REQUEST FOR PROPOSALS FOR PROFESSIONAL ENGINEERING SERVICES FOR THE

WHEATLAND ROAD COMPLETE STREETS PROJECT

Submitted by:

DOKKEN ENGINEERING

August 22, 2024

DOKKEN ENGINEERING
Transportation Solutions from Concept to Construction

August 22, 2024

Mr. Dane Schilling, City Engineer
City of Wheatland
111 C Street
Wheatland, CA 95692

RE: Request for Proposals for Professional Engineering Design and Environmental Services for Wheatland Road Complete Streets Project

DOKKEN ENGINEERING CONTACT

Lindsay Katt, PE | Project Manager

Address:	110 Blue Ravine Road, Suite 200 Folsom, CA 95630
Telephone:	(916) 858-0642
Fax:	(916) 858-0643
E-Mail:	lkatt@dokkenengineering.com

Dear Mr. Schilling and Selection Committee:

Dokken has developed a fruitful working relationship with the City of Wheatland, and we would love the opportunity to continue this relationship and help the City with the Wheatland Road Complete Streets project. We believe we have a good understanding of what the City is looking for with these improvements and we have identified several critical elements that we will address to get this project to construction.

- Aggressive Schedule - PE Funds reversion date of June 30, 2025, PS&E Complete by March 20th, 2025
- Appropriate selection of Typical Sections considering Right of Way
- Utility Relocations
- Storm Water Management and Drainage Facility Design in environment with little elevation change
- Pavement Rehabilitation
- Environmental Clearance
- Local Development Coordination

As your Project Manager, I will be your main point of contact and assume the full contract management responsibilities on a day-to-day basis. My successful delivery of projects is based on my understanding of the critical path, thorough communication, engaging and mentoring my team to create a sense of project ownership, not overcommitting myself, and always maintaining a 'project first' philosophy. I will make sure all decisions are in the best interest of the City and the Wheatland community.

Strong Project Management will be particularly critical on this project as we will **adhere to an aggressive schedule to expend all of the City's PE Phase funding prior to the RSTP Reversion Date**. Dokken's unique structure of having so many disciplines in house, allows us to scope projects quicker and adhere to that scope for the remainder of the project development. We can work more efficiently and effectively than other teams, keeping your project on schedule.

As Principal-in-Charge (PIC) you will also have Matthew Griggs, PE, who will be assuring that the quality Dokken expects is being delivered to the project and the City. Matt is a hands-on PIC who knows the importance of checking in with the City and Project Managers to ensure projects are proceeding successfully.

Dokken understands that agency staff are frequently accountable to a wide range of demands with limited resources – everyone wears many hats, and they are pulled in multiple directions at any given time. I will respect the demands of your time and bring solutions and recommendations to you, as I have done for the City and Yuba County on the Beale Expressway project. We have assembled a skilled and experienced team offering comprehensive, turnkey project management so that City staff can feel confident in the success of this project.

Dokken has reviewed the terms and conditions of the contract agreement, and we take no exceptions with the standard agreement. Dokken has no conflicts of interest pertaining to the project. Dokken has reviewed and acknowledges Addendum No. 1 issued on August 20, 2024.

We greatly appreciate the opportunity to submit our proposal package and look forward to the next step in your selection process.

Sincerely,

DOKKEN ENGINEERING, INC.

Lindsay Katt
Project Manager
(916) 792-8603
lkatt@dokkenengineering.com

Matthew Griggs, PE
Vice President, Principal in Charge
(916) 858-0642
mgriggs@dokkenengineering.com

5140/MG/LK/sg

REQUEST FOR PROPOSALS FOR
PROFESSIONAL ENGINEERING SERVICES FOR THE

Wheatland Road Complete Streets Project

Executive Summary

DOKKEN ENGINEERING

Executive Summary

The **City of Wheatland's Complete Streets** project aims to enhance the safety and accessibility of Wheatland Road for students, pedestrians, and cyclists. This project focuses on two key sections of Wheatland Road: from Olive Street to D Street, and from Oakley Lane to Wheatland Park Drive (included as an optional task). These areas are critical as they serve Wheatland High School and Bear River Middle School, making them high-traffic zones for school-aged children. The project will include new sidewalk, pavement rehabilitation, striping, safety lighting, and utility relocations to ensure a comprehensive improvement of the roadway infrastructure.

We have identified several critical elements of the project that will require our attention:

- Aggressive Schedule - PE Funds reversion date of June 30, 2025 ⟹ PS&E, Environmental Clearance, and ROW Needs complete by March 20th, 2025
- Appropriate selection of Typical Sections considering Right of Way
- Utility Relocations
- Storm Water Management and Drainage Facility Design in environment with little elevation change
- Pavement Rehabilitation
- Environmental Clearance
- Local Development Coordination

WHY DOKKEN?

Dokken is committed to providing the City with engineering services built on a foundation of trust, ensuring that this project serves the people who rely on these roadways. To achieve this, Dokken has assembled a team that offers:

- A project manager with significant roadway and complete streets experience.
- Relationships with partnering agencies that will expedite approvals.
- A highly qualified team with local experience in roadway and complete streets design.
- An all-inclusive, reliable team with the resources and capacity to meet your project schedule needs.
- Multiple in-house disciplines that collaborate daily, producing a complete and fully developed project.
- Thorough understanding of the project's critical issues and how best to address/incorporate them into the project.

LOCAL EXPERIENCE

Dokken has extensive experience within the City and the surrounding areas. Led by our Project Manager Lindsay Katt, PE we have successfully managed local projects such as the Beale Expressway, the West Linda Comprehensive Safe Routes to School project, and the SR-70/Feather River Boulevard Interchange for Yuba County. Our deep familiarity with the region equips us with the expertise needed to successfully complete this project.

PRIMARY STAFF

Our assigned primary staff are committed to providing the highest quality deliverables and responsiveness to the City, including:

- Our Project Manager, Lindsay Katt, PE, has recent experience with the City and knowledge of their standards and expectations.
- Our Project Engineer, Daniel Yun, has over 7 years of experience designing roadway and complete streets.
- The proposed project team has delivered many projects for the City and the surrounding areas and are available for the duration of this contract.
- The proposed project team is based in our Folsom Headquarters office full-time, and can be at your office within one hour, meaning no downtime spent on cross state/country travel; you get immediate, local, and timely attention.
- An all-inclusive, highly skilled team available for the duration of this project with the depth of resources and expertise to deliver this project on time, within budget, and with minimal oversight from your staff.

REQUEST FOR PROPOSALS FOR
PROFESSIONAL ENGINEERING SERVICES FOR THE

Wheatland Road Complete Streets Project

Consultant Information, Qualifications & Experience

DOKKEN ENGINEERING

Consultant Information, Qualifications & Experience

ABOUT DOKKEN ENGINEERING

Founded in 1986, Dokken Engineering (Dokken) is a multi-discipline, professional services firm specializing in all phases of project development and delivery, including preliminary engineering, environmental documents, feasibility studies, PIDs, PA&EDs, PS&Es, and construction management. During the past 38 years, we have developed an exceptional depth of experience and expertise having engineered and obtained environmental compliance on more than 3,000 infrastructure projects, including more than 2,000 federally funded projects. Dokken almost exclusively works with public agencies, including the **City of Wheatland, Yuba County, Sacramento County, and other surrounding cities, counties, and municipal agencies.**

DOKKEN ENGINEERING, INC.

Headquarters:
110 Blue Ravine Road, Suite 200
Folsom, CA 95630
Tele: (916) 858-0642
Fax: (916) 858-0643

ORGANIZATIONAL STRUCTURE:

Business Classification:
CA Corporation

Year of Incorporation: 1986

Total Number of Employees: 154

FIRM CAPABILITIES & EXPERTISE:

- Project Management
- Roadway & Complete Streets
- Structures Design
- Hydraulics/Hydrology
- Right of Way Acquisition & Relocation Assistance
- Public/Stakeholder Outreach
- Utility Coordination
- Railroad / CVFPB / PUC Coordination
- 3-D Modeling & Photo Simulation/Renderings
- Construction Support
- Transportation Planning & Funding Assistance
- NEPA/CEQA Documents
- Environmental Permitting & Mitigations

www.dokkenengineering.com

FIRM RESOURCES & CAPABILITIES

Dokken employs a diverse group of over 150 civil, traffic, structural, hydraulics/hydrology, and drainage designers, as well as environmental planners, biologists, archaeologists, permitting and mitigation experts, community outreach specialists, and funding and right of way specialists, who together provide seamless and cost-effective project delivery. With the majority of project work being performed by one firm, under one roof, project coordination and communication are maximized.

One of Dokken's greatest strengths is our exceptional understanding and experience addressing the specific needs of public agency projects and programs. Dokken's low bureaucracy culture and responsive project manager make Dokken a very nimble team. This dexterity, combined with our knowledgeable and experienced staff, allows us to respond to a wide range of needs in a quick and thorough fashion. Dokken is committed to responding quickly, ensuring the project is completed on time and within budget.

In-House Expertise

With numerous technical specialties under one roof, project coordination and communication are maximized. Some of our key services include:

Roadway & Complete Streets Design | Roadway and complete streets design is an integral component of Dokken's services. From local roads to freeways and interchanges, our engineers design simple and complex roadway widenings, interchanges, new roads, realignments, and extensions, as well as bike and pedestrian pathways/trails, aesthetic landscaping and hardscaping, sidewalks, utility relocations, bus stop/pullouts, complete streets, pavement rehabilitation, roundabouts, and intersection signalization. Over the past 38 years, Dokken has designed thousands of miles of roadway and highway throughout California.

Traffic Signal & Street Lighting Design | Dokken has designed over 250 traffic signals and modifications, and as many lighting systems for freeway interchanges, large arterials, collectors and urban city streets and intersections, as well as parks, rural intersections, and historic downtowns. Dokken has designed and modified traffic signal systems as part of road and bridge projects and as standalone projects. Our signal design engineers are familiar with the Caltrans Traffic Signal and Electrical Design Guide, the California MUTCD, Caltrans Standard Plans and Specifications, the Caltrans HDM, and AASHTO publications.

Water Resources | Dokken employs professional engineering staff with extensive experience in all aspects of hydrology, hydraulics, drainage design, and stormwater quality compliance. These staff members, including QSD/QSP certified professionals, are experts in assessing drainage issues, conducting analyses, and coordinating with other disciplines to develop balanced, cost-effective solutions. Through the application of spread analysis, inlet efficiency, culvert and storm drain analysis, open channel design/hydraulic modeling, and detention basin design, our drainage/hydraulic designs keep roadways and public areas free of flooding. Our team has provided hydrology, hydraulics, drainage design, and stormwater quality compliance for various public agency infrastructure projects such as detention & retention basins, storm drains, bio swales, culverts, drainage ditches, and slope stabilization. Protecting the quality of our water resources requires an understanding of the ever-evolving landscape of Clean Water Act policies. From the preparation/enforcement of Storm Water Pollution Protection Plans for General Construction Permit compliance to the evaluation, design, and documentation of permanent BMPs for MS4 compliance, Dokken's certified QSD/QSP staff have the experience and expertise to assist the City with all related NPDES requirements. Dokken's staff propose solutions that are easy to maintain and are appropriate to the project environment.

Environmental Services | Dokken has an experienced in-house Environmental Services Group that works on our roadway, bridge, and infrastructure projects throughout California. We have established professional working relationships with federal and state regulatory agencies based on technical excellence and a thorough understanding of regulatory processes, including: Environmental Document

Preparation (National Environmental Policy Act (NEPA) / California Environmental Quality Act (CEQA) Analysis and Compliance); Technical Studies & Reports; and Environmental Regulatory Permitting & Compliance. Dokken's hands-on approach and technical experience have accelerated schedules for all regulatory requirements of the Federal Clean Water Act (CWA), Sections 401, 402, and 404; NEPA; the National Historic Preservations Act (NHPA), Sections 106 and 110; the Federal Endangered Species Act (ESA), Sections 7 and 10; CEQA; the California Endangered Species Act (CESA); and 1600-16116 California Fish and Game Codes.

Utility Coordination | Utility coordination and relocation design can often cause significant delay in the project schedule. Beginning discussions with the various utility companies early and often is key to maintaining the project schedule, and for preventing any costly change orders during final design and construction. A critical aspect of the utility process that many designers overlook is the coordination with individual property owners that are served. At Dokken, we work closely with the property owners to coordinate any necessary short-term utility shutdowns of their services associated with the utility relocation process. We are very familiar with the Caltrans utility process ensuring compliance with all federal requirements.

COMPREHENSIVE RELEVANT EXPERIENCE

Dokken is well known and respected for our design work on roadway improvements and complete street design of which the majority included preliminary engineering; structural engineering; environmental analyses and permitting; right of way services; and other professional services to comply with California regulatory agencies and federal requirements. We have successfully worked with hundreds of public agencies to determine preliminary engineering concepts that support the development of critical infrastructure. Our team has innovative and cost-effective design solutions which save our clients millions of dollars. Our engineers' estimates and exhibits are second-to-none and have been instrumental in the procurement of billions of dollars in grant funds for our clients. We understand the timing and requirements of various funding programs and know exactly what it takes to get projects funded, designed, and ultimately constructed!

The following are projects with similar components to the Wheatland Road Complete Streets project that further proves our ability to deliver a project that the City can bid and build, and that the public can support.

	MAJOR PROJECT COMPONENTS				
Project Name & Location	Roadway Design	Environmental	Water Resources	Utility Corrdination	Construction Support
SR-18 Apple Valley Road Widening | *Apple Valley, CA*	✓		✓	✓	✓
Garden Avenue ATP Project | *Yuba County*	✓			✓	✓
Nevada Street Bridge Replacement | *Nevada City, CA*	✓	✓	✓	✓	✓
Beale Expressway | *Wheatland, CA*	✓	✓			
Auburn Boulevard Complete Streets, Phase II | *Placer County*	✓	✓	✓	✓	✓
West Linda Comprehensive Safe Routes to School | *Yuba County*	✓	✓	✓	✓	✓
Alisal Road/Old Stage Road Rehabilitation | *Monterey County*	✓	✓	✓	✓	✓
Elk Grove Florin Road Sidewalk Infill | *Elk Grove, CA*	✓		✓	✓	
Old Town Streetscapes, Phase II | *Elk Grove, CA*	✓	✓	✓	✓	
Railroad Street Improvements Project | *Elk Grove, CA*	✓		✓	✓	✓
San Pablo Avenue, Phase I & II | *Palm Desert, CA*	✓		✓	✓	✓
Paseo Santa Fe Streetscapes, Phase I & II | *Vista, CA*	✓		✓	✓	✓

EXPERIENCE OF FIRM & REFERENCES

Contracting Agency Project Manager
Paula Pereira, PLS
Town of Apple Valley
(760) 240-7000 ext 7103
ppereira@applevalley.org

Contract Amount: $1.6M

Funding Source: SB-1

Date of contract: 2009

Date of completion: 2022

Consultant Project Manager
Eric Espinoza, PE
(916) 858-0642
eespinoza@dokkenengineering.com

SR-18/Apple Valley Road (AVR) Intersection Improvements | Apple Valley, CA

Project Objective| The project in the Town of Apple Valley aimed to significantly improve traffic flow and safety at a critical intersection.

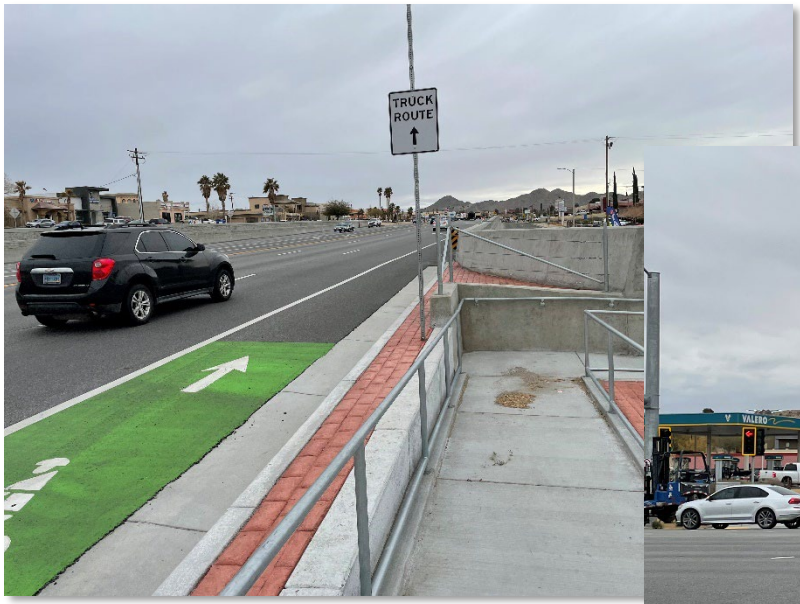
Project Description| This project involved eliminating the existing offset between the north and south legs of the intersection, which had previously caused congestion and confusion for drivers. By realigning these legs, the project created a more streamlined and efficient traffic pattern. In addition to realigning the intersection, the project expanded State Route 18 (SR-18) from four lanes to six lanes, accommodating a higher volume of traffic and reducing bottlenecks. Apple Valley Road was also realigned and widened, enabling the construction of dual left-turn lanes and separated through lanes. These changes were designed to facilitate smoother and safer turns, as well as to reduce delays and improve overall traffic flow.

Complete Streets: Dokken provided complete streets design prioritizing safety and mobility for project. Existing site conditions made mobility difficult due to lack of bicycle and pedestrian facilities and large grade differentials. Dokken successfully designed ADA-compliant designs for pedestrians including curb ramps, sidewalks, and ADA access routes while maintaining safety for all multi-modal users. To improve the Town's bicycle network, Class II bike lanes were designed to include green pavement marking to add extra level of awareness to bicyclists.

