his authorized representative will visit the site to perform a pavement assessment survey, site reconnaissance, and coordinate the field activities.
- Mobilize subsurface drilling equipment to perform a total of ten (10) standard penetration test (SPT) soil borings in accordance with ASTM D1586 within the planned project area. Six (6) borings will be performed to a maximum depth of 6 feet below existing site grades within the planned new turning lanes and widening areas. Four (4) soil borings will be performed to a maximum depth of 30 feet within the planned traffic signal pole locations. Sampling will be performed continuously from the ground surface to a depth of 10 feet. Additional samples will be collected on 5-foot intervals thereafter to boring termination. Groundwater depth will be recorded for all boreholes when encountered.
- The recovered soil boring samples will be placed in sealed containers and transported to our geotechnical laboratory. An experienced geotechnical engineer will visually classify all the recovered soil samples and stratify the borings. Records of Test Borings will be prepared to summarize the data collected. Samples will be retained in storage for 90 days after the date of geotechnical report publication.
- Conduct a limited laboratory testing program of recovered soil samples obtained from select soil test borings. The laboratory testing may include gradation distribution, moisture content, Atterberg Limits, and shear strength tests. The type and quantity of tests will be selected by the Geotechnical Engineer following visual examination of all the recovered soil specimens.
- Prepare a Geotechnical Engineering Report that summarizes the subsurface exploration activities as well as provides engineering evaluations, technical discussions, and engineering

recommendations for foundation design and site preparation. The geotechnical report will specifically include:

- Boring Location Plan
- Boring Logs with Soil Stratigraphy
- Discussion of Groundwater and Impact on Construction
- Discussion of Soil Stratigraphy and Soil Properties
- Site Preparation Recommendations
- Pavement Recommendations

Task 3: Environmental Services

As a requirement of the state funding provided for this project, ALDOT requires a State Environmental Document (SED) to be prepared. ALDOT provides SED forms that are intended to be used by local entities and their consultants.

An SED may be initiated by either the City or by the ALDOT Region staff. According to a kickoff meeting held by ALDOT on February 24, 2026, ALDOT will prepare the State Environmental Document, with assistance from Thompson for any field services needed. The scope of work for the SED has been removed from this revised proposal. Thompson will provide environmental field surveys services to include wetland delineation, threatened and endangered species survey, bat survey, cultural resources survey, and any Nationwide wetland permitting as required.

Wetland Delineation, Threatened and Endangered Species Survey, and Nationwide Permitting (if applicable)

Thompson Engineering will perform a wetland delineation to determine the presence of wetlands, streams, or other Waters of the U.S. within the project corridor. Thompson will assess the presence/absence of continuous surface hydrologic connections of wetlands to tributaries of Navigable Waters, to determine the jurisdictional status of each wetland encountered.

Based on a preliminary aerial imagery assessment, we do not anticipate the presence of jurisdictional wetlands. However, if our wetland delineation shows that impacts at any location exceed the threshold for preconstruction notification, Thompson will prepare an application for Nationwide Permit No. 14, including documentation needed to submit a Pre-Construction Notification, respond to agency questions or requests for additional information, and coordinate Corps review of the application through issuance of the wetland fill permit.

In addition to the wetland delineation, Thompson will conduct a threatened and endangered species survey based upon the results of a request to the U.S. Fish & Wildlife Service for an IPaC report that lists the species of plants and animals that could occur in the project area.

Cultural Resources Survey (As Needed)

If required for the State Environmental Document, Thompson will conduct a Phase I Cultural Resources Survey for the project. The survey will conform to state and federal guidelines, including Section 106 of the National Historic Preservation Act of 1966 and the United States Secretary of the Interior's Advisory Council on Historic Preservation Regulations, 36 CFR Part 800. The proposed assessment will include a formal Phase I field survey with subsurface testing in non-wetlands, laboratory analysis of any recovered artifacts, a review and documentation of any standing historic structures (over 50 years old) in the

project's area of potential effect (APE), report preparation and finalization, and curation of any project-related materials.

Upon completion of field work and laboratory analysis of any artifacts found during the survey, a Cultural Resources Assessment report will be prepared that will include descriptions of the project area (size, elevation, wetlands, soil associations, etc.), a literature and background research section, a summary of the field methods employed (personnel, timeline, amount of shovel tests, shovel test descriptions, etc.), maps of the project area and field work locations, laboratory and curation methods, a results section (if any archaeological sites encountered), and a summary with recommendations. A draft report will be submitted to the City for review and comment; once any comments have been received, a finalized version will be submitted to the City and to reviewing agencies (Alabama Historical Commission and Corps of Engineers) for concurrence.

