

SECOND AMENDMENT TO AGREEMENT

This Second Amendment of the Agreement, entered into this ___ day of _____, 2019 (the "Effective Date"), by and between the CITY OF ALAMEDA, a municipal corporation (hereinafter "City"), and **CDM Smith, Inc.**, a Massachusetts corporation, whose address is 220 Montgomery Street, Suite 1418, San Francisco, CA 94104 (hereinafter "**Provider**"), is made with reference to the following:

RECITALS:

A. On April 18, 2018, an agreement was entered into by and between City and Provider (hereinafter "Agreement") in an amount not to exceed \$372,928.00.

B. On June 10, 2019, the parties entered into an amendment to the Agreement (hereinafter "First Amendment to Agreement") to extend the term of the Agreement to June 30, 2020.

C. City and Provider desire to modify the Agreement on the terms and conditions set forth herein.

NOW, THEREFORE, it is mutually agreed by and between the undersigned parties as follows:

1. The first paragraph of Section 1 ("Term") of the Agreement is modified to read as follows:

"The term of this Agreement shall commence on the 18th day of April 2018, and shall terminate on the 30th day of June 2023, unless terminated earlier as set forth herein."

2. Section 2 ("Services to be Performed") of the Agreement is modified to read as follows:

"Provider agrees to do all necessary work at its own cost and expense, to furnish all labor, tools, equipment, materials, except as otherwise specified, and to do all necessary work included in Exhibit A2 as requested. The Provider acknowledges that the work plan included in Exhibit A2 is tentative and does not commit the City to request Provider to perform all tasks included therein."

3. Section 3 ("Compensation to Provider") of the Agreement is modified to read as follows:

"a. By the 7th day of each month, Provider shall submit to the City an invoice for the total amount of work done the previous month. Pricing and accounting of charges are to be according to the fee schedule as set forth in Exhibit B2 and incorporated herein by this reference. Extra work must be approved in writing by the City Manager or his/her designee prior to performance and shall be paid on a Time and Material basis as set forth in Exhibit B2."

"b. The total compensation under this Second Amendment to Agreement shall not exceed \$2,200,000. Total compensation for this Agreement is \$2,572,928."

4. To comply with federal Caltrans requirements, the following provisions are added to the Agreement as follows:

“25. **ALLOWABLE COSTS AND PAYMENTS**

The method of payment for this AGREEMENT will be based on actual cost plus a fixed fee. LOCAL AGENCY will reimburse CONSULTANT for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by CONSULTANT in performance of the work. CONSULTANT will not be reimbursed for actual costs that exceed the estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the approved CONSULTANT’S Cost Proposal, unless additional reimbursement is provided for by AGREEMENT amendment. In no event, will CONSULTANT be reimbursed for overhead costs at a rate that exceeds LOCAL AGENCY’S approved overhead rate set forth in the Cost Proposal. In the event, that LOCAL AGENCY determines that a change to the work from that specified in the Cost Proposal and AGREEMENT is required, the AGREEMENT time or actual costs reimbursable by LOCAL AGENCY shall be adjusted by AGREEMENT amendment to accommodate the changed work.

“26. **COST PRINCIPLES AND ADMINISTRATIVE REQUIREMENTS**

A. The CONSULTANT agrees that 48 CFR Part 31, Contract Cost Principles and Procedures, shall be used to determine the allowability of individual terms of cost.

B. The CONSULTANT also agrees to comply with Federal procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

C. Any costs for which payment has been made to the CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR Part 31 or 2 CFR Part 200 are subject to repayment by the CONSULTANT to LOCAL AGENCY.

“27. **AUDIT REVIEW PROCEDURES**

A. Any dispute concerning a question of fact arising under an interim or post audit of this AGREEMENT that is not disposed of by AGREEMENT, shall be reviewed by LOCAL AGENCY’S Chief Financial Officer.

B. Not later than thirty (30) calendar days after issuance of the final audit report, CONSULTANT may request a review by LOCAL AGENCY’S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.

C. Neither the pendency of a dispute nor its consideration by LOCAL AGENCY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this AGREEMENT.

D. CONSULTANT and subconsultant AGREEMENTs, including cost proposals and Indirect Cost Rates (ICR), may be subject to audits or reviews such as, but not limited to, an

AGREEMENT audit, an incurred cost audit, an ICR Audit, or a CPA ICR audit work paper review. If selected for audit or review, the AGREEMENT, cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is CONSULTANT's responsibility to ensure federal, LOCAL AGENCY, or local government officials are allowed full access to the CPA's work papers including making copies as necessary. The AGREEMENT, cost proposal, and ICR shall be adjusted by CONSULTANT and approved by LOCAL AGENCY Contract Administrator to conform to the audit or review recommendations. CONSULTANT agrees that individual terms of costs identified in the audit report shall be incorporated into the AGREEMENT by this reference if directed by LOCAL AGENCY at its sole discretion. Refusal by CONSULTANT to incorporate audit or review recommendations, or to ensure that the federal, LOCAL AGENCY or local governments have access to CPA work papers, will be considered a breach of AGREEMENT terms and cause for termination of the AGREEMENT and disallowance of prior reimbursed costs.

E. CONSULTANT's Cost Proposal may be subject to a CPA ICR Audit Work Paper Review and/or audit by Caltrans Audits and Investigation (A&I). Caltrans A&I, at its sole discretion, may review and/or audit and approve the CPA ICR documentation. The Cost Proposal shall be adjusted by the CONSULTANT and approved by the LOCAL AGENCY Contract Administrator to conform to the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report. Refusal by the CONSULTANT to incorporate the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report will be considered a breach of the AGREEMENT terms and cause for termination of the AGREEMENT and disallowance of prior reimbursed costs.

1. During Caltrans A&I's review of the ICR audit work papers created by the CONSULTANT's independent CPA, Caltrans A&I will work with the CPA and/or CONSULTANT toward a resolution of issues that arise during the review. Each party agrees to use its best efforts to resolve any audit disputes in a timely manner. If Caltrans A&I identifies significant issues during the review and is unable to issue a cognizant approval letter, LOCAL AGENCY will reimburse the CONSULTANT at an accepted ICR until a FAR (Federal Acquisition Regulation) compliant ICR {e.g. 48 CFR Part 31; GAGAS (Generally Accepted Auditing Standards); CAS (Cost Accounting Standards), if applicable; in accordance with procedures and guidelines of the American Association of State Highways and Transportation Officials (AASHTO) Audit Guide; and other applicable procedures and guidelines} is received and approved by A&I.

Accepted rates will be as follows:

- a. If the proposed rate is less than one hundred fifty percent (150%) - the accepted rate reimbursed will be ninety percent (90%) of the proposed rate.
- b. If the proposed rate is between one hundred fifty percent (150%) and two hundred percent (200%) - the accepted rate will be eighty-five percent (85%) of the proposed rate.
- c. If the proposed rate is greater than two hundred percent (200%) - the accepted rate will be seventy-five percent (75%) of the proposed rate.

2. If Caltrans A&I is unable to issue a cognizant letter per paragraph E.1. above, Caltrans A&I may require CONSULTANT to submit a revised independent CPA-audited ICR and audit report within three (3) months of the effective date of the management letter. Caltrans A&I will then have up to six (6) months to review the CONSULTANT's and/or the independent CPA's revisions.

3. If the CONSULTANT fails to comply with the provisions of this paragraph E, or if Caltrans A&I is still unable to issue a cognizant approval letter after the revised independent CPA audited ICR is submitted, overhead cost reimbursement will be limited to the accepted ICR that was established upon initial rejection of the ICR and set forth in paragraph E.1. above for all rendered services. In this event, this accepted ICR will become the actual and final ICR for reimbursement purposes under this AGREEMENT.

4. CONSULTANT may submit to LOCAL AGENCY final invoice only when all of the following items have occurred: (1) Caltrans A&I accepts or adjusts the original or revised independent CPA audited ICR; (2) all work under this AGREEMENT has been completed to the satisfaction of LOCAL AGENCY; and, (3) Caltrans A&I has issued its final ICR review letter. The CONSULTANT MUST SUBMIT ITS FINAL INVOICE TO LOCAL AGENCY no later than sixty (60) calendar days after occurrence of the last of these items. The accepted ICR will apply to this AGREEMENT and all other agreements executed between LOCAL AGENCY and the CONSULTANT, either as a prime or subconsultant, with the same fiscal period ICR.

“28. PROHIBITION OF EXPENDING LOCAL AGENCY, STATE, OR FEDERAL FUNDS FOR LOBBYING

A. The CONSULTANT certifies, to the best of his or her knowledge and belief, that:

1. No State, Federal, or LOCAL AGENCY appropriated funds have been paid or will be paid, by or on behalf of the CONSULTANT, to any person for influencing or attempting to influence an officer or employee of any local, State, or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding or making of this AGREEMENT, or with the extension, continuation, renewal, amendment, or modification of this AGREEMENT.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this AGREEMENT, the CONSULTANT shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

B. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than ten thousand dollars (\$10,000) and not more than one hundred thousand dollars (\$100,000) for each such failure.

C. The CONSULTANT also agrees by signing this document that he or she shall require that the language of this certification be included in all lower tier subagreements, which exceed one hundred thousand dollars (\$100,000), and that all such subrecipients shall certify and disclose accordingly.

“29. **DEBARMENT AND SUSPENSION CERTIFICATION**

A. The CONSULTANT’s signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California, that the CONSULTANT or any person associated therewith in the capacity of owner, partner, director, officer or manager:

1. Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency;
2. Has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years;
3. Does not have a proposed debarment pending; and
4. Has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years.

B. Any exceptions to this certification must be disclosed to LOCAL AGENCY. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining responsibility. Disclosures must indicate the party to whom the exceptions apply, the initiating agency, and the dates of agency action.

C. Exceptions to the Federal Government Excluded Parties List System maintained by the U.S. General Services Administration are to be determined by FHWA.

“30. **DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION**

A. This AGREEMENT is subject to 49 CFR Part 26 entitled “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs”. CONSULTANTS who enter into a federally-funded agreement will assist the LOCAL AGENCY in a good faith effort to achieve California's statewide overall DBE goal.

B. The goal for DBE participation for this AGREEMENT is 7%. Participation by DBE CONSULTANT or subconsultants shall be in accordance with information contained in Exhibit 10-O1: Consultant Proposal DBE Commitment, or in Exhibit 10-O2: Consultant Contract DBE Commitment attached hereto and incorporated as part of the AGREEMENT. If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.

C. CONSULTANT can meet the DBE participation goal by either documenting commitments to DBEs to meet the AGREEMENT goal, or by documenting adequate good faith efforts to meet the AGREEMENT goal. An adequate good faith effort means that the CONSULTANT must show that it took all necessary and reasonable steps to achieve a DBE

goal that, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to meet the DBE goal. If CONSULTANT has not met the DBE goal, complete and submit Exhibit 15-H: DBE Information – Good Faith Efforts to document efforts to meet the goal. Refer to 49 CFR Part 26 for guidance regarding evaluation of good faith efforts to meet the DBE goal.