Project Outcome| Dokken played a comprehensive role in the project's success. They provided all preliminary engineering services, which included detailed planning and design work to ensure the project's feasibility and effectiveness. Dokken also managed the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) environmental clearances, ensuring that the project met all necessary regulatory requirements and minimized its environmental impact.

Further, Dokken handled final engineering tasks, utility coordination, and right of way acquisition, ensuring that all utilities were properly managed, and that necessary land was secured for the project's completion. Their construction support services ensured that the project was built according to plan and within the established timeframe.

The project, which reached completion in January 2022, has since provided the Town of Apple Valley with a much-improved intersection. The enhancements have contributed to better traffic flow, increased safety, and a more efficient transportation network for the community.



GARDEN AVENUE ATP PROJECT | YUBA COUNTY

Project Objective| This project aims to improve safety and connectivity in Linda, CA. It encompasses curb, gutter, sidewalk, bike lanes, striping, and drainage upgrades. Funding is from the Active Transportation Program and local sources.

Project Description| Dokken is providing professional engineering and design for road widening, drainage, and pavement rehabilitation. Dokken has been coordinating closely with the County to determine the most suitable pavement rehabilitation strategy; both Full Depth Reclamation (FDR) and grind and overlay were originally considered. Based on initial rehabilitation estimates, it was determined that FDR would be more suitable for the project's needs and provides a more cost-effective approach. Key design aspects include utility coordination and managing on-street parking changes. The goal is to create a secure, cohesive space for pedestrians and cyclists with improved signage, crosswalks, paths, and curbs.

Contracting Agency Project Manager
Sam Bunton, PE
Yuba County
(530) 749-5649
sbunton@co.yuba.ca.us

Contract Amount: $279K

Funding Source: ATP

Date of contract: 2023

Date of completion: Ongoing

Consultant Project Manager
Kris Kofoed, PE
(916) 858-0642
kkofoed@dokkenengineering.com

Utility Coordination/Relocation: Within the right of way limits, Garden Avenue is cluttered with above and below-ground utilities. To keep the project on schedule, Dokken prepared utility conflict maps and provided them to the utility companies for their review. After conflict maps were prepared and reviewed by the utility companies, Dokken met with utility representatives on-site and as needed, to discuss the project improvements and associated impacts. Due to the project improvements, there are significant impacts on overhead PG&E and AT&T facilities. Additional impacts to Linda County Water District (LCWD) water and sewer lines may also be present; LCWD is currently potholing their sewer laterals to determine exact locations and depths. To help expedite the project schedule, LCWD has indicated they will have crews on-site during construction to relocate their facilities as conflicts arise.

Driveway Conforms: Garden Avenue is abutted by residential homes with a total of 70 driveways connecting to the County Road. The widening of Garden Avenue to provide bicycle and pedestrian facilities has resulted in a situation where new driveway conforms cannot be constructed within the existing right of way. As the County would like to complete the project with no right of way take, Dokken has identified locations where new driveways extend beyond the right of way limits and is assisting the County in obtaining Permits to Enter and Construct (PTECs) to accommodate driveway conforms.

Project Outcome| Dokken is currently working on the PS&E and the 95% submittal was submitted in October 2023.

Contracting Agency Project Manager
Bryan McAlister, PE, PLS
City of Nevada City
(530) 559-1326
Bryan.mcalister@nevadacityca.gov

Contract Amount: $244K

Funding Source: HBP

Date of contract: 2016

Date of completion: Ongoing

Consultant Project Manager
Matthew Griggs, PE
(916) 858-0642
mgriggs@dokkenengineering.com

Nevada Street Bridge Repalcement | Nevada City, CA

Project Objective| The City of Nevada City is proposing to replace the existing bridge on Nevada Street over Deer Creek. The project is located at the south end of Nevada Street, near Broad Street in Nevada City, CA. The bridge has been programmed for replacement as a result of routine bridge inspections conducted by Caltrans which identified numerous deficiencies. Furthermore, FHWA conducted a National Bridge inspection and identified that the bridge has unknown foundations and is considered scour critical. The proposed project site includes bridge approaches, and approximately 300 linear feet of Nevada Street, and portions of adjacent privately owned and publicly owned parcels. The existing bridge is a two-span steel girder bridge, constructed in 1938. The bridge has two lanes with sidewalk on both sides; located within Nevada City Downtown Historic District, which is listed on the National Register of Historic Places. A bridge was originally constructed at this location in the 1860's and later reconstructed in 1938. The City plans to reconstruct the bridge using natural rock walls and aesthetic railings to closely match the original 1860's bridge, but with structural elements that meet current bridge standards. The proposed bridge will be approximately 42-feet wide, 68-foot span with 30-degree skew angle. The proposed skew will be used to improve roadway approaches.

Project Description| The project will require utility relocations of sewer, water, electric and telephone. Undergrounding will be utilized for all existing overhead lines. Street improvements will be necessary at both approaches and will include grading, paving, drainage, sidewalk and parking lot striping.

Due to the existing City parking lot being isolated from Broad and Sacramento Streets, it will likely be less useful as a public parking lot for the downtown business district. As parking is limited for downtown, we suggested that the City make an offer to the owner of the Stonehouse to rent her parking lot as a project right of way expense for the duration of construction. Under the terms of a public rental, the lot may continue to be used by Stonehouse patrons but may also be used by the public. In this way, the lot will achieve a much higher utilization during the construction and the owner will be provided compensation for cooperating. Temporary closure of the bridge will have impacts on access to the aforementioned parking lot as well as the Deer Creek Inn, residents along Nevada Street, and residents on Grove Street and the Trinity Church. Dokken Engineering recognizes these impacts and coordinates with the environmental team to ensure that detour signage, a turn around, and mitigation measures are included in the environmental documents.

Dokken will incorporate appropriate aesthetic treatments as mitigation measures within the environmental document to ensure the bridge retains its historic look and feel to the community. Incorporation of aesthetic treatments as mitigation measures also ensures the treatments will be funded through the HBP program.

Project Outcome| Dokken provided project management, civil and structures design, utility coordination, and environmental services to this project. It is currently under construction.

BEALE EXPRESSWAY | WHEATLAND, CA

Project Objective| The East Wheatland Expressway project aims to improve transportation in the City of Wheatland and surrounding areas. Its purpose is to provide a secondary access route to Beale Air Force Base, enhance emergency evacuation options, reduce congestion, support future development, improve housing proximity to the base, and enhance safety on SR-65. Currently, limited access to the base and congestion at the Main Street traffic signal pose challenges.

Project Description| The project seeks to address these issues by establishing a new local road connection and reducing delays, ensuring better access for off-base personnel, improving emergency response times, and creating a safer and more efficient transportation network for the community.

The East Wheatland Expressway is a project that is solely funded by local funds in its current phase. Dokken has been able to maximize the amount of progress made in the project initiation phase while still leaving local funds to begin the PA&ED phase of the project. Dokken has narrowed project alternatives and gained momentum on a project that some would classify as difficult to deliver in the current political climate. The City and Yuba County are in the process of amending the Dokken agreement to continue services into the PA&ED phase.

Contracting Agency Project Manager
Sam Bunton, PE
Yuba County
(530) 749-5649
sbunton@co.yuba.ca.us

Contract Amount: $574K, completed under budget for $475k, including added scope of work.

Funding Source: Local Impact Fees

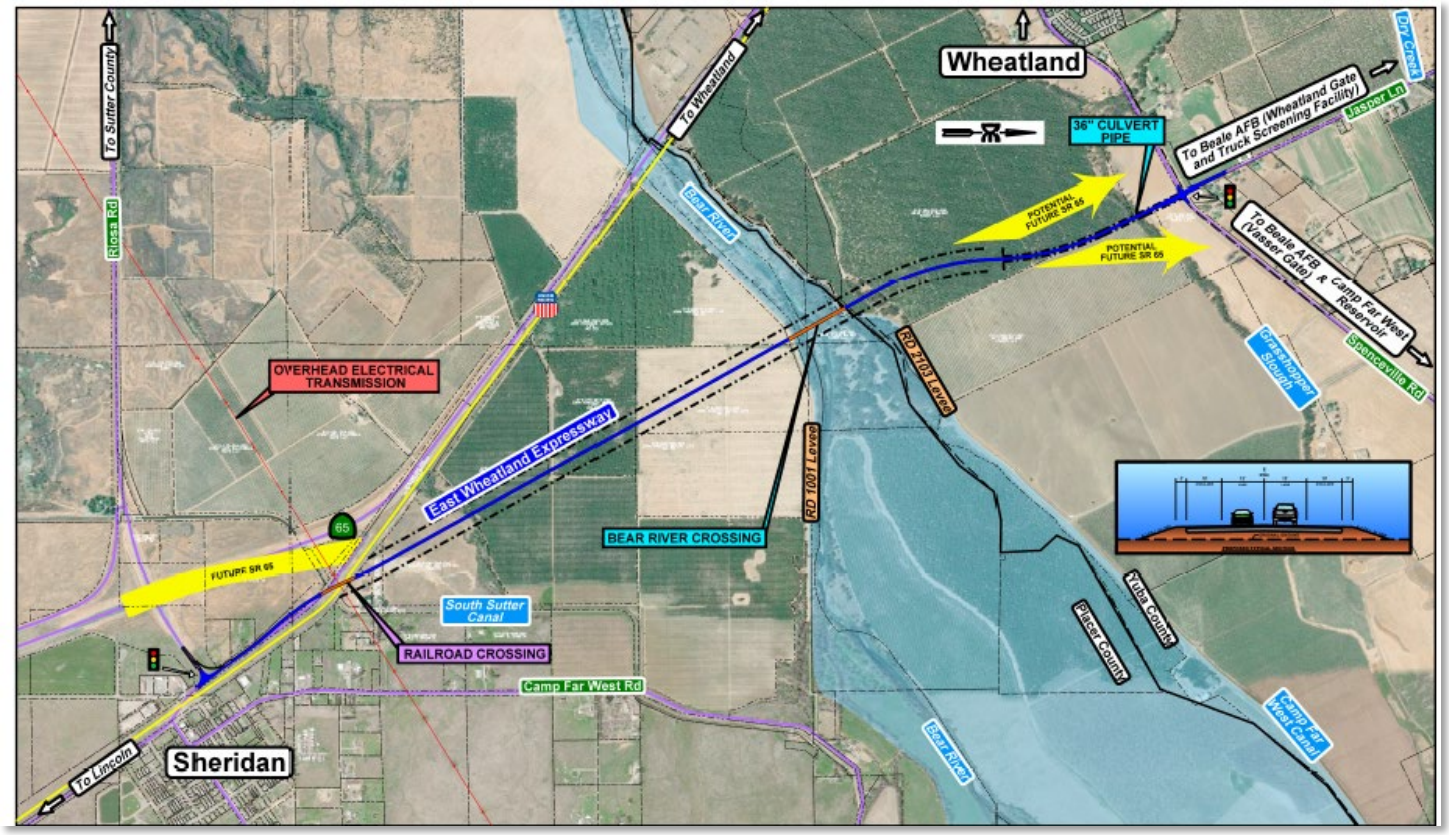
Date of contract: 2022

Date of completion: Ongoing

Consultant Project Manager
Matthew Griggs, PE
(916) 858-0642
mgriggs@dokkenengineering.com

The East Wheatland Expressway project has impacts to farmlands and residents. Through public workshops and one on one property owner meetings, Dokken has been able to communicate the purpose and need for the project and allow concerned residents to be heard.

Project Outcome| Dokken collaborated across two counties and a City to complete a PSR-PDS in 23 months, including significant public outreach and consideration of many project alternatives. The PSR was signed in July 2024.



REQUEST FOR PROPOSALS FOR
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Wheatland Road Complete Streets Project

Organization and Approach

DOKKEN ENGINEERING

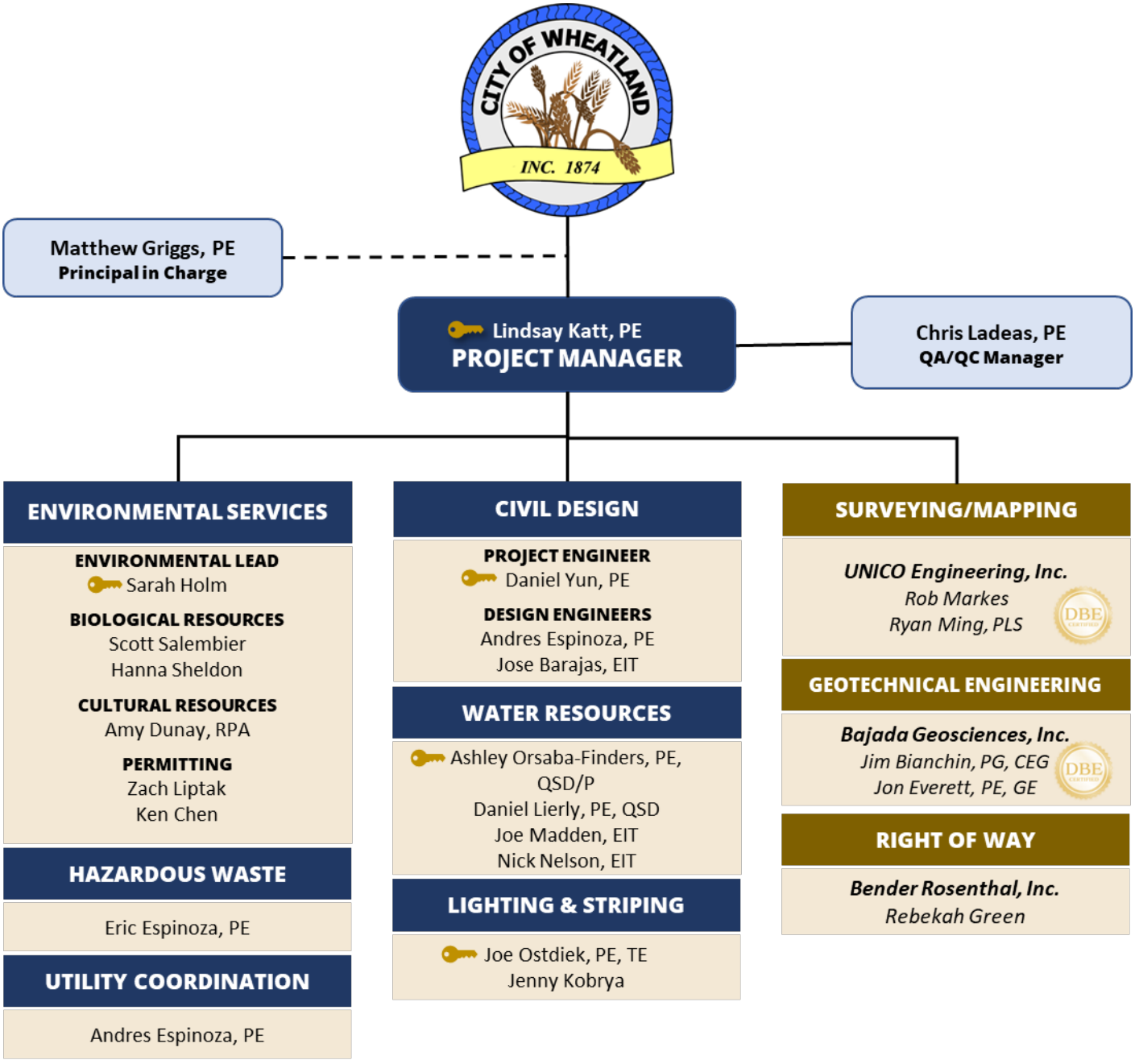
Organization & Approach

PROJECT ORGANIZATION CHART

Leading Dokken's team and coordinating our team's resources is Project Manager, Lindsay Katt, PE. Lindsay brings 20 years of experience in providing and managing civil engineering services for public agency infrastructure projects. Her 'project first' approach to management has resulted in expedited project completion and adherence to the project budget and goals.

Lindsay will be directly responsible for the delivery of the project and the coordination of all technical work to make sure that project issues and action items are addressed. The following organizational chart visually represents the structure of our proposed team and the relationship between our Project Manager, subconsultants, and support staff. Key staff resumes can be found on page 12.

Key personnel are marked with the key icon



TRUSTED SUBCONSULTANTS

For the Wheatland Road Complete Streets project, we have enlisted the support of a trusted teaming partner with whom we have well-established professional relationships and are known for their expertise in the region.

BAJADA GEOSCIENCE, INC. (DBE)

Role: **Geotechnical Engineering**

Bajada Geosciences, Inc., was established in 2018 and provides geotechnical engineering, engineering geological, and geoenvironmental services on airport, transportation, commercial, public works, and heavy infrastructure projects throughout northern California, southern Oregon, and Nevada. Their principal professionals are experienced in a diverse range of services that include geotechnical design and rehabilitation of roadways but also includes bridges, retainage structures, tanks, pipelines, and other public infrastructure. They have provided geotechnical services for numerous roadway, pipeline, treatment plant, and tank projects throughout the region.

