

November 26, 2018

**PROPOSAL FOR**  
**Engineering and Design Services**  
**for the 2019 Streets Rehabilitation Project**  
**for the City of Fort Bragg**



  
**GREENVALLEY**  
CONSULTING ENGINEERS

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Restoring Yesterday...Creating Tomorrow

November 11, 2018

Ms. Chantell O'Neal  
City of Fort Bragg  
416 North Franklin Street  
Fort Bragg, CA 95437

**Re: 2019 Streets Rehabilitation Project (Project) for the City of Fort Bragg**

Dear Chantell:

The City of Fort Bragg is looking for a consultant who understands budgets, schedules and the technical aspects of street rehabilitation to undertake a large CIP program of \$2,000,000 that will reconstruct a number of the City's streets and pedestrian ramps that are in varying states of disrepair. The City has detailed those streets that they wish to be rehabilitated in the RFP that was issued, and if the resulting bids allow, have also identified alternates to be included.

Our team is very familiar with both Fort Bragg overall as a result of the various projects we have done for the City over the years, as well as extremely familiar with this particular Project. On the following page we have highlighted just a few of the streets that need work and a few "issues" that will need to be addressed during design that are indicative of all the streets.

Green Valley is a Northern California company that is woman owned since 1997. We take pride in doing the same projects and work that the large firms do, but doing it on our terms and in a manner that serves our clients. We do not answer to a large corporate board and we believe passionately in our communities and the outdoors!

We at Green Valley know that we can bring you a project management and design team, led by Liz Ellis, that will meet the fast-track schedule and maximize every dollar in your available budget. We have prepared an approximate construction cost estimate, which directly follows, that includes all of the slated improvements are in the neighborhood of \$1,835,000 but may be increased depending on pedestrian ramps, drainage facilities and potential dig-outs that will need to be done prior to pavement work. This difference means our team must approach the work efficiently and with creativity in order to maximize the number of improvements within the allotted budget. We will make recommendations as to which ramps, and dig-outs appear to be more in need of replacement to facilitate the removal or addition of various streets from the list.

We have an established relationship with the City staff via past design and construction management projects and would love an opportunity to re-introduce ourselves to your team. We believe we can offer the City:

- Familiarity and experience with existing street and subsurface utility and drainage conditions in Fort Bragg
- Experience on award winning street rehabilitation projects – like the Fort Bragg Downtown Improvements
- A team of qualified, local and experienced professionals



**municipal engineering**  
**civil engineering**  
**construction management**  
**land surveying**

*Restoring Yesterday...Creating Tomorrow*

- Commitment and pride of ownership of our work product – we understand that the City would be giving Green Valley the opportunity to prove ourselves and we do not want to jeopardize this relationship!

In preparing our proposal, we made a complete site visit to most of the streets and documented our findings, with some of the conditions noted on the following page, reviewed all of the information send out with the rfp and referenced within, and prepared extensive cost estimates of all the improvements to gain a complete understanding of the project.

This proposal is signed by Liz Ellis, who is authorized to negotiate and bind Green Valley Consulting Engineers contractually, and is valid for a period of 90 days. Green Valley acknowledges receipt of Addendum 1 to the RFP.

We look forward to your response and know that you will be happy with the experience and services we can offer to you.

Sincerely,

Liz Ellis, P.E.  
President





Espey Way - Dig-outs, potential for concrete valley gutter



Fir Street - Need to edge grind at curb, watch cross-slopes



Myrtle Street - Utility trenching may indicate shallow mains



Olsen Lane - Utility covers to raise to grade, conform grades at intersection



Woodward Street - Non compliant ADA ramp, need to edge grind so AC does not build up at lip of ramp



**City of Fort Bragg**  
**2019 Street Rehabilitation Project**  
**Engineer's Preliminary Estimate**  
**Green Valley Consulting Engineers**  
**Date: 11/02/2018**  
**Prepared by: L. Wise**

Cost Estimate				
Item		Estimated Quantity	Unit Prices	Total Amount
1	Mobilization	1 LS	\$ 60,000.00	\$ 60,000.00
2	Water Pollution Control	1 LS	\$ 25,000.00	\$ 25,000.00
3	Clearing & Grubbing	1 LS	\$ 10,000.00	\$ 10,000.00
4	Earthwork	7660 CY	\$ 60.00	\$ 459,600.00
5	Class II Aggregate Base	5800 CY	\$ 60.00	\$ 348,000.00
6	Asphalt Concrete Type A (Assume 4")	3850 TON	\$ 130.00	\$ 500,500.00
7	ADA Ramps	35 EA	\$ 4,000.00	\$ 140,000.00
8	PCC Sidewalk	0 SF	\$ 20.00	\$ -
9	PCC Curb & Gutter	0 LF	\$ 25.00	\$ -
10	Install Crosswalk Striping	1 LS	\$ 10,000.00	\$ 10,000.00
11	Adjust Existing Util Vaults to Grade	150 EA	\$ 500.00	\$ 75,000.00
12	Storm Drain Work	1 LS	\$ 10,000.00	\$ 10,000.00
13	Utility Relocation	1 LS	\$ 30,000.00	\$ 30,000.00
Sub-Total				\$ 1,668,100.00
10% Contingency				\$ 166,810.00
Total				\$ 1,834,910.00



## Firm Description



# GreenValley

Our company slogan “Restoring Yesterday, Creating Tomorrow” aptly reflects the philosophy here at Green Valley Consulting Engineers (Green Valley). We are passionate about enriching and enhancing the communities in which we live, work and play. We are a comprehensive Civil Engineering, Land Surveying, and Construction Management and Inspection firm founded in 1997 by Principal Liz Ellis. Located in Santa Rosa, California, Green Valley is comprised of a staff of over twenty-five engineers, technicians, surveying and construction management personnel. We are a staff dedicated to quality, innovation and efficiency, resulting in numerous industry awards.



**MUNICIPAL ENGINEERING** is the foundation and central focus of our firm. Our exhaustive and broad breadth of experience gives us a unique understanding of public agency needs, objectives and the impacts that each decision, be it in planning or design, can have on the community. Our services range from master planning, feasibility studies and community action documents to detailed design services and implementation via our construction management/inspection team. We act as City Engineer and Program Manager and provide third-party plan checking, funding and grant assistance, and design review services to a number of local municipalities.

### **SMALL FIRM BENEFITS WITH LARGE FIRM EXPERIENCE**

Green Valley offers small firm benefits with large firm experience. We are able to offer turn-key services for our clients from the initial topographic mapping services through the construction management/inspection of a project. Your project will always be managed by experienced senior staff; you can be assured that by selecting Green Valley that your project will not get lost in the corporate shuffle. Due to our size, we are able to keep a tight control on overhead costs and pass the resulting savings on to our clients – extremely important in the current economic climate!

### **TOGETHER WE MAKE A DIFFERENCE**

We know that during economic times such as this that every penny counts. With our unwavering commitment to supporting the communities in which live, work, and play, Green Valley makes sure to set aside as much as we can every month to support local non-profits. You can find us donating our services to help keep our state parks open, donating supplies and money to local animal shelters, lending a hand at the local food bank, or making a financial contribution to a non-profit in need. It is our way of giving back to our local community and saying thank you!

## about us

### >> AT A GLANCE . . .

#### THE FIRM:

- Founded in 1997 as a “C” Corporation
- President: Liz Ellis, P.E.
- Number of Employees: 25 +
- Location: Santa Rosa, California

#### SERVICES OFFERED:

- Civil Engineering Design
- Construction Management & Inspection
- Program & Project Management
- Land Surveying
- Administrative & Technical Support

#### PARTIAL LIST OF CLIENTS:

- Cities of Santa Rosa, Vallejo, Rohnert Park, Sebastopol, Cotati, Healdsburg, Oroville, Ukiah, Fort Bragg
- Town of Windsor
- Sonoma County Regional Parks
- Counties of Sonoma, Marin, Lake
- Mendocino Land Trust
- Sonoma-Marin Area Rail Transit (SMART)
- Prime Consultants – Drake Haglan and Associates, CALTROP Corporation, a TRC Company

#### MAIN CONTACT

Liz Ellis, P.E., *Principal*  
335 Tesconi Circle  
Santa Rosa, CA 95401  
tel: 707.579.0388  
cell: 707.326.5620  
e-mail: [lizellis@gvalley.com](mailto:lizellis@gvalley.com)

[www.gvalley.com](http://www.gvalley.com)

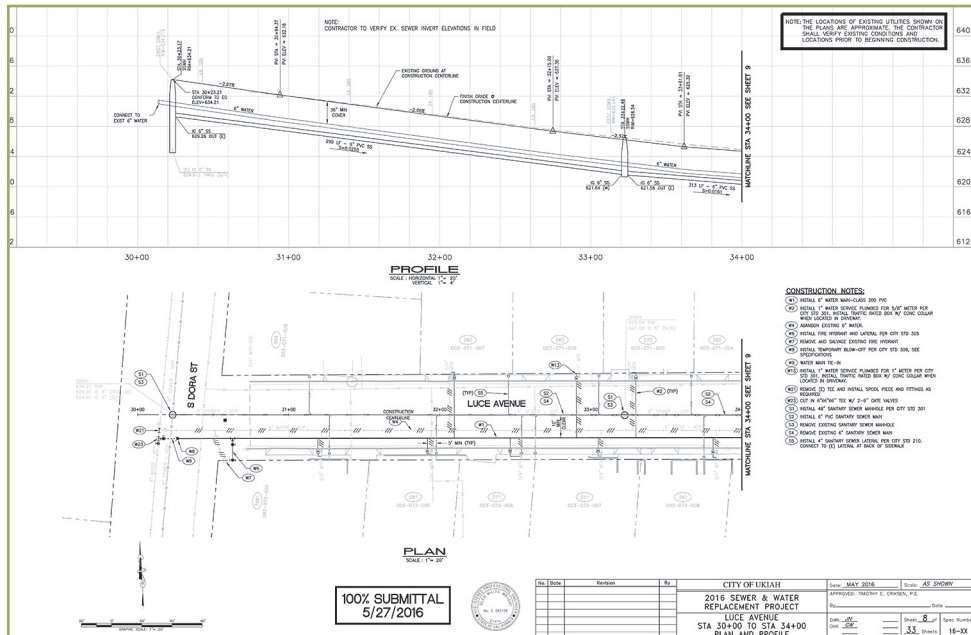


## Relevant Experience

### **RELEVANT EXPERIENCE**

The following project descriptions and references for our work are examples of work we have done that is similar to that being requested by the City for the 2019 Streets Rehabilitation Project. Please feel free to contact the references given for feedback on our work in general, not just as it relates to street rehabilitation.





Green Valley Provided Engineering Design Services for \$4.3M Dollars in Utility/Road Improvements.



## 2016 Sewer & Water Replacement Project, City of Ukiah

Green Valley Consulting Engineers provided the City of Ukiah with the preliminary research and survey, Civil Engineering Design and Construction Support for this fast-track multimillion dollar infrastructure project. Utility and pavement improvements were made along three City Streets all located within residential neighborhoods – Washington, Observatory, and Luce Avenues. Altogether, approximately 8,700 linear feet of antiquated water and sewer pipes were replaced with new six- and eight-inch PVC mains and three-quarters-of-a-mile of roadway was fully reconstructed. Elements included new sidewalks with curbs and gutters, ADA curb ramps and pedestrian pushbutton posts, the installation of sewer and water service laterals, 18 large, 48-inch-diameter precast sewer manholes, fire hydrants, and all appurtenances, the construction of valley gutters, the adjustment of existing utility structures to final grades, and traffic striping and pavement markings.