D. DBEs and other small businesses, as defined in 49 CFR Part 26 are encouraged to participate in the performance of AGREEMENTs financed in whole or in part with federal funds. The LOCAL AGENCY, CONSULTANT or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The CONSULTANT shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the LOCAL AGENCY deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible

E. A DBE firm may be terminated only with prior written approval from LOCAL AGENCY and only for the reasons specified in 49 CFR §26.53(f). Prior to requesting LOCAL AGENCY consent for the termination, CONSULTANT must meet the procedural requirements specified in 49 CFR §26.53(f). If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.

F. Consultant shall not be entitled to any payment for such work or material unless it is performed or supplied by the listed DBE or by other forces (including those of Consultant) pursuant to prior written authorization of the LOCAL AGENCY's Contract Administrator.

G. A DBE is only eligible to be counted toward the AGREEMENT goal if it performs a commercially useful function (CUF) on the AGREEMENT. CUF must be evaluated on an agreement by agreement basis. A DBE performs a Commercially Useful Function (CUF) when it is responsible for execution of the work of the AGREEMENT and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible, with respect to materials and supplies used on the AGREEMENT, for negotiating price, determining quality and quantity, ordering the material and installing (where applicable), and paying for the material itself. To determine whether a DBE is performing a CUF, evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the AGREEMENT is commensurate with the work it is actually performing, and other relevant factors.

H. A DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, AGREEMENT, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.

I. If a DBE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its AGREEMENT with its own work force, or the DBE subcontracts a greater portion of the work of the AGREEMENT than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a CUF.

J. CONSULTANT shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime CONSULTANT's shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

K. Upon completion of the AGREEMENT, a summary of these records shall be prepared and submitted on the form entitled, Exhibit 17-F: Final Report-Utilization of Disadvantaged Business Enterprise (DBE) First-Tier Subconsultants, certified correct by CONSULTANT or CONSULTANT's authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty-five percent (25%) of the dollar value of the invoice being withheld from payment.

L. If a DBE subconsultant is decertified during the life of the AGREEMENT, the decertified subconsultant shall notify CONSULTANT in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the AGREEMENT, the subconsultant shall notify CONSULTANT in writing with the date of certification. Any changes should be reported to LOCAL AGENCY's Contract Administrator within thirty (30) calendar days.

M. Any subcontract entered into as a result of this AGREEMENT shall contain all of the provisions of this section.

“31. **INSPECTION OF WORK**

CONSULTANT and any subconsultant shall permit LOCAL AGENCY, the State, and the FHWA if federal participating funds are used in this AGREEMENT; to review and inspect the project activities and files at all reasonable times during the performance period of this AGREEMENT.

“32. **NATIONAL LABOR RELATIONS BOARD CERTIFICATION**

In accordance with Public Contract Code §10296, CONSULTANT hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against CONSULTANT within the immediately preceding two-year period, because of CONSULTANT's failure to comply with an order of a federal court that orders CONSULTANT to comply with an order of the National Labor Relations Board.”

5. Except as expressly modified herein, all other terms and covenants set forth in the

Agreement shall remain the same and shall be in full force and effect.

Signatures on following page

IN WITNESS WHEREOF, the parties have caused this modification of Agreement to be executed on the day and year first above written.

CDM SMITH, INC.
A Massachusetts Corporation

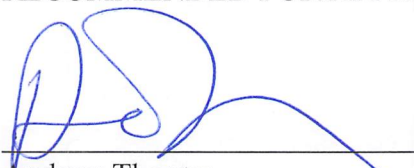


William E. Hurrell, P.E.
Vice President

CITY OF ALAMEDA
A Municipal Corporation

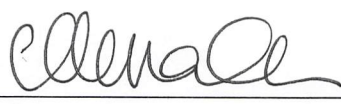
Eric J. Levitt
City Manager

RECOMMENDED FOR APPROVAL



Andrew Thomas
Planning, Building and Transportation
Director

APPROVED AS TO FORM:
City Attorney



Celena H. Chen
Chief Planning Counsel

Central Avenue Safety Improvement Project

Scope of Work: PA&ED Phase

1. Project Management

The scope outlined below for Project Management will cover activities through the Project Approval and Environmental Document (PA&ED) phase. Scope for tasks, as needed, will be added or expanded for the future optional tasks. The subtasks described below will allow CDM Smith to 1) measure contract conformance, 2) manage risks, changes and quality, 3) lead the consulting team, 4) communicate with the City of Alameda, and 5) successfully deliver the requirements of this Scope of Work.

1.1 Project Management Plan (PMP)

CDM Smith will update and maintain the PMP that was developed during the Project Initiation Document (PID) phase, that will include a project risk register, project schedule and issues log. The risk register will identify potential risks and delineate the actions needed to mitigate the risks. The project schedule will reflect the workflow that culminates in deliverable submittals. It will include project meetings and will reflect City review timelines. The PMP will be reviewed at the monthly coordination meetings and updated accordingly.

Assumption(s):

1. The PMP, including risk register, project schedule, and issues log, will be updated monthly.

Deliverable(s):

1. Project Management Plan (updated monthly)
 - a. Risk Register (XLSX)
 - b. Project Schedule (PDF)
 - c. Issues Log (XLSX)

1.2 Monthly Progress Reports and Invoices

Each month, CDM Smith will submit a progress report and invoice in a format that is agreed upon by the City. Charges, including Subconsultant charges, will be tracked at the task level. The progress reports will include a summary of start, finish, and percent complete for deliverable tasks performed during the billing period, percent complete of overall project elements, and a list of the anticipated deliverable tasks for the next month. Meetings attended will be cited. The progress reports will also identify any problems, issues, concerns or potential scope, schedule, and budget impacts with potential solutions for resolving them.

Assumption(s):

1. Monthly progress reports and invoices will be for the period of November 2019 through February 2021.

Deliverable(s):

1. Monthly progress reports and invoices (PDF, 16)

1.3 Subconsultant Management

CDM Smith will manage team resources to achieve project goals in a consistent, coordinated, and orderly manner. This task includes the work necessary to provide the leadership that the team will need to understand project interfaces, deadlines, budget constraints, and other issues.

CDM Smith will prepare the Subconsultant's contract agreements and will manage Subconsultants so that the CDM Smith Team effectively implements the work plan and coordinates work activities. CDM Smith will review Subconsultants' work; but that review is included as part of the specific task for which the work is developed.

CDM Smith will review the Subconsultants' monthly progress reports and invoices to verify the tasks completed and charges are consistent with the scope of work.

1.4 Document Control

CDM Smith will prepare an electronic filing system for this project and maintain project documents on a project-specific Workroom (SharePoint) site. CDM Smith will maintain a log of requested and provided project data filed on the Workroom. CDM Smith will post draft and final submittal deliverable documents to the Workroom. Posting to the Workroom will constitute a submittal of the deliverable. A register of the deliverables that itemizes deliverable description, associated task, firm responsible, number of copies, and date submitted will be developed. The register will be updated following each submittal and kept on the Workroom.

Deliverable(s):

1. Project specific Workroom (SharePoint site)
2. Register of Deliverables (XLSX)
3. Data Request Log (XLSX)

1.5 Quality Management

The major purpose of a quality program is to validate that the checked and reviewed deliverable documents comply with applicable regulatory and design criteria, codes, and standards in a consistent and uniform manner using industry standards and applicable requirements. Quality Assurance (QA) and Quality Control (QC) program requirements will be included in a Quality Management Plan (QMP).

CDM Smith will update the project-specific QMP from the PID phase covering the QA and QC for this project. The QMP will include a list of deliverables subject to quality control and prescribe the appropriate QC process for that deliverable.

The CDM Smith Quality Manager (CQM) will confirm that QC procedures defined in the QMP are met prior to the release of deliverables to the City. The City Project Manager will review the quality audits conducted by the CDM Smith CQM and at its discretion perform its own review of project QC documentation in coordination with the CQM.

QC processes will be integrated as activities, with durations, in the project schedule, implementing the QC process into the workflow for each deliverable. The cost for implementing the QC process is included in the task that prescribes the deliverable. It is not included in this task.

Assumption(s):

1. The QMP will be revised based on one round of consolidated non-conflicting comments from the City.
2. The QMP will be made available to team members and they will certify that they have read it.
3. QC processes will be integrated into the project schedule.

Deliverable(s):

1. Draft Quality Management Plan (DOCX)
2. Final Quality Management Plan (PDF)
3. Quality Control Log (XLSX)

2. Project Team Meetings

CDM Smith will plan and facilitate project meetings for the duration of the project. Agendas and meeting notes will be provided for project meetings.

2.1 Project Kick-off Meeting

CDM Smith will prepare and conduct a kick-off meeting with City staff. The meeting will address the project's measures of success, roles, responsibilities, quality control procedures, and operating guidelines. The meeting is needed to ensure effective communications and decision-making during the subsequent project execution activities.

CDM Smith attendees will be limited to the CDM Smith Principal-in-Charge, Project Manager and Task Leads.

CDM Smith will prepare draft and final meeting notes. The draft meeting notes will be sent to the City project manager for review. The City's comments will be incorporated into the final meeting notes.

Assumption(s):

1. The Project-Kick off Meeting will be three (3) hours in length and will be held at the City of Alameda City Hall.
2. Attendees for CDM Smith will include the Project Manager, the Principal-in-Charge, the Design Lead and the Environmental Lead.

3. The kick-off meeting will be scheduled for several weeks after Notice to Proceed (NTP) to allow the Design Option concept plans to be updated per comments as indicated in Task 7.1 prior to the meeting.

Deliverable(s):

1. Project kick-off meeting agenda
2. Meeting notes

2.2 Management Team Meetings

CDM Smith will plan and facilitate up to sixteen (16), 30-minute, management team meetings, held via conference call. The purpose of the meetings is to discuss and update the PMP, schedule, risk register, and issues log. Attendees will include the Project Manager and Principal-in-Charge from CDM Smith and the Project Manager from the City.

Assumption(s):

1. Management Team Meetings will be up to thirty (30) minutes and will be held every month.
2. Management Team Meetings will be attended by the CDM Smith Project Manager and the CDM Smith Principal-in-Charge.
3. Management Team Meetings will be scheduled by CDM Smith and held via Skype.

Deliverable(s):

1. Meeting agendas
2. Meeting notes

2.3 Project Team Coordination Meetings

CDM Smith will plan and facilitate up to sixteen (16), one-hour, monthly Project Team Coordination meetings which will be held to coordinate work and resolve project issues. City staff, the CDM Smith Project Manager and task leads will attend as appropriate for the topics of the meeting. Meeting will be held via conference call.

