

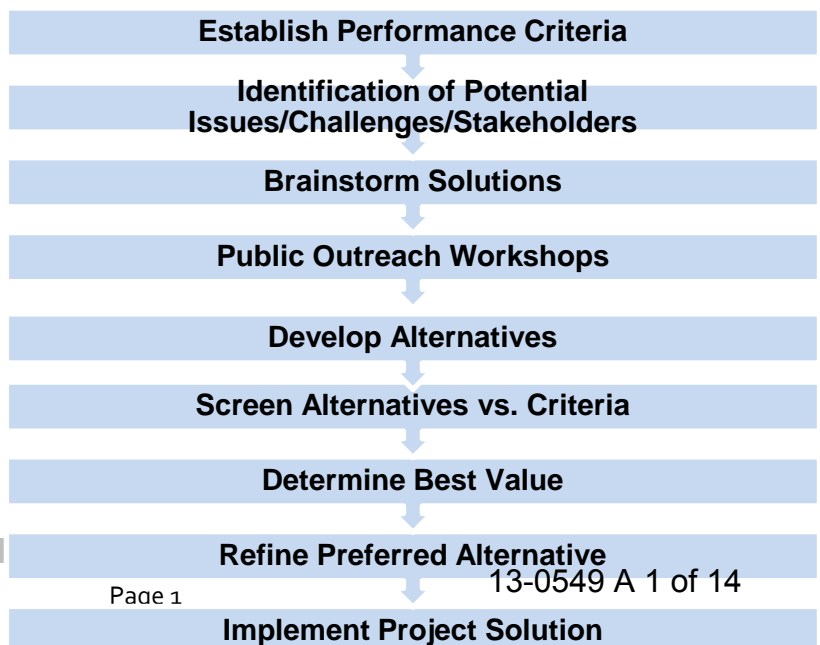
## (PROPOSED) Detailed Scope of Work

The following **(PHASE 1) PA&ED** tasks will be performed by the Quincy Engineering Team for a new replacement bridge and connecting approach roadway:

| Phase I-PA&ED   | Phase 2-Final Design   | Phase 3-Construction  |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Site &amp; Alternatives Analysis</li> <li>• Conceptual Bridge and Roadway Alternatives Studies (11 total)</li> <li>• Public Outreach</li> <li>• Aesthetics Plan</li> <li>• Contractor Constructibility Review</li> <li>• Identify Preliminary Right-of-Way</li> <li>• Hydrology/Hydraulic Analysis</li> <li>• Preliminary Geotechnical Studies</li> <li>• Alternatives Analysis and Screening</li> <li>• Bridge Alternatives Analysis &amp; Bridge Type Selection Report</li> <li>• Utility Conflict Analysis &amp; Coordination</li> <li>• Bridge APS &amp; GAD (30% design w/ Costs) (3 Alternatives)</li> <li>• Environmental Surveys &amp; Reports</li> <li>• Environmental Permits</li> <li>• Project Report (w/ Bridge Type)</li> <li>• Resource Agency Consultations</li> </ul> | <ul style="list-style-type: none"> <li>• Geotechnical Investigation</li> <li>• Right-of-Way Certification &amp; Utility Coordination</li> <li>• Contract Bid Documents (PS&amp;E)</li> </ul> | <ul style="list-style-type: none"> <li>• Bidding Assistance</li> <li>• Construction Support</li> <li>• Record Drawings</li> </ul> |

**Approach and Methodology** – From inception through completion the Quincy Engineering Inc. (Quincy) Team’s project manager will continually 1) Initiate, 2) Plan, 3) Execute and 4) Monitor and Control critical project activities to ensure successful delivery. The QEI team approach is one of simplicity and efficiency. Our team has developed a very complete and simple step by step process that engages project stakeholders, creates community support, develops reasonable alternatives to obtain environmental clearance and implement project solutions. These key steps are identified in our Scope of Work Overview Flow Chart. This chart shows each task to be implemented and the resulting products (deliverables).

