

EXHIBIT A

CITY OF SANTA ROSA TRANSPORTATION AND PUBLIC WORKS
PROJECT WORK ORDER AMENDMENT NO. A010119-2016-01A

PROJECT NAME: DESIGN SERVICES US HIGHWAY 101 - BICYCLE AND PEDESTRIAN
BRIDGE

CITY PROJECT MANAGER: CHRIS CATBAGAN, P.E.

CONSULTANT PROJECT MANAGER: GORDON SWEET, P.E.

SCOPE OF SERVICE: See Consultant's Scope of Services/Proposal for Services and Fee Schedule dated
February 22, 2018, attached as Exhibit B-1.

START DATE: MARCH 2018

COMPLETION DATE: APRIL 2019

CHARGE NUMBER FOR PAYMENT: 17381

NOT-TO-EXCEED AMOUNT FOR THIS WORK ORDER: \$379,344.00

TERMS AND CONDITIONS: This Project Work Order is issued and entered into as of the last date
written below in accordance with the terms and conditions set forth in the "Master Professional Services
Agreement with BKF Engineers, Agreement No. A010119," dated October 11, 2016, "Project Work Order
No. A010119-2016-01, dated June 21, 2017, which are hereby incorporated and made part of this Project
Work Order. In the event of a discrepancy or conflict between the terms and conditions of the Project
Work Order and the Master Agreement, the Master Agreement shall govern.

PROJECT WORK ORDER HISTORY

Original Project Work Order No. A010119-2016-01
Amendment No. A010119-2016-01A

Amount: \$907,559.00
Amount: \$379,344.00
Total: \$1,286,903.00

CITY OF SANTA ROSA,
A Municipal Corporation

By: _____
Chris Coursey
Mayor

Date: _____

BKF Engineers
A California corporation

By: David A. LaVelle
Name: David A. LaVelle
Title: PRES/CEO

Date: 3-5-18

By: David A. Richwood
Name: DAVID A. RICHWOOD
Title: SEC / VICE PRESIDENT

Date: 3-5-18

APPROVED AS TO FORM:

By: Angie Cavagnere
Santa Rosa City Attorney's Office

Attachments: Exhibit B-1 - Consultant's proposal and fee for services for this Project Work Order

Exhibit B-1



BKF No. 20167003-10

February 22, 2018

Chris Catbagan, P.E.
City of Santa Rosa - Transportation and Public Works Department
69 Stony Circle
Santa Rosa, CA 95401

Subject: Design and Environmental Services for US Highway 101-Bicycle and Pedestrian Bridge

Dear Mr. Catbagan:

BKF Engineers (BKF) is pleased to submit the following proposal to provide additional design and environmental services for the inclusion of a second location for the Highway 101 Bicycle and Pedestrian Bridge (POC). To arrive at the estimated effort required, we have identified the additional scope of work, assumptions, and associated fee based on our understanding of the project.

I. PROJECT UNDERSTANDING

There is a lack of an east-west connectivity across US 101, which divides commercial land uses west of US 101 and the Santa Rosa Junior College (SRJC) campus and residential land uses east of US 101. As a result, pedestrians and bicyclists must resort to using the nearest interchanges located north and south of the project location at the Steele Lane UC and College Ave UC. Several alternatives have been conceptually evaluated in the past which resulted in a Project Initiation Document (PID) (planning document in Caltrans format) which identified the Edwards Dr/Elliott Ave as the viable location to move forward to the environmental evaluation phase.

Since the development of the PID, there have been several changes in the land uses on both the east and west side of US 101 and potential opportunities working with Santa Rosa Junior College that have changed the viability of previously evaluated POC locations. Based on limited stakeholder outreach and the existing conditions and constraints, the Bear Cub Way alternative location is a potential viable location for the POC in addition to the Edwards Dr/Elliott Ave location.

In order to perform a complete evaluation and determine the preferred alternative for the POC, the City of Santa Rosa (City) will like to evaluate both the Edwards Dr/Elliott Ave and the Bear Cub Way alternatives through the Environmental Document (ED) and the Project Report (PR) (Caltrans project approval document required to accompany the ED).

II. PROJECT SCOPE OF WORK

The evaluation of a second distinct alignment through the ED and PR will result in additional oversight and effort associated with design development, stakeholder/public outreach, and the preparation of technical memos to support the CEQA/NEPA and PR documentation and review. The following additional scope of work will be required for the addition of the Bear Cub Way alternative:

Project Management and Coordination

Additional PDT Meetings – Due to the extended schedule for the inclusion of the second alignment, the Project schedule has been extended requiring additional PDT meetings. It is estimated that 4 additional meetings will be required.