Assumption(s):

1. Project Team Coordination Meetings will be attended by the CDM Smith Project Manager and task leads as needed, up to four (4) attendees.
2. Project Team Coordination Meetings will be up to one (1) hour in length.
3. Project Team Coordination Meetings will be scheduled by CDM Smith and held via Skype.

Deliverable(s):

1. Meeting agendas
2. Meeting notes

3. Public Outreach and Meetings

3.1 Stakeholder Meetings

CDM Smith will facilitate up to three (3) stakeholder meetings to review the status of the Council-approved complete street concept, explain the PA&ED process, and gather input on any unanswered questions relating to transportation deficiencies, project goals, and/or range of alternatives, with a particular focus on the Central Avenue/Webster Street and the Central Avenue/Third Street intersections. Stakeholders will be identified in close consultation with the City and may include local business owners and business associations; bicycle, pedestrian, and/or transit advocates; students and school representatives; and/or residents along the corridor. This scope assumes that City staff will provide contact information for individual stakeholders and will provide the meeting space; CDM Smith will prepare meeting materials (as described in Task 3.4 below) and facilitate the meetings.

Assumption(s):

1. The City will provide the meeting location with required furniture, such as tables and chairs, or CDM Smith will provide a conference call line.
2. CDM Smith will prepare meeting materials (as described in Task 3.4 below) and will facilitate the meetings.
3. Stakeholder meetings will be attended by up to four (4) attendees from CDM Smith.
4. Stakeholder meetings will be up to two (2) hours in length.

Deliverable(s):

1. Meeting agendas
2. Stakeholder meeting notes
3. Refer to Task 3.4 for materials.

3.2 Technical Advisory Committee (TAC) Meeting

CDM Smith will facilitate one (1) TAC meeting midway through the PA&ED process. The suggested TAC meeting would be held to review the corridor assessment and proposed changes to the previous conceptual design and prepare for the public outreach tasks. CDM Smith will work closely with City staff to identify TAC members; preliminarily, we recommend that TAC members include internal City representatives from the Transportation Planning, Community Development, Public Works and other relevant departments as well as AC Transit and the San Francisco Bay Trail representatives. CDM Smith will prepare meeting materials; City staff will be responsible for final determination of TAC membership and will arrange meeting logistics.

Assumption(s):

1. The City will arrange meeting rooms for the TAC meeting and will invite TAC members to the meeting.

2. CDM Smith will prepare meeting materials (as described in Task 3.4 below) and will facilitate the meeting.
3. The TAC meeting will be attended by up to four (4) attendees.
4. The TAC meeting will be up to two (2) hours in length.

Deliverable(s):

1. Meeting agenda
2. TAC meeting notes
3. Refer to Task 3.4 for materials.

3.3 Community Workshop

CDM Smith will collaborate with City staff to organize and facilitate a community workshop. The specific format of the workshop will be refined based on the City's objectives for the meeting. CDM Smith will provide meeting materials and a presentation. City staff will be responsible for meeting logistics.

Assumption(s):

1. The City will provide the workshop location with required furniture, such as tables and chairs, and refreshments, sign-in sheet and agenda/comment card and workshop summary.
2. CDM Smith will prepare meeting materials (as described in Task 3.4 below) and facilitate the meetings.
3. The Community Workshop will be attended by up to six (6) attendees.
4. The Community Workshop will be up to two (2) hours in length.

Deliverable(s):

1. Refer to Task 3.4 for materials.

3.4 Public Outreach Materials and Graphics

CDM Smith will provide outreach and informational graphics such as renderings, maps, and layout for use at the Stakeholder Meetings, the TAC Meeting, and the Community Workshop in Tasks 3.1, 3.2, and 3.3, respectively.

This task provides an allocation of time and expense for the development and reproduction of outreach materials. Specific materials will be determined in coordination with the City project manager and the CDM Smith project manager during the project execution within the budget allotted.

CDM Smith will support City staff in clarifying the specific questions for which the City is seeking input, and in crafting engagement activities within the Stakeholder meetings, TAC meeting, and Community Workshop, that will focus on answers to those questions that move the process forward without reopening aspects of the design that will not change.

Assumption(s):

1. The City project manager and the CDM Smith project manager will determine the public outreach materials to be produced, within the budget allotted for this task.

Deliverable(s):

1. Content for the Stakeholder meetings, TAC meeting, and Community Workshop.

3.5 Transportation Commission and City Council – Request Approval

CDM Smith will support the City capturing all the project findings to date as an information item in the form of a staff report and PowerPoint presentation to the Transportation Commission and City Council.

Assumption(s):

1. Information provided by CDM Smith will include information and data collected as part of other tasks. No additional analysis will take place for this task.

Deliverable(s):

1. Information to support the City's preparation of a Staff Report and PowerPoint
2. Attendance by the CDM Smith Project Manager at the Transportation Commission meeting
3. Attendance by the CDM Smith Project Manager at the Transportation Commission and City Council meetings

4. Caltrans Project Development

This scope assumes the project will have a categorical exemption/categorical exclusion (CE/CATEX) and will not require a Draft Project Report (DPR). CDM Smith will prepare a Project Report (PR) and Design Exception Fact Sheets for review and approval by Caltrans.

4.1 Project Report (PR)

CDM Smith will prepare a PR according to the Caltrans' *Project Development Procedures Manual*. The PSR-PDS developed in the PID phase will be the basis for the PR and will be updated and expanded based on new information and additional analysis.

The PR will contain the following attachments:

- Signed Categorical Exemption/Categorical Exclusion Determination Form (Provided by others)
- Location Map
- Appropriate project detail maps to show existing conditions and proposed improvements
- Typical Sections
- PR Cost Estimate

- Right-of-way Data Sheet
- Storm Water Data Report signed cover sheet
- Life-cycle costs analysis
- Risk register

Assumption(s):

1. The PR will be revised based on one round of consolidated non-conflicting comments from the City.
2. Caltrans will provide one round of comments.
3. One comment resolution meeting will be attended at Caltrans District 4 offices in Oakland, CA.

Deliverable(s):

1. Draft PR to the City (DOCX and PDF)
2. Final PR to Caltrans (DOCX and PDF)
3. Revised Final PR to Caltrans (PDF)

4.2 Design Exception Fact Sheets

CDM Smith will prepare draft and final Advisory and Mandatory Design Exception Fact Sheets for approval of non-standard design features by Caltrans.

Assumption(s):

1. The Design Exception Fact Sheets will be revised based on one round of consolidated non-conflicting comments from the City.
2. Caltrans will provide one round of comments.
3. One comment resolution meeting will be attended at Caltrans District 4 offices in Oakland, CA.

Deliverable(s):

1. Draft Advisory Design Exception Fact Sheet to the City (DOCX)
2. Draft Advisory Design Exception Fact Sheet to Caltrans (DOCX and PDF)
3. Final Advisory Design Exception Fact Sheet to Caltrans (PDF)
4. Draft Mandatory Design Exception Fact Sheet to the City (DOCX)
5. Draft Mandatory Design Exception Fact Sheet to Caltrans (DOCX and PDF)
6. Final Mandatory Design Exception Fact Sheet to Caltrans (PDF)

4.3 Caltrans PDT and Coordination Meetings

CDM Smith will facilitate up to five (5) Project Development Team (PDT) meetings with Caltrans and up to five (5) specialized focus meetings on technical topics to be determined during the project execution. The meetings will be held at the Caltrans District 4 offices in

Oakland, California. CDM Smith will prepare an agenda and PowerPoint presentation for each of these meetings.

CDM Smith will also prepare draft and final meeting notes. The draft meeting notes will be sent to the City and Caltrans project managers for review. Comments from the City and Caltrans will be incorporated into the final meeting notes.

Assumption(s):

1. PDT Meetings will be held at the Caltrans District 4 offices in Oakland.
2. PDT Meetings will occur semi-monthly.
3. Focus Meeting will be held at the Caltrans District 4 offices in Oakland or via Skype.

Deliverable(s):

1. PDT Meeting agendas (PDF, 5)
2. PDT Meeting PowerPoint presentation (PPTX and PDF, 5)
3. Draft PDT Meeting notes (DOCX, 5)
4. Final PDT Meeting notes (PDF, 5)
5. Focus Meeting agendas (PDF, 5)
6. Focus Meeting PowerPoint presentation (PPTX and PDF, 5)
7. Draft Focus Meeting notes (DOCX, 5)
8. Final Focus Meeting notes (PDF, 5)

5. Traffic Analysis

5.1 Gather Existing Data

CDM Smith will conduct and review updated 2019 traffic counts in both the AM and PM peak periods for seven (7) intersections. Traffic counts will include pedestrian and bicycle counts and truck counts categorized by truck type. CDM Smith will coordinate with the City and Caltrans to determine the most appropriate time to conduct the traffic counts. The seven (7) locations are as follows:

- Central Avenue at Main Street/Pacific Avenue;
- Central Avenue at Third Street/Taylor Avenue;
- Central Avenue at Fourth Street;
- Central Avenue at Fifth Street;
- Central Avenue at Webster Street;
- Central Avenue at Eighth Street; and
- Central Avenue at Encinal Avenue/Sherman Street.

Assumption(s):

1. Traffic counts will be conducted for the AM and PM peak periods for all intersections.
2. Traffic counts will include pedestrian, bicycle, and truck counts by truck type for all intersections.
3. Traffic counts will include ADT counts at Central Avenue and Main Street/Pacific Avenue, Central Avenue and Webster Street, and Central Avenue and Encinal Avenue/Sherman Street.

Deliverable(s):

1. AM and PM peak period traffic counts at seven (7) intersections with Central Avenue
2. ADT counts at three (3) intersections with Central Avenue

5.2 Operations Analysis, Evaluation, and Visualization

CDM Smith will update the traffic analysis completed during the PID phase based on the updated traffic counts, time savings from signal timing improvements, and ongoing geometric revisions. The analysis will be completed for the baseline year (2019), the opening year (2022), and the forecast horizon year of 2045. The Build project analysis will include three design options for the intersection of Central Avenue and Webster Street. The following analysis scenarios will be included in the traffic study:

- Existing (2019)
- Opening Year (2022) No Build
- Opening Year (2022) Build
- Future Horizon Year (2045) No Build
- Future Horizon Year (2045) Build

Traffic analysis will be performed consistent with the Highway Capacity Methodology and will include the study intersections. The analysis will be completed using Synchro 10 software. Capacity constraints will be identified based on the overall intersection operating at or near capacity (i.e., with a volume-to-capacity ratio near or above 1.0). In addition, the analysis assumes the same traffic volume for all lane configuration/project scenarios. Coordination with Caltrans is critical in completing the traffic study in a timely fashion so as to capture the impacts from delay and diversions to side streets and other parallel corridors.