Green Valley uniquely configured a total of 30 ADA curb ramps to both fit the site (per current ADA Standards for Accessible Design) and to avoid any potential right-of-way issues. Conflicting poles, signage, catch basins, and fences were relocated to allow for ease of construction. The project was successfully completed in Summer 2017. Concurrently, along with this project, Green Valley designed \$1.6M in water main improvements along four other City of Ukiah Streets (Pine, Cochrane and Redwood, and Clay). Elements included existing system abandonment, the installation of a total of 6,525 feet of six-inch water main, water service laterals, appurtenances (valves, fittings, tees), and fire hydrants, and water main tie-ins.

### SCOPE OF SERVICES

- Land Surveying & Mapping
- Civil Engineering Design
- Construction Support

### CREATING A COMPLETE STREET

Although this project was titled a "Sewer and Replacement" project, it was really a complete street reconstruction.

In addition to the almost two-miles of utility replacements, roadway within the project limits was fully reconstructed and 30 uniquely configured ADA curb ramps installed per current Accessible Design Standards.

Green Valley has provided the Engineering Design and/or Construction Management for numerous CIP project of this type.

### Construction Details

**Contractor:** Argonaut Constructors, Inc.

**Constructed:** 2016

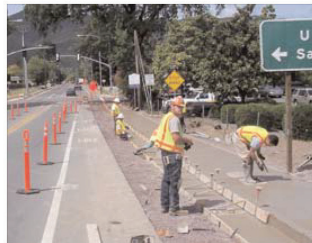
**Engineer's Estimate:** \$4,306,410.00

**Construction Cost:** \$4,306,410.00

### REFERENCE

Rick Seanor  
Deputy Director of  
Public Works  
City of Ukiah  
300 Seminary Avenue  
Ukiah, CA 95482-5400

tel:  
t. (707) 463-6296  
e-mail:  
RSeanor@cityofukiah.com



#### SCOPE OF SERVICES

- Land Surveying & Mapping
- Civil Engineering Design

#### A Repeat Traffic Client

The City of Ukiah has entrusted Green Valley with delivering many of their Design and Construction Services throughout our 20 years in business.

Scopes of work have included intersection improvements, realignments, and signalization upgrades, pedestrian bridge installations and street realignments, and utility replacements with full-width roadway reconstructions.

## Gobbi and Orchard Street Re-Signalization City of Ukiah

The City of Ukiah retained Green Valley to provide fast-track design and surveying services for the installation of a new traffic signal, and new ADA curb ramps at the intersection of Gobbi Street and Orchard Avenue. Green Valley also provided utility coordination and relocation, traffic signal and timing plan design, permitting, right-of-way acquisitions, and construction support services. In addition, because of the close proximity to Orchard Avenue from the Highway 101 south-bound ramps, special design treatments were required for this project to ensure that the queuing from the signal would not block the ramp intersection. Funding was obtained from the State Transportation Improvement Program (STIP) through the Mendocino County of Governments (MCOG).

#### Construction Details

**Constructed:** 2009

**Design Fee:** \$50,000

#### REFERENCE

Mr. Rick Seanor  
*Director of Traffic*  
City of Ukiah  
300 Seminary Ave.  
Ukiah, CA 95482

tel:  
t. (707) 463-6296  
e-mail:  
RSeanor@cityofukiah.com





*Superelevated Roadway Transition Into the New Mare Island Bridge Western Approach (Above).*

#### SCOPE OF SERVICES

- Surveying and Mapping
- Civil Engineering Design
- Project Management
- Bidding Assistance
- Construction Support

#### "JOB WELL DONE!"

The City of Vallejo provided the following words of praise for GVCE's services (during the transition from Phase 1 to Phase 2): "The project is on-budget and on-schedule, without any major issues. A sincere thanks to everyone for their valuable efforts in the successful completion of this project."

## Mare Island Bridge Western Approach Replacement

### City of Vallejo

Green Valley Consulting Engineers provided Surveying, Civil Engineering Design, Project Management, and Construction Support for the critical two-phase replacement of the Western Approach Bridge along the Mare Island Causeway. GVCE's full scope of services included preliminary engineering, environmental studies, permitting, final construction documents, and bid and construction support (for both civil and structural elements). Green Valley also developed the extensive traffic control and project phasing plans required to keep half of the bridge open to one-way traffic while demolition/construction happened "on the other side".

Structural features included Cast-In-Steel-Shell (CISS) piles, 100 feet long and 36 inches in diameter, dynamically driven into (thick and soft) Bay Mud which is notorious for liquefaction during large seismic events, the construction of a cast-in-place bent beam to support precast voided slab planks, and the design and installation of a decorative handrail to mimic the historical aesthetics of the original railing but constructed per current AASHTO crash standards. Civil features included an asphalt concrete overlay, sidewalk replacement with the inclusion of an ADA curb ramp, a superelevated roadway transition, and the relocation/upscaling of existing 8- and 14-inch water lines (to avoid future bridge disruptions).

Sustainability was interwoven with the recycling and reuse of 90% of construction waste from the 25,000 square foot jobsite (80 lumber and 100% pavement). Likewise, GVCE worked with the U.S. Fish and Wildlife Service to identify and protect endangered California Clapper Rails whose Bay area nesting locations had the potential to be disrupted.

#### Construction Details

**Contractor:** Ghilotti Construction Company

**Constructed:** February 2016

**Engineer's Estimate:** \$2,915,285.00

**Construction Cost:** \$3,300,000.00

#### REFERENCE

**Srinivas Muktevi, P.E.**  
*Senior Civil Engineer*  
City of Vallejo  
Public Works Department  
555 Santa Clara Street  
Vallejo, CA 94590

tel:  
t. (707) 651-7107  
e-mail:  
Srinivas.Muktevi@  
cityofvallejo.net





#### SCOPE OF SERVICES

- Land Surveying & Mapping
- Civil Engineering Design
- Construction Management
- Construction Inspection

#### 100% Federally-Funded

This roadway improvement project was fully funded by the American Recovery and Reinvestment Act (ARRA). As such, the project required full compliance with Caltrans Local Procedures Manual Chapters 16 and 17 for contract administration, materials testing, and project completion procedures.



## Old Redwood Highway Rehabilitation South City of Cotati

Green Valley prepared the plans, specifications, and estimates, and performed the construction management and inspection for this fast track pavement rehabilitation project. The project was 100% ARRA funded and was required to be "shovel ready" within 90 days from the start of design. Located on the stretch of Old Redwood Highway between Page Street and Eucalyptus Avenue in the City of Cotati, the project included the grinding and asphalt concrete overlay of approximately 1,800 lineal feet of pavement, dig-out repair sections, American Disabilities Act (ADA) upgrades to existing pedestrian ramps, the removal and replacement of existing electrical traffic loops, the raising of all street appurtenances to final grades, and the installation of new curb, gutter, and sidewalks.

Green Valley's construction management and inspection tasks were performed in accordance with Chapters 16 and 17 of the Caltrans Local Assistance Procedures Manual for contract administration, materials testing procedures, and project completion guidelines.

### Construction Details

**Contractor:** O.C. Jones and Sons, Inc.

**Constructed:** 2009

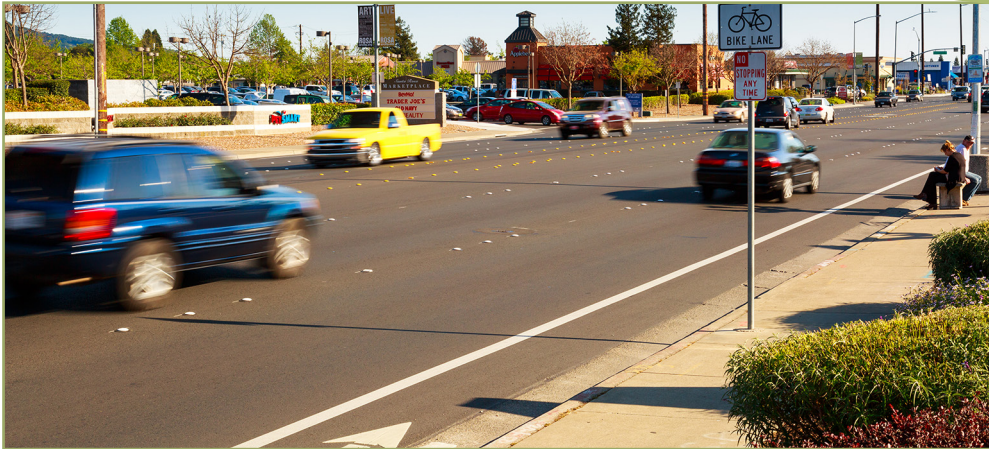
**Engineer's Estimate:** \$937,767.50

**Construction Cost:** \$472,252.89

### REFERENCE

Mr. Damien O'Bid  
*City Manager*  
*City of Cotati*  
201 West Sierra Avenue  
Cotati, CA 94931

tel:  
t. (707) 792-4600  
e-mail:  
Dobid@cotaticity.org



*The Project Installed Designated Bike Lanes Along Santa Rosa Avenue in Southeast Santa Rosa.*

#### SCOPE OF SERVICES

- Project Management
- Civil Engineering Design
- Public Participation
- Bidding Assistance
- Construction Support

#### CREATING A BICYCLE FRIENDLY COMMUNITY

Green Valley has been transforming City of Santa Rosa neighborhoods into bicycle-friendly communities one improvement project at a time.

Our City of Santa Rosa transportation portfolio includes trail systems (Prince Memorial Greenway), Numerous Utility Replacements & Street Reconstructions (Montgomery Drive), and Major Roadway Extensions (Farmer's Lane).



*Heavy Traffic at the Santa Rosa Shopping Center.*



*WTrans Assisted with Traffic Signal Modifications.*

## Santa Rosa Avenue Widening Project, City of Santa Rosa

Green Valley Consulting Engineers developed the Civil Design and provided Contract Assistance for this high-profile, \$6M roadway project which widened and transformed the stretch of Santa Rosa Avenue fronting a very busy community shopping center, anchored by Costco, Best Buy, and Target.

Elements included roadway widening (from Yolanda Avenue to Kawana Springs Road), a complete cross-section asphalt overlay (from Yolanda Avenue to the Baker/Colgan intersection), the construction of new and the retrofit of existing ADA curb ramps, the installation of new utility mains and service laterals (18-inch storm, 12-inch water, and 8-inch sewer), large 48-inch precast manholes, numerous driveway conforms, a new bus pullout with sidewalk/curb/gutter, and a designated bike lane. Green Valley coordinated with traffic subconsultant, WTrans, for the relocation of the existing street light system and traffic signal modifications. Additionally, widening efforts required the removal of trees and stumps, trenchless jack and bore pipe installation underneath an established culvert, the relocation of an existing water main near a gas station, and coordination with adjacent construction activity (Chapel of the Chimes).