**Implementation Plan** – The QEI team has successfully implemented our proven and time tested approach for many public agency clients across the State. Our plan is centered around communication with a heavy emphasis on collaboration and consensus building. The key to our success is creating timely opportunities for team member collaboration and stakeholder input. Our model to ensure this occurs consists of the following:





Quincy's Scope of Work for project PHASE 1 is as follows:

## PHASE 1 – PA & ED

### **TASK 1 - PROJECT MANAGEMENT/MEETINGS**

#### **Data Collection and Review Project Documents**

Quincy Engineering, Inc. (Quincy) will perform a site review and a review of existing records, reports, as-builts and bridge inspection reports. SMUD operations of the upstream dam, rafting and other recreational use, and other project site information will be obtained from various entities in and around the project area. This information will become part of the project performance criteria for determining the project alternatives.

#### **Project Development**

This is the process of defining the project and involves Agency Meetings, Field Visits, Gathering Data, Finalizing the Scope and Schedule thru a Scoping Meeting, Establishing the Project Development Team (PDT), Coordination with Caltrans and other Agencies, and Developing the Public Engagement Plan. Quincy will lead PDT meetings, which will include distributing approved meeting agendas, arrange attendance of key Team members, and distributing meeting minutes along with a summary of action items.

#### **Kick-off Meeting**

A kick-off meeting will be held after the notice to proceed and will introduce the Project Team, establish communication channels, set the project schedule, clarify the Scope of Work and define the roles and responsibilities of the various Team members.

#### **PDT Meetings**

Quincy will schedule and coordinate PDT meetings, either in person or by phone at key project milestones. Typically, bi-monthly PDT meetings are recommended during the preliminary design phase. This is anticipated to run from April 2013 until August 2014 resulting in 8 meetings. The kick-off meeting and public outreach meetings are scoped separately.

#### **Task 1 Products:**

- Final Scope/Schedule
- Kick-off Meeting
- Project Meetings (6)
- Meeting Agenda & Minutes
- Schedule Updates
- Project Progress

#### **Project Management**

Quincy will be responsible regular design team meetings to assure schedule and budget adherence, which will also be managed thorough regular resource loading and monitoring. This task also involves regular Invoicing and Progress Reports. A Quality Management Plan (PMP) for cost and schedule control, QA/QC, and a Technical Management Plan will be developed. Quincy will also update the critical path schedule established under Project Development and send out with Progress Reports monthly.

#### **Caltrans Management Assistance**

Prepare request for authorization and other associated documents for submittal to Caltrans Office of Local Assistance for each phase of the bridge project.

Quincy will assist the County with preparation of other documentation as necessary to facilitate management of funding and approvals with Caltrans, including tracking timelines and submittals of all documentation needed to meet the project schedule.

### **TASK 2 – SITE & ALTERNATIVES ANALYSIS**

#### **Basis of Design**

Quincy will develop the Basis of Design document to summarize project design criteria, checklists, and standards.

**Establish Goals/Screening Criteria**

Quincy will participate in establishing and screening project performance criteria. Based on a number of important factors including public and stakeholder input, participating HBP funds, the project's Purpose and Need, the County General Plan, and information presented in Quincy's preliminary engineering study update, this process will provide input on performance evaluation criteria and will play a key role in the County's selection process for the preferred alternative. Selection of the preferred alternative is expected to occur at the end of the environmental studies.

### **Aesthetics Concept Plan**

**Design Workshop (DW)** will support Quincy by preparing the structures aesthetics materials for review by project stakeholders at public workshops and the County. Up to three different themes will be developed for the bridges based on early input from the County during PDT meetings and coordination with major stakeholders. The draft aesthetics package will be discussed with the County during PDT meetings. After receiving input, a final aesthetics package will be submitted for approval prior to implementing architectural details in the final bridge design.