CDM Smith will perform a SimTraffic analysis to evaluate travel times between Webster Street and Encinal Avenue and provide a basis for visualizations, if needed. CDM Smith will develop an existing calibrated model for the PM peak period. The calibrated existing SimTraffic model will be used to develop models reflecting future no-build and build conditions. CDM Smith will conduct site reconnaissance of the project location and surrounding roadway network to verify existing intersection control, lane configurations, traffic signal timings, and other roadway characteristics. Peak hour traffic operations and vehicle queue lengths will be observed to help validate the traffic operations model (SimTraffic) results.

CDM Smith will prepare visualizations of the intersection options utilizing the Vissim model and software for up to four (4) intersection options at a maximum of three (3) intersection locations, Central Avenue and Webster Street, Central Avenue and Eighth Street, and Central Avenue at Encinal Avenue/Sherman Street.

Assumption(s):

1. Traffic volume forecasts will be completed and provided by the Caltrans update to the Alameda Countywide travel model.
2. Synchro analysis will be completed for nine (9) scenarios in both the AM and PM peak periods:
 - a. Existing (2019)
 - b. Opening Year (2022) No Build
 - c. Opening Year (2022) “Sharrows”
 - d. Opening Year (2022) “Bike Lanes”
 - e. Opening (2022) “Two-way Bikeway”
 - f. Future Horizon Year (2045) No Build
 - g. Future Horizon Year (2045) “Sharrows”
 - h. Future Horizon Year (2045) “Bike Lanes”
 - i. Future Horizon Year (2045) “Two-way Bikeway”
3. SimTraffic analysis will be completed for five (5) scenarios in the PM peak period:
 - a. Existing (2019)
 - b. Opening Year (2022) No Build
 - c. Opening Year (2022) “Sharrows”
 - d. Opening Year (2022) “Bike Lanes”
 - e. Opening (2022) “Two-way Bikeway”
4. SimTraffic visualization will be prepared, if needed, for up to four (4) total intersection options at a maximum of three intersection locations (3).

Deliverable(s):

1. Existing (2019) Synchro Outputs (PDF)
2. Opening Year (2022) Synchro Outputs (PDF, 4)
3. Future Horizon Year (2045) Synchro Outputs (PDF, 4)
4. Matrix of corridor travel times from SimTraffic (PDF)
5. SimTraffic visualization video files and a brief description of findings, if needed (4)

5.3 Traffic Operations Analysis Report

CDM Smith will prepare a Traffic Operations Analysis Report (TOAR) to support the PA&ED phase. The TOAR will include an assessment of collision history and traffic volumes. The TOAR will also document the existing and 20-year future conditions (with a 2045 horizon year).

Assumption(s):

1. The TOAR will be revised based on one round of consolidated non-conflicting comments from the City.
2. Caltrans will provide one round of comments.

Deliverable(s):

1. Draft TOAR to the City (DOCX and PDF)
2. Draft TOAR to Caltrans (DOCX and PDF)
3. Final TOAR to Caltrans (PDF)

5.4 Draft Transportation Management Plan

CDM Smith will prepare a draft Transportation Management Plan (TMP) to support the PA&ED phase. The draft TMP will be prepared in accordance with Caltrans' *Transportation Management Plan Guidelines*. The TMP will outline strategies to minimize traffic disruption and congestion during construction. Caltrans TMP Guidelines include operational and demand management strategies in six broad categories. CDM Smith will analyze the various TMP strategies in each of the six categories and will identify whether each strategy will be suitable and what emphasis (high or low) should be assigned to each selected strategy. Once the list of appropriate elements is established, an approximate cost will be developed for each selected strategy. The final step is to compare TMP costs to the expected delay costs requiring mitigation to check for reasonableness and adjust the plan accordingly. One revision to the TMP will be prepared to incorporate comments. The TMP will also make specific provisions for pedestrian and bicycle traffic. No additional traffic counts will be required for the TMP. Supplemental traffic counts to analyze detours are not included in this scope of work. The work does not include specific parking analysis for temporary loss of parking due to construction.

Assumption(s):

1. The TMP will be revised based on one round of consolidated non-conflicting comments from the City.
2. Caltrans will provide one round of comments.

Deliverable(s):

1. Draft TMP to the City (DOCX)
2. Draft TMP to Caltrans (DOCX and PDF)
3. Revised Draft TMP to Caltrans (DOCX and PDF)

6. Environmental

This scope assumes the project will have a categorical exemption/categorical exclusion (CE/CATEX).

6.1 PA&ED Studies

CDM Smith will prepare topic-specific technical analyses. Preliminary analysis indicates the project as currently scoped will not induce growth nor will it impact farmlands/

timberlands, or energy and thus, these disciplines are not included in the following discussion. The following resource areas – hazardous waste/materials, cultural resources, paleontology, water quality, and natural – will have full studies completed as part of the environmental clearance, in accordance with the Caltrans Standard Environmental Resource (SER) handbook guideline and the results of the Preliminary Environmental Analysis Report (PEAR).

6.1.1 Memo Covering Topics with No Impacts/Resources not Present

The Preliminary Environmental Analysis Report (PEAR) technical analysis indicated that the project as currently scoped will not induce growth, impact farmlands/timberlands, or impact energy. Additional technical analysis for these topics is not anticipated.

CDM Smith will prepare a memorandum to document that these topics show no impact or are not present in the project.

Assumption(s):

1. The project will not induce growth, impact farmlands/timberlands, or impact energy.
2. The memorandum will be revised based on one round of consolidated non-conflicting comments from the City.

Deliverable(s):

1. Draft memorandum on topics with no impacts/resources not present (DOCX)
2. Final memorandum on topics with no impacts/resources not present (PDF)

6.1.2 Land Use

Based on anticipation of a *de minimis* finding, CDM Smith will prepare a Section 4(f) report and gain concurrence from agencies with 4(f) jurisdictions. CDM Smith will coordinate with the appropriate agencies to obtain the *de minimis* concurrence on the finding.

Assumption(s):

1. There will be a *de minimis* finding for the section of the Bay Trail that will be reconstructed.
2. The Section 4(f) Assessment will be revised based on one round of consolidated non-conflicting comments from the City.
3. The Section 4(f) Assessment will be revised based on one round of review by Caltrans.

Deliverable(s):

1. Draft 4(f) *de minimus* letter (DOCX)
2. Final 4(f) *de minimus* letter (PDF)
3. Draft Section 4(f) Assessment to the City (DOCX)

4. Draft Section 4(f) Assessment to Caltrans (DOCX and PDF)
5. Final Section 4(f) Assessment to Caltrans (DOCX and PDF)

6.1.3 Community Impacts

CDM Smith will prepare a Community Impact Assessment (CIA) which will fully examine the project's impact to populations covered under environmental justice, relocations, loss of parking, staging areas use, and impacts to community services. The report will also identify utilities, emergency services, and public facilities that could be impacted by the project.

Assumption(s):

1. The CIA will be revised based on one round of consolidated non-conflicting comments from the City.
2. The CIA will be revised based on two rounds of review from Caltrans.

Deliverable(s):

1. Draft CIA to the City (DOCX)
2. Draft CIA to Caltrans (DOCX and PDF)
3. Revised Draft CIA to Caltrans (DOCX and PDF)
4. Final CIA to Caltrans (DOCX and PDF)

6.1.4 Visual and Aesthetics

CDM Smith will document project's visual impact through a memorandum level Visual Impact Assessment (VIA).

Assumption(s):

1. The VIA will be revised based on one round of consolidated non-conflicting comments from the City.
2. The VIA will be revised based on two rounds of review from Caltrans.

Deliverable(s):

1. Draft VIA to the City (DOCX)
2. Draft VIA to Caltrans (DOCX and PDF)
3. Revised Draft VIA to Caltrans (DOCX and PDF)
4. Final VIA to Caltrans (DOCX and PDF)

6.1.5 Cultural Resources

CDM Smith will conduct the following required studies: Archaeological Survey Report (ASR), an Extended Phase I (XPI) proposal, and XPI report, a Historical Resources Evaluation Report (HRER), and a Historic Property Survey Report (HPSR).

CDM Smith will establish an Area of Potential Effects (APE) for built environment resources and archaeological resources. The Archaeological Survey report will include

a literature search, Native American outreach, and a field survey. Our PEAR research indicated that the project foot print is highly sensitive for archaeological and built environment resources. Caltrans will require subsurface archaeological testing as part of identification, including approval of a testing plan, and the results report. If any historic properties are identified in the APE (i.e., properties listed in or determined eligible for listing in the Nation Register of Historic Places (NRHP)), a finding of effect report may be needed.

The cultural resource studies will be prepared following Caltrans' guidelines set forth in the Standard Environmental Reference (SER), Volume 2, Cultural Resources Procedures and the procedures set forth in the "First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California" (2014) (Caltrans Section 106 PA). Tasks will include fieldwork, research, report preparation, and preparation of DPR 523 forms. Some properties in the APE may be exempt from study as per Attachment 4 of the Section 106 PA. Determinations of eligibility for properties not previously identified as eligible or ineligible for listing in the NRHP would require concurrence from the State Historic Preservation Officer (SHPO).

If the project design has the potential to impact eligible resources, the project will need to prepare a finding of effect document. This could be a Finding of No Adverse Effect (FNAE) or a Finding of Adverse Effect (FAE). Depending on the resource impacted and the type of impact, a FNAE could be accomplished with or without standard conditions of instituting or applying the Secretary of Interior's Standards for the Treatment of Historic Properties (SOIS) for built environment resources. A similar finding may be applicable for archaeological resources protected through the use of an Environmentally Sensitive Area Action Plan. A FNAE-SC-SOIS would be included with the HPSR and would be subject to review by the Caltrans Cultural Studies Office (CSO). Caltrans would not be required to consult with the SHPO on the FNAE-SC-SOIS, which would include a SOIS Action Plan that establishes tasks to ensure project compliance with the SOIS. A FNAE without Standard Conditions or a FAE would require consultation with SHPO regarding the determination of effects. If the project will have an adverse effect, Caltrans and SHPO will enter into a Memorandum of Agreement (MOA) to stipulate measures to resolve the adverse effect. The City of Alameda would be an invited signatory or concurring party to the MOA and be responsible for carrying out the mitigation.

Assumption(s):

1. Based on review of potential project impacts, the APE for built environment resources will include fewer parcels outside the street right of way than are show in the APE presented in the PEAR.