The project was initiated by the City and then "built upon" by GVCE, who then coordinated information throughout its duration with City staff, management, and the materials testing laboratory. Green Valley established the horizontal and vertical alignment for the widened roadway and proposed utilities and developed the "most cost-effective" structural section. Crucial to the success of the project was utility coordination with both the City as well as outside utility companies. Large-scale PG&E relocations were performed under a separate demolition phase for the project which was completed prior to engineering design efforts. Likewise, GVCE provided one-on-one and immediate public outreach, as-needed, to address concerns such as impacts to commercial frontages.

#### Construction Details

**Contractor:** Ghilotti Bros., Inc.

**Constructed:** 2014

**Engineer's Estimate:** \$6,689,520.00

**Construction Cost:** \$5,346,543.10

#### REFERENCE

Lori Urbanek  
Supervising Engineer  
City of Santa Rosa  
Public Works Department  
69 Stony Circle  
Santa Rosa, CA 95401

tel:  
t. (707) 543-3854  
e-mail:  
LUrbanek@srcity.org



## **PROJECT TEAM**

Green Valley Consulting Engineers is a municipal engineering, construction management and inspection firm located in Santa Rosa. A team of over thirty, Green Valley is led by Liz Ellis, P.E. Our motto, “Restoring Yesterday... Creating Tomorrow” aptly reflects Green Valley’s commitment to our clients and their projects. We have moved hundreds of projects off of the design board and into the lives of the communities in which we live, work, and play!



## **Our Talent**

Listed below are staff members who will be dedicated to the life of this assignment and are capable of providing those services requested in the RFP and who could be assigned to this project. Together they understand complete street design and implementation. They know how to design multi-modal streets which reflect specific travel needs, beautify the streetscape, minimize long-term maintenance, and reflect opportunities via trail/path connections and automated intersections.

Green Valley continuously invests in our employees and views staff training as critical to staying current and at the top of our industry. Within our

budget we dedicate a substantial amount towards professional growth and development, and work to sustain a workplace environment that promotes learning and professional development. .

### **LIZ ELLIS, P.E. – Principal-in-Charge & Project Manager**

Liz is an accomplished and experienced project manager and engineer with over 25 plus years of municipal infrastructure experience and will be the Principal-in-Charge and Project Manager for this contract. She is known by clients for successfully managing and completing difficult and complex projects on time and often bringing them in early. Her experience includes preparation of preliminary reports and facility plans, parks, pedestrian/bicycle pathways, water and sewer main design and rehabilitation, project permitting, public participation and facilitation, and overall project management. Liz specializes in providing staff augmentation type services to local agencies as well as the writing and preparation of Project specifications and contract documents for Green Valley’s design team.

Liz is active in numerous professional organizations. She was formerly on the Board of Directors for the Sonoma County Regional Parks Foundation and has given presentations on trenchless technology applications to professional groups in Boston, MA and San Antonio, TX.

She has recently completed projects for County of Sonoma, Sonoma County Regional Parks, the City of Santa Rosa, Town of Windsor, and the City of Vallejo Sanitation & Flood Control District.

### **GLEN WRIGHT, P.E. – Senior Civil Engineer**

Glen has devoted his entire thirty-plus year professional engineering career to public service. Prior to joining Green Valley, he served as a former Deputy Director of Utilities with the City of Santa Rosa for



eight years where he oversaw a staff of 48 technicians, operators, engineers, managers, and business personnel.

Since retiring from Santa Rosa, Glen has found his “niche” in providing augmented Project and Program Management services for municipalities throughout Napa and Sonoma Counties. Recent clients include the City of St. Helena (Interim Assistant Public Works Director) and the City of Clearlake (On-Call/Interim City Engineer), and the Town of Windsor (Consulting Program Manager).

Glen is an expert at navigating the Federal and State grant process, consultant and construction contract management, and ensuring timely and complete regulatory compliance. His abilities were most recently proven during two of the Town of Windsor’s OBAG pedestrian improvement projects: Conde Lane/Johnson Street and Bell Road/Market Street/Windsor River Road. Under Glen’s direction, these projects were Federally-funded, designed, and constructed in under one year.

Glen has a very hands-on approach to projects and believes in working with staff as if they are coworkers in order to bring the Agency successful, cost-efficient projects which make the constituents happy.

### **SERGIO FUENTES, E.I.T. – Staff Engineer**

Sergio started his career with the City of Fort Bragg, where he worked on developing conditions of approval for development applications. At Green Valley, he has been the lead plan check engineer for the Town of Windsor’s outsourced plan checking, including a number of commercial and residential developments. Sergio is also an expert in implementing ADA improvements into new or existing pedestrian infrastructure systems.

Sergio has a solid understanding of the Subdivision Map Act and Town of Windsor Standards, the City of Santa Rosa’s LID Manual, as well as all relevant

codes, requirements and policies that are critical for the delivery of Capital Transportation Projects. Sergio approaches each design with the intention of providing maximum benefits to each user!

### **LONNIE WISE – Senior Designer**

Lonnie has worked with Liz for over 20 years on CIP and public works project design for above- and underground utility infrastructures, multi-modal transportation improvements and essentially every aspect of general civil engineering encompassing a broad range of project assignments, including: roadways, pedestrian and bicycle facilities, striping and signing plans, grading, civil site design, storm drainage and stormwater pollution prevention plans. He recently served as the lead designer for the replacement of pavement sections along the West County Trail (Sonoma County Regional Parks) and sidewalk gap closure and ADA curb improvements (City of St. Helena). His experience working for multiple California agencies on civil site and transportation infrastructure improvement projects will ensure that the City of Fort Bragg’s project will be developed by a designer with extensive experience in providing detailed, error-free and cost-effective plans that meet today’s challenging and complex standards and regulatory requirements.

### **JASON BALATTI – QA/QC**

Jason Balatti is a Green Valley Construction Manager with a formal degree in Engineering Management and over ten years of practical cost-estimating and project management experience with two leading North Bay General Engineering Contractors. His project portfolio spans extremely large public infrastructure improvements to small neighborhood road and sidewalk retrofits. Jason is a recent graduate of the Caltrans Resident Engineers Academy and is current in the most recent Caltrans Local Agency Procedures Manual



## Project Team

(LAPM) requirements for contract administration. Jason also recently completed the inspection for the Rohnert Park Expressway Rehabilitation Phases 1 & 2 project in which he acted in both the Contractor (Project Manager) and subsequent Consultant (Inspection) roles. He made “the jump” from Contractor to Consultant to ensure that his clients receive “exceptional experiences with top-quality results”.

### **BRAD HOFFMAN, PLS – Legal Descriptions/Plan & Map Checks, Survey & Mapping**

Brad recently retired from the City of Santa Rosa where he lead the Survey Division and was responsible for reviewing and stamping all map checks that came into the City via developers and applicants.

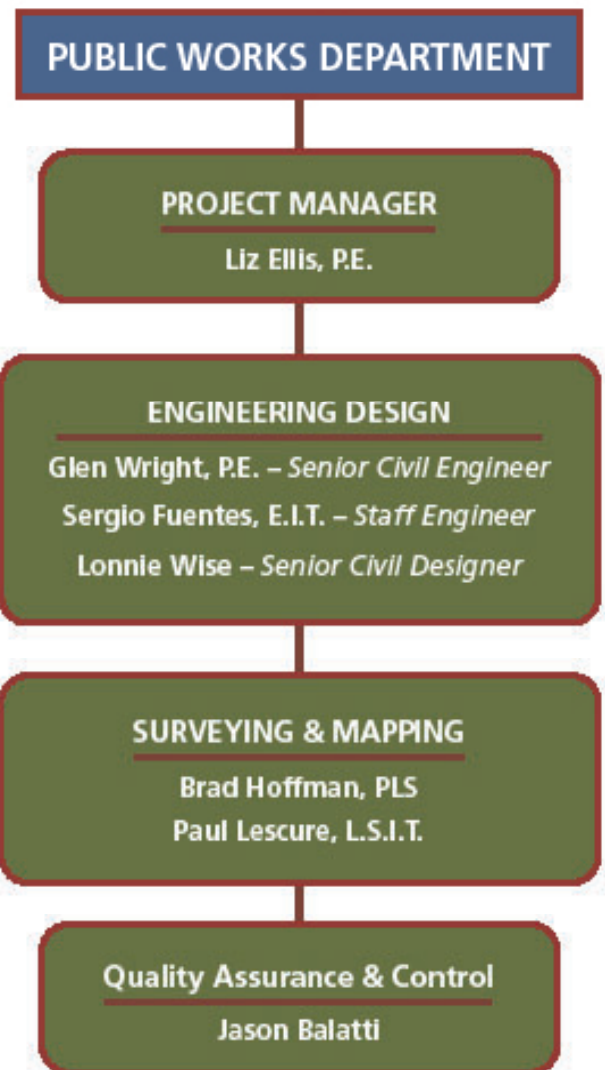
For the past 15 years, Brad has worked for the City of Santa Rosa in the triple capacities of a Civil Engineering Technician (III), a Right-Of-Way Quality Control Associate, and a Supervising Land Surveyor. As such, he is fluent in the Caltrans Surveys Manual, most local Design and Construction Standards, and maintains an expert knowledge of Right-Of-Way project coordination, appraisal, acquisition, and relocation. When not working, Brad can be found in the ‘education field’ teaching surveying to local college students and serving in leadership positions within the Sonoma County Chapter of the California Land Surveyors Association.

### **PAUL LESCURE, L.S.I.T. – CAD Technician**

Paul Lescure is an award-winning surveyor and 10-year GVCE veteran whose technical expertise we rely on for all of our in-house projects. He is known for his extreme precision in the field, expert equipment knowledge, and ability to obtain

accurate information despite difficult terrain. Most recently, Paul has been providing construction staking for numerous County of Sonoma bridge replacements.

**Full resumes can be found in the Appendix.**



## LIZ ELLIS, P.E.

### Principal-in-Charge



#### Education

B.S./Civil Engineering  
San Francisco State University

#### Professional Registration

Civil/CA C50830

#### Professional Affiliations

ACEC/ASCE/CMAA Member

#### Business Awards

- 2015 NBBJ Philanthropy Award
- 2007 & 2004 NBBJ Women in Business Award

#### Project Awards

- 2017 ASCE Outstanding Bike-ways and Trails Project of the Year: **Jaguar Way/Windsor Road Bicycle and Pedestrian Improvements Project**
- 2016 ACEC Engineering Excellence Award: **Fort Bragg Coastal Restoration and Trail Project**
- 2011 ASCE Sustainable Technology Project of the Year & 2012 ACEC Engineering Excellence Award: **Laguna Force Main Replacement**
- 2011 ACEC Special Project of the Year: **Mark West Quarry Solar Panel Project**
- 2011 Santa Rosa Chamber of Commerce Bob Blanchard Leadership Award
- 2009 ASCE Outstanding Small Transportation Project of the Year: **Fort Bragg Downtown Streetscape**
- 2008 ASCE Riverfront Urban Transformation Project of the Year: **Oroville Riverfront Improvements**
- 2007, 2005, 2003 ACEC/CELSOC Engineering Excellence Design Award: **Pomo Bluffs Coastal Park, Pierson Reach Pathway, Cloverdale Main Street**
- 2005 ASCE Environmental Project of the Year Award: **Riverfront Regional Park**



Liz Ellis founded Green Valley Consulting Engineers in 1997 after spending 15 years in public and private sectors in pursuit of her vision to restore and enhance communities and the lives of their residents. Liz is a multiple award-winning, industry-recognized Project Manager who has led hundreds of Capital Improvement Projects – many Federally-Funded – to successful completion during her 20 years in all-local business. Liz personally monitors daily operations, performs overall quality assurance and control, leads public outreach efforts (as required), and serves as the 24/7 client contact on each of our construction projects. She is known for her innovative, sustainable, and cost-saving approach when it comes to design alternatives and field solutions. Her projects boast the industry recognition to prove it!