Similar Relevant Projects:

- Bay Bridge Replacement | Oakland, CA
- Redwood Creek Levee Evaluation | Humboldt County
- Coastal Aqueduct Extension | Central CA

BENDER ROSENTHAL, INC. (WBE, SBE)

Role: **Right of Way**

Bender Rosenthal Inc. (BRI) is a California S Corporation, Certified Small Business Enterprise (SBE) and Certified Woman Business Enterprise (WBE) founded in 1997. With over thirty (30) real estate professionals, BRI is headquartered in Sacramento with multiple remote employees throughout the state. Their firm specializes in right of way project management and planning, real estate appraisal, real property acquisition, and land services. With a deep bench of professionals spread over those disciplines and nearly twenty-seven (27) years of service delivery for public sector clients, BRI has set the industry standard in delivering right of way services. Their team is made up of dedicated and flexible real estate professionals well-versed in transportation and pedestrian improvement projects, allowing them to resource load and adapt to fulfill the needs of the Wheatland Road Complete Streets Project for the City of Wheatland.

Similar Relevant Projects:

- Rancho Cordova Elementary School Bicycle and Pedestrian Improvement Project | Sacramento County
- White Rock Road Widening Project | Sacramento County
- Watt Avenue and PFE Road Intersection Improvement Project | Placer County

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UNICO ENGINEERING, INC. (DBE)

Role: **Survey & Mapping**

Established in 2013, **UNICO Engineering Inc.,** is a certified DBE firm that is fully committed to providing high quality construction management, engineering, and land surveying services to public and private clients. UNICO serves clients throughout California with a current staff of over 100 from their corporate office located in Folsom, with branch offices in Sacramento, Elk Grove, Woodland, Oakland, and San Diego. Their survey team has the technology and experience to address any of your surveying needs, including topographic mapping, bathymetric (hydrographic) surveys, ALTA's, boundary surveys, construction staking, easements, aerial surveys, right of ways, terrestrial LiDAR scanning and drone surveying. **Dokken and UNICO have partnered to deliver 150+ projects since their inception.**

Similar Relevant Projects:

- M109 White River Bridge Replacement | Tulare County
- Avenue 152 Bridge Replacement over Tule River | Tulare County
- McHenry Avenue Corridor Widening, Phase II | Stanislaus County

PROJECT MANAGEMENT APPROACH

As **Project Manager,** Lindsay will oversee the performance of all tasks critical to the successful completion of this project. As a long-standing, respected client, the City staff is like family to Lindsay, and she works hard to make sure the staff and their projects are successful. Having worked with many cities and counties for 20 years, Lindsay is a valued extension of the City's Public Works staff and is known for her:

- Advocacy
- Diplomacy
- Trustworthiness
- Forethought
- Honesty
- Creative Solutions
- Inclusivity
- Attention to Detail

Lindsay understands that City staff time and resources are limited, everyone wears many hats, and can be pulled in multiple directions at any given time. For this project, Lindsay will assume the full project management responsibilities on a day-to-day basis, offering comprehensive, turnkey project management so that staff can confidently turn their attention to other pressing matters. For the duration of design and construction, Lindsay will:

- ✓ Manage and track the technical scope/schedule/budget of the project.
- ✓ Implement the QA/QC Plan.
- ✓ Facilitate grant/funding assistance.
- ✓ Prepare/present project information to project stakeholders, the public, the City Board of Supervisors.
- ✓ Assist/support audit activities.
- ✓ Facilitate project communications through meetings and verbal/written correspondence.
- ✓ Prepare progress reports, invoices, financial performance tracking, decision/action item logs, and project records/documentation.
- ✓ Supervise subconsultants.
- ✓ Prepare/review RFP's for Construction Management services.
- ✓ Identify, track, and resolve performance issues.

Lindsay is also available to meet with City project delivery staff to review the performance of our team at any time.

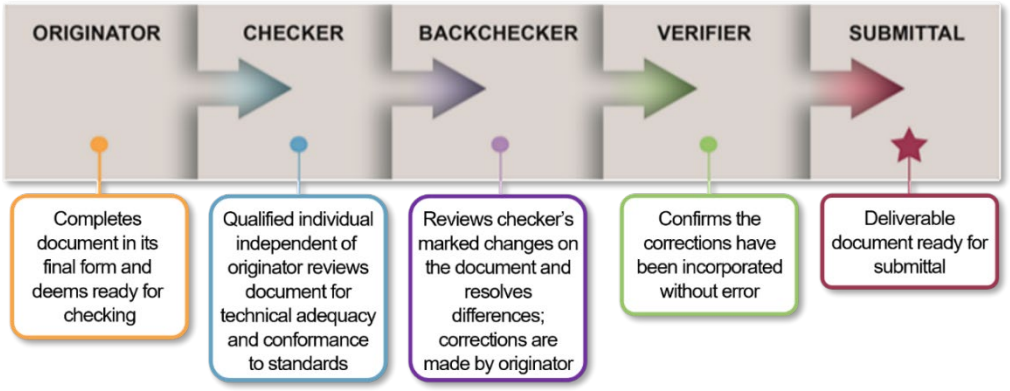
Quality Assurance/Quality Control

Additionally, Lindsay will implement proven Quality Assurance/Quality Control methods and comprehensive Constructability Review applications, as required, to ensure that the City receives the best possible products within your set budget; **our job performance history confirms our ability to meet budgets and exceed the expectation of our clients!**

The Dokken Team is committed to the City to deliver project documents whose quality exceeds industry standards. **Quality is not just a priority; it is one of our core values.** From the project inception, QA/QC procedures will be implemented in accordance with the project Quality Management Plan. Our procedures incorporate continuous product review cycles during plan development, as well as a series of formal review procedures completed for major project deliverables.

The review of deliverables needed to satisfy the QA/QC procedure is built into our proposed schedule. Quality control systems also need a continuous improvement process that strives to reduce or eliminate the cause for errors. This is achieved by assigning experienced personnel to key project roles and providing them with the support, tools, and authority to ensure a quality product and by maintaining a QC system with continuous improvement processes.

The Dokken team will be responsible for quality control, **including ensuring our subconsultants meet our standards. Mr. Chris Ladeas, PE, will be the QA/QC Manager for this contract.** He will develop the Quality Management Plan, which will describe the processes and the procedures, including checklists to be followed throughout the project's progress.



The goal of the QC plan will be to strive to prevent errors, to quickly detect and correct those that do occur, and to eliminate their cause in the future. Catching errors during design is a key to minimizing construction contract change orders.

At Dokken, effective quality control is promoted through the use of our QA/QC Manual. These manual documents procedures and provides checklists to be employed in the review of various work products throughout project delivery.

Schedule Management

The project's schedule will be monitored, and staffing adjusted, to meet milestones. Performance is monitored through quality control checks, review of actual versus planned progress, completion of action items prepared after meetings, monthly invoicing, and progress reporting.

Dokken has found the best way to control budget is to ensure the project schedule is followed. This method avoids costly over-runs and extended production times. **The key to preserving budgets is to start on time, get it right, and submit the deliverable on time.**

Utilizing the same design group from the project beginning to the end ensures consistent thought and engineering practice, while eliminating wasteful hours spent "getting familiar" with a project.

Our team uses Microsoft Office products, including MS Project, to develop and maintain the critical path project schedule. The MS Project schedule will be supplemented with a deliverables schedule that identifies all project deliverables and submittal dates.

The deliverables schedule is a critical project management tool because it specifies what is being delivered to the City and when it is to be submitted. The deliverables schedule will be updated monthly and discussed at the monthly team meeting to track the status of completed, in-progress and upcoming deliverables.

One component to schedule management is communication. Maintaining a monthly project team meeting, and focus meetings when an issue requires resolution, will ensure the project schedule is held.

We will work closely with your project staff to keep you informed on the status of your project and any pending decisions.. Another component to maintaining the project schedule is identification of risks early in the process and developing ways to mitigate these risks.

As experts delivering infrastructure projects only in California, we have routinely mitigated risks which can impact the schedule. For example, these may include:

- ✓ **Traffic Handling** – We give major consideration to traffic handling and staging up front as it has the potential to impact residents, services, and businesses within the project limits. Staging and one-lane traffic during construction can extend the approach road impacts beyond typical limits.
- ✓ **Environmental Clearance** – Before Dokken established in-house environmental services, we often had to revise environmental studies because the final project impacts extended beyond the work limits. This is no longer an issue now that the engineers and environmental planners work closely together.
- ✓ **Utility Coordination** – Early consideration of utility conflicts can help designers avoid difficulties in relocating utilities, keeping time sensitive projects on schedule. Impacts to local agency owned utilities can also be minimized, eliminating agency relocation costs, which may not be participating on Federally-Funded projects.
- ✓ **Right of Way (ROW**) – Dokken also has in-house right of way services, which allows us to control the prioritization of these efforts. As often the last task completed, ROW is typically on the critical path for project completion. With our engineers working closely with our ROW staff, the project needs are fully identified, owner requests and limitations are considered prior to final design, and ROW negotiations are started immediately upon NEPA completion.

Lindsay Katt, PE
PROJECT MANAGER

Education
2002, BS Civil Engineering, University of California, Davis

Registration
2005, CA Professional Civil Engineer, #C68432

Experience
20 years (10 w/ Dokken)

Reference
Dane Schilling, PE | City of Wheatland
(530) 888-9929 | dschilling@wheatland.ca.gov
Project: Beale Expressway

Ms. Lindsay Katt brings 20 years of experience in the delivery and design of public agency transportation projects, including several bicycle and pedestrian projects. Lindsay serves in a variety of project roles, including Project Manager, Project Engineer, Senior Roadway Designer, Specifications Writer QA/QC Engineer, Resident Engineer, and Construction Inspector. Lindsay has served in these roles on a wide range of projects involving civil engineering design. She has an in-depth working knowledge of standards for roadway design within California, environmental and right of way processes, and utility coordination.

East Wheatland Expressway | Yuba County

Project Engineer | This $130M project to strategically plan this expressway, aligning community needs, environmental considerations, and financial prudence for Caltrans approval includes project management, scoping, environmental documentation, alternatives analysis, engineering studies, community outreach, and funding strategy for the PSR-PDS phase. In an optional PA&ED phase, Dokken manages surveys, environmental technical studies, stakeholder engagement, and detailed engineering analyses. Lindsay is responsible for project management, scoping, alternatives analysis, engineering studies, public outreach & funding, and project development.

West Linda Comprehensive Safe Routes to School | Yuba County

Project Manager | This project includes PA&ED, PS&E, and Construction Support for improvements to the street grid of West Linda that will significantly upgrade pedestrian and bicycle access throughout the community. Along with upgraded bike lanes and sidewalks, the project includes pavement rehabilitation, drainage improvements, utility relocations, and a public outreach campaign.

I-80/Auxiliary Lanes | Placer County

Project Engineer | This project is part of a comprehensive transportation improvement plan for the South Placer Regional Plan and provides critical "downstream" facilities for southbound traffic on SR-65. In the eastbound direction, an auxiliary lane will be added along I-80 from SR 65 to the Rocklin Road interchange. It will feed into the current ramp geometrics approaching the Rocklin Road ramp intersection and is planned to function with both the current intersection configuration and with planned improvements at the Rocklin Road interchange. Lindsay worked on project management, surveys and studies and preliminary engineering for the project.

SR-70/ Feather River Boulevard Interchange | Yuba County

Senior Roadway Engineer | Lindsay was responsible for an Independent Design Check of the geometrics for the new interchange located on Route 70 north of the Bear River. The project involves the construction of a modified L-9 interchange at the existing Feather River Boulevard at grade crossing, thereby improving access to Route 70 from the Plumas Lake Specific Plan Area. Lindsay also served as the utility coordinator for this project, directing the preparation of the Reports of Investigation and coordinating with Caltrans, Yuba County, and Utility Owners to produce approved Utility Agreements and Notice to Owners.

Santa Fe Avenue over Tuolumne River Bridge Replacement | Stanislaus County

Project Engineer | Lindsay was responsible for the delivery of PS&E for this HBP funded bridge replacement project. The project replaced the existing seismically deficient and functionally obsolete structure with a three span, 520 feet long by 54'-10" wide, cast-in-place, prestressed concrete box girder bridge.

SR-18/Apple Valley Road Intersection Realignment | Apple Valley, CA

QA/QC Manager | This project consisted of eliminating the existing offset of the north and south legs of the intersection and providing additional lanes. The Town of Apple Valley proposed that SR-18 be widened from four lanes to six lanes and Apple Valley Road be realigned and widened to allow dual left turn lanes and separated through lanes. Dokken provided all preliminary engineering, NEPA and CEQA environmental clearances, final engineering, utility coordination, right of way acquisition, and construction support for the project. This project completed construction January 2022. Lindsay ran design checks on the final design.

Bear Valley Bridge over the Mojave River | Apple Valley, CA

Project Engineer | Dokken is engineering and providing environmental services for the Bear Valley Road Bridge Rehabilitation over Mojave River, aiding in the HBP funding application. Located in Apple Valley, with the west approach in Hesperia and Victorville, the bridge carries six lanes, handling around 56,000 vehicles daily, 5% being trucks. One of only four Mojave River crossings in the region, the existing 11-span T-beam structure will be replaced, widening the 1988 section to accommodate six lanes, a median, bike lanes, and pedestrian paths. The project expands the bridge by approximately 31 feet north and 15 feet south. Lindsay worked on the final design and permitting of the project.

Monge Ranch Road Bridge Replacement | Stanislaus County

QA/QC Engineer | This project replaced the functionally obsolete Monge Ranch Road Bridge over Coyote Creek. Dokken provided services for the preliminary engineering, environmental clearance, roadway & bridge design, utility coordination, right of way acquisition, and environmental permitting. Lindsay was responsible for all design reviews.

Daniel Yun, PE
PROJECT ENGINEER

Education
2017, BS Civil Engineering, California State University, Sacramento

Registration
2022, CA Professional Civil Engineer, #C94208

Experience
7 years (6 w/ Dokken)

Reference
Paula Pereira, PLS | Town of Apple Valley
(760) 240-7000 | ppereira@applevalley.org
Project: State Route 18/Apple Valley Road Intersection Improvements

Mr. Daniel Yun is an Associate Engineer with experience in various aspects of transportation design, including quantities, utility coordination, drainage, signing, and pavement delineation. Involved in several Plans, Specifications, and Estimate (PS&E) packages, he has developed a familiarity in both Caltrans and local agency guidelines. Daniel specializes in 3D modeling of transportation facilities and is proficient in both AutoCAD Civil 3D and MicroStation V8i design software.

SR-18/Apple Valley Road Intersection Realignment | Apple Valley, CA

Assistant Engineer | This project improved the vertical alignment and eliminate the offset in horizontal alignment of Apple Valley Road at the intersection with State Route 18 while conforming to the ultimate width of State Route 18. Construction includes widening existing State Route 18 from 4 to 6 lanes, realigning, and widening Apple Valley Road, modifying the existing drainage system both inside and outside the State right-of-way, replacing the existing traffic signal, and providing new retaining walls on the north and south sides of State Route 18 east of the intersection. Sidewalk and curb improvements are also included. Daniel was responsible for performing preliminary engineering studies for the project and is responsible for delivering PS&E packages.

Claribel Realignment, North County Corridor | Stanislaus County

Project Engineer | This project constructed a new state route alignment with two thru-lanes and left and right shoulders in each direction. The eastbound and westbound alignments were separated with a median, including shoulders and a graded, unpaved median area. Daniel is responsible for roadway design and PS&E delivery.

Caltrans Contract 03A3087, Task Order No. 2, Beckwourth CAPM | Plumas County

Associate Engineer | This project which is in the Caltrans PA/ED phase to rehabilitate 13-miles of State Hwy 70 and 30 culverts on State Hwy 70 in Plumas County. The project includes roadway improvements such as Hot Mix Asphalt Overlay, shoulder backing, rumble strips, and maintenance vehicle pullouts along SR-70, including 10 intersections, full structural section replacement in several areas due to land subsidence, replacement of all signage within the project limits, replacement of culverts, and installation of deer fencing. Daniel is preparing the base maps and plan sheets.

Fifth Street Bridge Construction Support | Yuba City, CA

Design Engineer & Construction Support | This project improved the functionally obsolete bridge conditions and improved traffic operations of Fifth Street by constructing a new four-lane bridge and reconstructing both approaches. Because the bridge connects two cities in two separate counties over a large waterway, multi-agency coordination, including Caltrans, the Central Valley Flood Protection Board and the Army Corps of Engineers, was a key factor in keeping the project on schedule. Daniel assisted in provided direction and support during construction for roadway construction and to ensure utility relocations were completed appropriately.

UPRR Corridor Muti-Use Path Conversion Planning & Feasibility Study | Yuba City, CA

Design Engineer | This project is evaluating the feasibility of converting 2.3 miles of an existing abandoned railroad corridor to a Class I shared-use path to close the gap in the city-wide trail network. Daniel was responsible for assisting the project manager with any design-related work.

Bear Valley Road Bridge over the Mojave River | Apple Valley, CA

Project Engineer | This project involves widening the existing 6-lane Bear Valley Road bridge that crosses the Mojave River. Daniel was responsible for performing preliminary engineering studies for the project and is responsible for delivering PS&E packages.

Westwood Neighborhoods Street Improvements | Napa, CA

Associate Engineer | This project will improve pedestrian safety and roadway conditions by constructing and replacing dozens of sidewalks, curb and gutter, and ADA ramps throughout the Westwood Neighborhood. The project also includes repaving and lighting improvements. Daniel is working on preliminary engineering, public outreach, utility mapping, and roadway design.

DWR Bridge and Roadway On-Call | Fresno & Kern Counties

Associate Engineer | Dokken has secured a $6M contract with the Department of Water Resources (DWR), Division of Engineering, to provide expert technical advice and consultation on engineering projects related to roadways, bridges, and associated infrastructure. Dokken will support the DWR in inspecting, maintaining, retrofitting, or replacing the 56 bridges and associated structures within the SWP system. Daniel is working on roadway design, independent check, and QA/QC.