2. The APE Map will be revised based on one round of consolidated non-conflicting comments from the City.
3. The APE Map will be revised based on one round of review from Caltrans.
4. Project archaeologist will conduct a records search at the Information Center.
5. One (1) archaeological site will need to be recorded.
6. Two (2) locations will be tested based on reported prehistoric findings and historic research for the ASR.
7. The ASR will be revised based on one round of consolidated non-conflicting comments from the City.
8. The ASR will be revised based on two rounds of review from Caltrans.
9. The XPI proposal will be revised based on one round of consolidated non-conflicting comments from the City.
10. The XPI proposal will be revised based on two rounds of review from Caltrans.
11. A Native American Monitor will not be required during the XPI testing.
12. Materials collected during the XPI excavation will be noted, photographed if there are diagnostic elements, and returned to the excavation feature.
13. No collection or curation will be required.
14. The XPI report will be revised based on one round of consolidated non-conflicting comments from the City.
15. The XPI report will be revised based on two rounds of review from Caltrans.
16. The XPI report will have negative findings.
17. The HRER will include preparation of up to 15 DPR 523 forms.
18. The City will assist with access to properties in the APE, as needed.
19. The HRER will be revised based on one round of consolidated non-conflicting comments from the City.
20. The HRER will be revised based on two rounds of review by Caltrans.
21. The HPSR will be revised based on one round of consolidated non-conflicting comments from the City.
22. The HPSR will be revised based on two rounds of review by Caltrans.
23. Historic properties identified in the APE will require preparation of a Finding of Effect Report, with is expected to be a Finding of No Adverse Effect (FNAE) without Standard Conditions. This report will analysis up to three built environment historic properties. It is anticipated that the project will not require a MOA.
24. The FNAE will be revised based on one round of consolidated non-conflicting comments from the City.
25. The FNAE will be revised based on two rounds of review by Caltrans.

Deliverable(s):

1. Draft APE Map to the City (PDF)
2. Draft APE Map to Caltrans (PDF)
3. Final APE Map to Caltrans (PDF)
4. Draft ASR to the City (DOCX)
5. Draft ASR to Caltrans (DOCX and PDF)
6. Revised Draft ASR to Caltrans (DOCX and PDF)
7. Final ASR to Caltrans (DOCX and PDF)

8. Draft XPI proposal to the City (DOCX)
9. Draft XPI proposal to Caltrans (DOCX and PDF)
10. Revised Draft XPI proposal to Caltrans (DOCX and PDF)
11. Final XPI proposal to Caltrans (DOCX and PDF)
12. Draft XPI report to the City (DOCX)
13. Draft XPI report to Caltrans (DOCX and PDF)
14. Revised Draft XPI report to Caltrans (DOCX and PDF)
15. Final XPI report to Caltrans (DOCX and PDF)
16. Draft HRER to the City (DOCX)
17. Draft HRER to Caltrans (DOCX and PDF)
18. Revised Draft HRER to Caltrans (DOCX and PDF)
19. Final HRER to Caltrans (DOCX and PDF)
20. Draft HPSR to the City (DOCX)
21. Draft HSPR to Caltrans (DOCX and PDF)
22. Revised Draft HSPR to Caltrans (DOCX and PDF)
23. Final HPSR to Caltrans (PDF)
24. Draft FNAE to the City (DOCX)
25. Draft FNAE to Caltrans (DOCX and PDF)
26. Revised Draft FNAE to Caltrans (DOCX and PDF)
27. Final FNAE to Caltrans (DOCX and PDF)

6.1.6 Paleontology

CDM Smith will prepare a combined Paleontological Evaluation Report (PER) and Paleontological Mitigation Plan (PMP).

Assumption(s):

1. The combined PER and PMP will be revised based on one round of consolidated non-conflicting comments from the City.
2. The combined PER and PMP will be revised based on one round of review from Caltrans.

Deliverable(s):

1. Draft combined PER and PMP to the City (DOCX)
2. Draft combined PER and PMP to Caltrans (DOCX and PDF)
3. Final combined PER and PMP to Caltrans (DOCX and PDF)

6.1.7 Water Quality

CDM Smith will complete an analysis of the water quality issues related to the project and prepare the draft and final Water Quality Assessment Report (WQAR). The WQAR will be required to support the NEPA and CEQA Environmental Document and will provide supporting information for the National Pollutant Discharge Elimination System (NPDES) permitting. This technical study will include a discussion of the proposed project, the general environmental setting of the project area, and the regulatory framework with respect to water quality. It will also provide data on surface

water and groundwater resources within the project area and their water quality health, describe water quality impairments and beneficial uses, identify potential water quality impacts/benefits associated with the proposed project, and recommend avoidance and/or minimization measures for potentially adverse impacts. The WQAR will not make conclusions regarding significance of the impacts; the determination of significance will be addressed in the NEPA/CEQA document based on information provided in the WQAR. Information from the WQAR will also be used to prepare the Storm Water Data Report.

Assumption(s):

1. CDM Smith will use the most recent version of the Caltrans WQAR Template as guidance for developing the WQAR.
2. The WQAR will be revised based on one round of consolidated non-conflicting comments from the City.
3. The WQAR will be revised based on two rounds of review by Caltrans.

Deliverable(s):

1. Draft WQAR to the City (DOCX)
2. Draft WQAR to Caltrans (DOCX and PDF)
3. Revised Draft WQAR to Caltrans (DOCX and PDF)
4. Final WQAR to Caltrans (DOCX and PDF)

6.1.8 Hazardous Waste/Materials

The purpose of an Initial Site Assessment (ISA) is to document, to the extent feasible, Recognized Environmental Conditions, which are defined by the American Society for Testing and Materials Standard Practice E1527-05 as “the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.” As part of the PID phase of work, CDM Smith prepared an ISA for the project. CDM Smith will update the ISA that was prepared in the PID phase.

Assumption(s):

1. The ISA will be revised based on one round of consolidated non-conflicting comments from the City.
2. The ISA will be revised based on one round of review by Caltrans.

Deliverable(s):

1. Draft ISA to the City (DOCX)
2. Draft ISA to Caltrans (DOCX and PDF)
3. Final ISA to Caltrans (DOCX and PDF)

6.1.9 Air Quality

This scope of work assumes that the previous PID phase analysis for air quality is sufficient for preparing the CE/CATEX. No further analysis is included. CDM Smith will prepare a memorandum documenting the steps previously taken.

Assumption(s):

1. The PID phase analysis for air quality is sufficient for preparation of the CE/CATEX.
2. The air quality memorandum will be revised based on one round of consolidated non-conflicting comments from the City.

Deliverable(s):

1. Draft air quality memorandum (DOCX)
2. Final air quality memorandum (PDF)

6.1.10 Noise and Vibration

Per Caltrans noise policy protocol (which details Caltrans policies and procedures for traffic noise studies in conformance with 23 CFR 772), CDM Smith will prepare a noise study to assess the potential noise impacts and noise abatement measures.

Assumption(s):

1. The noise study will be revised based on one round of consolidated non-conflicting comments from the City.
2. The noise study will be revised based on two rounds of review by Caltrans.

Deliverable(s):

1. Draft noise study to the City (DOCX)
2. Draft noise study to Caltrans (DOCX and PDF)
3. Revised Draft noise study to Caltrans (DOCX and PDF)
4. Final noise study to Caltrans (DOCX and PDF)

6.1.11 Energy and Climate Change

CDM Smith will prepare a memorandum that will discuss the impacts to energy, greenhouse gasses, and climate change/sea level rise.

Assumption(s):

1. The Energy and Climate Change Memorandum PID will be revised based on one round of consolidated non-conflicting comments from the City.
2. The Energy and Climate Change study will be revised based on two rounds of review by Caltrans.

Deliverable(s):

1. Draft Energy and Climate Change Memorandum to the City (DOCX)
2. Draft Energy and Climate Change Memorandum to the Caltrans (DOCX and PDF)
3. Revised Draft Energy and Climate Change Memorandum to the City (DOCX and PDF)
4. Final Energy and Climate Change Memorandum to the City (DOCX and PDF)

6.1.12 Biological Environment

CDM Smith will prepare a Natural Environmental Study-Minimal Impacts (NES-MI). This study will be prepared to document the existing conditions and to assess the potential biological resource impacts associated with the proposed project improvements. It is anticipated that the project will not impact any special-status plant or animal species, wetlands, riparian habitats or other natural communities. Since tree removal is anticipated as part of the project, a tree survey will also be performed along the corridor. A Tree Survey Report will be prepared and will include a matrix of existing trees meeting the threshold criteria established by Caltrans for evaluation, species, size, and notes regarding their health and condition. Special recommendation and construction details to preserve the health of the trees will be described and illustrated.

Assumption(s):

1. The project will not impact any special-status plant or animal species.
2. The Tree Survey Report will be revised based on one round of consolidated non-conflicting comments from the City.
3. The NES-MI will be revised based on one round of consolidated non-conflicting comments from the City.
4. The NES-MI will be revised based on two rounds of review from Caltrans.

Deliverable(s):

1. Draft Tree Survey Report (DOCX)
2. Final Tree Survey Report (PDF)
3. Draft NES-MI to the City (DOCX)
4. Draft NES-MI to Caltrans (DOCX and PDF)
5. Revised Draft NES-MI to Caltrans (DOCX and PDF)
6. Final NES-MI to Caltrans (DOCX and PDF)
7. Filing fees will be paid by the City.

6.2 CE/CATEX

CDM Smith will prepare a CE for compliance with the California Environmental Quality Act (CEQA) and a CATEX for compliance with the National Environmental Policy Act (NEPA). The CE and CATEX will be a combined environmental clearance document that will be processed with Caltrans as the lead agency for both CEQA and NEPA.

Assumption(s):

1. The project qualifies as a CE/CATEX.
2. Caltrans will be the lead agency for both the CE and the CATEX.
3. The CE/CATEX will be a joint document.
4. The CE/CATEX will be revised based on one round of consolidated non-conflicting comments from the City.
5. The CE/CATEX will be revised based on two rounds of review from Caltrans.

Deliverable(s):

1. Draft CE/CATEX to the City (DOCX)
2. Draft CE/CATEX to Caltrans (DOCX and PDF)
3. Revised Draft CE/CATEX to Caltrans (DOCX and PDF)
4. Final CE/CATEX to Caltrans (DOCX and PDF)

7. Support Services

7.1 PID Phase Design Options Update

CDM Smith will update the PID Phase Design Options conceptual plans to incorporate input received from the December 5, 2018 Community Workshop, public survey, the January 23, 2019 Transportation Commission meeting and the March 19, 2019 City Council meeting. The City will provide a consolidated set of comments from these activities to be addressed.

Assumption(s):

1. The City will provide a consolidated set of comments from the Community Workshop, public survey, and the Transportation Commission and City Council meetings to be addressed in the updated design options.

Deliverable(s):

1. Draft Design Options (PDF)
2. Final Design Options (PDF)

7.2 Topographic Survey and Base Mapping

CDM Smith will develop base map drawings for the project area in AutoCAD .DWG format. The survey area will be 5-10 feet behind the back of sidewalk, as access allows, and 25 feet from the curb returns down the side streets. The survey will include existing improvements, sidewalks, curb, gutters, surface utilities, buildings, utility poles, fence type and height, retaining walls, entrances and their finished floor elevations, storm drain and sewer manholes with inverts, driveway cuts and driveway approaches to garages, garages and elevations of their floors, down spots and curb drains, catch basins, large curb drains at corners, trees, hedges, lane markings, signs and spot elevations to generate 0.50-foot contours.