Design Workshop will provide photo simulations depicting each alternative from three different viewpoints (perspectives). Different alternatives for paving; bridge skin material, including form liners; lighting; metal work, anchor monuments and transition areas will be evaluated.

In addition, to the traditional methods of plans, sections/elevations and perspective sketches, we frequently use **3D modeling/sketch-up, fly-through and photo simulations** to effectively communicate ideas graphically and visually. In addition, for all public meetings and work sessions, our in-house graphics team will work closely with the team and County to prepare public notices and fact sheets that are attractive and provide the appropriate information about the project.

### **Conceptual Bridge & Roadway Alternatives Studies (10%) (11 total)**

Five alignment alternatives are presented in the 1993 bridge replacement study. Six additional alignment alternatives with multiple bridge types have been developed by Quincy. All alternatives will be further developed and updated based on performance criteria, technical information as it becomes available, stakeholder input, environmental input, and County and public input. Development of roadway alternatives will be performed by **Quincy Engineering and Mark Thomas & Company, Inc. (Mark Thomas)**.

This effort will include the preparation of Structure Advance Planning Study (APS) Drawings, very approximate costs based on square foot data, and a pro/con analysis of each alternative. The previously studied bridge alternatives were the CIP PS Concrete, both on temporary falsework and constructed segmentally, and steel or concrete arch type bridges. In addition, the Quincy Team will add at least two more structure type alternatives -- the Cable Stay and Extradosed Span bridges -- since they are both possible structure types that can be used for high level crossings. The bridge type alternatives studied at a minimum will include:

- The cast-in-place prestressed (CIP PS) concrete box girder type constructed on falsework;
- The cast-in-place prestressed (CIP PS) concrete box girder type segmentally constructed;
- Concrete and steel arch bridge types;
- The cable stayed bridge types including extradosed spans; and
- Include at least one APS type drawing and SF cost analysis for each of the alternatives.

**International Bridge Technologies, Inc. (IBT)** will provide technical expertise and perform studies associated with the cable stayed and balanced cantilever segmental construction type bridges.

- Additional technical studies to determine column and foundation locations/clearances will be performed during this stage, as well as constructibility considerations.

Quincy has developed early preliminary geometrics for **six additional alternatives**. These will be further

#### **Task 2 Products:**

- Basis of Design Document
- Aesthetics Concepts
- Aesthetics Visual Materials
- Constructibility Meeting Minutes
- Conceptual Studies (11 total)
- Preliminary Geotechnical Report
- Geotechnical Field Exploration Plan
- ISA
- Preliminary Hydraulics Report
- Bridge Location Hydraulics Study
- Bridge Design Hydraulics Study Report

developed and refined once County provided survey data becomes available. Preliminary geometric drawings will include horizontal and vertical alignments printed on top of an aerial photo at a scale of 1-inch equal to 40-feet. The design details, including alignment and grade, will comply with Caltrans design standards. The draft preliminary geometrics will be submitted for County review and comment and Quincy will incorporate comments into the final preliminary geometrics.

Quincy will develop construction/traffic handling concepts which will depict the sequence of construction activities as well as how traffic will maneuver throughout the project area during construction. Temporary traffic control items such as K-rail, cones, striping, etc. will be shown on the conceptual plans for each construction stage.

### **Contractor Constructibility Review**

Quincy will organize a meeting with bridge construction contractors to gain a better understanding of the pitfalls in constructing a bridge at this particular site, given the steep rocky canyons with limited and difficult access. Informal invitations to as many in state (local) construction contractors as possible will be made by phone contact initially. This gives contractors an idea of potential projects on the horizon and provides the design team with valuable information.

The County and Quincy engineers will be able to hear firsthand contractor concerns related to this project and what issues may be encountered that would drive up construction costs and potential claims. Construction company staff, typically their senior estimators would attend such a meeting, understand access issues for materials supply and what pitfalls may drive costs.