Santa Monica Pier Bridge Replacement | Santa Monica, CA

Associate Engineer | This project is for the design of the replacement of the Santa Monica Pier Bridge and to prepare a Bridge Type Selection Report (BTSR) approved by Caltrans. The existing structurally deficient bridge, constructed in 1939, requires timely replacement. Daniel is responsible for design work on the bridge and roadway design, traffic management and staging, lighting and electrical design, and utility coordination.

Ashley Orsaba-Finders, PE, QSD/P

WATER RESOURCES

Education
2012, MBA, Drexel University
2007, BS Civil Engineering, California State University, Sacramento

Registration
2011, CA Professional Civil Engineer, #C77894
2011, CA Qualified SWPPP Developer/Practitioner, #21380
2008, LEED AP
2012, Envision SP

Experience
16 years (6 w/ Dokken)

Reference
Alberto Mejia | County of Monterey
(831) 755-4770 | mejia-cejaa@countyofmonterey.gov
Project: Old Stage/Alisal Road Rehabilitation

Ms. Ashley Orsaba-Finders has 16 years of experience characterized by her exceptional expertise across various domains, including project management, transportation engineering, drainage engineering, water quality engineering, and construction support. She is a seasoned authority in hydrology, hydraulics, bridge design hydraulics, water quality treatment design, and erosion control, showcasing unparalleled expertise across these pivotal domains of civil engineering.

Stanfield Cutoff Roundabout Project | Big Bear Lake, CA

Water Resources Lead | Dokken is providing the final design for this project which proposes to construct a roundabout at the intersection of SR-38 and Stanfield Cutoff. The project design requires special considerations for the adjacent elementary school, animal hospital, and Big Bear Lake. Ashley is leading all drainage design and stormwater compliance for this project.

Elk Grove Florin Sidewalk Improvements | Elk Grove, CA

Project Engineer | This project provided design and construction support for sidewalk and drainage improvements along Elk Grove Florin Road in Elk Grove. The project filled in gaps in sidewalks, constructed ADA-compliant ramps, and remedied deficient drainage along the roadway. Ashley led the design of the drainage improvements for the project including 1,500 feet of new storm drain pipelines and additional inlets.

McHenry Avenue Widening and Pavement Reconstruction, Phase 2 | Stanislaus County

Project Manager/Project Engineer | This project will widen the existing two-lane McHenry Avenue to a total of five lanes from the intersection of Ladd/Patterson Road to 0.25 mile south of the intersection with East River Road. Ashley is currently managing the widening pavement rehabilitation, drainage system installation, and large culvert installation project connecting Stanislaus County over the Stanislaus River to San Joaquin County along the busy McHenry Avenue. Her duties include the design of the roadway, drainage system, temporary water pollution control, and erosion control features. This project has been constructed and was opened to the public in 2022.

Aguilar Road Widening | Rocklin, CA

Project Manager | The City of Rocklin proposes to improve Aguilar Road from China Garden Road to Greenbrae Road by rehabilitating the existing roadway section and installing curb, gutter, and sidewalk on the west side of the street. In addition to rehabilitating the roadway and installing the curb, gutter, and sidewalk, the project will require minor widening of the roadway and will include streetlights and a modular block wall across from Granite Bluff subdivision. The project will acquire portions of 9 parcels and require environmental permitting. Ashley is responsible for managing the project, including the design, team coordination, and scope, schedule, and budget management.

Capital SouthEast Connector: White Rock Road | Connector JPA| El Dorado County, Sacramento County, Folsom, CA

Water Resources Lead | This project realigned and widened 3 miles of White Rock Road between Sacramento County and El Dorado County from a rural 2-lane road to a 6-lane expressway, accommodating a variety of travel modes including auto, truck, transit, bicyclists, pedestrians, and even equestrians. Ashley evaluated existing drainage facilities/patterns, developed proposed drainage facilities (20 cross culverts, 3 detention/hydromodification basins, 50 ditches, and LID features), ensured compliance with Sacramento and El Dorado County stormwater permits, coordinated adjacent developments, prepared PS&E for drainage, erosion control, and temporary water pollution control, and summarized the results in a design level Drainage Report.

Railroad Street/Grove Street Improvements and Old Town Plaza (Elk Grove On-Call) | Elk Grove, CA

Water Resources Lead | This project reconstructed Railroad Street to its southern terminus and reconstructed Grove Street from Railroad Street to the eastern edge of Old Town Plaza including two new parking lots and the nearby Old Town Plaza Park. Ashley led the design of the stormwater quality, storm drainage network, and design of a drainage outfall structure into Elk Grove Creek for the projects. She also designed the on-site drainage system for the Old Town Plaza project that ties into the new Grove Street storm drain system. This project completed construction in 2021.

I-80 Auxiliary Lanes (PS&E Phase) | Placer County

Water Resources Lead | This project widened I-80 with an eastbound auxiliary lane between SR-65 and Rocklin Road, and a westbound auxiliary lane between Douglas Boulevard and Riverside Avenue. The project enhanced traffic capacity on I-80, reduced existing congestion, and improved safety by reducing stop-and-go traffic. Ashley led the drainage, water quality, bridge hydraulics, temporary water pollution control, and erosion control disciplines. Ashley identified the drainage improvements and identifying water quality features that would comply with Caltrans's MS4 permit. She also was responsible for the Drainage Report, Storm Water Data Report, and Bridge Design Hydraulics Report for the project.

Rock Springs Road over Mojave River | San Bernardino County

Drainage Engineer | This project replaces the existing low water crossing with a 2-lane bridge to provide year-round access, improve safety and operations in the City of Hesperia/San Bernardino County. Ashley led the preparation of the drainage PS&E package.

Sarah Holm
ENVIRONMENTAL LEAD

Education
2007, BS Environmental Science, University of Redlands
2007, BA Biology, University of Redlands

Registration
2008, CA Wetland Delineation Certification
2014, CA Rapid Assessment Method Certification (Waters/Wetlands)

Experience
17 years (16 w/ Dokken)

Reference
Chris Brady, PE | Yuba County
(209) 505-1891 | cbrady@co.yuba.ca.us
Project: Santa Fe Avenue Bridge Widening

Ms. Sarah Holm is the Environmental Manager of Dokken's environmental group with 17 years of experience in the various stages of environmental compliance including NEPA/CEQA environmental documents, regulatory permits, and technical studies. Sarah is skilled in project management, scoping, inventory, and analysis of environmental and biological resources that may be impacted by transportation projects.
Sarah has been involved in multiple local assistance and capital outlay transportation projects, including bridge replacements/rehabilitations, road widening, interchanges, and corridor improvements. She has extensive experience in securing Caltrans and regulatory agency approvals. Her comprehensive knowledge of both NEPA and CEQA allows for complete environmental scoping and evaluation of potential environmental issues. Sarah has extensive experience in a variety of aspects of environmental planning, and is supported by a team of archaeologists, noise/air specialists, biologists, and planners. Sarah has extensive experience working with federal agencies to secure NEPA approval including FHWA, BOR, BLM, USFS, and USFWS, and other federal regulatory agencies.

Capital SouthEast Connector Segment D3/E1 PA&ED and PS&E | Sacramento & El Dorado Counties, Folsom, CA

Senior Environmental Planner | This project widened White Rock Road in Sacramento County, the City of Folsom, and El Dorado County from a rural two-lane road to an expressway, providing a variety of travel modes including transit, bicyclists, pedestrians, and even equestrians. Sarah oversaw the project's biological surveys and assisted with high level agency coordination meetings to synchronize the project's various permits with ones associated with the South of 50 development and the South Sacramento Habitat Conservation Plan. Designing wildlife passages under this new road was an important feature of the project, with careful consideration to locations, sizes, and styles that would be used most frequently by the local wildlife. Sarah's team provided environmental construction support and permit agency coordination and permit closeouts. Construction was completed in 2022.

Green Valley Road Widening | Folsom, CA

Environmental Planner/Biologist | This project widened 1.5 miles of Green Valley Road, a vital connection used by more than 25,000 motorists daily. Dokken's environmental staff facilitated extensive coordination with Bureau of Reclamation, as the project site is entirely owned by Reclamation. Sarah's environmental team provided full service environmental clearance for the project including Native American and USFWS consultation and a NEPA Environmental Assessment for the Bureau of Reclamation. After environmental approvals & permits were secured, Sarah's team prepared an onsite mitigation plan. Sarah's team completed environmental construction support including environmental awareness trainings, overseeing implementation of the Environmental Commitments Record (ECR), and permit agency coordination.

Avenue 416/El Monte Way Widening | Dinuba, CA

Lead Environmental Planner | This project widened and realigned a 4.5-mile stretch of Avenue 416/El Monte Way from Road 56 to Road 92 in the City of Dinuba, changing the street into a five-lane section consisting of four through lanes, a continuous two-way left turn lane, sidewalks on each side, limited on-street parking, complete ADA compliant pedestrian facilities and four new signalized intersections. Sarah was responsible for amending the Section 7 Biological Opinion, revalidating the environmental document, and securing the Section 404 Clean Water Act Nationwide Permit, Section 401 Clean Water Act Water Quality Certification, and Section 1602 Streambed Alteration Agreement. Sarah also developed a plant relocation plan for a sensitive plant species located within a drainage ditch in the City of Dinuba. She also provided environmental construction support including conducting environmental awareness trainings ensuring compliance with the Environmental Commitments Record (ECR) and completing the regulatory agency permit closeouts.

Fifth Street Bridge Replacement | Yuba City, CA

Senior Biologist/Environmental Planner | This project is constructing a new four-lane bridge over the Feather River and 2nd Street and will complete road improvements on adjacent facilities. Sarah oversaw all biological components of the project including the Caltrans Natural Environment Study; Section 7 Consultation with USFWS for Valley Elderberry Longhorn Beetle; Section 7 Consultation with NMFS for steelhead, Chinook salmon and green sturgeon; Section 2081 Consultation with CDFW for Chinook salmon, and regulatory permit applications. Sarah conducted biological field surveys for initial assessment of all resources and led coordination meeting with NMFS during completion of the Biological Opinion. Sarah also assisted with providing environmental construction support on the project.

Rio Linda Boulevard Bridge Replacement | Sacramento, CA

Environmental Planner/Biologist | This project involved replacing the existing bridge that crosses Magpie Creek just south of Rio Linda Boulevard and Main Avenue, realigning the intersection of Rio Linda Boulevard and Main Avenue to a T-intersection, and adding crosswalks, a traffic signal, and turn lanes from Main Avenue onto Rio Linda Boulevard. Sarah conducted the biology surveys which included a biological reconnaissance, rare plant survey, and jurisdictional delineation. Sarah also provided oversight on the preparation of the Natural Environmental Study. Following construction, Sarah and her team oversaw the revegetation of the project site which involved regular biological monitoring, agency reporting, developing creative ideas to improve habitat over time, and contracting with/managing a restoration contractor who was responsible for watering, weed control, and replacement plantings.

Joe Ostdiek, PE, TE
ELECTRICAL DESIGN

Education
1999, BS Civil Engineering, San Jose State University

Registration
2003, CA Professional Civil Engineer, # C65334
2009, CA Professional Traffic Engineer, #TR2508
American Traffic Safety Systems Traffic Control Supervisor (with California Module)

Experience
25 years (22 w/ Dokken)

Reference
Adam Randolph, PE | City of Sacramento
(916) 808-7803 | arandolph@cityofsacramento.org
Project: Del Rio Bike Trail

Mr. Joe Ostdiek is a Senior Signal and Lighting Design Engineer with 25 years of experience in the design of traffic signals, street lighting systems, ramp metering systems, fiber optic and ITS. Joe is well versed in the Caltrans Electrical Systems Design Guide, the IES Roadway Lighting Manual and Caltrans Standard Plans and Specifications. As a registered Traffic Engineer Joe is and signing and striping requirements as outlined in the CAMUTCD and has designed hundreds of traffic signals throughout the State. Joe also has extensive knowledge and experience with ADA and California Accessibility Standards. As the manager of Dokken's Electrical Design Team, Joe leads the traffic signals and lighting design for all of Dokken's roadway, interchange, bridge, and trail projects.

SR-18/Apple Valley Road Intersection Improvement | Apple Valley, CA

Assistant Project Manager | This project widened the four legs of the SR-18 and Apple Valley Road intersection to allow additional approach and turn lanes and smooth road profiles to provide better rideability and sight distance for motorists, increase traffic circulation and reduce congestion. Mr. Ostdiek provided lighting design, traffic signal design, and ADA and curb ramp design.

SR-273/Girvan Road At-Grade Crossing | Redding, CA

Signal and Lighting Design Engineer | This project improved the at-grade railroad crossing at the intersection of SR-273 and Girvan Road. The traffic signal, street/intersection lighting, pedestrian facilities, bike lanes and storm drainage were modified, removed, replaced, and installed as needed along SR-273, Girvan Road, Eastside Road, and Westside Road. Joe provided lighting design, traffic design, and railroad pre-emption design.

Capital SouthEast Connector, Segment D3-E1 | Sacramento & El Dorado Counties, Folsom, CA

Signal and Lighting Design Engineer | This project will realign and widen 7.5 miles of White Rock Road in Sacramento County, the City of Folsom, and El Dorado County from a rural two-lane road to a six-lane expressway, accommodating a variety of travel modes including auto, truck, transit, bicyclists, pedestrians, and even equestrians. Joe was responsible for design of 3 traffic signals and fiber optic signal interconnect along the length of the project.

Fifth Street Bridge Replacement over Feather River | Yuba City, CA

Traffic Manager | Dokken worked with the City of Yuba City, the City of Marysville and counties of Yuba and Sutter to replace the existing Fifth Street Bridge over the Feather River. The project dramatically improved the traffic operations of Fifth Street by constructing a new four-lane bridge and reconstructing both approaches. For this project, the City required that traffic be maintained on the existing bridge while the new bridge was constructed. Temporary facilities for pedestrians were also required. The weekend closure of Second Street for the erection of girders was planned with a temporary detour designed and implemented for traffic management. The temporary detour worked very effectively to allow safe installation of the girders. Stage construction also required the installation of a temporary traffic signal to allow for removal of an existing and construction of a new traffic signal. Construction was completed and the project was opened to the public July 2021. Joe was responsible for traffic signal and street and bridge lighting design and well as design of the traffic signal during stage construction.

Camino Arroyo Bridge, Farrell Avenue Widening, and Sixth Street Overcrossing | Gilroy, CA

Lighting and Electrical Engineer | This project constructed two structures over the West Branch of Llagas Creek. The project allows drivers to stay on local roads with a lesser drive time while pulling traffic off US-101 and the two interchanges which are already operating at near capacity. The project included sidewalks, bike and walking paths, and bus stops to accommodate the multimodal forms of transportation the residents use, including high percentages of pedestrians and bicyclists. The first structure is a two-span cast-in-place concrete box-girder bridge over the West Branch of Llagas Creek in Gilroy. This new bridge carries four lanes of traffic, numerous utilities, bike lanes and sidewalk. The second bridge included modifications made to the existing Sixth Street Overcrossing over US-101 to add a dedicated bicycle bath, separated from vehicular traffic. Joe was responsible for designing the bridge and street lighting. The bridges were lighted with both standard cobra head lighting and decorative lighting.

Route 5/50 Sacramento Viaduct Rehabilitation Design-Build | Sacramento & West Sacramento, CA

Traffic Manager | The project placed overlays, replaced all bridge joints seals and/or joint seal assemblies, and corrected drainage issues on the Sacramento River Viaduct, the West End Viaduct, and 17 associated on-ramps, off-ramps, and connector ramps. Joe was responsible for the MOT Alternative Technical Concepts (ATC's), Traffic Management Plan for US-50 and I-5, Lane Closures, 55-Hour Closure Analyses, and support to the Contractor's Traffic Control Supervisor after the Released for Construction Plans were issued and construction commenced. Any changes to the approved traffic handling plans were reviewed and approved by Dokken. The 55-hour closure ATC's were approved for 2 instances in each direction on I-5 and US-50.

REQUEST FOR PROPOSALS FOR
PROFESSIONAL ENGINEERING SERVICES FOR THE

Wheatland Road Complete Streets Project

Project Understanding & Scope of Work

DOKKEN ENGINEERING

Project Understanding & Scope of Work

The City of Wheatland's Complete Streets project aims to enhance the safety and accessibility of Wheatland Road for students, pedestrians, and cyclists. This project focuses on two key sections of Wheatland Road: from Olive Street to D Street, and from Oakley Lane to Wheatland Park Drive (included as an optional task). These areas are critical as they serve Wheatland High School and Bear River Middle School, making them high-traffic zones for school-aged children. See Figure 3 - Project Overview on page 22. The project will include new sidewalk, pavement rehabilitation, striping, safety lighting, and utility relocations to ensure a comprehensive improvement of the roadway infrastructure.

OBJECTIVES

The primary objectives of this project are to:

1. Improve Safety: Implement measures that ensure the safety of students and other pedestrians.
2. Enhance Accessibility: Provide better access for cyclists and pedestrians.
3. Promote Sustainable Transportation: Encourage walking and biking as viable modes of transportation.