### Related Project Management Experience

**Jaguar Way/Windsor Road Bicycle and Pedestrian Improvements, Town of Windsor – Building Division: *ASCE Outstanding Bikeways and Trails Project of the Year (Construction Management and Inspection)*** A Caltrans-administered “complete street” project funded by the One Bay Area Grant (OBAG) Program. Featured a new traffic signal at the main Windsor High School crossing frequented by 1,700 students daily, the addition of ADA sidewalks and ramps, crosswalks with pedestrian pushbuttons, green bike lanes, designated turn lanes, on-street parallel parking, and an HMA overlay w/markings and striping. Involved daily coordination with school administration for the safe student movement; adjacent Windsor Fire Station No. 2 for constant emergency vehicle movement; and the Town’s Public Works Department for staff activities. Developed temporary pedestrian/public transit detours and ADA measures.

**Stony Point Road Reconstruction & Widening Project, Phases 1 and 2, City of Santa Rosa: (Overall Project Management, Surveying, Engineering Support, On-Call Construction Inspection)** \$10M construction project which improved this principal arterial roadway between Highway 12 and Hearn Avenue within Southwest Santa Rosa. Elements included complete pavement reconstruction w/ a fiber reinforced asphalt concrete to increase longevity, additional travel lanes, designated bike lanes on both sides of the street, new ADA sidewalks and curb ramps, traffic signal improvements at six intersections, landscaped median installation, street lighting enhancements, the construction of permanent sound/retaining walls, and the widening of an existing culvert bridge (Roseland Creek).

**Petaluma Boulevard South Road Diet Project, City of Petaluma: (Surveying, Civil Engineering & Landscape Design, Environmental Documentation, Traffic Engineering, Bidding & Construction Support)** Re-configuration of approximately a half a mile of Petaluma Boulevard South, a major urban connector street extending through the heart of Petaluma. The ‘diet’ reduced a total of four traffic lanes to two and created a center two-way left turn lane to construct a complete street. Elements included pavement micro-surfacing with new striping/markings/markers, traffic signal modifications, and the installation of ADA curb ramps, audible pedestrian crossing signals, new crosswalk striping, bike lanes, street furniture and landscaping. Participated in City public outreach efforts to address community concerns and questions prior to construction.

**Santa Rosa Avenue Widening, City of Santa Rosa: (Civil Engineering Design)** The widening of Santa Rosa Avenue from Yolanda Avenue to Kawana Springs Road and a complete cross section asphalt overlay of Santa Rosa Avenue from Yolanda Avenue to the Baker/Colgan intersection. The design was initiated by the City and then “built upon” by GVCE, who then coordinated information throughout the project’s duration with City staff, management, and the materials testing laboratory. Elements included the development of horizontal and vertical alignments for the widened roadway and proposed utilities (water and sewer) as well as the “most cost-effective” structural section. GVCE also coordinated with a transportation subconsultant (WTrans Transportation) to complete traffic signal installations/modifications.

**Highway 12 Corridor Improvement Project Phase II, Stage 2, County of Sonoma. (Construction Management & Inspection)** \$6.5M construction project which rehabilitated State Route 12 within “The Springs” area of Sonoma County. Included roadway widening to accommodate a protected center turn lane, asphalt pavement replacement, traffic signal modifications, and the installation of curbs/gutters/ADA sidewalks, bidirectional, decorative street lighting, stormwater treatment devices, and pedestrian amenities. Challenges included finding and relocating a large number of existing underground utilities (electric, gas, cable, and AT&T); minimizing disruptions to adjacent commercial parking lots and driveways; public outreach for the scheduling/sequencing of work with stakeholders, nighttime paving operations, and daily field engineering. Required extensive Caltrans coordination and approvals.

**Farmer’s Lane Interchange : (Program/Project Management)** Oversaw engineering and construction efforts for this high-profile roadway project. Efforts included an exhaustive public outreach and EIR study phase for a future 4-lane interchange on the east side of Santa Rosa. Responsible for overseeing and managing fifteen sub-consultants for the 2-mile long construction of a 4-lane major thoroughfare in South East Santa Rosa. Key to the project was balancing neighborhood concerns with developer goals while working with environmental considerations associated with surrounding wetlands, California Tiger Salamander habitat, and native Oak Tree corridors along with various waterway crossings.



## GLEN WRIGHT, P.E. Senior Project Manager



### Education

B.S./Civil Engineering  
San Francisco State University

A.S./Civil Engineering Tech.  
Santa Rosa Junior College

### Professional Registration

Civil/CA 043198

### Professional Affiliations

ASCE Life Member

*"The biggest compliment that I have received from boards, commissions, and neighborhood groups is that I always work with 'both sides of my brain' to tackle difficult technical issues while gently guiding and supporting projects to keep them going."*



Conde Lane/Johnson Street Pedestrian Enhancements: Aerial View of Street Improvements.



Town of Windsor Mayor, Deborah Fudge at the Town Green Playground Opening.

Glen is a Public Works professional with almost three decades of experience planning, budgeting, designing, and managing the construction of capital improvement projects. What began as a boyhood desire to "fix community problems" led to a Deputy Director position with the City of Santa Rosa's Utilities Department where he served for seven years before joining Green Valley. Glen understands the importance of meeting the needs and protecting the rights of all project stakeholders. He has written and/or managed over 400 consultant and construction contracts, prepared funding agreements and grant proposals for a wide spectrum of public agencies, ensured federal, state, and local regulation compliance, negotiated with different policymakers and neighborhood groups to gain project support, and managed complex projects valued at \$40M. Glen credits his "rising through the ranks" with his ability to train and motivate others.

### Related Program & Project Management Experience

**Phillips Avenue and 18th Avenue Bike Lane and Road Rehabilitation, City of Clearlake:** Acting City Engineer for the construction phase of this \$2.3M dollar Federal-aid project funded by the Active Transportation Program (ATP) and administered by the Caltrans Division of Local Assistance. Elements include the widening and reconstruction of a combined 8,200 feet of roadway along these two major collectors (both of which provide residential and commercial access), the installation of Class II bike lanes, and numerous driveway and side street conforms. Responsibilities included Construction Management assistance and Caltrans District 1 coordination and submissions (Right-Of-Way certifications, invoice packages, Federal-aid project award submittal).

**Conde Lane/Johnson Street Pedestrian Enhancements, Town of Windsor:** Acting Program/Project Manager for the design and construction phase of this \$600,000 Federal-aid project funded by the One Bay Area Grant (OBAG) Program and administered by the Caltrans Division of Local Assistance. Elements include roadway realignment, asphalt pavement mill & overlay, the removal and replacement of existing crosswalks with ADA curb ramps, sidewalks/curbs/gutters/curb bulb-outs, the re-configuration of existing median curbs, the addition of colored bike lanes, new traffic striping and pavement markings, and the addition of roadside signage, and decorative and safety lighting. Responsible for all Caltrans District 4 coordination and submissions (from preliminary estimates, grant applications, and E-76 authorizations through construction documentation and administration per the LAPM). Under Glen's direction, the project was funded, designed, and constructed in less than one year.

**Bell Road/Market Street/Windsor River Road Pedestrian Improvements:** Acting Program/Project Manager for the design and construction phase of this \$700,000 Federal-aid project funded by the OBAG program and administered by the Caltrans Division of Local Assistance. Elements include the interconnected signalization of a four-way stop-controlled intersection, new stamped asphalt crosswalks with pedestrian pushbuttons, curb bulb-outs with ADA curb ramps, new sidewalks/curbs/gutters, a pedestrian and roadway lighting system, and street furnishings, and an asphalt overlay within the project limits with new traffic striping and pavement markings. Improvements were made to provide a high-priority bicycle/pedestrian crossing. Responsible for all Caltrans District 4 coordination and submissions (see above). Under Glen's direction, the project was funded, designed, and constructed in less than one year.

**Windsor River Road at Windsor Road – Pedestrian and Bicycle Safety Improvements and Multi-Use Pathway Connector:** Acting Program/Project Manager for the entire design and construction of this \$5.65M Federal-aid project funded by the OBAG program and administered by the Caltrans Division of Local Assistance. Elements include the installation of a signalized intersection or roundabout to accommodate a SMART rail crossing. Responsible for all planning, monitoring, and reporting of on-going assignments and activities, cost and schedule tracking, and Caltrans District 4 coordination and submissions.

**2016 Sewer and Water Replacement Project, City of Ukiah:** Acting Project Manager for the construction of this large \$4M infrastructure project which made utility, pavement, and pedestrian improvements along three separate avenues – Washington, Observatory, & Luce – all within residential neighborhoods. Elements include sewer and water main replacements, full-depth pavement reconstruction (with varying structural sections), the installation of ADA curb ramps, sidewalks/curbs/gutters/valley gutters, curb bulb-outs, pedestrian pushbutton posts (at main crossings), and traffic striping/pavement markings.

**As-Needed Project Management, City of Saint Helena:** Acting Project Manager for CIP projects in their entirety from site evaluation and feasibility through design, construction, and contract assistance. Projects to date include: 1.) Railroad Avenue Curb Ramp Replacement Project, 2.) Money Way Restroom Construction, and 3.) Wastewater Treatment Plant Chlorine Line Replacement.

**Holmes Tank Pump Station Upgrades & Piping Improvements, City of St. Helena:** Project Manager for \$156K in improvements for existing pump station and water storage tank improvements. Upgrades included site (a paved access road and parking lot), mechanical (supply & discharge lines, generator & propane tank, standpipe plumbing), and a new pump station building with electrical fixtures and wiring.



Lonnie is a very versatile Civil Designer who has been with Green Valley for over a decade delivering detailed construction documents for a wide range of public agency projects. These include multi-million-dollar highway bridge retrofits and utility relocations associated with the Doyle Drive Improvements in San Francisco, to bike/pedestrian trails and bridges for the Sonoma County Parks (SCRP), to local street and pavement improvements. Additionally, Lonnie serves as GVCE's point-of-contact for developing, maintaining, and incorporating (our client's) CAD standards for efficient document exchange and periodically serves in the field as a Construction Inspector.

### Related Project Experience

#### Education

Civil Engineering Technology  
Santa Rosa Junior College

#### Training & Certifications

- AutoCAD Civil 3D Fundamentals
- Bikeway & Pedestrian Facilities Planning, Design, and Operation



*Central Sonoma Valley  
Bikeway*



*Mare Island Bridge West  
Approach Replacement*



*Alameda del Prado Bicycle  
and Pedestrian Trail*

**Hunt Sidewalk Gap Closure and ADA Improvements, City of St. Helena.** Civil Designer for the replacement of 775 feet of 4.5-foot-wide concrete sidewalk – including curb and gutter – along Hunt Avenue in the City of St. Helena. Included the installation of numerous sidewalk ramps to account for existing, varied-width driveways and the removal/replacement or installation of nine ADA curb ramps.