Additional Stakeholder Meetings – With two distinct locations, additional stakeholders will be involved and will require coordination to evaluate constraints and opportunities.

Public Meeting Graphics – For the public meetings, graphics would need to be prepared for the additional alternative location.

Preliminary Engineering

Topographic Survey – The second alternative location is located approximately 0.3 miles from the Edwards Dr/Elliott Ave location. This will require additional topographic survey to obtain information on the existing conditions along the Bear Cub Way alignment.

Design Development – A second set of geometric, bridge and supporting designs will need to be developed for the Bear Cub alignment to assess and evaluate and obtain input for this second alternative. This will include layout, profile, typical cross section and a bridge Advanced Planning Study (APS) in compliance with Caltrans standards and requirements.

Project Report

The following technical memos/reports will analyze the second alignment as described below:

Design Exceptions – For the Bear Cub Way geometric design, the Caltrans DIB 78-03 and 82-05 will be reviewed and non-standard design features identified. It is anticipated that there will be one (1) non-standard design exception for the non-standard left shoulder width that will be required. A Fact Sheet will be prepared and processed for 1 non-standard design exception.

Supporting Documentation – In support of the Project Report several reports, memo and certifications will be required:

- W-trans will expand the Traffic Memo to include the circulation effects of the POC in the vicinity of the Bear Cub Way POC alignment.
- W-trans will prepare a Traffic Management Plan (TMP) to include an additional assessment of the traffic impacts related to the construction of the Bear Cub Way POC.
- Kleinfelder will provide a Preliminary Foundation/Geotechnical memo where additional information concerning the geology of the area will be cited and used for the evaluation of bridge types.
- BKF will expand the Preliminary Drainage Memo to address the drainage requirements for the Bear Cub Way alternative location.
- BKF will provide the evaluation and identification of the storm water quality treatment requirements. This will be documented in the Storm Water Data Report in compliance with Caltrans standards.
- A Right of Way Certification will need to be prepared per Caltrans requirements.
- Cost Estimates for the construction and supporting services will be provided for the additional alternative location.

Draft and Final Project Report – The Draft and Final Project Reports will address and describe the details and evaluation of two distinct alternatives. The Project Report will be developed in accordance with Caltrans standards. Comments received on the Draft Project Report will be reviewed, resolved and incorporated into the Final Project Report.

Environmental Clearance

Technical Reports – Technical reports will be expanded to address the second potential alignment. The following technical memos/reports will analyze the second alignment as described below:

- Community Impact Assessment – DJP&A will include analysis of a second alignment and address right-of-way acquisitions, land use changes, environmental justice, and any required relocations. This scope does not include a Relocation Impact Assessment, if requested by Caltrans.
- Noise Study Report – The additional overcrossing alignment would require additional noise measurements at the new alignment and analysis of construction impacts at nearby noise-sensitive receptors.
- Air Quality Report – The additional overcrossing alignment would require analysis of construction effects in the vicinity of the new alignment. New technical analyses to address operational issues associated with the new alignment would not be required.
- Natural Environment Study, Minimal Impact (NES, MI) – Inclusion of the second alignment in the NES, MI will require additional habitat and species detail discussion, impacts evaluation and additional graphics.
- Cultural Resources (ASR/HPSR) – The archaeological literature search will identify studies and recorded cultural sites within one-half-mile of the two alignments. The second alignment will also require a site visit and is assumed to require review of one commercial building to determine its historic significance.
- Paleontological Resources – The additional alignment will require review of existing data, background research and review of previous paleontologic and geotechnical reports available for this specific location. The analysis of the secondary alignment will be incorporated in the Paleontologic Identification Report (PIR).
- Visual Impact Assessment – The additional alignment will require that additional viewpoints be discussed in the Minor Visual Impact Assessment prepared for the project. The scopes assumes two additional viewpoints will be analyzed for the second project alignment.
- Tree Report – The tree report for the project will address the second alignment and is anticipated to require surveying of up to 15 additional trees. The tree report will describe the number of trees to be removed and local tree replacement requirements for the additional alignment.

Environmental Document – DJP&A will prepare an Initial Study that addresses both the preferred alignment, as determined through the technical report preparation process, and a secondary alignment. Both alternative alignments will be studied at the same level of detail throughout the Initial Study. For CEQA compliance, a preferred alternative must be identified in the Initial Study as the proposed project. The analysis of a second alignment will require additional effort to prepare the project description, identify impacts and mitigation measures, revise the Initial Study following review by the City and Caltrans, and respond to comments received during public circulation of the Initial Study.