PROPOSED DESIGN OPTIONS

To achieve the project objectives, we have considered three design options (see Figures 2 through 6 on the following pages), which align with the City's approach, each tailored to address different aspects of road use and safety:

1. Section 1, Wheatland Park Road/Olive Street to G Street:
    a. Buffered bike lanes: Dedicated lanes for cyclists on both sides of the road.
    b. Parking on both sides: Maintains parking availability for residents, visitors, and school traffic.
    c. One travel lane in each direction.
2. Section 2, G Street to SR 65:
    a. Buffered bike lanes: Dedicated lanes for cyclists on both sides of the road.
    b. Parking on one side only: Balances the need for parking, travel lanes, sidewalk, and bike lanes within existing right of way.
    c. One travel lane in each direction.
3. Section 3, Oakley Lane to Wheatland Park Road (Optional Design Scope):
    a. Buffered bike lanes: Dedicated lanes for cyclists on both sides of the road.
    b. No parking: Maximizes road space for travel lanes and bicyclist without taking right of way.
    c. One travel lane in each direction.

CONSTRAINTS AND CONSIDERATIONS

RIGHT OF WAY AND TYPICAL SECTION SELECTION

We understand the City anticipates that all improvements will fit within existing City right of way and that only temporary construction easements on abutting properties will be needed. From our preliminary investigations into right of way boundaries and design, we agree with this assessment, though there are a few locations where the apparent boundaries appear tight. Through Boundary Mapping, we will confirm all right of way and property boundaries and assess these constriction points. If it does become apparent that there are constriction points, Dokken is well versed in strategizing adjustments to the proposed typical section in order to avoid right of way impacts and still meet project goals.

Specifically, at the location of the horizontal curve along Wheatland Road adjacent to Wheatland High School, readily available right of way information is limited. Based on the setbacks of roadway signage and power poles observed in the field, it would appear that adequate right of way is available for the improvements. If, however, right of way does become as issue around this turn, we have developed a solution. The roadway widening/improvements can be centered between the existing north edge of pavement and the existing south edge of separated HMA path, slightly shifting the centerline alignment. See Figure 5 - Layout Exhibit 2.

At locations where the back of the existing sidewalk is directly against property features such as retaining walls, our solution to minimize impacts in these areas is to hold the existing back of sidewalk line and build out the city's desired cross-section from there. This approach would require pavement reconstruction to correct the crown location, depending on the existing structural section this could be as simple as milling and overlay.

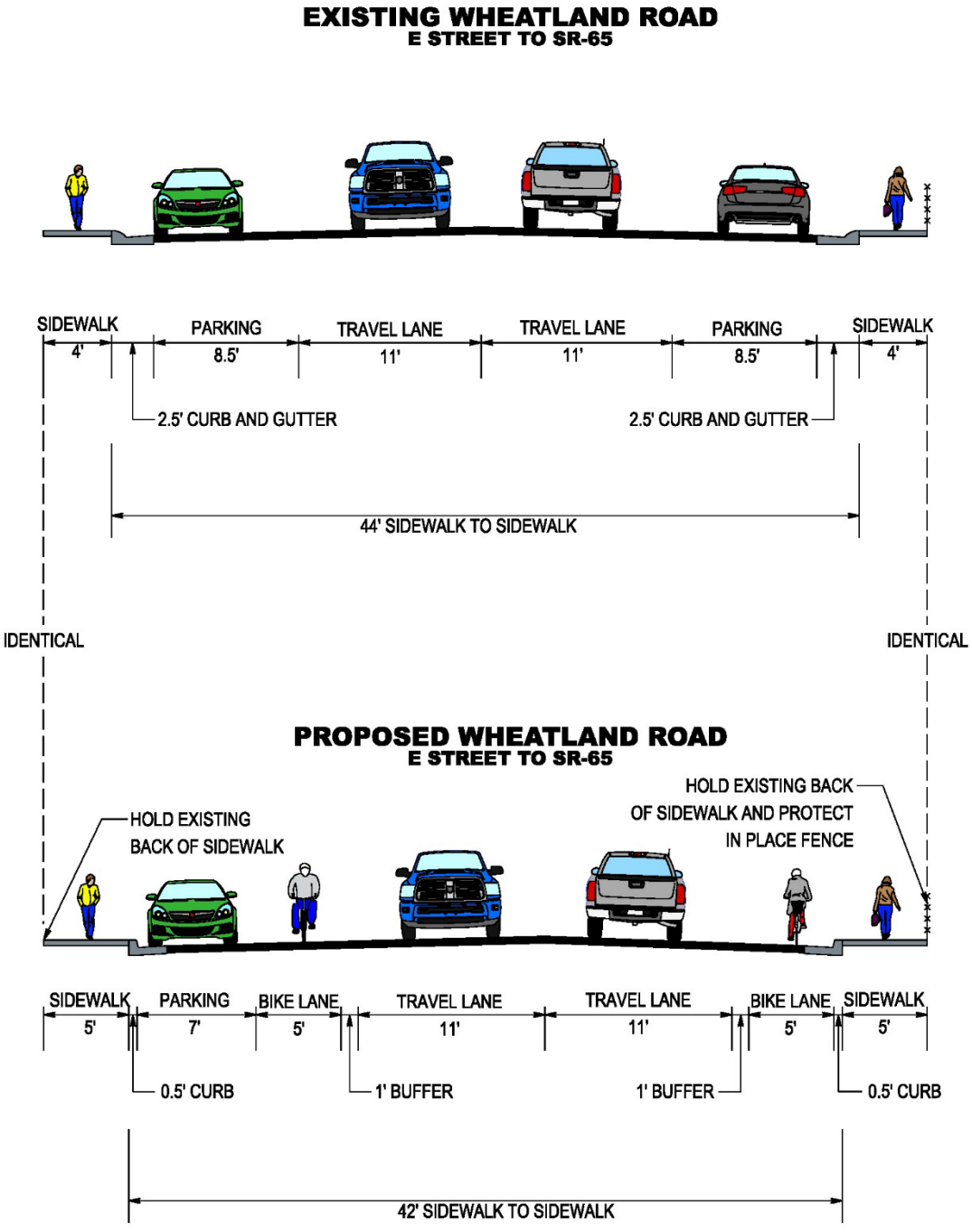
Currently, on Wheatland Road from E Street to SR-65, the existing sidewalks are approximately 4 feet wide, which does not satisfy the City's desired 5-foot sidewalks. In this section, Dokken would propose to hold back of walk lines and fit the improvements within this width.

To do this we would need to modify the proposed section slightly, which could be done in a number of ways:

- Reducing sidewalk width
- Reducing bike lane width
- Removing buffers
- Reducing lane widths
- Removing parking from south side - during field observations it was noted that the majority of on-street parking in the section occurs on the north side of the road.

Figure 1 below, shows the comparison between the existing cross section and the proposed improvements.

Figure 1 - E Street to SR-65, Proposed Adjustment to Typical Section



UTILITIES

The City's desired improvements will require utility relocations, it is our understanding that the City is open to utility relocations. There are poles in conflict with proposed widening and several water meters and utility vaults that will require relocation or adjustment. **It will be critical to the timeline of the project to immediately begin utility coordination.** Potholing to make a positive location of underground utility will be crucial in developing pavement rehabilitation strategies. One of Dokken's strengths is our expertise in utility coordination and relocation. Dokken will follow the Caltrans Local Assistance protocol for utility relocation efforts. Dokken is highly experienced in utility relocations following both local agency and Caltrans standards.

DRIVEWAYS

There are multiple properties along Wheatland Road that will require new driveway connections as a result of road widening and sidewalk improvements. The proposed driveways will be designed to conform with the City's standards and ensure an ADA-compliant design for pedestrians using the sidewalk.

STORM WATER MANAGEMENT

It is apparent from field visits, that ponding water along Wheatland Road is a regular occurrence, particularly in the vicinity of the high school. The existing drainage facilities have little to no cover. Drainage flows to the east towards SR 65. Runoff is collected via swales into a field inlet just north of the Wheatland Road curve and south of Olive Street. With this area of Wheatland having such little elevation fall, in order to get drainage pipes to flow towards SR 65 where they likely join a mainline, the existing drainage pipes have very little to no cover. Our design approach will prioritize the collection and capture of surface runoff to meet design standards and minimize any risk of flooding. This may include advanced drainage solutions to ensure effective water management and improve overall road safety.

Existing drainage facilities within the project area are obsolete and require upgrades. There are concrete and metal culverts with minimal to no cover, creating unsafe conditions for vehicle traffic. Dokken will evaluate each existing drainage facility within the project area and provide recommendations for drainage improvements.

COORDINATION WITH LOCAL DEVELOPMENT

The open property between E and F streets is being developed into a Senior Care Facility and Caliterra Ranch is still being developed. Dokken will work with developers to ensure that any improvements are designed in tandem.

INTERSECTION AT SR-65

Sidewalks and ADA ramps have been recently improved at the SR-65/D Street and 1st Street/Wheatland Road intersection. For this reason, the project will not need to encroach
onto state right of way.

PAVEMENT REHABILITATION

Our team noticed areas along the road show significant signs of pavement deterioration and even total failure in some sections. Through geotechnical studies, we will assess these areas, make recommendations for pavement strategies (i.e. mill and fill with selected full dig outs vs full depth reclamation, etc.).

ENVIRONMENTAL CLEARANCE

The project will utilize both local and federal funding; therefore, compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) will be required. The lead agency under NEPA is Caltrans and the lead agency under CEQA is the City. Based on preliminary review, no impacts to sensitive environmental resources would occur; therefore, the Project can utilize a Categorical Exemption under CEQA Section 15332 for In-Fill Development Projects. The City can immediately file a Notice of Exemption and no further environmental compliance under CEQA is required. For NEPA, the Project is clearly classified as a CE under 23 CFR 771.117 for transportation projects; therefore, simple technical studies can be prepared in support of the CE. Dokken's in-house environmental team has obtained full environmental approval for more than 20 school access improvements projects in the northern California region, such as the D.W. Babcock School Access Improvements Project and the Northwood School Access Improvements Project in the City of Sacramento and has extensive experience working with Caltrans District 3. Our relationship with Caltrans environmental staff, such as Thaleena Bhattal, Caltrans Generalist for Yuba County, ensures the NEPA environmental process will be driven by the City's schedule.