**West County Regional Trail, Sonoma County Regional Parks.** Civil Designer for the fast-track reconstruction of select sections of a 3,950-foot-long portion of this paved multi-use path. The purpose is to identify and correct cross slopes which exceed the two percent requirements for recreational trails. Bid documents are being prepared for the Summer 2018 construction season.

**Hood Mountain Regional Park and Open Space Preserve – Lawson Expansion Trail Bridge Design, Sonoma County Regional Parks.** Civil Designer for installation of a new, prefabricated, six-foot-wide pedestrian multi-use trail bridge (over the North Fork of Hood Creek). The structure will serve pedestrian/bicycle/equestrian/ATV users. The work precedes the development of an adjoining two-mile connector trail.

**Canon Lane Road Improvements, Sonoma County Regional Parks.** Civil Designer for the reconstruction of the entrance to Tolay Lake Regional Park at Highway 116 and associated improvements to the access road - Cannon Lane. Design included roadway grading, the development of paving limits, conforms, and sections (to improve conditions and establish a uniform 22-foot width), shoulder improvements, new striping and markings, and an added overlay alternative for a separate pavement section needing repair. Challenges include adjacent drainage swales, overhead electrical lines, and steep grades as well as coordination with Caltrans.

**Central Sonoma Valley Bikeway, Sonoma County Regional Parks.** Civil Designer for this eight-foot-wide, 2.76-mile, Class 1 multi-use bike path which parallels Highway 12 in the unincorporated "Springs" community of Sonoma County. When completed, it will provide pedestrians and cyclists with an alternate route of travel, including local elementary students and community park patrons (Larson Park). Included is one creek crossing (Pequeño Creek) requiring the installation of a prefabricated pedestrian bridge. Divided the project into two phases with separate construction documents with a single fee estimates and specification set to maximize a "very tight" budget. The path crosses numerous properties owned by Parks or the Sonoma Valley Unified School District, or are designated public rights-of-way.

**Mare Island Bridge West Approach Replacement, City of Vallejo.** Civil Designer for the \$2M replacement of the entire western approach structure of the Mare Island Causeway. Included was the installation of a 52-foot long simple span concrete structure, the replacement of approach road AC pavement, the realignment/upsizing of an existing 14-inch water main (with an 18-inch main), new sidewalks with ADA curb ramps, specialty steel bridge railings, and pavement striping, markings, and markers. Required ongoing Caltrans coordination (District, Headquarters, and Office of Structures Local Assistance) and adherence to the Caltrans Local Assistance Procedures Manual (LAPM).

**WalkBikeMarin, Alameda del Prado Bicycle and Pedestrian Improvement Project, County of Marin** Civil Designer for this \$1.3M pedestrian project which constructed new Class II bike lanes along Alameda del Prado (between Ignacio Boulevard & Posada del Sol). Improvements included the narrowing of existing medians, an asphalt overlay of the existing pavement, new ADA accessible curb ramps, utility undergrounding, and the installation of new street lighting. The project is part of the WalkBikeMarin initiative by the County of Marin to help make Marin "more healthy, liveable, and environmentally sustainable by encouraging walking and bicycling as every day transportation."

**Pope Street Bike Lanes Signing and Striping Project, City of St. Helena.** Civil Designer for the addition of Class II bike lanes along Pope Street – one of the busiest City streets. Included working with an extremely limited budget and ghosting existing pavement striping to eliminate confusion. The purpose was to slow vehicular traffic, ensure the safe travel of school children, and provide a link in the City's Bicycle Master Plan.

**Summer 2015 Street Reconstruction Project, City of Ukiah** Civil Designer for the reconstruction of three residential avenues (including a major collector). Included the installation of new ADA curb ramps, a total of 8,700 feet of pipe (PVC water/sewer main and laterals), and large precast 48-inch manholes.



Jason entered into the construction industry with a keen desire to build “cool things”. Prior to joining Green Valley, he spent almost a decade as a cost estimator and project manager with two leading North Bay general engineering contractors. It was there that he honed his technical and leadership skills and gained practical experience by working as a cost estimator and project manager on large-scale public improvement projects. Jason is a recent Caltrans Resident Engineers Academy graduate and is current on all regulations pertaining to implementing, administering, and managing Federal and State funded local transportation projects. He is also fluent in all Caltrans standards, policies and procedures, and safety practices. As a Construction Inspector, Jason most enjoys achieving daily success given an often tough working environment. He brings his Contractor’s mindset to each job, applying his many “lessons-learned” to achieve greater efficiency, higher quality, and increased safety in the field.

## Related Project Experience

### Education

B.S./Engineering Management  
University of the Pacific

### Training & Certifications

- Caltrans Resident Engineers Academy – Core Training in Federal and State Regulations
- 8 Years w/ Two Leading North Bay General Engineering Contractors
- Construction General Permit Qualified SWPPP Developer (QSD-in-Training)
- First Aid/CPR Certified

### Computer Skills

- Microsoft Project (Project Management)
- Software Development

### Organizations

- Active 20-30 Santa Rosa #50 (Serving Underprivileged Youth)
- Past President, Pi Kappa Alpha (Fraternal Leadership Program)

*“I most enjoy bringing my many lessons learned while working for a General Contractor to make my projects run as smoothly, efficiently, safely, and correctly as possible.”*

**Starr Road Sidewalk Gap Closure Project, Town of Windsor.** Construction Management for this pedestrian project which is constructing a much-needed, 150-foot segment of sidewalk (w/curb & gutter) across from Cali Calmecac Language Academy, a K–8 charter school. The continuous path of travel will service the school’s 1,100 students as well as residents of the adjacent residential neighborhoods. Additional elements include roadway widening to accommodate a future bike lane, underground, joint trench utility conduits (Comcast, AT&T, & Comm), stormwater modifications, driveway conforms, and pavement striping/markings. Ensuring safety requires close oversight of varied school schedules and all associated traffic control requirements.

**South Starr Road Improvements Project, Town of Windsor.** Construction Management for the installation of a new 6-foot wide, 581-foot-long Asphalt Concrete pathway along a heavily-travelled section of Starr Road (between Jaguar Way and Windsor River Road). It provides pedestrian safety for charter school students (see above), users of the local Keiser Community Park, and neighborhood residents traveling to/from the Town Square. Elements include roadway widening to accommodate a shared bicycle lane, ADA curb ramps, multiple driveway conforms, stormwater improvements (new pipes and manholes), and new street lighting, signage, and pavement markings/markers to improve existing traffic flow. Multiple subcontractors and vendors need to be strictly managed to achieve project success given a fast-track, 45 day schedule. As in the project above, public and crew safety requires close oversight and well-coordinated traffic controls.

**Seismic Upgrades and Improvements Phase 4 and Various Site Improvements, City of Santa Rosa.** Providing Construction Management assistance for seismic and structural upgrades and site improvements for a total of six water storage tanks and pump stations. Tanks/Stations will be upgraded to meet current seismic safety codes and requirements (R3, R7, & R12B) or be improved via roof recoating (R6), security fence installation and electrical improvements (R12A), driveway approach upgrades (R12A), and gate and paving improvements (S1).

**State Route 128 Culvert Rehabilitation Project, Caltrans (while with Argonaut Constructors).** Project Manager for the construction of this \$4.3 million dollar Caltrans project which rehabilitated or replaced 53 deteriorating/lacking drainage systems along 35 miles of State Highway 128 in Mendocino County. Work included flowable fill concrete backfill, and the installation of downdrains, riprap energy dissipators, inlet and outlet structures, and headwalls. Trenchless jack and bore methods were used to install a portion of the culverts.

**2014 City of Lafayette Pavement Rehabilitation Program, City of Lafayette (while with Argonaut Constructors).** Project Manager (while with Argonaut Constructors) for the construction of this \$4 million dollar pavement overlay project which resurfaced Reliez Station Road – a major arterial – using cold-in-place recycling. Also included were digout repairs, the installation of new PCC curbs/gutters/sidewalks/driveways, Metal Beam Guardrail, vehicle detection loops, and pavement striping/markings/markers.

**Various City of Santa Rosa Capital Improvement Projects (while with Argonaut Constructors).** Project Manager for the construction of two capital sewer and water main replacement projects, totaling \$3.8 million dollars, within the residential Junior College Neighborhood. Work included the installation of service laterals, large-diameter precast manholes, and all appurtenances. Pavement was fully reconstructed and ADA curb ramps installed within the project limits.

**City of Cotati Intermodal Facility Project – Phase 1, City of Cotati (while with Argonaut Constructors).** Project Manager for the construction of the City of Cotati’s \$1.7 million dollar, 75 space park & ride facility which will service the Sonoma-Marin Area Rail Transit (SMART) line. The lot features a bus passenger drop-off area, new traffic signal lights, curb and gutter improvements/replacements, landscaping, and a bus turnout.



## SERGIO FUENTES, E.I.T.

### Project Engineer



Sergio is an all-around enthusiastic engineer who joins Green after spending two years gaining direct public agency experience. He has served as a Plan/Map Reviewer, Construction Inspector, Civil Engineer, and Project Manager and maintains a keen eye for the technical details required for many different types of projects. As a dual Civil/Environmental Engineer, Sergio most enjoys combining his construction knowledge with innovation and creativity to bring his clients designs which sustainably interact with their surroundings. As he says: "Creating a design is one thing, but creating a design which benefits more than just its intended user is even better!"

### Related Project Experience

**As-Needed Inspection Services for the Planning & Economic Development Department, City of Santa Rosa.** Technical site plan review for residential and commercial development (new construction) within the City of Santa Rosa. Ensure compliance with municipal zoning and building codes, environmental codes and regulations, the General Plan, and all other City standards. Make recommendations to produce a high-quality design which protects the immediate surroundings.

**2017 Town of Windsor Plan Check and Inspection Services, Town of Windsor.** As-needed Plan Reviews and Map Checks for a variety of commercial and subdivision developments. Ensure that review items are clearly depicted and that easements required to complete the design are shown; that improvements incorporate all applicable Codes, Standards, and Regulations (as detailed above), and all conditions of permit approval are met. Coordinate follow-up meetings with the Town to discuss areas of concern prior to sending "redline comments" to the applicant with specific items to address. Requires precise project tracking via a "Conditions Matrix" to ensure that all requested comments or clarifications were addressed.

**2016 Sewer and Water Replacement Project, City of Ukiah.** PS&E preparation for \$4M worth of utility, pavement, and pedestrian improvements along three separate avenues – Washington, Observatory, & Luce – all within residential neighborhoods. Elements included sewer and water main replacements, full-depth pavement reconstruction (with varying structural sections), the installation of ADA curb ramps, sidewalks/curbs/gutters/valley gutters, curb bulb-outs, pedestrian pushbutton posts (at main crossings), and traffic striping/pavement markings.

**Canon Lane Road Improvements, Sonoma County Regional Parks.** PS&E preparation for the reconstruction of the entrance of Canon Lane Road, the public access road for Tolay Lake Regional Park. Design included roadway grading, the development of paving limits, conforms, and sections (to improve conditions and establish a uniform 22 foot width), shoulder improvements, new traffic striping and pavement markings, and an added overlay alternative for a separate pavement section needing repair. Challenges included adjacent drainage swales, overhead electrical lines, and steep grades.