III. SCOPE QUALIFICATIONS AND ASSUMPTIONS

BKF Engineers' services are limited to those expressly set forth in the scope. BKF shall have no other obligations or responsibilities for the project except as provided in this proposal letter, or as agreed to in writing. BKF will provide the scope of services consistent with, and limited to, the standard of care applicable to such services.

The scope identified in Section II, has made the following assumptions and/or exclusions:

- The scope does not include performing any potholing of utilities. Should this be required, the fee is approximately \$1200/pothole.
- It is assumed the City will act as the certified right of way agent and be able to sign the Right of Way Certification. Should this not be the case, BKF can provide a subconsultant to provide the right of way agent services.
- It is assumed that a formal Value Analysis will not be required for the Project.
- It is assumed that Caltrans will not require a Pavement Life Cycle Cost Analysis (LCCA) for the POC design.

IV. SCHEDULE

BKF Engineers has prepared a revised project schedule which incorporates the inclusion of a second POC location which is attached.

SUMMARY

The amount of effort required for the individual tasks outlined above is further described in the attached *Fee Proposal - Bear Cub Way Alternative Location* for your consideration. BKF proposes to provide the work described herein and the attached fee proposal for an estimated fee not to exceed \$379,344.

BKF is therefore requesting a fee increase of \$379,344 to its *DESIGN SERVICES US HIGHWAY 101 — BICYCLE AND PEDESTRIAN BRIDGE (PROJECT WORK ORDER NO. A0101 19-2016-01) CONTRACT* resulting in an amended contract amount of \$1,286,902.

Thank you for the opportunity to present this proposal. We look forward to assisting in developing this Project. Please contact me at 925-396-7700 if you have any questions.

Respectfully,
BKF Engineers



Natalina Bernardi, PE
Principal/Vice President

US Highway 101 - Bicycle and Pedestrian Bridge PA&ED Project
EA04-2G340 - Project ID #0413000213
Son/101/PM 21.0 to 21.8

ID	Task Name	Duration	Start	Finish
1	Santa Rosa Highway 101 - Bicycle & Pedestrian Bridge		Wed 3/1/17	Wed 5/15/19
2	Task B1.1: Preliminary Investigations	310 days	Wed 3/7/18	Wed 5/15/19
3				
4	Task B1.2: Geometric Alternatives	50 days	Wed 3/7/18	Tue 5/15/18
5	Perform Geometric and Alternative Refinements	3 wks	Wed 3/7/18	Tue 3/27/18
6	Develop New Geometric Design Alternative	1 wk	Wed 3/28/18	Tue 4/3/18
7	Identify Prelim R/W Needs	1 wk	Wed 4/4/18	Tue 4/10/18
8	Develop Preliminary Cost Estimates	1 wk	Wed 4/11/18	Tue 4/17/18
9	Review D/B and Identify Design Exceptions	1 wk	Wed 4/4/18	Tue 4/10/18
10	Refine Bridge Design	2 wks	Wed 4/4/18	Tue 4/17/18
11	Prepare Alternative Matrix and Conduct Alternative Analysis	1 wk	Wed 4/18/18	Tue 4/24/18
12	Submit Geometric Plans	0 days	Tue 4/24/18	Tue 4/24/18
13	City and Caltrans Reviews Geometric Design Alternatives	2 wks	Wed 4/25/18	Tue 5/8/18
14	Finalize Geometrics	1 wk	Wed 5/9/18	Tue 5/15/18
15				
16	Task B2: Project Report (PR)	549.5 days	Wed 3/1/17	Thu 4/11/19
17	Task B2.1 Engineering Studies	115 days	Wed 4/25/18	Wed 10/3/18
29	Task B2.2 Exceptions to Design Standards	409 days	Wed 3/1/17	Wed 9/26/18
37	Task B2.3: Draft PR	135 days	Wed 5/16/18	Wed 11/21/18
47	Task B2.4: Final PR	78.5 days	Mon 12/24/18	Thu 4/11/19
54				
55	Task B3: Prepare Environmental Document	336.5 days	Tue 1/2/18	Thu 4/18/19
56	Task B3.1 Admin Draft Environmental Document (DED) - IS/CE	30 days	Tue 1/2/18	Mon 2/12/18
59	Task B3.2 Technical Studies	105 days	Tue 1/16/18	Mon 6/11/18
77	Task B3.3 Public Draft Environmental Document - CEQA Initial Study (IS)	183 days	Tue 4/17/18	Fri 12/28/18
80	Task B3.4 Final Environmental Document - CEQA: IS/Environmental Assessment (EA)	88.5 days	Mon 12/17/18	Thu 4/18/19