Figure 2 - Project Typical Sections

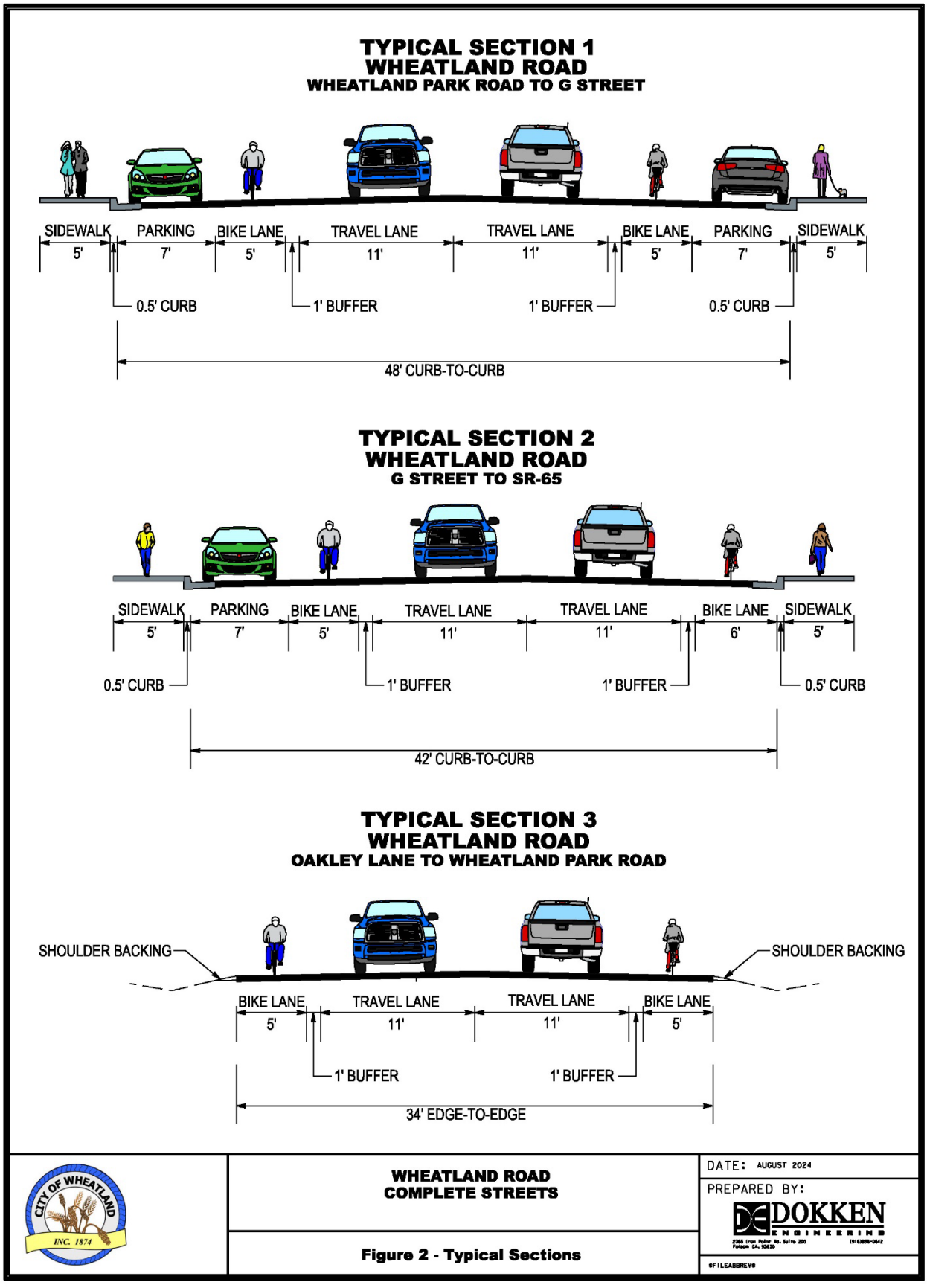


Figure 3 - Project Overview

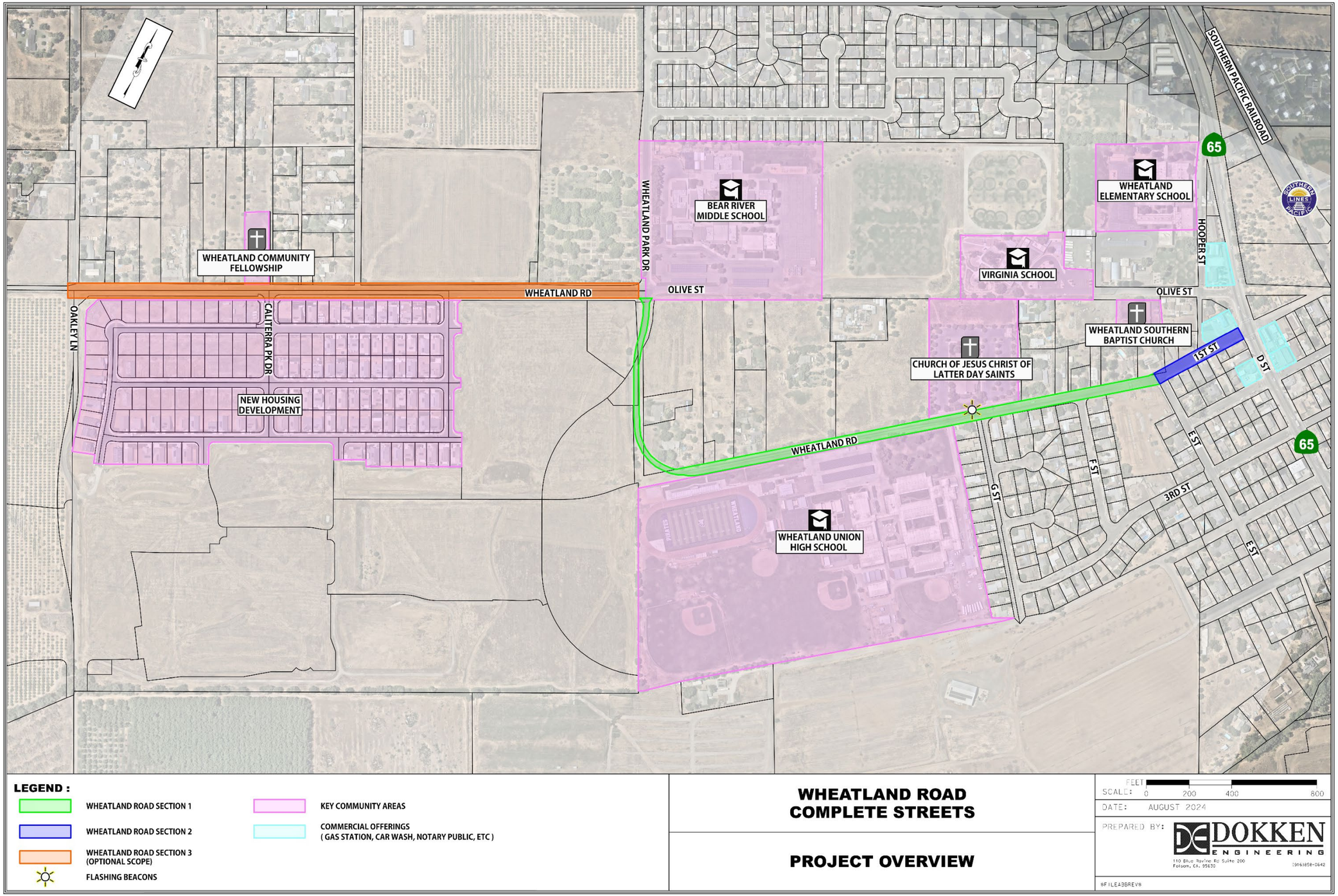


Figure 4 - Layout Exhibit 1

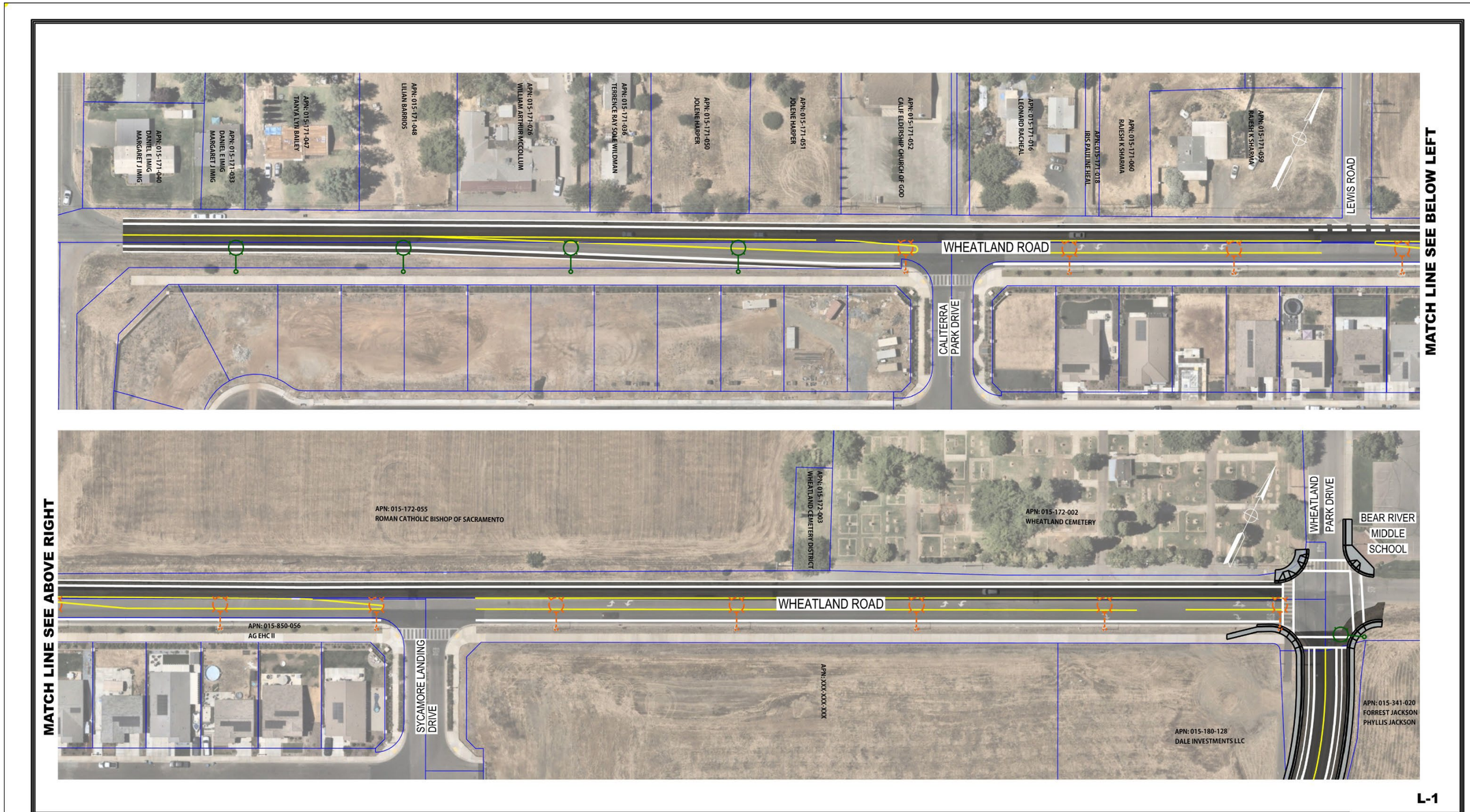


Figure 5 - Layout Exhibit 2

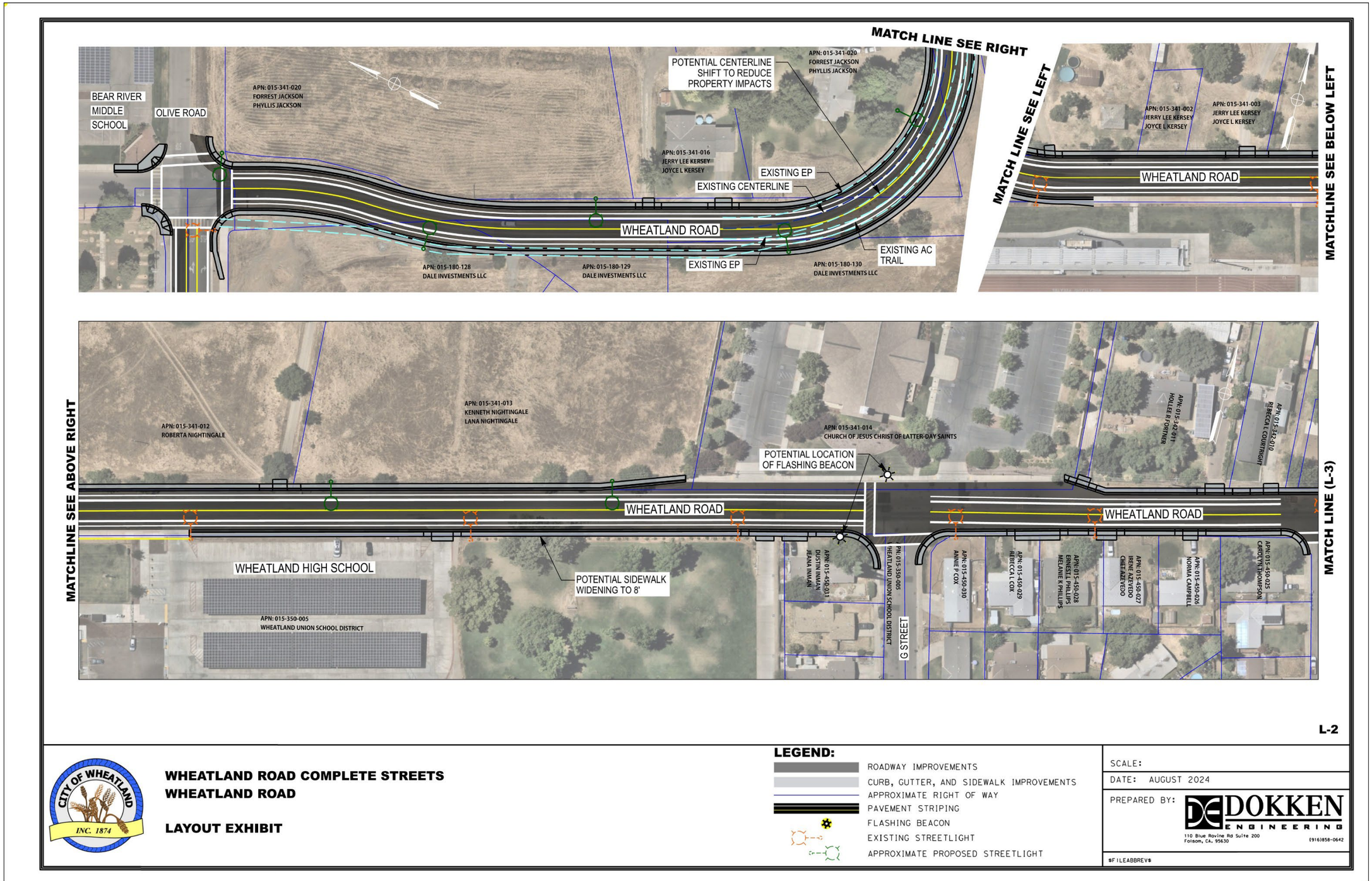
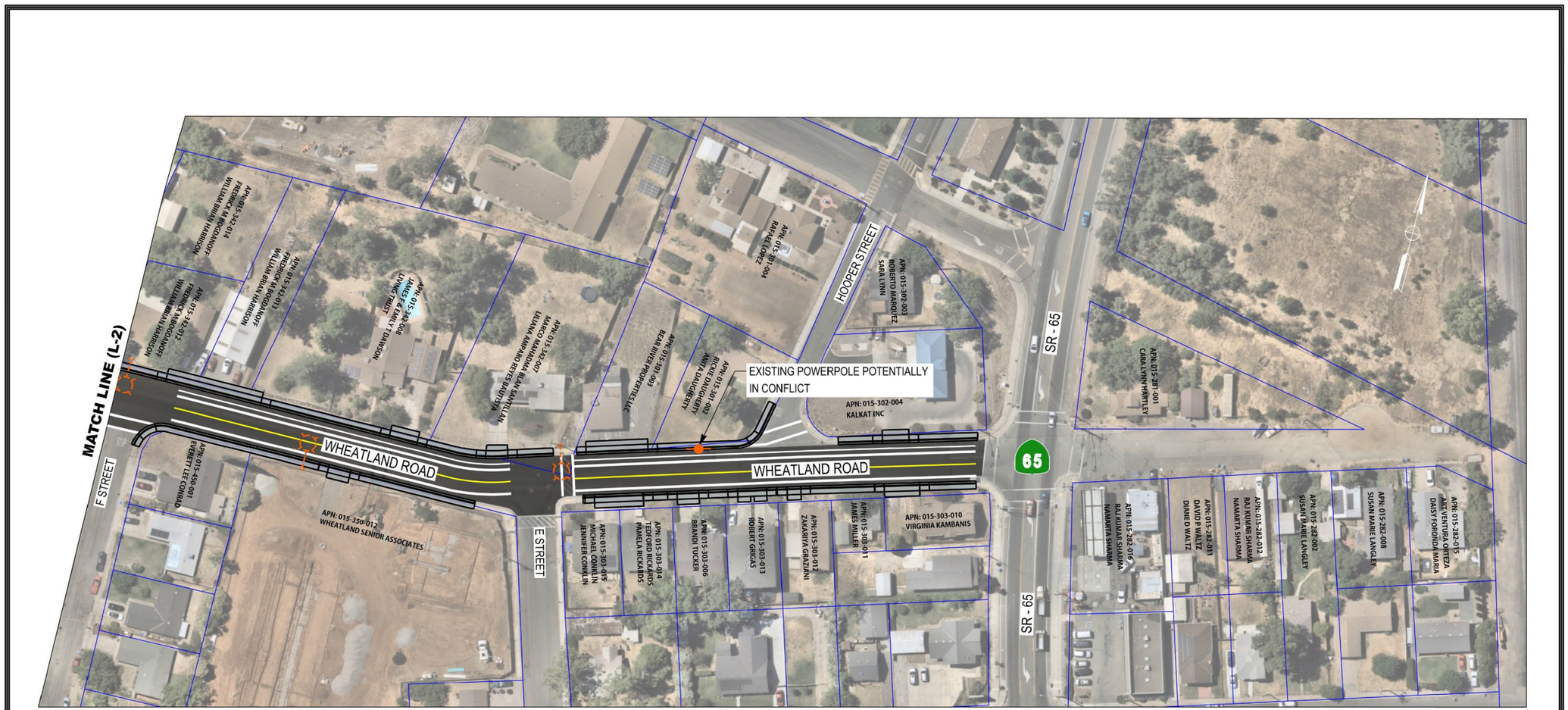


Figure 6 - Layout Exhibit 3



L-3

WHEATLAND ROAD COMPLETE STREETS
WHEATLAND ROAD

LAYOUT EXHIBIT

LEGEND:

- ROADWAY IMPROVEMENTS
- CURB, GUTTER, AND SIDEWALK IMPROVEMENTS
- APPROXIMATE RIGHT OF WAY
- PAVEMENT STRIPING
- EXISTING STREETLIGHT
- APPROXIMATE PROPOSED STREETLIGHT

SCALE:
DATE: AUGUST 2024
PREPARED BY: DOKKEN ENGINEERING
110 Blue Ravine Rd Suite 200
Folsom, CA. 95630
(916)858-0642
$FILEABBREV$

SCOPE OF WORK

The Dokken Engineering Team (CONSULTANT) will perform professional and technical engineering services to prepare preliminary engineering and final plans, specifications, and estimate (PS&E), and provide bidding and construction support for the West Linda Comprehensive Routes to School.

TASK 1: PROJECT MANAGEMENT

Task 1.1 Project Meetings

CONSULTANT will organize, attend, and facilitate meetings as necessary to provide progress updates, coordinate between technical disciplines, and facilitate overall project communication. For each meeting, CONSULTANT will provide meeting notices, prepare meeting materials and agenda, attend, and facilitate the meeting and prepare meeting minutes. Meeting minutes will include tracking of action items. CONSULTANT will consult with the City's project manager prior to each meeting to get input regarding the agenda. The following meetings are anticipated for this project: kick off meeting, field review, and monthly PDT meetings.

Deliverables: Meeting Notices, Agendas, Exhibits, and Minutes

Task 1.2 Field Review

CONSULTANT will organize, attend, and facilitate a field review meeting at the project site. Field investigations will be documented using field notes, taking field measurements, and digital photography.

Deliverables: Field Notes and Photos

Task 1.3 Project Administration

Project Administration entails monitoring and controlling the effort and progress of the project delivery. Project Administration will include preparing Progress Reports, Invoices, and Project Schedule. CONSULTANT will prepare Progress Reports to record the progress of the project and as supporting data for invoices presented monthly to the City. The Progress Report will include accomplished tasks for the month, anticipated progress for the next month, pending issues/resolutions, and scheduled completion target dates. CONSULTANT will include Progress Reports with the monthly invoices. Project Administration will also include ensuring that the project is complying with the necessary Caltrans Local Assistance submittals and coordination.

CONSULTANT will, within two (2) weeks of Notice to Proceed, provide a detailed project baseline schedule to the City for review and comment. The schedule will be prepared using Microsoft Project and will show contracted tasks/milestones with dependencies and durations, critical path tasks, and responsibility assignments. Subsequent to establishing the baseline schedule, CONSULTANT will update the schedule on a monthly basis, to coincide with the PDT meetings.

Deliverables: Monthly Progress Report, Monthly Invoice, Monthly updated Project Schedule

Task 1.4 Quality Control

CONSULTANT will have a quality control plan in effect during the entire course of the project and will develop a plan establishing a process to ensure design calculations are independently checked. Exhibits and plans will also be checked, corrected, and backchecked for accuracy and completeness. CONSULTANT will review subconsultant environmental and engineering report submittals to ensure that appropriate background information, study methodology, interpretation of data, format, and content are completed in accordance with current standards.

Deliverable: Quality Control Checklist with major Submittals

TASK 2: ENVIRONMENTAL SERVICES

Task 2.1 Environmental Technical Studies

Task 2.1.1 Preliminary Environmental Study

Dokken will prepare a Preliminary Environmental Study (PES) Form and will coordinate with Caltrans District 3 regarding technical studies needed for the project. The PES Form will include an environmental study area map as well as an environmental constraints analysis to identify key environmental impacts that could occur during construction. Once the draft PES Form is completed, it will be reviewed by the City and Caltrans. The PES form will outline the recommended federal environmental documentation, technical studies, surveys, approvals, and agency coordination required for the project.

Deliverable: Preliminary Environmental Study

Task 2.1.2 Natural Environment Study (Minimal Impact)

Dokken will conduct field surveys and extensive literature research to assist in determining the existence or potential occurrence of sensitive plant and animal species on the project site or in the vicinity. Literature review will include federal and State lists of sensitive species and current database records, including the California Natural Diversity Data Base (California Department of Fish and Wildlife, 2024) and the California Native Plant Society's Electronic Inventory of Rare and Endangered Vascular Plants of California (California Native Plant Society, 2024). In accordance with Caltrans guidelines, a list of threatened and endangered species known in the project vicinity will be obtained from the USFWS. Dokken biologists will conduct fieldwork in order to assess the presence/absence of sensitive biological resources (e.g., species or habitats), and to determine the potential for occurrence of such resources that may not be detectable when the fieldwork is conducted. The location of any sensitive biological resources present onsite, including plants and plant communities, will be mapped. Dokken will prepare a Natural Environment Study Minimal Impact (NES(MI)) consistent with the Caltrans (Standard Environmental Reference) SER that will include a description of the field methods used and the results of the biological studies of the project area. The report will list plant and animal species present, along with a general description of the plant communities occurring within the project area. If any sensitive resources are found, Dokken will prepare an exhibit showing the location of the resource and include this exhibit in the NESMI. The report will also identify and assess project impacts on the existing biological

resources, including any sensitive species. Minimization and mitigation measures will be included as necessary.

Deliverables: NES(MI))

Task 2.1.3 Historic Property Survey/Archaeological Survey Report

Dokken will prepare documentation in accordance with Section 106 of the National Historic Preservation Act. This work will include efforts to record archaeological and historical resources identified within the study area. A Historic Property Survey Report (HPSR) will be prepared to identify and evaluate any cultural resources and evaluate the potential for impacts on those resources. If any historic resources (structures) are identified, they will be evaluated to determine if they meet any qualified criteria for eligibility on the National Register of Historic Places. The bridge was previously evaluated and determined to not be eligible; therefore, no further historic analysis will be required. As an attachment to the Historic Property Survey Report, an Archaeological Survey Report (ASR) will be prepared to evaluate if any archaeological resources are likely to be found. A qualified archaeologist will perform a pedestrian survey of the Area of Potential Effects prior to preparing this report. As part of this effort, Dokken will perform Native American Consultation on behalf of Caltrans consistent with Section 106 requirements. The Project qualifies for a Categorical Exemption under CEQA; therefore, consultation under AB 52 will not be required.