**Railroad Avenue Curb Ramp Replacements, St. Helena.** PS&E preparation for the installation of seven individually configured ADA curb ramps. Elements included curb bulb-outs and replaced and/or relocated pedestrian crosswalk striping. Work involved a site evaluation and feasibility analysis to gather background information (base maps, existing record drawings, site utilities) and to identify constraints (rights-of-way, easements, grade conforms). Presently providing technical and contract assistance for ongoing construction.

**Kelseyville High School Modular Site Buildings, Persinger Architects.** PS&E preparation for this multi-school improvement project which is installing new modular buildings (restrooms, offices, and classrooms) and a new 7,800 SF shop building at Kelseyville High School and a shared 8 - 9,000 SF gymnasium at Kelseyville Elementary/Mountain Vista Middle School. Site elements include concrete flatwork (sidewalks and patio), stamped concrete walkways, an asphalt parking lot, and decorative landscaping. Design includes a detailed site layout, grading and drainage plan, and utility connections. Work involves coordination with a structural engineer for under-building plumbing attachments.

**West Plaza Parking Lot Expansion, City of Healdsburg.** PS&E preparation for this pavement expansion project which maximizes space to create 37 additional stalls. Design utilizes infiltration trenches – a "green" stormwater management technique used to reduce and filter surface runoff. Responsible for developing the civil site design – site layout, grading and drainage plan, and utility (storm drain, irrigation, and lighting) modifications, and for ensuring all permitting "conditions" with the adjacent North Coast Railroad Authority (NCRA) right-of-way are satisfied.

**Doran Park Shell Campground Improvements, Sonoma County Regional Parks.** PS&E preparation – grading and utility plan development – for the construction of a prefabricated, water-efficient restroom building to service Doran Park's Shell Campground. Work also includes the reconstruction of an existing RV stall per ADA requirements. Assisting with plan processing for project review and permitting with applicable regulatory agencies, project advertisement, bid evaluation, and as-built drawing creation.

### Education

B.S./Civil & Environmental Engr.  
Minor/Construction Engr. Mgmt.  
University of California, Davis

### Direct Municipal Experience

City of Fort Bragg –  
Engineering Technician (2 yrs.)

### Training & Certifications

- University of California, Berkeley, Institute of Transportation Studies – Tech Transfer: Improving Safety at Intersections
- Engineer-in-Training (EIT) Certification
- Caltrans Resident Engineers Academy – Core Training in State and Federal Regulations for Local Agencies
- Caltrans Federal-Aid Project Training
- Subdivision Map Act Seminar

### Computer Skills

- AutoCAD/AutoCAD Civil 3D
- C Programming
- Microsoft Office Suite

### Languages

- English/Spanish

### Additional (Direct) Municipal Experience w/ the City of Fort Bragg

- Permitting – Plan Reviews for Private Development Projects
- Field Inspections for Grading and Encroachment Permit Compliance
- PS&E Review for CIP Projects
- Reviews for Subdivision Map Act Compliance
- Stormwater Management – QSD/QSP Assistance for Construction General Permit Compliance
- Fluent in Current ADA Design and Construction Requirements



## BRAD HOFFMAN, PLS

### Professional Land Surveyor

#### Education

Bachelor of Arts  
University of Los Angeles

#### Registration

- Professional Land Surveyor #6796
- Member of the California Land Surveyors Association, Sonoma County Chapter

#### Highlights

- 37 Years Public and Private Project Experience
- 26 Years as a Registered Professional Land Surveyor
- 27 Years Local Sonoma County Experience
- Recent Supervising Land Surveyor with the City of Santa Rosa
- Right-Of-Way Expert
- Former SRJC Survey Instructor

Brad is Professionally Registered Land Surveyor with four decades of comprehensive project experience. He has worked with local municipalities, County agencies, State and Federal agencies, as well as private engineering consulting firms. For the past 15 years, Brad has worked for the City of Santa Rosa in the triple capacities of a Civil Engineering Technician (III), a Right-Of-Way Quality Control Associate, and a Supervising Land Surveyor. As such, he is fluent in the Caltrans Surveys Manual, most local Design and Construction Standards, and maintains an expert knowledge of Right-Of-Way project coordination, appraisal, acquisition, and relocation. When not working, Brad can be found in the 'education field' teaching surveying to local college students and serving in leadership positions within the Sonoma County Chapter of the California Land Surveyors Association.

### Related Project Experience (with Green Valley)

**Lower Russian River Trail Feasibility Study, Sonoma County Regional Parks.** Leading the survey efforts, on behalf of Alta Engineering, for the feasibility study of the proposed Lower Russian River Trail. The 23-mile multi-use trail will transverse the Russian River Area and connect Jenner to the City of Healdsburg. Survey efforts include compiling all relevant background information, preparing suitable base maps for conceptual design and plan preparation, extensive multi-district public utility research, and rights-of-way determinations based on GIS databases and recorded deeds. Topographic surveys will be performed as required to enhance existing mapping.

### Related Project Experience

#### Supervising Land Surveyor, City of Santa Rosa. (2015 – 2018)

Responsible for supervising the City's survey team; reviewing, signing, and stamping private development final maps and parcel maps for technical accuracy and correctness. Project Manager for Right-Of-Way acquisition and surplus sales.

#### Quality Control Associate – Right-Of-Way, City of Santa Rosa. (2003 – 2015) & (CET III 1998 – 2003)

Responsible for the Civil Design and Construction Inspection of Capital Improvement (CIP) projects and for writing and reviewing legal descriptions. Notable projects include:

- Prince Memorial Greenway/Gateway Park
- 6th Street Undercrossing
- Santa Rosa Transit Mall
- Various Sewer, Water, and Street Rehabilitation Projects

#### Survey Technician, Sonoma County Water Agency. (1995 – 1998)

Survey Party Chief. Responsible for supervising crew members in topographic mapping and construction staking efforts.

#### Adjunct Faculty, Santa Rosa Junior College. (1997 – 1998)

Responsible for teaching a college-level, three-unit survey class including a field surveying lab.

#### Supervising Land Surveyor, California Department of Transportation. (1992 – 1998)

Responsible for supervising a team of three in the preparation of Right-Of-Way appraisal maps and acquisition documents for Caltrans Improvement projects and for the review of Consultant-produced maps and survey documents.

#### Civil Engineering Technician II (CET II), City of Santa Rosa. (1990 – 1992)

Responsible for the Civil Design and Construction Inspection of CIP projects.

#### Surveyor, Mitchell and Heryford Consulting Engineers and Land Surveyors. (1988 – 1990)

Office and Field responsibilities for private development surveying including boundary, tentative, final, and records of survey maps, and construction staking.

#### Survey Technician, U.S Forest Service. (1981 – 1988)

Responsible for cadastral surveying for forest projects.



Prince Memorial Greenway



#### Education

Santa Rosa Junior College/  
Engineering Core Program

#### Training & Certifications

- Land Surveyor-In-Training #6526
- Construction General Permit Qualified SWPPP Practitioner (Certification In Progress)
- Certified Erosion, Sediment, and Stormwater Inspector (CESSWI Certification In Progress)

#### Awards

- 2011 ACEC Special Project of the Year (Staking on Extreme Terrain): *Mark West Quarry Solar Panel Project*

#### Additional Trail Projects

- Joe Rodota Trail Retaining Wall and Bridge Replacement Project, SCRPP (Topographic Mapping)
- SMART Pedestrian Path, Santa Rosa (As-needed Enhancement Topographic Survey)
- Mark West Creek Regional Park, SCRPP (Topographic Mapping for Preliminary Engineering)



*Hauser Bridge Replacement*

Paul is an award-winning surveyor with over two decades of experience managing crews, performing topographic design and construction surveys, and training novice technicians. Paul combines his practical experience with modern technology to provide extremely fast, accurate, and economical surveys. He utilizes a robotic Trimble Total Station and Topcon GPS data collector in combination with the latest AutoCAD software. A self-starter who thrives in a team environment, Paul most enjoys "assisting and guiding a project to ensure that it is built correctly" and "interacting with the many skilled people who make that happen." When not surveying, Paul serves in the role of Construction Inspector for Green Valley's many public works projects.

#### Related Project Experience

**Lower Russian River Trail Feasibility Study, Sonoma County Regional Parks.** Field Surveyor, on behalf of Alta Engineering, for the feasibility study of the proposed Lower Russian River Trail. The 23-mile multi-use trail will transverse the Russian River Area and connect Jenner to the City of Healdsburg. Survey efforts include compiling all relevant background information, preparing suitable base maps for conceptual design and plan preparation, extensive multi-district public utility research, and rights-of-way determinations based on GIS databases and recorded deeds. Topographic surveys will be performed as required to enhance existing mapping.

**West County Regional Trail, Sonoma County Regional Parks.** Performing the topographic survey for the fast-track reconstruction of select sections of a 3,950-foot-long portion of this paved multi-use path. The purpose is to identify – via a time and cost saving smart level – cross slopes which exceed the two percent requirements for recreational trails. Topographic detail includes all pavement transitions and other pertinent data as required to develop bid documents for the Summer 2018 construction season.

**County of Sonoma's Hauser Bridge Replacement Project, CALTROP Corporation, a TRC company.** Performed the staking for the construction of this 100% Federally-Funded bridge project which replaced and original one-lane structure with a two-lane, 29-foot-wide and 165-foot-long steel bridge which meets current Caltrans Standards. Staking captured the bridge centerline, abutments, and piers. Challenges included achieving extreme precision give a "very steep" site with "not much room to work". Selecting "good spots" for survey control was critical as was redundant cross-checking of data to ensure accuracy.

**Bodega Bay Coastal Prairie Trail, Sonoma County Regional Parks.** Performed construction staking for the installation of a 1.1-mile-long, 8-foot-wide, Class 1 bikeway in the unincorporated community of Bodega Bay. Staking captured finished centerline grades (every 50-foot station on straightaways and 25-foot station on curves) and abutments and piers for 320 feet of elevated boardwalk. The SCRPP stated that they would "highly recommend Green Valley to others in need of engineering and construction services."

**County of Sonoma's Wohler Bridge Seismic Retrofit Project, Drake Haglan & Associates, Inc.** Performed the topographic mapping for the design of this 100% Federally-Funded, \$4M bridge project. The historic, single-lane fixed truss bridge, constructed in 1921, spans the Russian River and is receiving a new concrete seismic load resisting deck, seismic isolation bearings, a steel truss, and foundation seismic reinforcements. Paul was on-call to immediately assist with additional survey needs such as the locations and elevations of existing overhead electric lines.

**Mare Island West Approach Bridge Structure Replacement and Sacramento Street Bridge Retrofit, City of Vallejo.** Performed topographic survey and mapping for structural improvements to two highway bridges as part of an open-end engineering agreement with the City of Vallejo. Duties included records research to establish the location of existing utilities, boundary, right-of-way, and all other site controls, establishing survey controls for the project, and working with a Hydraulics Engineer to obtain specific information needed for a HEC-RAS model.