This review would be best performed on the (11) early concept drawings, years in advance of construction advertising for this project.

### **Utility Coordination**

Quincy will provide:

- Utility Letters - Prepare the A, B, C letters according to Caltrans and County procedures.
- Coordination - Coordinate with the utility companies.
- ROI, Verification, & Agreements– Provide information to the County for development of Caltrans Reports of Investigations (ROI), Letter of Verification, and draft Agreements as may be needed.

### **Geotechnical Services**

Geotechnical studies for this project are proposed to include a Preliminary Geotechnical Report for the purposes of planning and preliminary design. The Preliminary Geotechnical Report will provide preliminary planning and design guidance based on review of existing geotechnical information (including previous Taber Consultants reports) and field reconnaissance and refraction seismic profiling.

**Taber Consultants (Taber)** will develop the **Preliminary Geotechnical Report (PGR)** for use by the bridge designer regarding specific geotechnical issues that may affect project planning and preliminary design. Elements of field study to preliminarily define subsurface materials and conditions are expected to include the following: site review, geologic reconnaissance, and seismic refraction profiling at the proposed bridge support locations and along the proposed approach roadways. The seismic refraction profiling will help characterize the soil and rock at the site and provide information about likely rippability of rock along the proposed alignments and to develop an ARS curve that can be used in design prior to field exploration. The PGR will also provide recommendations for required studies for the design phase of the project.

**Youngdahl Consulting Group (Youngdahl)** will perform **Site Reconnaissance** for a slope stability analysis and provide recommendations for any required project **retaining walls**. They will consult with structural designers regarding specific geotechnical issues that may affect project planning and preliminary design of

retaining walls and roadway fill prisms. They will also prepare a **PGR**.

Detailed geotechnical exploration will take place early in the final design (Phase 2) to provide detailed data needed for final foundation design.

#### **Initial Site Assessment (ISA)**

**Youngdahl** will develop the Initial Site Assessment (Phase 1) document to identify any hazardous materials for consideration within the environmental and contract documents.

#### **Hydraulics & Hydrology**

**WRECO** will be responsible for the Bridge Location Hydraulic Study and Bridge Design Hydraulic Study Report. They will provide the Quincy Team's structural engineers with necessary hydraulic and hydrologic data for their bridge structure and foundation design. WRECO will perform hydraulic analyses to determine the design flow characteristics for the existing condition and the proposed bridge.

**Scour analysis** will be performed by WRECO to determine the scour potential for the bridges, per the methodology specified in the Federal Highway Administration's HEC-18 and HEC-23 Manuals. WRECO will make recommendations on the need for scour countermeasures and include that information in the Bridge Design Hydraulic Study Report.

WRECO will include a discussion on the potential effects of large flow releases from the upstream reservoir (Slab Creek Dam).

**Traffic Analysis (Optional Scope)**

Fehr & Peers will provide:

- Complete travel time runs on Mosquito Road and Rock Creek Road between Swansboro and Placerville. Travel time runs will be conducted in both directions and may include use of GPS, depending on the reliability of GPS signal due to terrain and tree coverage. Travel time analysis will be used to evaluate improved accessibility (i.e., reduced travel time) with a new bridge.
- Develop design year daily traffic volume forecasts for Mosquito Road using the updated version of the El Dorado County travel demand forecasting model developed for the targeted General Plan Update. The travel model and travel time analysis will be used to identify the potential for induced travel due to improved accessibility (i.e., reduced travel time).
- Prepare a technical memorandum summarizing the results of Travel Time Analysis and Design Year Traffic Volumes and discuss the following items for the proposed project:
  - Consistency with transportation-related General Plan policy
  - Traffic impacts during construction
  - Induced travel
  - Travel time

**Initial Alternatives Screening**

As part of the effort to establish project performance goals and their relative importance to each other, Quincy will use a simplified **value engineering approach**. This initially involves a simple matrix with pros and cons listed for each alternative, and will require stakeholder decisions to determine the best performing alternative. Initial screening for all alternatives will be established considering the performance criteria plus the adherence to the project’s Purpose and Need and the County’s General Plan. This approach is similar to that used in the 1993 bridge study. This would be done in concert with one of the stakeholder meetings.