Property lines will be shown based on the assessor's maps and will not be indicative of a boundary survey. Street rights of way will be based on record maps and the City rights of way maps. Survey control points will be established offsite for future construction.

Coordinates, distances, and bearings will be based on California Coordinate System Zone III US Survey Feet. The horizontal datum will be 1983 (Epoch 2018.750). The vertical datum will be North American Vertical Datum (NAVD) 1988.

Deliverable(s):

1. Topographic Base Map (DWG)

7.3 Right-of-Way Coordination

CDM Smith will conduct research for Right-of-Way Plans that show the existing property lines. CDM Smith will define the extent of permanent easement and temporary construction easement acquisition necessary for project construction. The Right-of-Way Plan will show the right-of-way centerlines, section lines, quarter section lines, City limits, existing right-of-way parcel lines, proposed right-of-way lines, and proposed easement lines.

It is anticipated that no fee acquisition right-of-way is needed for the project but approximately 10 temporary construction easements (TCE) and 30 rights of entry may be required.

CDM Smith will provide a Right of Way Cost Estimate and Right of Way Data Sheet for the Project Report. CDM Smith will identify specific right-of-way risks and mitigation measures; schedule and issues input; and, assessment of right-of-way impacts to generate questions/impacts for the design team to advance design efforts and reduce risk, and potential for value engineering/property curative mitigation efforts.

Specific to the Right-of-Way Cost Estimate and Right-of-Way Data Sheet for the Project Report, CDM Smith will complete the preliminary right of way cost estimate and corresponding Caltrans Right-of-Way Data Sheet for one (1) alternative for up to 10 parcels. The steps to complete this task, is as follows:

- Take an inventory of the affected properties.
- Secure preliminary parcel information from online database sources and investigate current ownerships. Utilizing this information and Assessor's Roll information, determine other valuation considerations such as zoning, lot and building size, current usage, and other relevant factors.
- Visually inspect each property (aerial and street-level views based upon Google Earth and other available internet resources) and note the effects of all proposed acquisitions.
- Sort each property into product types to determine the set of real estate data to be researched and create valuation data sets for each product type.

- Review proposed project design right of way impacts with Project Design Team for consensus prior to cost estimate preparation.
- Prepare an estimate of the probable cost of each TCE including damages to the remaining parcel, using created data sets from various real estate value databases.
- Prepare an estimate of the total probable loss of business goodwill (if applicable) attributable to each operating business.
- Prepare an estimate of the total services and incidental costs associated with each TCE (appraisals, acquisition and relocation consultants, title/escrow, legal services, etc.).
- Prepare the latest Caltrans Right-of-Way Data Sheet according to the Caltrans Right of Way Manual.
- Provide QA/QC of final work product, submit to client and other Project Team members and respond to inquiries.
- Upon completion of Caltrans review of the Project Report, revise Right-of-Way Cost Estimate/Caltrans Data Sheets if necessary, for up to two (2) reviews.
- Revise dates and signatures to final Caltrans Data Sheets for up to two (2) updates.

Assumption(s):

1. Costs provided for estimates and data sheets are for initial preparation only and do not include revisions based upon design change issues.
2. Caltrans or other reviews will not result in additional properties, types of acquisition, and will occur within six (6) months of initial submittal.

Deliverable(s):

1. Right-of-Way Base Map (DWG)
2. Right-of-Way Cost Estimate
3. Caltrans Right-of-Way Data Sheet
4. Right-of-Way risks and mitigation measures

7.4 Pavement Assessment and Design

CDM Smith will perform a field reconnaissance along the project alignment to observe and map the existing pavement conditions and pavement distress. CDM Smith will research and review available historical data to identify pavement age, materials, and depth. CDM Smith will review the available published geotechnical, geologic, and seismologic data and the existing data on file pertinent to the proposed construction and the site. A site-specific geotechnical investigation will be performed to evaluate the subsurface conditions along the project corridor and to develop geotechnical recommendations for design and construction of earthwork site grading, existing pavement rehabilitation, new roadway pavement section construction and signal structure foundations planned for the project, if applicable.

CDM Smith will characterize existing pavements, base, and sub-base thicknesses and conditions, using data obtained during the utility potholing and by shallow test pits excavated to approximately three (3) feet deep at up to ten (10) locations along the corridor as determined by the field reconnaissance. CDM Smith will collect bulk samples of the aggregate base and from the subgrade soil materials immediately underlying the existing pavement sections. CDM Smith will drill up to a total of six (6) test borings extending to depths of 25 to 30 feet at proposed new intersection traffic signals, if applicable, and in the western portion of the corridor where new roadway pavement will be constructed. Groundwater monitoring standpipe piezometers should also be installed at two (2) of the test boring locations. Locations of test pits and borings will be determined during the field reconnaissance.

Laboratory testing of selected soil samples obtained from the test borings and test pits will be performed to evaluate pertinent engineering properties for design recommendations. Laboratory tests which we anticipate performing include: natural moisture content and unit weight, Atterberg limits (plasticity), sieve analysis, and Resistance R-Value testing. The actual number and type of laboratory tests will depend on soil type and conditions of the collected samples and may deviate from those described above.

Subsurface conditions, pavement characterization, locations of full depth pavement reconstruction, and proposed new structural sections, and geotechnical recommendations for design and construction will be reported in the geotechnical materials report.

Assumption(s):

1. Existing pavement conditions and the location of full depth pavement reconstruction (dig outs) will be determined by field reconnaissance.
2. Pavement and soil data will be obtained from the utility location potholing locations and up to ten (10) additional test pit locations.
3. Six borings to a depth of 25 to 30 feet will be performed in the areas of new intersection signals, if applicable, and new of roadway realignment.
4. The geotechnical investigation will require several permits including a Caltrans Encroachment Permit, City of Alameda Encroachment Permit, and Alameda County Public Works Agency drilling permit.
5. The investigation will require lane closure and traffic control, and a traffic control plan will need to be submitted to Caltrans and the City of Alameda for review. The City of Alameda and Caltrans provided restrictions on the hours during which the work may take place, will be detailed in the encroachment permits when they are issued.
6. The Geotechnical Materials Report will be revised based on one round of consolidated non-conflicting comments from the City.
7. Caltrans will provide one round of comments.

Deliverable(s):

1. Draft Geotechnical Materials Report to the City (DOCX)

2. Draft Geotechnical Materials Report to Caltrans (DOCX)
3. Final Geotechnical Materials Report (PDF)

7.5 Utility Coordination and Exploration

CDM Smith will designate a Utility Coordinator who will be the primary contact with utility owners and will oversee the research and conflict identification and resolution processes performed by the project engineers in coordination with the City's designated utility project manager. CDM Smith will prepare meeting notes to document discussions with utility owners. The Utility Coordinator will attend up to six (6) meetings with utility companies.

CDM Smith will keep records of informal correspondence with utility companies, including email and phone conversations.

CDM Smith will request utility maps from utility owners to supplement base mapping. Upon receipt of additional utility maps, CDM Smith will incorporate new information on utility CADD base maps and update the utility base file corresponding to the current project limits.

CDM Smith will identify utilities via potholing at up to twenty (20) locations. CDM Smith will contact a utility locating service such as USA to locate on the surface utilities in areas designated for potholing. CDM Smith will drill and/or excavate to expose utility. CDM Smith will survey elevation and location of utility and document with survey notes. Paint used to mark utilities will not be removed. A potholing report documenting the methods used to pothole, the locations potholed, and the results of the potholing investigation in terms of horizontal and vertical locations of utilities potholed will be prepared.

CDM Smith will prepare and maintain a spreadsheet to document and track the status of utilities within the project right-of-way. CDM Smith will work with utility owners to establish protection, relocation schedules, and specifications prior to project construction.

CDM Smith will prepare utility disposition plans schematically depicting proposed relocations of utility facilities. CDM Smith will work with project engineering and utility owners to identify locations for relocated utility facilities; work with utility owners' new service departments to arrange for identified new service locations and schedules; and work with affected utility owners to establish preliminary protection and relocation schedules and requirements.

CDM Smith will prepare and send the following formal written correspondence to each affected utility owner as applicable:

- Utility verification request
- Notice to owner of potential conflict and request for determination of liability
- Request to pothole
- Notice to owner of relocation

CDM Smith will prepare up to seven (7) final utility agreements for issuance to utility owners and including in the utility certification project milestone. The list includes the following:

- Alameda Municipal Power
- AT&T
- Comcast
- EBMUD
- Kinder Morgan
- PG&E
- Verizon

CDM Smith will complete a Utility Certification and maintain a Utility Matrix in accordance with Caltrans' *Project Development Procedures Manual*.

The City will coordinate utility company activities for any adjustments required to be included in the final design plans.

Assumption(s):

1. Utility coordination will occur with up to six (6) utility owners.
2. The Utility Coordinator will attend up to six (6) meetings with utility owners.
3. Positive location of utilities by potholing will occur at up to ten (20) locations.

Deliverable(s):

1. Utility Company Meeting agendas (PDF, 6)
2. Draft Utility Company Meeting notes (DOCX, 6)
3. Final Utility Company Meeting note (PDF, 6)
4. Existing utilities base file (DWG)
5. Potholing report (PDF)
6. Utility Tracking Log (XLSX)
7. Utility Verification Request (PDF, 6)
8. Notice to Owner of Potential Conflict (PDF, 6)
9. Request to Pothole (PDF, 6)
10. Notice to Owner of Relocation (PDF, 6)
11. Draft Utility Agreement (DOCX, 6)
12. Final Utility Agreement (PDF, 6)
13. Utility Policy Certification (PDF)
14. Utility Matrix (XLSX)

7.6 Hydrology and Hydraulic Analysis

This task is to support the integration of the proposed safety improvements with existing drainage infrastructure, including replacement and upgrades to roadway drainage and

flood control facilities and the addition of water quality features and green stormwater infrastructure.

CDM Smith will perform a hydrologic and hydraulic (H&H) design analysis to evaluate stormwater runoff patterns and quantify design flow rates and volumes. It is anticipated that the Rational Method or TR-55 will be sufficient to determine peak flows for sizing most drainage components, but the U.S. Army Corps of Engineers (USACE) HEC-HMS or the U.S. Environmental Protection Agency Stormwater Management Model (EPA SWMM) will be used as appropriate for more complex storage and routing analyses. Information developed during the existing conditions analysis, including topography, stormwater catchment areas and characteristics, precipitation statistics, groundwater hydrology, existing infrastructure, etc. will be used to determine ideal locations and sizes for stormwater management improvements.

CDM Smith will determine peak flow rates and water quality design flows and volumes to support flood control and potential treatment BMP design, respectively. The H&H analysis will be performed for both existing and proposed conditions and the results will be documented the Drainage Report. The need for specific stormwater treatment BMPs will be determined during the update to the PID level SWDR to be completed under Task 7.7 below.