**Lynch Creek Multi-Use Trail and Pathway Project, City of Petaluma.** Performed the topographic survey, final grade-check and as-built surveys for the construction of a creekside multi-use connector pathway. Enhanced with Right-Of-Way limits to allow or the preparation of legal descriptions and plats.

**Mark West Quarry Solar Panel Project, BoDean Company.** Performed the "very precise" staking for the installation of 864 earth screws for mounting 3,444 solar panels. The physically demanding site, with 30 percent slopes, required lighter, faster-placing "quik stakes". Awarded an Engineering Excellence award from the American Council of Engineering Companies, California, for "staking on extreme terrain".

**Oroville Riverfront Improvements, City of Oroville.** Performed the plan-enhancing topographic survey and base mapping for the design of this "riverfront promenade" which created multi-purpose paths on both sides of the City's central Feather River. Elements include a connection to the City's downtown, a circular gathering plaza, extensive lighting and river wall improvements, artistic flourishes, and interpretive and directional signage. Awarded a 2008 ASCE Urban Transformation Project of the Year award.



## References

### **REFERENCES**

#### **Green Valley Consulting Engineers**

We consider project quality and responsiveness to our clients to be the hallmark of our firm. Our clients have all worked with us from the planning stages of a project through construction and know that we stand behind our work at every step. We are accessible and have the engineering talent, integrity, and work ethic that will ensure the success of your projects. We take great pride in delivering our projects on time and within budget. At the same time, we remain on the forefront of new technology associated with engineering design. We believe that the working contacts below will confirm that the team of Green Valley possesses the ability, integrity, and work ethic to ensure that the City of Fort Bragg's 2019 Streets Rehabilitation Project will be completed in the same manner as those listed.

#### **REFERENCE #1:** **Sonoma County Regional Parks**

**Mr. Mark Cleveland**  
Senior Park Planner & Project Manager

*2300 County Center Drive  
Suite 120A  
Santa Rosa, CA 95403*

**tel: (707) 565-2041**

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#### **REFERENCE #2:** **City of Santa Rosa Transportation and Public Works Department**

**Ms. Lori Urbanek**  
Deputy Director, Capital Projects Engineering

*69 Stony Circle  
Santa Rosa, CA 95401*

**tel: (707) 543-3800**

#### **REFERENCE #3:** **City of Ukiah**

**Mr. Richard J. Seanor**  
Deputy Director of Public Works

*300 Seminary Avenue  
Ukiah, CA 95482*

**tel: (707) 436-6296**

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#### **REFERENCE #4:** **Town of Windsor**

**M. Alejandro Perez**  
Senior Civil Engineer

*9291 Old Redwood Highway  
Windsor, CA 95492*

**tel: (707) 838-1006**





## Scope of Work

### **SCOPE OF WORK**

#### **INTRODUCTION**

##### **Project Understanding**

The City of Fort Bragg has identified the streets in terms of “repair needed” priority for their 2019 construction season. The proposed streets, listed in the RFP and indicated in an exhibit, have a number of associated pedestrian ramps that will require reconstruction to bring them to current ADA standards. The City is interested in looking at a variety of repair methods that could extend the life of the streets while maximizing the allotted budget of approximately \$2,000,000. City staff prepared a very thorough and council agenda summary that outlines a very good background and budget for the Project.

There is no anticipated right of way concerns or easements needed, and at the end of this particular Project, the streets will be restored to a “new” status and thus be able to be on a maintenance schedule moving forward. At this time, the streets are virtually in a “failure” status.

At this time, the City is soliciting proposals from firms to provide engineering and design services for the 2019 Streets Rehabilitation Project (Project) for the preparation of construction documents. Construction documents will reflect the design criteria outlined in the RFP.

##### **Project Approach**

Key objectives and our approach are set forth as follows:

- Perform a detailed walk thru of the project limits with video and determine those streets that may need to have dig-outs incorporated into the bid documents, as well as noting concerns we see with drainage features, possible utility

conflicts and perform an inventory of pedestrian ramps within the Project limits.

- Obtain existing utility mapping to review and identify potential conflicts with shallow utilities that we would like to have potholed by the City forces. Perform topographic surveys simultaneously with our field review walks in order to expedite the schedule, as well as coordinate the pothole results with survey team to pick up relevant information
- Develop a comprehensive preliminary report that identifies the pedestrian ramps to be upgraded and identify those drainage features that we believe should be repaired/installed to maintain the integrity of the newly rehabilitated street(s). Outline the proposed method of rehabilitation for each street, along with any relevant information unique to that street and prepare a preliminary cost estimate for review and discussion.
- Prepare the preliminary plans and details and incorporate our findings from field reviews, staff discussions and pothole results. Present any underground utility design that is needed to allow work on the roads to proceed (lowering water main for example).
- Work with City representatives to complete the final bid documents that maximize the repairs within the given budget allowing for a reasonable contingency to account for unknowns that will be encountered during construction.

We have taken a site visit and looked at the various streets and understand that there are a number of methods of reconstruction. Listed below are three that we feel would make Fort Bragg a candidate for the method outlined:



## Scope of Work

### **STRUCTURAL OVERLAY**

A structural overlay may be a good option for streets where the shallow utilities make reconstruction unfeasible. A structural overlay, typically thicker than a standard overlay, will increase the structural integrity of the road surface without requiring much rebuilding of the base section. We would prescribe dig out repairs in areas of localized failures, where the base section has been completely compromised. This method also would work well with the area's cool climate, because compaction can be best made on a thicker pavement mat.

### **OVERLAY WITH PAVEMENT REINFORCEMENT FABRIC**

Similar to the structural overlay, an overlay with pavement reinforcement fabric would not disturb any shallow utilities in the road section. Using geosynthetic fabric would allow for a thinner mat, while not compromising the structural integrity of the new pavement. This method would be best utilized in scenarios where the existing roadway condition hasn't completely deteriorated. The fabric requires a near smooth surface to prevent tearing during pavement placement. Dig out repair may be required to repair areas where the base section has been completely compromised.

### **FULL DEPTH RECLAMATION**

Full Depth Reclamation (FDR) would be the ideal candidate for roadways which require complete reconstruction. The process can be modified to compensate for shallow utilities or the utilities can be lowered as part of the project. The FDR process grinds up the existing roadway and base section and introduced cement to create a new, stable base section. After this process is completed, fresh asphalt will be placed for the desired traffic index. We have had great success with this method but

would require potholing to verify the depths of the existing utilities.

### **Scope of Services**

Our scope of services provides for surveying, civil engineering, and possible materials testing. We have not included time or resources for a Phase 1 hazardous materials report, as we do not feel this will be needed given the proposed method of pavement rehabilitation. All surveying and mapping work to be performed will be performed by Green Valley, which allows for a cohesive mapping and design product. Our survey team works side by side with our engineering department and understands exactly what is needed to allow us to prepare detailed and correct plans that are free from errors.

### **TASK 1 – Meetings and Project Management**

#### ***Meetings***

We have assumed a minimum of three (3) meetings with City representatives for both the preliminary and final phases that will include an initial kick-off meeting and meetings at the 60%, and 90% stages.

A draft agenda for the kick-off meeting follows for your review and can be expanded upon at any time. The purpose of the kickoff meeting will be to:

- Discuss the project goals
- Discuss and refine the project's scope of work and schedule as needed
- Confirm roles and responsibilities
- Confirm the expectations of the City
- Confirm the schedule for project status meetings



## Scope of Work

- Confirm and request available background data

Progress meetings held after design milestones will cover review of horizontal and vertical plans, details proposed for structural pavement repairs/rehabilitation, approach to pedestrian ramp upgrades, issues with utilities and our approach to resolve them, the project schedule, and any outstanding issues that the City or design team might have with the overall work products of plans, specifications and cost estimate. Detailed meeting minutes will be prepared and distributed after each meeting.

### *Project Management*

Our Project Manager will be responsible for managing the team of Green Valley and any subconsultants effort. This task includes the project contract, coordinate team personnel and efforts of the City's forces during the utility pot-holing, maintain the project schedule, coordinate and perform quality assurance and quality control reviews, prepare invoicing, and attend field and deliverable review meetings.

### *Draft Kick-Off Meeting Agenda*

**City of Fort Bragg  
2019 Streets Rehabilitation Project  
Kick-Off Meeting Agenda  
Friday December 14, 2018**

#### **Introductions**

#### **Identify Team Goals for Project**

#### **Discuss Project Specific Requirements**

- Labor Compliance Provisions
- Post Construction Storm Management Measures
- Coordination for City Performed Potholing

#### **Discuss Initial Pavement Rehabilitation Design Options**

- Structural Overlay
- Overlay with Pavement Reinforcement Fabric
- Full Depth Reclamation

#### **Discuss Wins and Pitfalls from Previous Projects**

#### **Review Proposed Design Schedule**

- Recommendation Letter for Alternate Designs
- 60%, 90% and 100% PSE Submittals
- Advertising Date
- Construction Schedule

#### **Establish Points of Contact**

- Lead Designer
- Billing

#### **Review Action Items**

#### **Conduct Job Walk as Necessary**

### **TASK 2 - Information Gathering**

#### ***2.1 Background Information***

We will obtain existing data available on the project, including utility mapping to be provided by the City. Team members will thoroughly review the project limits and condition of existing pavement, review existing drainage patterns, and determine which pedestrian ramps will require ADA improvements to bring them up to current code. At this time we believe there are possibly 16 ramps that will require some type of work, with another 8+ that may need work. The alternate of W. Fir Street from N. Main Street to west edge of pavement is expected to have an additional 12 ramps that may need work.





## Scope of Work

Existing hydrological data will be obtained (if available) to assist with any proposed drainage improvements.

The City's PCI records will be obtained and reviewed to determine if information is available to assist with new roadway sections.

### 2.2 *Surveying and Utility Potholing*

A review of existing data will be made before we commence with field surveys, as well as requesting USA mark-outs for existing utilities that will indicate potential conflicts with the final street design. We will obtain available boundary maps for the project vicinity, which we will use to assist in determining any potential right of way conflicts on pedestrian ramps only. We have not assumed time for a formal boundary survey. Base mapping will be prepared at a scale of 1"=20' with a contour interval of 1 foot for construction documents. We will provide a full site topographic map as a basis for design for the project.

The level of mapping detail will match that of existing similar projects advertised by the City and will include conforms, utility and drainage features and topographic features such as trees, fences, etc. that are relevant to the proposed improvements. We will prepare computer files to include field control points, topographic surveys, utility data, record property surveys, and preparation of the TIN used for three-dimensional calculations (i.e., earthwork, cross-sections, and profiles).

### 2.3 *Geotechnical Investigations*

We have not allowed time or fee for geotechnical investigations at this time, but if it is determined that they may be beneficial during the preliminary design they will likely include:

- Review of available geologic literature, maps, and consultants reports.

- Preliminary Geotechnical Analysis, to include drilling and sampling 4 to 6 small-diameter borings, using a portable drill rig, to obtain sub-surface samples for limited laboratory testing. Borings and testing will aid in evaluating the potential for any specialized pavement material, such as cold foam as well as the geotechnical engineering characteristics of the near-surface soils for recommendations for future pavement design.

A summary report will be prepared and provided to the City with test results and recommendations.