**Secondary Bridge & Roadway Alternatives Studies & Estimates (15%) (6 total)**

This effort will include refinement to the previously prepared Structure Advance Planning Study Drawings. A total of 6 APS drawings are expected to be completed and refined during this engineering step. More detailed cost estimates based on bid items and their unit costs, and an updated pro/con analysis of each alternative will be provided. The bridge alternative types previously listed will also be further refined, including adjustments to bridge frame configurations (foundation locations) if required.

Additional technical calculations to determine bridge column and foundation sizes will be performed during this stage, as well as constructibility considerations. These refinements coupled with unit cost estimates will provide a better comparison of the remaining alternatives.

Roadway geometrics will also be further developed and refined. Changes/updates to the preliminary roadway geometrics will be submitted for County review and comment, and Quincy will incorporate comments into the final alignment options being moved forward.

**Secondary Alternative Screening**

After the number of alternatives has been reduced to six and those alternatives are further refined, another round of screening will be performed by Quincy to enable the County to narrow the alternatives down to the final three for detailed study. This would be done in concert with one of the stakeholder meetings.

A more sophisticated **value analysis approach** will be implemented to further narrow down the alternatives by refining project performance criteria to determine the alternative providing the **best value**.



Additionally, as an **optional task**, Quincy can provide a formal Value Engineering approach that can be carried out with the County. This analysis could look at both roadway alignment choices remaining and the bridge types being considered.

### **Detailed Bridge & Roadway Alternatives Studies & Estimates (APS & GAD & 30%) (3 total)**

Geometric Approval Drawings (GAD) for the three remaining alignment alternatives will be developed by Quincy and Mark Thomas. **Y&C Transportation Consultants (Y&C)** will develop signing and pavement delineation plans per County standards.

Quincy will further refine up to 6 bridge Advanced Planning Studies based on the remaining three roadway alignment alternatives.

One roadway alternative and bridge type (preferred) will be developed to 30% design.

### **Draft Project Report (Recommended Alternative)**

Quincy will present the three GAD level alternative roadway approach alignments in the Draft Project Report. With the selection of one alternative, this alternative will be advanced to the 30% level in support of the environmental studies. This selected alternative will be accompanied by a **Design Exceptions report**.

An Administrative Draft Project Report will be prepared that will summarize the findings of the project team's efforts and provide the engineering technical documentation of alternatives considered. See Task 6 for a description of the report content.

This report will be presented to and discussed with the County in draft form. All comments will be addressed and incorporated in a Draft Project Report.

Quincy will provide a recommendation on the preferred alternative alignment and bridge type.

### **Bridge Type Selection Report**

The structure type selection process will culminate with the selection of the most appropriate bridge type for this site, based on input from the County and other project stakeholders. Project requirements and constraints will be explored at a greater level of detail for the preferred alignment alternative (30% design).

Refinement of architectural details, rail fencing, and lighting will also be considered. More detailed costs will be prepared, including life cycle cost comparisons for significantly differing structure types i.e. steel versus concrete.

Foundation information for the bridge type selection effort will be based on the information available from the Preliminary Geotechnical Report, which will be obtained from the project geotechnical engineer Taber. Alternative methods of construction will be considered and discussed.

Quincy will prepare a **Caltrans level Bridge Type Selection Report**, and will attend a bridge type selection meeting with Caltrans if required. The Type Selection Report will contain bridge General Plans, and General Plan Estimates for the selected alignment, along with discussions addressing geotechnical, hydraulic, aesthetic, environmental, and cost issues. Up to three bridge replacement types for the selected alignment will be considered in the report.