Assumption(s):

1. The H&H analyses will be conducted in accordance with the most recent versions of the Caltrans Highway Design Manual, the Statewide Stormwater Management Plan, the Project Planning and Design Guide, and the Caltrans NPDES Permit. Additional guidance, as appropriate, will also be obtained in the Alameda County Flood Control & Water Conservation District Hydrology and Hydraulics Manual.
2. The Drainage Report will be revised based on one set of consolidated non-conflicting comments from the City and one set of consolidated non-conflicting comments from Caltrans.

Deliverable(s):

1. Draft Drainage Report to the City (PDF and DOCX)
2. Draft Drainage Report to Caltrans (PDF and DOCX)
3. Final Drainage Report (PDF and DOCX)

7.7 Stormwater Data Report

The PID level Stormwater Data Report (SWDR) will be revised to confirm the need to incorporate stormwater treatment BMPs, and to identify BMP types and locations for inclusion in the preliminary (35 percent) design plans. CDM Smith will also analyze the potential impacts of incorporating BMPs on project alternatives, right-of-way needs, and project costs. Comments received from the City and Caltrans on the PID level SWDR will also be incorporated as part of this SWDR revision,

Assumption(s):

1. The SWDR will be revised based on one set of consolidated non-conflicting comments from the City and one set of consolidated non-conflicting comments from Caltrans.

Deliverable(s):

1. Draft SWDR to the City (PDF and DOCX)
2. Draft SWDR to Caltrans (PDF and DOCX)
3. Final SWDR (PDF and DOCX)

7.8 Permitting

Permits for the proposed project identified in the PEAR will be re-evaluated during the PA&ED Phase. The project plans and specification will need to comply with the Caltrans Statewide Stormwater Permit and the City of Alameda MS4 permit for stormwater management. It is anticipated that the following permits will be required prior to construction of the project:

- State Water Resources Control Board (SWRCB) Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) for coverage under the National pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.
- Caltrans Encroachment Permit for work within the Caltrans Right-of-Way.
- City of Alameda Certificate of Approval to remove protected trees within Central Avenue Right-of-Way.
- City of Alameda Marsh Crust Permit for excavation near Central Avenue and the Encinal boat launch access area.

In addition to the permits above, the contractor will be required to obtain additional permits prior to construction which may include the following:

- Bay Area Air Quality Management District (BAAQMD) dust control during grading and construction activities and other air quality permits for the operation of mobile equipment.
- State Water Resources Control or Regional Water Quality Control Board permits for offsite disposal of excavated material at a landfill or other approved disposal site.

Assumption(s):

1. Permits will be obtained during later phases of the project

Deliverable(s):

1. A list of permits including description of permit process, submittal requirements, schedule, and acquisition responsibility.
2. Blank agency permit application and checklist requirements for all required permits.

7.9 Parking Inventory

CDM Smith will perform an inventory of existing parking spaces along the project corridor and will prepare parking exhibits showing the number and location of parking spaces three scenarios, as follows:

- Existing Conditions/No Build Alternative
- No Build Alternative with Daylighting according to current best practices and accessible on-street parking per the U.S. Access Boards Guidelines and improved loading zones, including for trucks and for specific sites
- Build Alternative, including three design options around the intersection of Central Avenue and Webster Street and two design options at the intersection of Central Avenue and Third Street/Taylor Avenue

Assumption(s):

1. The City will provide a list of locations of accessible on-street park and loading zones to be assumed for the No Build Alternative.
2. The Parking Exhibits will be revised based on one round of consolidated non-conflicting comments from The City.
3. The parking study will be completed in time to support the Community Impacts Assessment.

Deliverable(s):

1. Draft Parking Exhibits (PDF)
2. Final Parking Exhibits (PDF)

8. Engineering Plans, Specifications, and Estimates

8.1 35% Plan Development

CDM Smith will update the designs prepared in the PID phase based on the mapping obtained in Task 7.2 and comments on the PID phase designs from the City, TAC members, and Caltrans. Comments from the public survey and Community Workshop will be reviewed and evaluated for applicability based on technical soundness, compatibility with the project purpose and need and project goals, and cost effectiveness within the project's construction budget.

Preliminary plans will be developed and serve as the base documents for further refinement into the final right-of-way plans and construction document in the subsequent phase.

Title Sheet, Sheet Index and General Notes, Key Map, and Abbreviations and Legend

CDM Smith will prepare a Title Sheet containing project information, a Vicinity Map, and a Location Map.

CDM Smith will prepare an Index of Sheets containing the sheet number, drawing number, and sheet description for all sheets. CDM Smith will prepare general notes for the project.

CDM Smith will prepare a list of abbreviations and a legend containing all symbols and linetypes used in the plans.

CDM Smith will prepare a Key Map to show the limits of each plan sheet within the overall project area.

Survey Control, Monumentation, and Centerline Alignment

CDM Smith will prepare plans showing centerline bearings, alignment data, survey control points, and monument.

Right-of-Way

CDM Smith will produce Right-of-Way Plans that show the existing property lines. CDM Smith will define the extent of permanent easement and temporary construction easement acquisition necessary for project construction.

The Right-of-Way Plan will show the right-of-way centerlines, section lines, quarter section lines, City limits, existing right-of-way parcel lines, proposed right-of-way lines, and proposed easement lines.

It is anticipated that no fee acquisition right-of-way is needed for the project.

Demolition

CDM Smith will prepare demolition plans that existing features and elements to be demolished or removed. CDM Smith will identify removal and salvage items and determine the disposition thereof.

Typical Sections

CDM Smith will develop typical sections to capture all the scenarios along the corridor. The pavement section design will be based on recommendations from the Geotechnical Materials Report

Existing Conditions

CDM Smith will prepare plans showing the existing conditions of the Central Avenue corridor.

Plan and Profile

CDM Smith will prepare preliminary plan and profile sheets showing profile grades and geometric data.

Intersection Details

CDM Smith will prepare intersection detail plans showing geometric data, including station/offsets, elevations, and curve data for proposed intersection improvement.

Drainage Plan, Profiles, and Details

CDM Smith will prepare the drainage system design for surface and sub-surface conveyances, drainage inlets, and water quality improvements as modifications to the existing system and for new facilities. It is assumed that the existing upstream and downstream drainage facilities that are outside of the project area are adequately sized and functioning as required and no design for improving these facilities is included.

CDM Smith will prepare the drainage design drawings depicting drainage system horizontal plan view and vertical profile layouts with pipe types and sizes. The drawings will illustrate the new drainage facilities and their connections to the existing facilities. Drainage systems will be numbered and depicted in accordance with Caltrans conventions and will include the necessary details to clearly present the design concepts. These 35 percent level details are intended to provide a basis for cost estimates and will not include final design level construction details. Based on the PID phase water quality evaluation results, the need to include treatment BMPs is anticipated to control sediment, and sediment-associated pollutant discharges from the project area.

Water Quality Controls

CDM Smith will incorporate Design Pollution Prevention (DPP) and treatment BMPs in accordance with the 2016 Caltrans Statewide Stormwater Management Plan (SWMP), the Caltrans NPDES Permit, the implementation requirements of the San Francisco Bay mercury and polychlorinated biphenyl (PCB) total maximum daily loads (TMDLs), and the statewide trash TMDL. These BMPs aim to prevent or minimize erosion and discharge of sediment in stormwater runoff and, for the trash TMDL, trap all particles retained by a 5 mm mesh screen.

Because the newly added impervious area is less than 50 percent of the total project area, it is assumed that the sediment treatment BMPs will only treat the newly added impervious surface. It is also assumed that the trash related treatment BMPs will only be required in the high trash generating segment of the project area (industrial and commercially zoned land use areas). It is assumed that sufficient space is available within the existing project area boundaries to incorporate the water quality improvements.

The drainage and water quality design will comply with the applicable City and Caltrans flood control standards and water quality control requirements as follows:

1. The drainage design will be conducted in accordance with the most recent versions of the Caltrans Highway Design Manual and the Project Planning and Design Guide. Additional guidance, as appropriate, will also be obtained in the Alameda County Flood Control & Water Conservation District Hydrology and Hydraulics Manual.
2. The capacity of the existing, downstream drainage infrastructure is sufficient to convey the 10-year peak flows from the project area without causing runoff to spread into the travelled lanes of Central Avenue.
3. Water quality facilities (treatment BMPs) will be designed in accordance with the sizing requirements specified in the Caltrans NPDES permit.

Utility Plan

CDM Smith will prepare existing utility plans showing the location and type of all known utilities based on Task 7.4 Utility Coordination and Exploration.

CDM Smith will identify high risk utilities and utilities that are in conflict with the proposed project construction.

CDM Smith will prepare plans to show utility protections and relocations, both by the City's contractor and by others. CDM Smith will work with utility owners to identify appropriate locations for relocated utility facilities and establish preliminary protection and relocation schedules and requirements. CDM Smith will adhere to all utility company standards and requirements and make necessary utility plan revisions as become necessary during final plan design and approvals.

It is assumed the relocation of water, gas, electric, petroleum, telephone, and other communication facilities will be designed and carried out by their respective owners.

Signing and Striping

CDM Smith will prepare preliminary plans depicting proposed pavement delineation and pavement markings, including curb colors for color-specified parking, lane lines, bikeway marking, and pedestrian crosswalk markings. The limits of pavement delineation are assumed to match the roadway improvement limits. Proposed roadway signing plans will be developed at this time.

Traffic Signal and RRFB

CDM Smith will prepare 35 percent design plans for new traffic signals at the following intersections, if applicable:

- Central Avenue and Third Street

CDM Smith will prepare 35 percent design plans for the modification of existing traffic signals and modification at the following intersections:

- Central Avenue and Pacific Avenue/Main Street
- Central Avenue and Fourth Street
- Central Avenue and Webster Street
- Central Avenue and Eighth Street
- Central Avenue and Encinal Avenue/Sherman Street

CDM Smith will prepare 35 percent design plans for rectangular rapid flashing beacons (RRFB) at the following locations, if applicable:

- Central Avenue and Lincoln Avenue
- Central Avenue and Crown Drive

- Central Avenue and Page Street
- Central Avenue and Caroline Street

The plans will include the locations of service and controller cabinets, signal poles and safety lighting, signal heads, vehicle detection, existing and proposed signal phasing, and pole and equipment schedule.

Street Lighting

CDM Smith will prepare 35 percent design plans for the street lighting improvements as well as prepare photometric plans at marked crosswalk locations along the Central Avenue corridor.

Water Pollution Control during Construction

CDM Smith will begin identification of temporary construction site best management practices (BMPs), compile the required information to support the development of the project Stormwater Pollution Prevention Plan (SWPPP), and develop the 35 percent level water pollution control drawings. It is assumed that the Construction Contractor will be responsible for the development and implementation of the SWPPP, based on information provided in the design documents.

Landscape and Irrigation

CDM Smith will prepare planting and landscape materials plans showing location of existing and proposed trees, extents of new planting areas with lists of species to be planted, site furnishings and paving materials. Proposed plantings will comply with both the Model Water Efficient Landscape Ordinance (MWELo) and Rescape California.