Deliverables: HPSR/ASR

Task 2.1.4 Phase I Hazardous Waste Initial Site Assessment

Dokken Engineering will prepare an Initial Site Assessment (ISA) for the project to identify all documented hazardous waste sites located within the project study area, as well as facilities located within the project study area that store, transfer, or utilize large quantities of hazardous materials. As part of the ISA, Dokken Engineering will conduct an agency records search to identify all hazardous waste sites located within the project study area and classified as a hazardous waste site under State law and will conduct a visual survey of the project area via available public access to identify any obvious area of hazardous waste contamination. If hazardous waste sites are identified within the project study area (via governmental records and/or the visual survey), Dokken Engineering will determine the potential impact to the project and identify subsequent procedures to determine the extent of contamination and remediation requirements, and summarize these findings within the ISA. Upon the City's approval of the ISA, Dokken Engineering will coordinate with Caltrans District 3 for review and approval of the ISA prior to finalization. Phase II testing is not included in this scope.

Deliverable: Hazardous Waste Phase I ISA Report

Task 2.1.5 Construction Noise Technical Memorandum

The project would not be considered a Type I project under the 2020 Caltrans Noise Analysis Protocol. Therefore, Dokken will prepare a Construction Noise Technical Memorandum to document temporary construction impacts, local noise ordinances, and suitable measures to minimize construction noise to adjacent residences along Wheatland Road.

Deliverables: Construction Noise Technical Memorandum

Task 2.1.6 NEPA CE

Upon approval of all technical studies, should Caltrans request assistance, Dokken will prepare a Categorical Exclusion as the NEPA approval document for the project and will include avoidance, minimization and mitigation measures provided in the technical studies prepared.

Deliverables: NEPA Categorical Exclusion

Task 2.1.7 CEQA Categorical Exemption

Dokken understands that the Project qualifies to utilize a categorical exemption under CEQA for side-walk in-fill projects. If desired by the City, Dokken will prepare a CEQA NOE for the City's files.

Deliverables: CEQA Notice of Exemption

TASK 3: SURVEYS AND BASE MAPPING

Task 3.1 Surveys and Mapping

CONSULTANT will perform detailed (non-aerial) topographic surveys utilizing local National Geodetic Survey (NGS) NAD83 and NAVD88 datums derived from the California State Plane Coordinate System and Yuba County benchmarks. CONSULTANT will perform design topographic surveys along an approximately 3/4 mile portion of Wheatland Road from State Route 65 to the intersection of Wheatland Road and Wheatland Park Road at the southwest corner of Bear River Middle School. CONSULTANT will locate street improvements such as walks, curbs, gutters, striping, edges of pavement, AC slopes, conforms and driveways. CONSULTANT will also locate shoulders, tops and toes of banks, ditches, culverts, fences, walls, signs, monuments, all visible utilities such as utility poles, signals, manholes, valves, boxes, vaults, drain inlets, trees (size and drip circle), and other relevant features critical to design. Road cross-sections will be located at 50' intervals or closer, including all curve points, grade breaks and change in directions. The survey will extend 15' beyond the existing right of way where accessible and 25' beyond all curb returns on intersecting streets. Measure downs to relevant sewer and drain structures will be performed to include depth, approximate size and flow direction. Special attention to conforms, driveways, ADA access and ADA curb ramps will be given. CONSULTANT will locate all pre-marked USA markings (by others) and any Geotech potholes. CONSULTANT will map all topographic features in AutoCAD format to include 1' contours and 3D surface. CONSULTANT will provide an ortho-rectified aerial drone image of the project corridor that will be scaled to the project ground control. CONSULTANT will set durable project control along the corridor for future surveys and construction control.

CONSULTANT will research records of surveys, subdivision maps, parcel maps, corner record cards and deed documents for the determination of the existing right of way and parcel boundaries along the project corridor. CONSULTANT will perform field surveying of record right of way and property monuments to resolve the right of way and parcel boundaries. CONSULTANT will resolve the boundaries from record and field information and create an overall right of way base map. The design team will

provide title reports for all properties impacted by the project to best determine rights of way, easements and other boundary constraints. CONSULTANT will prepare a right of way and boundary LANDNET base file showing all right of way, easements, ownership details, and Parcel Identification APN's.

Deliverables: Topographic AutoCAD Base File, Survey Control Table and Diagram, Point Files, Right of Way and Boundary Base File, Copies of Maps and Deeds if Requested

Task 3.2 Plats & Legals

Upon determination of preliminary right of way acquisition needs, CONSULTANT will prepare plats and legal descriptions as needed for the project. The City does not anticipate the need for additional right of way. Plats and legal descriptions will be prepared for temporary construction easements (TCE). CONSULTANT will prepare preliminary plats and legal descriptions for review. Upon approval, CONSULTANT will prepare final signed and stamped plats and legal descriptions. The exact amount and locations will be determined during design and project needs. For this proposal, CONSULTANT will assume the preparation of twenty (10) TCE plats and legal descriptions.

Deliverables: Plats and Legal Descriptions (10)

Task 3.3 Pre-Construction Record of Survey *(OPTIONAL)*

All monuments found within the project footprint will be located and documented. Pre-Construction Record of Survey or Corner Record Cards will be prepared in accordance with Section 8771 of the Professional Land Surveyors Act in the Business and Professionals Code of the State of California. State law requires that survey monuments in roadways that may be compromised by construction be preserved and/or re-set. CONSULTANT will locate the monument and set nearby reference ties to each monument. CONSULTANT will provide monument location and description for insertion into construction plans. CONSULTANT will prepare a Pre-Construction Record of Survey or Corner Record Cards prior to construction and submit to County Surveyors Office, including a copy to the City. Record of Survey or Corner Record Cards will provide sufficient information for use in the re-setting and/or verifying the survey monument following construction.

Deliverables: Pre-Construction Record of Survey or Corner Record Cards

TASK 4: ENGINEERING STUDIES

Task 4.1 Geotechnical Design

Task 4.1.1 Pre-Exploration

Prior to subsurface exploration, CONSULTANT will obtain an encroachment permit from the City. To obtain the permit, we will have traffic control plans developed for the proposed work. We assume the permit will be issued with no fee since this is a City project

Task 4.1.2 Coring & Sampling

Coring will be performed over the course of one working day and will include up to 10 locations along Wheatland Road. All cores will penetrate the existing roadway structural pavement section and will expose roadway subgrade soils. Bulk samples of subgrade soils will be obtained at each of the coring locations. The core holes will be backfilled using excavated cuttings and AC patched using cold-patch or quickset concrete dyed black. A licensed traffic control subcontractor will be used for the duration of the coring and sampling.

Task 4.1.3 Laboratory Testing

Soil samples obtained during Task 2 will be delivered to CONSULTANT's office for assignment of laboratory testing.

Task 4.1.4 Analysis & Reporting

Upon completion of the above-noted tasks, we will perform geotechnical analyses for the proposed improvements. This will include evaluating existing information, field data, and laboratory test results to prepare geotechnical recommendations for grading, subgrade preparation, for structural pavement sections, and for pavement rehabilitation.

Results of the field investigation, laboratory testing, and analyses will be summarized and concluded in a geotechnical report prepared in accordance with Caltrans Geotechnical Design Report Guidelines (2021). That report will contain, at a minimum, the following:

- A description of the proposed project including a site plan showing the approximate locations of the explorations advanced for this study;
- A description of the existing data collected that was relevant to the study;
- A description of the field exploration and sampling program;
- Results of laboratory testing;
- A discussion of the geologic conditions encountered at the site;
- A discussion of anticipated groundwater elevations in the project area;
- Geotechnical recommendations for grading and subgrade preparation;
- Results of pavement section analyses for the proposed project, with and without geogrid reinforcement;
- Results of full depth reclamation (FDR) evaluations prepared for the project; and
- A discussion of soil corrosion per Caltrans guidelines.

Unless otherwise directed, we will submit a draft copy of the report in a pdf format for review and comment. Upon receipt of comments, we will edit the report then submit the finalized report for Dokken's use.

Deliverables: Draft and Final Geotechnical Investigation Report

Task 4.2 Utility Coordination

Utility coordination will be a comprehensive effort to identify, locate, and, if necessary, relocate existing utilities. CONSULTANT will perform utility coordination according to Caltrans Local Assistance Procedures Manual (LAPM).

Task 4.2.1 Utility Verification

After the Notice to Proceed, CONSULTANT will prepare and submit requests for utility information from the utility owners within the project area in the form of an "A" letter package. This letter will request conceptual utility plans within the project area. This mapping from the utility owners will be drafted preliminarily and will initiate the need for utility potholing in the project limits.

Task 4.2.2 Potholing *(OPTIONAL)*

We understand that the City has a tight budget for this phase of the work and for this reason, we can structure the work and bid package to place the potholing on the Contractor. If the City wishes and has the budget, potholing can be performed by the Dokken Team in locations of interest within the project limits to positively identify the horizontal and vertical location of any utilities in conflict with the project construction, as well as any high-priority utilities within the project limits. Information gathered from potholing will be documented and used to identify a more accurate location of utilities. Dokken has estimated ten (10) locations will be potholed on the project.

Task 4.2.3 Conflict Mapping

CONSULTANT will prepare conflict mapping in the form of a "B" Letter package. Conflict mapping will be sent to the utility companies showing the anticipated utility conflicts and requesting utility relocation plans. The "B" letter will also request necessary information to determine the utility company's liability when relocation is necessary. The utility company will be requested to respond within 30 days of receipt of the "B" letter.

Task 4.2.4 Notice to Owner

CONSULTANT will prepare a Notice to Owner for the utility companies to initiate relocation. For relocations where the City has liability, Utility Agreements will be prepared pursuant to Caltrans LAPM Chapter 14. The utility agreement documents the work to be done, liability for the work, payment for the work, and who will perform the work. The utilities will be notified of the dates they are to relocate and the duration they have to complete the relocation.

Task 4.2.5 Report of Investigation

CONSULTANT will prepare Reports of Investigation (ROIs) for all utility companies requiring relocation. ROIs are a necessary step in the Caltrans construction authorization process. The Report of Investigation documents the liability determination for the utility relocation required and that the necessary documenting Caltrans forms have been completed.

Deliverables: Utility Mapping, Utility A and B Letters, Potholing Plan and Logsheet (OPTIONAL), Utility Relocation Plans, Notices to Owner, Reports of Investigation, and Utility Agreements

Task 5: Roadway Design

Task 5.1 Preliminary Engineering

Based on information obtained from Engineering Studies and on City goals, CONSULTANT will prepare preliminary linework for up to three (3) improvement alternatives. Alternatives will be presented and discussed with the City. The preliminary linework will be presented over aerial and will include horizontal alignments, edges of pavement, edges of curb, gutter and sidewalk, and locations of crosswalks and curb ramp improvements. CONSULTANT will develop the project's typical sections as well.

CONSULTANT will present the improvement alternatives to the City and recommend an alternative to proceed to final design with.

Deliverables: Preliminary Alternative Layouts and Typical Sections

Task 5.2 60% Roadway Plans

CONSULTANT will prepare 60% roadway plans for the selected alternative. The following sheets will be included in the 60% submittal:

- Title Sheet
- Project Control and Key Map
- Typical Sections
- Layouts
- Profiles
- Construction Details
- Utility Plans
- Drainage Plans and Profiles
- Drainage Details
- Water Pollution Control Plans
- Signing and Striping
- Erosion Control Plans
- Staging and Traffic Handling Plans
- Electric Plans

Deliverables: 60% Roadway Plans

Task 5.3 90% Roadway Plans

CONSULTANT will prepare 90% plans based on the 60% review comments. CONSULTANT will prepare a response to the comments matrix with each comment received and a response regarding how the comment was addressed/incorporated.

Deliverables: 90% Roadway Plans

Task 5.4 Final Roadway Plans

CONSULTANT will prepare final plans based on the 90% review comments. CONSULTANT will prepare a response to the comments matrix with each comment received and a response regarding how the comment was addressed/incorporated. Electronic design files will be provided to the City.

Deliverables: Final Roadway Plans

Task 6: Drainage and Storm Water Design

Task 6.1 Draft Drainage Report

CONSULTANT will conduct a drainage investigation to determine the existing drainage patterns and storm drain facilities in the project area, including existing channels/ditches, pipe locations, sizes, local rainfall intensities, and flows. This information will be obtained through a combination of field reconnaissance and City records. After reviewing the existing drainage conditions, on-site hydrologic analyses will be conducted in accordance with Caltrans and City standards for the post-project condition, emphasizing the primary objective of maintaining existing flow patterns and runoff amounts.

The on-site analyses will include identifying where new facilities are needed and where existing facilities can be reused. For new facilities and existing facilities that will be impacted by the project, CONSULTANT will develop drainage boundaries for the areas within the project limits, develop future flows for each facility based on Rational Method calculations, and laying out the new/retrofitted storm drain facilities. A comparison of existing versus proposed peak flows will also be performed and appropriate mitigation measures explored.

A Drainage Report will be prepared to document the preliminary drainage and hydraulic studies based on City criteria. The report will provide a detailed discussion of the existing conditions and facilities in the project area, the on-site hydrologic analyses and design methodologies, existing and post-project drainage patterns and conditions and any issues of special concern or significance. A draft of the report will be submitted to the City for review. Comments on the draft report will be addressed and the Drainage Report will be updated and finalized.

Deliverables: Draft Drainage Report

Task 6.2 Final Drainage Report

CONSULTANT will prepare a final drainage report based on the comments received on the draft report.

Deliverables: Final Drainage Report

Task 6.3 Water Quality Management Plan

CONSULTANT anticipates that the project will create or replace more than 5,000 square feet of impervious area and will therefore be considered a regulated project per the City's Phase II MS4 permit. We are confident that a stormwater approach that efficiently meets stormwater and hydromodification criteria can be incorporated into the design of the project as the proposed drainage design offers excellent opportunities to incorporate infiltrative treatment BMPs. Design elements such as the use of the crushed rock around the perforated storm drain or potentially the bottom of the West Linda Drainage Basin could serve a dual purpose as an infiltrative treatment BMP.

Deliverables: Water Quality Management Plan

Task 7: Right of Way of Services

Task 7.1 Right of Way Determination

Using the reconciled right of way base map and proposed improvements, CONSULTANT will determine if any right of way acquisitions are necessary. It is expected that all improvements will fit within existing City right of way. Temporary Construction Easements (TCEs) will however, be needed. CONSULTANT will prepare a right of way needs map depicting the TCEs required for the project.

Deliverables: Right of Way Needs Map

Task 7.2 Property Owner Coordination

CONSULTANT will assist the City in Property Owner coordination. CONSULTANT will meet with impacted property owners and establish needs such as fence and/or mailbox relocation, tree removal, and driveway conforms.

Deliverables: Property Owner Meeting Notes

Task 7.3 Temporary Construction Easement Acquisition

CONSULTANT will prepare federally compliant USPAP Waiver Valuations for the portions of each parcel to be temporarily acquired, facilitate good faith negotiations and the acquisition of the necessary TCEs, followed by escrow coordination and closing. We recommend the use of Waiver Valuations for this project as the valuation process is uncomplicated and the estimated fair market value for each TCE is likely below $10,000. CONSULTANT will coordinate with Caltrans District 3 to supply all required documentation for the final Right of Way Certification Document 13-B at certification level 1 or 2. All services will be performed in accordance with the City of Wheatland, County of Yuba and Caltrans regulations, policies, and procedures, FHWA requirements and current AASHTO standards.

For the purposes of the scope, it is assumed temporary acquisition will be required from ten (10) properties.

Deliverables: Electronic Waiver Valuations that meet all State and Federal Standards, Acquisition of rights from impacted parcels, Final files on each negotiation, acquisition, and project settlement, Facilitate Title and Escrow support for impacted parcels.

Task 8: Specifications and Estimate

Task 8.1 30% Bid Item List

During preliminary engineering, the CONSULTANT will prepare a list of all bid items to establish the list of pay items anticipated for the construction contract.

Deliverables: 30% Bid Item List

Task 8.2 60% Technical Specifications and Engineer's Estimate

CONSULTANT will prepare technical specifications for the construction of the project to be combined with City boilerplate documents. The technical specifications will be based on 2024 Caltrans Standard Special Provisions and Standard Specifications unless the City requests otherwise. Special Provisions will be modified as appropriate to meet City standards and requirements for local streets and utility work. The special provisions will be prepared, signed, and stamped by a Professional Engineer registered in the State of California.

CONSULTANT will prepare an engineer's estimate based on quantity take-offs of the project plans. The estimate will follow the Caltrans BEES system. Unit prices will be based on recent Caltrans cost data as well as data from the CONSULTANT and Yuba City bid experience. Caution will be exercised to ensure the estimate recognizes the ever-changing bid climate.

Deliverables: 60% Technical Specifications Engineer's Estimate

Task 8.3 90% Technical Specifications and Engineer's Estimate

CONSULTANT will update the technical specification based on any design changes or comments made on the 60% submittal. CONSULTANT will update the engineer's estimate based on any design changes or comments made on the 60% submittal.

Deliverables: 90% Technical Specifications Engineer's Estimate

Task 8.4 Final Technical Specifications and Engineer's Estimate

CONSULTANT will update the technical specification based on any design changes or comments made on the 90% submittal. CONSULTANT will update the engineer's estimate based on any design changes or comments made on the 90% submittal.

Deliverables: Final Technical Specifications Engineer's Estimate

Task 9: Division of State Architect Compliance

Task 9.1 Division of State Architect (DSA) Submittal

CONSULTANT will submit final PS&E package to DSA for review and approval. CONSULTANT will coordinate with DSA to answer any questions or incorporate any comments in order to expedite approval. Completion of DSA consultation is required prior to construction funding allocation.