A structure type recommendation will be included in the Bridge Type Selection Report.

## **TASK 3 – PUBLIC OUTREACH**

### **Initial Public Workshop**

The County held an initial public workshop to gather input, help identify the needs and concerns of the community, and answer any questions about the

#### **Task 3 Products:**

- Facilitate Public Workshops (5)
- Communication Collateral
- Stakeholder Focus Group

process. More than 200 community residents attended the workshop; demonstrating a tremendous interest in the project. The workshop discussion centered on the community's concerns about making sure any proposed alternatives fit within the context of the community's goals and concerns. Areas of community interests included: public safety, enhancing economic development opportunities, aesthetics, and the preservation of community identity.

While the bridge functions primarily as a local connection and not a regional facility, the demonstrated public interest and concern regarding the future of this bridge requires the team to implement a public engagement process that will assure the Mosquito/Swansboro community is a "partner" to the County and the Quincy team as they develop and select project alternatives.

**AIM Consulting (AIM)** will develop and implement a public outreach plan which will identify the goals, approach, tasks, and schedule based upon the outreach objectives.

### **Community Workshops (total 6)**

We propose a series of five public workshops:

- **Public Workshop #1 (Completed and attended by Quincy)** – **Initiate Information Gathering**: *Goal:* For the County to gain an understanding of what the community thinks is to be included in the planning study.
- **Public Workshop #2 – Establish Alternative Screening Criteria**: *Goals:* Demonstrate what was learned in PWS #1; Establish alternative screening criteria.
- **Public Workshop #3 – Present Conceptual Alternatives**: *Goals:* Demonstrate what was learned in PWS #2; Gather input for concept alternatives.
- **Public Workshop #4 – Initial Scoping Meeting**: *Goals:* Demonstrate what was learned in PWS #3; Present results of initial screening – 6 alternatives for additional study and screening.
- **Public Workshop #5 – Final Scoping Meeting**: *Goals:* Demonstrate what was learned in PWS #4; Present results of secondary screening – 3 alternatives to advance through the environmental technical studies.
- **Public Workshop #6 – Public Hearing**: *Goals:* Hold Public Hearing; Obtain Board of Supervisor alternative selection, Project Approval, and direction to proceed with Final Engineering.

AIM will work with the County and the project team to tailor each meeting format and facilitate the meetings to ensure that the meetings are productive and effective. AIM will create facilitation plan as well as any necessary presentation and communication materials. In addition, we will handle all meeting logistics including room layout and setup, and document the meeting including a meeting synopsis, a comprehensive recap of stakeholder comments, and photographs.

### **Communication Collateral**

Collateral for meetings: AIM will develop outreach materials as meeting hand-outs, such as an information brochure, comment cards, fact sheet or FAQ's to inform the community about the project and design process.

Project website: AIM will provide content for website updates or electronic newsletters to give the stakeholders and community project updates based upon information and input received from each community meeting and at key project milestones. The project updates will also be another communication method to inform the community and provide additional opportunities to be involved in the process.

### **Stakeholder Focus Group Meetings (total 2) (Optional)**

Based upon the potential impacts to property owners in the nearby vicinity, the project team will meet with key stakeholders including the property and business owners in the area. At these meetings we will identify site specific issues and opportunities for the potential alternatives as well as construction methods. Our goal will be not only to identify the concerns, but to explore potential solutions with the key stakeholders as well.

For each of the stakeholder meetings we make sure that comments are clarified to avoid any misunderstanding and that the comments are classified under specific topics to easily assess if there are conflicting statements regarding issues or goals. In addition, we encourage community members to develop goals that are quantifiable and obtainable. Lastly, we will document the key findings into a final report.