### **TASK 3 - Permitting**

Permitting is anticipated to be fairly straightforward. The Contractor will be responsible for preparation of necessary Stormwater Pollution Prevention Plans for the three contracts. Plans and specifications will need to be routed thru the Division of State Architects Office (DSA) for those repairs that are adjacent to schools, such as on East Fir Street. This permit will be determined at the time 60% plans have been prepared.

### **TASK 4 - Design and Improvement Plans – 30%, 60% and 90% Submittals**

As defined in the RFP, there will be submittal at the 60%, 90% and final stage for construction documents of plan, specifications and estimate. Summarized briefly below are services that will be provided during design.

Improvement plans will conform to current ADA standards, in addition to conforming to the latest City of Fort Bragg standards and Title 24 guidelines and regulations.

Plans and specifications are prepared and taken to a constructability stage during these milestones. All comments from the preliminary review will be

incorporated, as will results of permitting agency reviews and staff meetings. Final horizontal and vertical alignment, surface drainage and grading design, conforms to existing improvements (pedestrian ramps), any required underground utility improvements will be prepared for the project. Construction documents and specifications will be prepared in accordance with CSI Standards unless directed otherwise by the City of Fort Bragg.

Improvement plan design will essentially be a civil engineering project that focuses on economical and long lasting methods of pavement reconstruction for the streets under consideration in the 2019 Streets Rehabilitation Project, as detailed in the City's RFP. Pavement conditions are very poor, in some cases having had multiple overlays, trench cuts, and miscellaneous improvements associated with development. There is a mix of retail, commercial and industrial in the overall Project limits, as well as school(s).

### *Design issues include:*

- Grades at existing pedestrian ramps (ADA concerns)

Improvement plans will conform to current ADA standards, in addition to conforming to the latest City of Fort Bragg standards and Title 24 guidelines and regulations. Complete plans are proposed to include:

- Cover sheet (1)
- Notes, Legends, and Abbreviations (1)
- Typical Sections/Details (2)
- Demolition Plans
- Plan and Profile Plans (12-16)
- Pedestrian Ramp Improvements (3-5)
- Striping Plans – depending on existing conditions

Plans and specifications are prepared and taken to a constructability stage during these milestones. All comments from the preliminary review will be incorporated, as will results of permitting agency reviews and staff meetings. Final horizontal and vertical alignment, surface drainage and grading design, conforms to existing improvements, botanical restoration improvements, interpretive signing and any required irrigation plans will be prepared for the project. Construction documents and specifications will be prepared in accordance with CSI Standards unless directed otherwise by the City of Fort Bragg.

### **90% Plans, Specifications and Estimate**

After review of the 60% PS&E documents, GVCE will coordinate with the City to review and discuss the review comments and will then incorporate and address any comments in the 90% set of plans.

### *Specifications and Bid Documents*

**Specifications:** The technical specifications will be prepared using the City's standard format for technical specifications and will also incorporate the pertinent and relevant sections of the current Caltrans Standard Plans and Specifications. The technical specifications will be developed and submitted to the City for review at the 60% and 90% stages. Review comments received will be addressed in the 90% and final 100% submittals.

### *Engineers Construction Cost Estimate*

A detailed Engineer's Estimate of construction costs, suitable for inclusion in the construction bid schedule will be prepared and submitted. The estimate will be based on cost data of recent pavement projects and will be submitted at the 60% completion stage and updated at the 90% and 100% stages. Due to the many variables surround-



## Scope of Work

ing bidding and construction conditions, the estimate will not represent a guarantee that bids received or actual costs of construction will be equal to this estimate. An appropriate contingency will be included with each estimate.

### ***Deliverables:***

- 60% submittal will include three (3) hard copies of 11"x17" plans, specifications and probable estimate of costs, submitted with electronic PDF files
- 90% submittal will include three (3) hard copies of 11"x17" plans, two (2) copies of specifications and probable cost estimates, submitted with electronic PDF files
- 100% submittal will include the final plans, specifications and opinion of probable construction cost ready for bidding purposes, submitted as PDF electronic files, AutoCAD electronic files of the plans (and PDF version)

### ***Assumptions:***

- The City will provide an electronic copy (MS Word format) of their current front-end contract requirements, technical specifications, and bid forms.
- The project is anticipated to disturb less than 1 acre, therefore a SWPPP is not needed.

### **TASK 5 – QA/QC**

#### ***Independent Plan Check:***

An independent design check of the plans shall be performed by individuals who were not involved in the design. We will coordinate an in-house quality control review with an independent project engineer and Construction Manager to complete a constructability/value engineering review of the plans. We will specifically focus on ADA issues to

assure conformation with the ADA regulations. All comments that affect constructability will be incorporated at this stage.

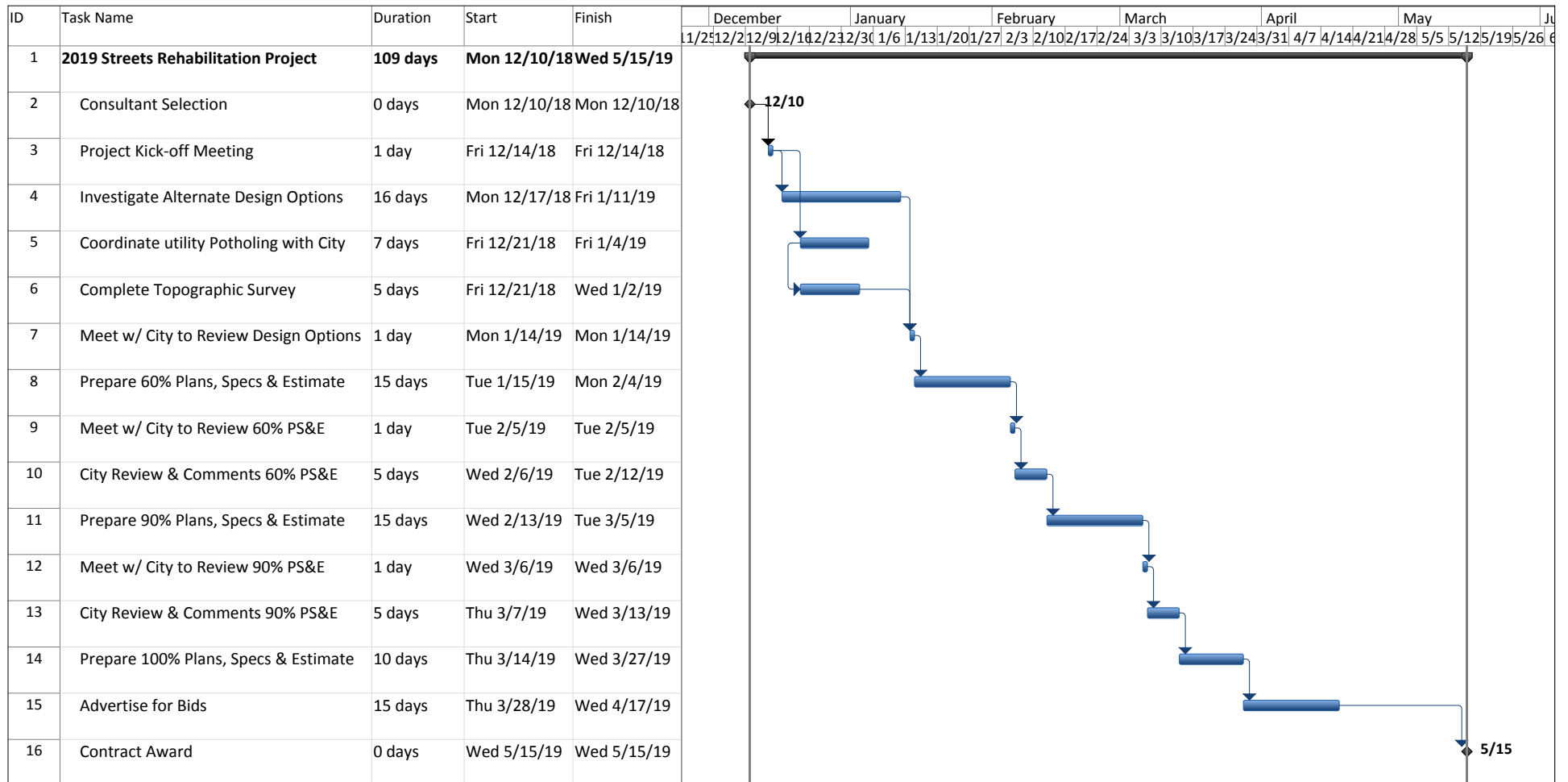
The 90% PS&E will be submitted when the constructability design check is complete. The PS&E is essentially complete at this phase and will represent the final draft of the bid ready documents for the project.


### **TASK 6 – Construction Support**

We will assist in the bidding process as requested, including pre-bid conference, responding to questions during bidding and the preparation of any addenda during bidding. We will prepare any required draft Request for Bid addenda and provide bid assistance to City staff during the bidding of the project. Green Valley is very focused on providing responsive services to our clients during the bidding and construction phase and understand that it is during construction that a client truly appreciates a consultant who stands behind his work.

It is our understanding that the City of Fort Bragg will perform construction management of the three contracts, including the day-to-day inspection of the project. We will assist throughout construction as requested by the City, including attendance at a pre-construction conference and construction reviews. We will also review payment requests, draft responses to the Request for Information, prepare any change orders, and provide services as requested. We will prepare and submit formal site visit reports after each site visit and meeting.







**GREEN VALLEY**  
CONSULTING ENGINEERS

Task		External Milestone		Manual Summary Rollup	
Split		Inactive Task		Manual Summary	
Milestone		Inactive Milestone		Start-only	
Summary		Inactive Summary		Finish-only	
Project Summary		Manual Task		Deadline	
External Tasks		Duration-only		Progress	

CITY OF FORT BRAGG  
 2019 STREETS REHABILITATION PROJECT  
 Estimated Hours and Fees  
 Green Valley Consulting Engineers  
 November 2, 2018



**ESTIMATED DESIGN FEES**

TASK NUMBER	DESCRIPTION	PROPOSED HOURS						Direct Costs	Task Total Fees
		PM	Proj Engr	Cad	Survey	Admin	Subtotal		
		\$165	\$140	\$135	\$210	\$75			
Task 1	Meetings and Project Management	40	24			6	\$ 10,410		\$ 10,410
Task 2	Assemble Existing Data	2	2	16		4	\$ 3,070		\$ 3,070
Task 3	Coordination of Potholing	2	2	8			\$ 1,690		\$ 1,690
Task 4	Field Surveys	2		96	60		\$ 25,890	\$ 250	\$ 26,140
Task 4	Alternate Design Options Report	24		24		8	\$ 7,800	\$ 100	\$ 7,900
Task 6	60% Plans, Specifications & Estimates	16	140	200		24	\$ 51,040	\$ 200	\$ 51,240
Task 7	90% Plans, Specifications & Estimates	16	100	120		16	\$ 34,040	\$ 200	\$ 34,240
Task 8	100% Plans, Specifications & Estimates	8	32	48		8	\$ 12,880	\$ 200	\$ 13,080
Task 9	Coordination with State Architects Office	4		4		4	\$ 1,500		\$ 1,500
Total Hours		114	300	516	60	70	\$148,320	\$ 950.00	\$ 149,270

*Estimated Design Fee Total*                      **\$ 149,270**