Visual Bat Survey

A visual survey of the project area will be conducted to determine the presence/absence of habitats suitable for Tricolored Bats. This will involve an assessment of trees in the vicinity of the project regarding tree types and sizes, and percent canopy closure, as well as presence/absence of foraging habitat (open water, roadways, etc.). This survey will also involve a visual inspection for evidence of habitat that could be used for roosting by bats. The "Bridge/Structure Bat Assessment Form" will be filled out to document the results of the field survey.

Task 4: Roadway and Signal Plans

Thompson will perform roadway and drainage design and will prepare plans in general accordance with the ALDOT Guide for Developing Construction Plans and the ALDOT Roadway Plans Preparation Manual, unless otherwise noted herein. Roadway design criteria will be based on AASHTO's 2018 Policy on Geometric Design of Highways and Streets and geotechnical recommendations for the site. Thompson will also coordinate with utilities to ensure that all potential conflicts are identified and addressed.

The roadway plans will include the following:

- Title Sheet
- Index Sheets
- Plans Legend and Abbreviations
- Traffic Signal and ITS Legend (Sain)
- Geometric Layout Sheets
- Typical Sections and Special Project Details
- Project Notes
- Quantity Sheets
- Plan and Profile Sheets
- Paving Layout Sheets
- Signing and Striping Sheets
- Traffic Signal Layout Sheets (Sain)
- Drainage Sections
- Erosion Control Plans
- Traffic Control Plans
- Cross Sections

We will prepare and submit plans for a Plan-In-Hand (PIH) inspection and on-site review of the proposed project with the City and ALDOT. Comments from the PIH inspection will be addressed and included in a Plans, Specifications and Estimate (PS&E) design submittal for review. If approved by the City and ALDOT, the PIH and PS&E submittal may be combined into one submittal. PS&E review comments will be addressed and final plans issued for construction. Engineer's cost estimates will be prepared at each submittal.

We will secure a sub-consultant, Sain Associates, to perform traffic analysis and signal design services needed on the project. Sain has previously prepared traffic studies in the area and they will use this information to provide feedback on turn lane lengths and any other proposed modifications to the intersection. They will also review and respond to proposed recommendations for access management on Mifflin Road west of the intersection. In addition, Sain will prepare signal plans conforming to ALDOT standards. Design criteria for the traffic signal modifications will be established with ALDOT prior to starting plan development.

EXCLUSIONS: This scope of work does not include any utility relocation design or plans. Additionally, no traffic signal warrants, structural pole and foundation designs are included in this proposal.

Exclusions

We have prepared this proposal with the understanding that the City intends to construct the project with state and local funding. Project deliverables, including engineering recommendations and conclusions, will be prepared in general accordance with standards of professional practice and previous experience on similar projects in Baldwin County, Alabama.

The following items are specifically not included in the scope of work:

- Electrical or Lighting Design
- Traffic Signal Warrant Analysis
- Signal Pole and Foundation Design
- Section 404 Permitting
- Phase I Environmental Site Assessment
- Construction Bidding Assistance
- Construction Engineering and Inspection (CE&I)
- Construction Materials Testing (CMT)
- Public Involvement Meetings

Compensation

Thompson will provide the professional services described above on a Lump Sum basis as summarized below. Additional Services not listed in the Scope of Work will be performed on a Time and Material basis in accordance with our currently approved ALDOT audited indirect rates and will not be undertaken without prior written approval by the City of Foley.

Professional Services	Fee
Task 1: Topographic Surveys	\$ 38,000.00
Task 2: Geotechnical Engineering Services	\$ 23,000.00
Task 3: Environmental Services	\$ 12,000.00
Task 4: Roadway and Signal Plans	\$225,000.00
Total "Lump Sum" Fee =	\$ 298,000.00

Services to perform topographic and environmental surveys shall commence immediately upon receipt of notice to proceed and are expected to be completed within 90 days. Schedule for the design and permitting will be coordinated with the City and ALDOT.

Closure

We are looking forward to working with the City and ALDOT to design this collaborative project! If you have any questions or need additional clarification, please let us know.

Sincerely,

THOMPSON ENGINEERING, INC.



Drew T. Davis, PE, ENV SP
Transportation Practice Lead



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Team Leader – Civil/Transportation