### **TASK 4 – ENVIRONMENTAL CLEARANCE**

ICF International (ICF) will be preparing the environmental documents for this project in compliance with Caltrans requirements. ICF will:

- **Conference calls** - Participate in up to twenty six (26) 1-hour project development team conference calls.
- **Attend** up to two public meetings/hearings in project area. Attend up to three face-to-face project development team meetings in Placerville.
- **Establish Environmental and Historical Concerns** - identify the study envelope for the various environmental resource issues.
- **PES & APE** – Prepare the PES Form and develop an APE Map
- **Project Description** – Develop a project description for use in all technical studies & environmental documents.
- **Develop Technical Studies** including:
  - NES* - Natural Environment Study
  - CIA* - Community Impact Assessment
  - River Recreation Effects* - Visual Impact Assessment
  - BA/EFHA* – Biological Assessment/Essential Fish Habitat Assessment
  - Wetlands Delineation* – Wetland Delineation Report
  - ASR* – Archaeological Survey Report
  - HPSR* – Historic Property Survey Report
  - HRER* - Historic Resources Evaluation Report
  - Section 4(f)* – Section 4(f) evaluation
  - Air Quality Technical Memorandum*
  - Noise Study Report*
- **CEQA** - Prepare an environmental impact report (EIR) analyzing up to three build alternatives.
- **NEPA** – Prepare a Categorical Exclusion (CE) supported by technical studies.

**Task 4 Products:**

- Technical Memorandum regarding Environmental and Historical Concerns
- PES Form
- APE Map
- Technical Studies
- Draft and Final EIR
- Categorical Exclusion

### **TASK 5 – ENVIRONMENTAL PERMIT APPLICATIONS**

ICF will:

#### **Prepare Clean Water Act, Section 404 Preconstruction Notification Package**

Using 30% engineering designs, determine extent of impacts to waters of the United States. To determine

the location and area of impacts to waters of the United States, prepare refined impact maps using the wetland delineation maps overlain with the 30% design project footprint. Create impact table showing permanent and temporary impacts to waters of the United States for use in permit applications.

Prepare a draft PCN Form. Complete the Corps' PCN form, and attach additional sheets that describe the project need and purpose, project description, project impacts, and other information required in regulations to make the application complete including copies of the final natural environment study, cultural resources reports, and any correspondences between FHWA or Caltrans and the Service(s) and SHPO. Make minor refinements to draft application using provided 30% engineering design. Provide draft application package for County review prior to submittal to agency. A cover letter will be provided with the submittal. Coordinate with the Corps throughout the process to seek appropriate compliance documentation.

#### **Prepare Clean Water Act, Section 401 Water Quality Certification Package**

Compile the necessary information and prepare a complete draft certification package for the Central Valley Water Board. Provide draft application package for County review prior to submittal to agency. A cover letter will be provided with the submittal. Coordinate with the Water Board throughout the process to seek appropriate compliance documentation.

#### **Prepare California Fish and Wildlife Code 1602, Lake and Streambed Alteration Agreement Package**

Using 60% engineering designs, prepare draft notification package, describing the project features; construction period; construction methods; impacts to vegetation, fish, and wildlife; and the proposed survey and monitoring plan. Make minor refinements to draft application using provided 90% engineering design. Provide draft application package for County review prior to submittal to agency. A cover letter will be provided with the submittal. Coordinate with the Department throughout the process to seek appropriate compliance documentation.

Anticipated project permits include:

- Section 404 Permit (ACOE)
- Section 401 Water Quality Certification (RWQCB)
- Section 1602 Streambed Alteration Agreement (CDFW)

#### **Task 5 Products:**

- Draft Permit Application w/ attachments
- Final Application w/ attachments
- Section 404 Permit (ACOE)
- Section 401 Water Quality Certification (RWQCB)

## **TASK 6 – FINAL PROCESSING OF ENVIRONMENTAL DOCUMENT & PROJECT REPORT**

### **Project Report**

After completion of CEQA process and County's approval of an alternative, The Quincy team will assist in final processing of the Environmental Document with El Dorado County as the CEQA lead agency. Any remaining NEPA documentation will be completed at this time. NEPA is assumed to be a Categorical Exclusion. This documentation will become part of the Final Project Report.