Deliverables: DSA Stamped PS&E Package

Task 10: Construction Funding and Authorization

Task 10.1 Grant Funding Request

CONSULTANT shall assist the City in filling out funding requests for the Construction phase.

Deliverables: Funding Request Applications

Task 10.2 Construction Authorization

CONSULTANT will prepare necessary forms for Construction Authorization per Caltrans standards.

Deliverables: DSA Stamped PS&E Package

Task 11: Bid Support

CONSULTANT will provide the support necessary to the City during the bidding of the project. This includes preparation of notices, supporting pre-bid meetings, drafting responses to bidder's inquiries, and preparing contract addenda.

Task 11.1 Construction Staking Notes

CONSULTANT will prepare construction staking notes to provide survey offset positions for project improvements.

Deliverables: Construction Staking Notes

Task 11.2 Resident Engineer's Pending File

CONSULTANT will prepare the Resident Engineer's (RE) Pending File. The RE Pending File is a compilation of project guidance, documents, and information the RE needs to be aware of to administer a construction contract. The RE File will contain at a minimum quantity takeoffs, design reports, and environmental documentation.

Deliverables: Resident Engineer Pending File

Task 11.3 Advertising and Bid Support

During the bidding phase, CONSULTANT will provide responses to bidder questions and inquiries. The plans and specifications will be revised if needed and Addenda will be prepared to address bidder questions.

Deliverables: Responses to bidder questions, Addendas

Task 12: Construction Support *(OPTIONAL)*

Task 12.1 Requests for Information

CONSULTANT will provide engineering support to the City and Resident Engineer during construction. CONSULTANT will attend the pre-construction meeting. Construction meetings when significant engineering topics are discussed will be attended.

CONSULTANT will provide a written response to Requests for Information (RFIs) on the Technical Provisions, the design drawings, or conflicts in the design during the construction.

Deliverables: Responses to RFIs

Task 12.2 Submittal Reviews

CONSULTANT will review Contractor submittals including shop drawings. Plans will be approved or returned for correction as needed.

Deliverables: Submittal Reviews

Task 12.3 CCO Reviews

CONSULTANT will review Contractors requests for Contract Change Orders (CCOs) and prepare any supporting plan or specifications addenda in support of the CCO.

Deliverables: Responses to CCOs

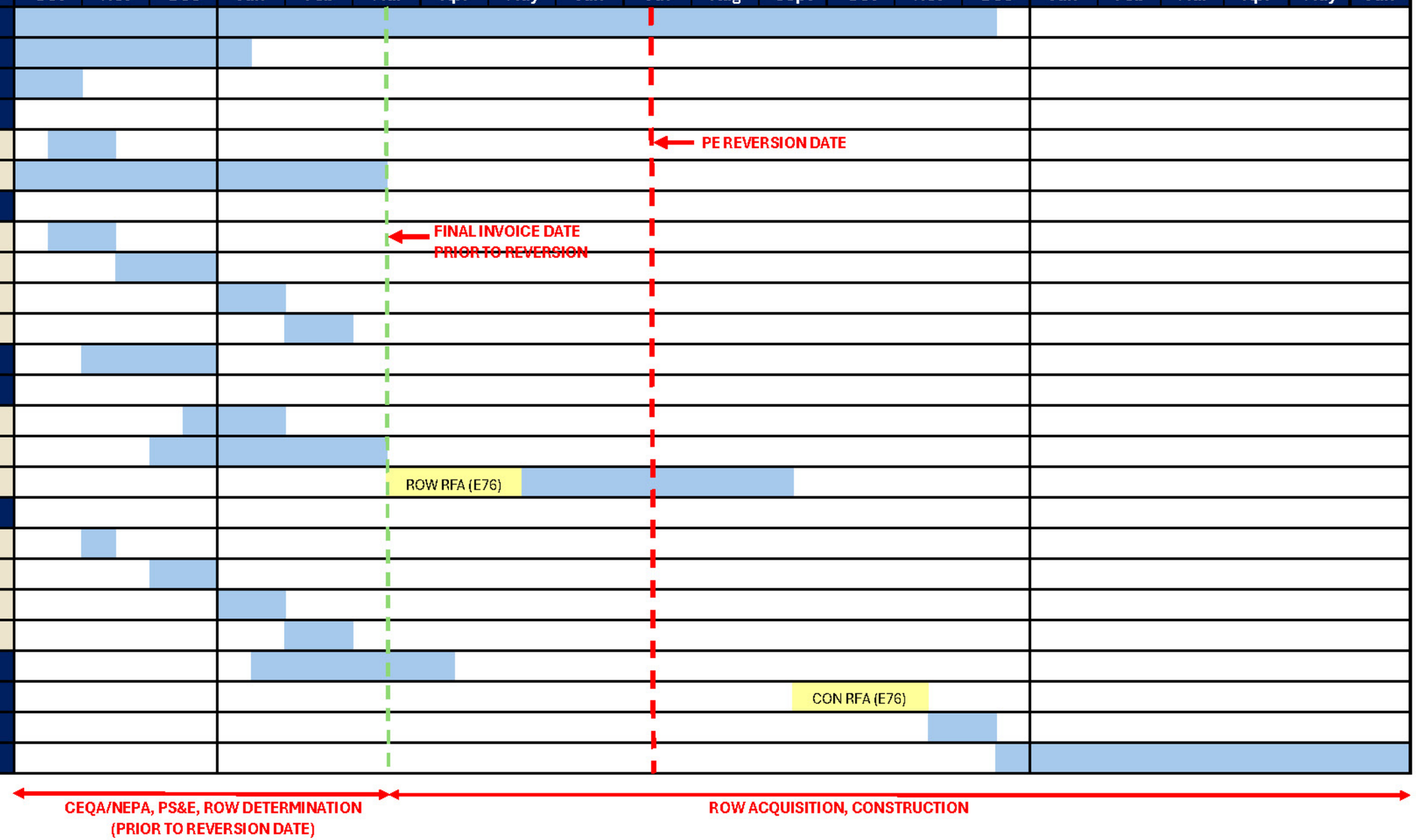
Task 12.4 As-Built Changes

CONSULTANT will prepare as-built plans of the project showing the final location and layouts. All redline comments prepared by the Contractor and Project Inspector on the signed design plans showing the change orders and adjustments made to improvements will be incorporated. Electronic Record Drawings will be provided in AutoCAD format in a timely manner.

Deliverables: As-Built Drawings

SCHEDULE OF WORK

	Task	2024			2025												2026					
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	**Project Management**																					
2	**Environmental Services**																					
3	**Surveys and Mapping**																					
4	**Engineering Studies**																					
	Geotechnical Design																					
	Utility Coordination																					
5	**Roadway Design**																					
	Preliminary Engineering																					
	60% Plans																					
	90% Plans																					
	Final Plans																					
6	**Drainage Report**																					
7	**Right of Way Services**																					
	Right of Way Needs																					
	Property Owner Coordination																					
	TCE Acquisition																					
8	**Specifications and Estimate**																					
	30% Bid Items																					
	60% Specifications and Estimate																					
	90% Specifications and Estimate																					
	Final Specifications and Estimate																					
9	**Division of State Architect Submittal**																					
10	**Construction Funding and Authorization**																					
11	**Bid Support**																					
12	**Construction Support**																					



REQUEST FOR PROPOSALS FOR
PROFESSIONAL ENGINEERING SERVICES FOR THE

Wheatland Road Complete Streets Project

Conflict of Interest Statement

DOKKEN ENGINEERING

Conflict of Interest Statement

Dokken does not have any financial, business or other relationships with the City that may impact the outcome of this contract. Dokken also does not have any current clients who have financial interest in the outcome of this project.

REQUEST FOR PROPOSALS FOR
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Wheatland Road Complete Streets Project

Litigation

DOKKEN ENGINEERING

Litigation

Dokken does not have any pending bankruptcies, liens, stop payment notices, judgments, or foreclosures filed in the past five years. Below is a list of litigation, dispute resolutions, or other formal proceedings that occurred in the last five years in which Dokken was involved in some way. No client has terminated a contract with Dokken for breach of contract, nor has Dokken ever filed a claim against a public agency.

- **Myers & Sons, Inc. v. Stanislaus County**

  Project: Santa Fe Avenue Bridge over Tuolumne River

  Dokken provided engineering, environmental, and right of way services. In 2018, the Contractor claimed differing site conditions due to presence of man-made debris in the drillings for the shafts of the new bridge and the presence of an undisclosed dynamic aquifer. The contractor alleged both issues caused the collapse of a drilled shaft and construction delays. Dokken provided extensive engineering support to the County and made the presentations to the DRB. The DRB ruled unanimously in the County's favor. The claim was withdrawn.

- **Liberty Mutual Insurance Company v. City of West Sacramento**

  Project: Mike McGowan Bridge over Barge Canal

  Dokken provided engineering and environmental services. In 2016, after the Contractor filed for bankruptcy, their insurance company, Liberty Mutual, claimed differing site conditions for delays in completing the project on schedule. The Contractor asserted mud and water flow at the bottom of the pier excavations were unexpected. The City denied the allegations and tendered the defense to Dokken. The claim was for $892,500; Dokken and the legal team defended the City, and ultimately the claim was settled in 2018 for $100,000. In addition to covering the cost for legal defense, Dokken contributed $25,000 toward the settlement.

- **Papich Construction Co., Inc. v. City of Dinuba**

  Project: Avenue 416/El Monte Way Widening

  Dokken provided engineering and right of way acquisition services to the City from 2009 through the end of construction in 2017. At the end of construction, the City was sued by Papich, the construction contractor, for delay damages. The City tendered the defense to Dokken, citing a duty to defend clause. Dokken denied the tender, citing contract language that did not require an upfront duty to defend when the negligence of others caused the underlying delay damages. The City settled with Papich in 2018 for $3.8M and then sued Dokken and the construction management firm for breach of contract for not accepting the tender of defense. Dokken maintained it had justification for denying the tender as it did not cause delays. The court approved settlement in 2021, with the construction management firm paying 85% of the settlement and Dokken paying the remainder.

- **San Diego Gas & Electric Company (SDG&E) v. Avar Construction, Inc., et al**

  Project: SR-163/Friars Road Interchange

  Dokken Engineering provided engineering design and environmental services for traffic and safety improvements in the area surrounding SR-163 and Friars Road in San Diego, CA. During construction in 2018, Avar Construction, a drilling sub-contractor, struck a 20-inch high-pressure gas line owned by SDG&E. In 2021 SDG&E filed a claim against Avar and others alleging damages of approximately $1.1m. Avar subsequently filed a cross-complaint against all the parties involved, including Dokken Engineering. The claim settled in mediation in 2022 and Dokken Engineering contributed 5% of the settlement amount. 85% of the settlement was paid jointly by the general contractor and drilling sub-contractor, as it was their responsibility to positively locate the gas line during construction.

- **RNR Construction v. Dokken Engineering**

  Project: NVIDIA Phase 2 – STE Bridge

  Dokken Engineering provided engineering design services as a sub-contractor to RNR Construction for a pedestrian bridge in Santa Clara County. In 2022, RNR Construction made numerous allegations against Dokken Engineering regarding the engineering services provided. Dokken Engineering denied the allegations and the matter was settled in early 2024 in mediation.

REQUEST FOR PROPOSALS FOR
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Wheatland Road Complete Streets Project

Contract Agreement

DOKKEN ENGINEERING

Contract Agreement

Dokken does not have any exceptions to the contract agreement included in the RFP as Attachment 2. Dokken affirms that the proposal terms shall remain in effect for ninety (90) days following the date proposal submittals are due. Dokken also understands a contract will not be awarded to a consultant without an adequate financial management and accounting system as required by 48 CFR Part 31 and 2 CFR Part 200.

REQUEST FOR PROPOSALS FOR
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Wheatland Road Complete Streets Project

Federal-Aid Provisions

DOKKEN ENGINEERING

Federal-Aid Provisions

STATE & FEDERAL REQUIREMENT KNOWLEDGE

Every Dokken project requires coordination and compliance with State and/or Federal regulations. Dokken has extensive experience working with Caltrans, Federal Highway Administration, and other Federal and State resource agencies. Dokken will use our knowledge and expertise to successfully deliver a project compliant with each oversight agency's requirements.

The City is utilizing Federal Funding for the PE Phase and may pursue State and/or Federal funding for future phases. Therefore, the process of obtaining project approval for funding and developing the PS&E package must follow standard Caltrans requirements, which include compliance with CEQA and authorizations at major milestones.

The flow chart to the right identifies the Caltrans Local Assistance process and demonstrates Dokken's understanding of the paperwork required. Since Dokken has a proven track record of project delivery, we understand this process.

Depending on our client's needs, Dokken is available to assist with preparing the Request for Authorization (RFA) packages at all major milestones as well as project development forms (PES, Field Review, Project Change) and project delivery forms (utility coordination and right of way certification).

In addition, Dokken's environmental staff has extensive experience with CEQA policies and procedures. We have a close relationship with Caltrans environmental staff, and we will assist the City with all needed Caltrans paperwork. Dokken will work closely with our design team to ensure projects do not have any unmitigable environmental impacts. Dokken is prepared to address project impacts by including reasonable avoidance and minimization solutions early in the project design phase.

STATE & FEDERALLY-FUNDED LOCAL ASSISTANCE PROCESS

10-01 FORM

EXHIBIT 10-O1 CONSULTANT PROPOSAL DBE COMMITMENT

1. Local Agency: City of Wheatland 2. Contract DBE Goal: 21%

3. Project Description: Wheatland Road Complete Streets Professional and Environmental Services

4. Project Location: Wheatland, CA

5. Consultant's Name: Dokken Engineering, Inc. 6. Prime Certified DBE: ☐

7. Description of Work, Service, or Materials Supplied	8. DBE Certification Number	9. DBE Contact Information	10. DBE %
Surveying & Mapping	41342	*UNICO Engineering, Inc.*| Mr. Cesar Montes de Oca | 80 Blue Ravine Road, Suite 250 Folsom, CA 95630 | 916-900-6623 | cesar@unicoengineering.com	14.77%
Geotechnical Engineering & Hazardous Waste Materials Testing	46532	*Bajada Geosciences, Inc.*| Ms. Janet Bianchin | 28301 Inwood Road Shingletown, CA 96088 | 530-638-5263 | jim.bianchin@gmail.com	6.23%

Local Agency to Complete this Section

17. Local Agency Contract Number: _____

18. Federal-Aid Project Number: _____

19. Proposed Contract Execution Date:

20. Consultant's Ranking after Evaluation: _____

Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.

21. Local Agency Representative's Signature 22. Date

23. Local Agency Representative's Name 24. Phone

25. Local Agency Representative's Title

11. TOTAL CLAIMED DBE PARTICIPATION **21%**

IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.

John A. Klemunes Jr.

12. Preparer's Signature 13. Date 8/22/2024

John A. Klemunes Jr., PE 916-858-0642

14. Preparer's Name 15. Phone

President

16. Preparer's Title

DISTRIBUTION: Original – Included with consultant's proposal to local agency.

10-Q FORM

EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action:
☐ a. contract
b. grant
c. cooperative agreement
d. loan
e. loan guarantee
f. loan insurance

2. Status of Federal Action:
☐ a. bid/offer/application
b. initial award
c. post-award

3. Report Type:
☐ a. initial
b. material change

For Material Change Only:
year ____ quarter _____
date of last report _____

4. Name and Address of Reporting Entity
☐ Prime ☐ Subawardee
Tier _____, if known

Congressional District, if known

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

Congressional District, if known

6. Federal Department/Agency:

7. Federal Program Name/Description:

CFDA Number, if applicable _____

8. Federal Action Number, if known:

9. Award Amount, if known:

10. Name and Address of Lobby Entity
(If individual, last name, first name, MI)

11. Individuals Performing Services
(including address if different from No. 10)
(last name, first name, MI)

(attach Continuation Sheet(s) if necessary)

12. Amount of Payment (check all that apply)
$_____ ☐ actual ☐ planned

13. Form of Payment (check all that apply):
☐ a. cash
☐ b. in-kind; specify: nature _____
Value _____

14. Type of Payment (check all that apply)
☐ a. retainer
☐ b. one-time fee
☐ c. commission
☐ d. contingent fee
☐ e deferred
☐ f. other, specify _____

15. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 12:

(attach Continuation Sheet(s) if necessary)

16. Continuation Sheet(s) attached: **Yes** ☐ **No** ☐

17. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when his transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: John A. Klemunes, Jr.
Print Name: John A. Klemunes, Jr., PE
Title: President
Telephone No.: (916) 858-0642 Date: 08/22/2024

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REQUEST FOR PROPOSALS FOR
PROFESSIONAL ENGINEERING SERVICES FOR THE

Wheatland Road Complete Streets Project

Cost Proposal & Signed Addendum

DOKKEN ENGINEERING

Cost Proposal

The cost proposal has been submitted in a separate sealed envelope per the RFP.

Signed Addendum

If you have any questions or concerns regarding this addendum, please contact Dane Schilling at dschilling@wheatland.ca.gov.

Thank You,

Approved by:

Dane H. Schilling P.E.
City Engineer

Prepared by:

Heidi Provencher, P.E.
Coastland | DCCM

Proposer's Acknowledgement of Addendum No. 1

Signed: _____ Printed Name: Lindsay Katt, PE

DOKKEN
ENGINEERING

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(916) 858-0642 | www.dokkenengineering.com