Quincy will develop a Project Report to summarize findings of the completed preliminary engineering and related project work. In summary, the report will include the following:

- Site visit (field investigation) notes
- Basis of Design Document
- Bridge Design Hydraulic Study Report
- Preliminary Geotechnical Report
- Right-of-way information
- Utility relocation/protection information
- Preliminary construction staging & traffic detour requirements
- Preliminary alignment drawings (up to 11 Alternatives)
- Aesthetics Concept Plan
- Bridge APS drawings and costs
- Bridge Type Selection Report (Approved)
- Final Environmental Document
- Construction cost estimate for each alternative (total 6)
- Alignment and bridge type selection recommendation
- Schedule to complete final design & construction
- 30% Plans and Cost Estimate of the preferred alternative
- Value Analysis Summary Information

The Project Report will be presented to and discussed with the County in draft form. All comments will be addressed and incorporated into the final report. It is expected that the report will be finalized after approval of the environmental documents by Caltrans/FHWA. The approved report will become the basis for the project's final design phase.

#### **Task 6 Products:**

- Final Project Report (Including Bridge Type Selection)

---

## **PHASE 2 - FINAL DESIGN (TO BE DETERMINED AFTER PHASE 1 IS COMPLETED)**

### **TASK 7 – GEOTECHNICAL**

### **TASK 8 – RIGHT-OF-WAY CERTIFICATION & UTILITY COORDINATION**

### **TASK 9 – CONTRACT BID DOCUMENTS**

---

## **PHASE 3 – CONSTRUCTION (TO BE DETERMINED AFTER PHASE 2 IS COMPLETED)**

### **TASK 10 – BIDDING & CONSTRUCTION SUPPORT**

---

### **PROJECT ASSUMPTIONS**

1. The County will provide all required survey and mapping information and issue correspondence to utility agency prepared by Quincy.
2. County will provide right-of-entry for field studies.
3. No hazardous materials will be encountered.
4. Up to two Design Exceptions are required.

5. Title reports will be provided by the County.
6. Potholing of utilities will be determined during preliminary design and is excluded at this time.
7. Only one alternative will be advanced into 30% design.
8. A traffic study will not be required for detour analysis or stage construction.
9. All Caltrans and FHWA correspondence by County with assistance from Quincy.
10. Required permits acquired by County.
11. A formal Bridge Type Selection Meeting with Caltrans is required.
12. Drainage study is not required.
13. Necessary information to be provided by the County will available at NTP.
14. Except as noted, environmental reports and applications include one round of review per deliverable.
15. All supporting technical documents will be developed pursuant to both NEPA and CEQA guidelines as administered by Caltrans and FHWA.
16. An EIR with supporting technical studies will fulfill the proposed project's CEQA requirements.
17. A CE with supporting technical studies will fulfill the proposed project's NEPA requirements.
18. Quincy Team prepares regulatory agency permit applications, but all application fees required by regulatory and resource agencies are the responsibility of the County.
19. Resident relocations will not be required to accommodate project improvements.
20. GAD engineering of 3 alternative alignments will be provided prior to beginning technical studies, with GAD defining area of impact.
21. All accessible areas within the project study area will be surveyed on foot for cultural and biological resources, where possible. But, where existing steep topography poses a safety hazard, biological surveys will rely of aerial interpretation and observations using binoculars and mitigation measures will be necessary to protect cultural resources during construction activities.
22. A stand-alone certified arborist report is assumed not to be required because the project is not subject to the County tree ordinance.
23. None of the archaeological resources, buildings and/or structures located in the APE will meet the criteria for listing in the National Register of Historic Places (NRHP), and thus, a Finding of Effect (FOE) Document will not be necessary.
24. 30% design is adequate for support of technical studies for environmental clearance.