CDM Smith will prepare tree preservation and removal plans showing trees to be removed, trees to remain, and tree protection measures including fencing and root buffers.

CDM Smith will prepare preliminary irrigation plans for planted areas requiring irrigation. Irrigation will be low water use and comply with both MWELo and Rescape California.

Assumption(s):

1. Preliminary Engineering (35%) Plans for one (1) option will be prepared.
2. Preliminary Engineering (35%) Plans will comply with the Bay Area Rapid Transit District (BART) CAD Standards Manual.
3. Preliminary Engineering (35%) Plans will consist of:
 - a. Title Sheet (1)
 - b. Sheet Index and General Notes (1)
 - c. Abbreviations (1)
 - d. Legend (1)
 - e. Key Map (2, 1" = 100')
 - f. Survey Control, Monumentation, and Centerline Alignment (4, 1" = 100')

- g. Right-of-Way Plan (4, 1" = 40')
 - h. Demolition Plan (4, 1" = 40')
 - i. Typical Sections (4)
 - j. Existing Conditions (4, 1" = 20')
 - k. Plan and Profiles (16, 1" = 20')
 - l. Intersection Details (20, 1" = 10')
 - m. Typical Details (3)
 - n. Drainage and Water Quality Plans (8, 1" = 40')
 - o. Drainage and Water Quality Profiles (8, 1" = 10')
 - p. Drainage and Water Quality Details (2)
 - q. Utility Plan (4, 1" = 40')
 - r. Signing and Striping (4, 1" = 40')
 - s. Traffic Signal and RRFB Plans (1"=20')
 - t. Street Lighting Plans (12)
 - u. Temporary Water Pollution Control Drawings (2, 1" = 100')
 - v. Planting and Landscape Materials Plans (8, 1" = 20')
 - w. Irrigation Plans and Details (8, 1"= 20')
 - x. Tree Preservation and Removal Plans and Details (8, 1"=20')
4. The As-Built plans for the existing traffic signals along Central Avenue will be provided by the City of Alameda.

Deliverable(s):

1. 35% plan set (half-size PDF)

8.2 35% Specifications Outline

CDM Smith will prepare an outline of the specifications and special provisions anticipate being required for the project. Actual specifications will not be prepared in this phase.

Deliverable(s):

1. 35% Specification Outline (PDF)

8.3 Engineer's Opinion of Probable Construction Costs

CDM Smith will calculate preliminary construction quantities for cost estimating purposes based on the 35% design plans. Items of work in this task include demolition; roadway concrete and asphalt concrete pavement; curb and gutter; sidewalk; driveways; drainage structures; signs; striping and pavement markings; traffic signals and pedestrian beacons; and landscaping. Unit costs will be obtained from the Caltrans Cost Data Book, recent bid information, and in conjunction with City staff. Allowances will be included for any items not completely defined and measurable for construction cost.

Assumption(s):

1. In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for the project, CDM Smith will have no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that

might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate project cost or schedule. CDM Smith, therefore, will not warranty that the actual project costs, financial aspects, economic feasibility, or schedules will not vary from CDM Smith's opinions, analyses, projections, or estimates.

2. Opinions of cost will include appropriate contingency factors to account for project uncertainties that cannot be explicitly accounted for at the project's various engineering stages. Risks that have been identified will be listed along with potential cost and schedule impacts.
3. The effort to prepare quantities for the estimate unit cost items and lump sums will be provided under the respective design discipline task using the City's standard measurements.
4. All "soft costs" to be included within the cost estimate, such as City procured items and City self-preformed work will be provided to CDM Smith two weeks before the estimate due date.
5. Quantities will be developed from engineered drawings to the maximum extent feasible.
6. Quantities will be developed and broken out on block by block basis.
7. The Engineer's Opinion of Probable Construction Costs will be revised based on one round of consolidated non-conflicting comments from The City.

Deliverable(s):

1. Draft 35% Engineer's Opinion of Probable Construction Costs (PDF)
2. Final 35% Engineer's Opinion of Probable Construction Costs (PDF)

Central Avenue Safety Improvement Project

Scope of Work: PS&E Phase

1. Project Management

The scope outlined below for Project Management will cover activities through the Plans, Specifications, and Estimates (PS&E) phase. The subtasks described below will allow CDM Smith to 1) measure contract conformance, 2) manage risks, changes and quality, 3) lead the consulting team, 4) communicate with the City of Alameda, and 5) successfully deliver the requirements of this Scope of Work.

1.1 Project Management Plan (PMP)

CDM Smith will update and maintain the PMP that was developed during the Project Initiation Document (PID) phase and maintained during the Project Approval and Environmental Document (PA&ED) phase, that will include a project risk register, project schedule and issues log. The risk register will identify potential risks and delineate the actions needed to mitigate the risks. The project schedule will reflect the workflow that culminates in deliverable submittals. It will include project meetings and will reflect City review timelines. The PMP will be reviewed at the monthly coordination meetings and updated accordingly.

Assumption(s):

1. The PMP, including risk register, project schedule, and issues log, will be updated monthly.

Deliverable(s):

1. Project Management Plan (updated monthly)
 - a. Risk Register (XLSX)
 - b. Project Schedule (PDF)
 - c. Issues Log (XLSX)

1.2 Monthly Progress Reports and Invoices

Each month, CDM Smith will submit a progress report and invoice in a format that is agreed upon by the City. Charges, including Subconsultant charges, will be tracked at the task level. The progress reports will include a summary of start, finish, and percent complete for deliverable tasks performed during the billing period, percent complete of overall project elements, and a list of the anticipated deliverable tasks for the next month. Meetings attended will be cited. The progress reports will also identify any problems, issues, concerns or potential scope, schedule, and budget impacts with potential solutions for resolving them.

Assumption(s):

1. Monthly progress reports and invoices will be for the period of February 2021 through June 2022.

Deliverable(s):

1. Monthly progress reports and invoices (PDF, 8)

1.3 Subconsultant Management

CDM Smith will manage team resources to achieve project goals in a consistent, coordinated, and orderly manner. This task includes the work necessary to provide the leadership that the team will need to understand project interfaces, deadlines, budget constraints, and other issues.

CDM Smith will prepare the Subconsultant's contract agreements and will manage Subconsultants so that the CDM Smith Team effectively implements the work plan and coordinates work activities. CDM Smith will review Subconsultants' work; but that review is included as part of the specific task for which the work is developed.

CDM Smith will review the Subconsultants' monthly progress reports and invoices to verify the tasks completed and charges are consistent with the scope of work.

1.4 Document Control

CDM Smith will prepare an electronic filing system for this project and maintain project documents on a project-specific Workroom (SharePoint) site. CDM Smith will maintain a log of requested and provided project data filed on the Workroom. CDM Smith will post draft and final submittal deliverable documents to the Workroom. Posting to the Workroom will constitute a submittal of the deliverable. A register of the deliverables that itemizes deliverable description, associated task, firm responsible, number of copies, and date submitted will be developed. The register will be updated following each submittal and kept on the Workroom.

Deliverable(s):

1. Project specific Workroom (SharePoint site)
2. Register of Deliverables (XLSX)
3. Data Request Log (XLSX)

1.5 Quality Management

The major purpose of a quality program is to validate that the checked and reviewed deliverable documents comply with applicable regulatory and design criteria, codes, and standards in a consistent and uniform manner using industry standards and applicable requirements. Quality Assurance (QA) and Quality Control (QC) program requirements will be included in a Quality Management Plan (QMP).

CDM Smith will update the project-specific QMP from the PID and PA&ED phases covering the QA and QC for this project. The QMP will include a list of deliverables subject to quality control and prescribe the appropriate QC process for that deliverable.

The CDM Smith Quality Manager (CQM) will confirm that QC procedures defined in the QMP are met prior to the release of deliverables to the City. The City Project Manager will review the quality audits conducted by the CDM Smith CQM and at its discretion perform its own review of project QC documentation in coordination with the CQM.

QC processes will be integrated as activities, with durations, in the project schedule, implementing the QC process into the workflow for each deliverable. The cost for implementing the QC process is included in the task that prescribes the deliverable. It is not included in this task.

Assumption(s):

1. The QMP will be revised based on one round of consolidated non-conflicting comments from the City.
2. The QMP will be made available to team members and they will certify that they have read it.
3. QC processes will be integrated into the project schedule.

Deliverable(s):

1. Draft Quality Management Plan (DOCX)
2. Final Quality Management Plan (PDF)
3. Quality Control Log (XLSX)

2. Project Team Meetings

CDM Smith will plan and facilitate project meetings for the duration of the project. Agendas and meeting notes will be provided for project meetings.

2.1 Project Kick-off Meeting

CDM Smith will prepare and conduct a kick-off meeting for the PS&E phase with City staff. The meeting will address the project's measures of success, roles, responsibilities, quality control procedures, and operating guidelines. The meeting is needed to ensure effective communications and decision-making during the subsequent project execution activities.

CDM Smith attendees will be limited to the CDM Smith Principal-in-Charge, Project Manager and Task Leads.

CDM Smith will prepare meeting notes. The draft meeting notes will be sent to the City project manager for review. The City's comments will be incorporated into the final meeting notes.

Assumption(s):

1. The Project Kick-off Meeting will be two (2) hours in length and will be held at the City of Alameda City Hall.
2. Attendees for CDM Smith will include the Project Manager, the Principal-in-Charge, the Design Lead, and the design leads for two (2) subconsultants.

Deliverable(s):

1. Project kick-off meeting agenda
2. Meeting notes

2.2 Management Team Meetings

CDM Smith will plan and facilitate up to eight (8), 30-minute, management team meetings, held via conference call. The purpose of the meetings is to discuss and update the PMP, schedule, risk register, and issues log. Attendees will include the Project Manager from CDM Smith and the Project Manager from the City.

Assumption(s):

1. Management Team Meetings will be up to thirty (30) minutes and will be held every month.
2. Management Team Meetings will be attended by the CDM Smith Project Manager and the CDM Smith Principal-in-Charge.
3. Management Team Meetings will be scheduled by CDM Smith and held via Skype.

Deliverable(s):

1. Meeting agendas (8)
2. Meeting notes (8).

2.3 Project Team Coordination Meetings

CDM Smith will plan and facilitate up to eight (8), one-hour, monthly Project Team Coordination meetings which will be held to coordinate work and resolve project issues. City staff, the CDM Smith Project Manager and task leads will attend as appropriate for the topics of the meeting. Meeting will be held via conference call.

Assumption(s):

1. Project Team Coordination Meetings will be attended by the CDM Smith Project Manager and task leads as needed, up to four (4) attendees.
2. Project Team Coordination Meetings will be up to one (1) hour in length.
3. Project Team Coordination Meetings will be scheduled by CDM Smith and held via Skype.

Deliverable(s):

1. Meeting agendas (8)
2. Meeting notes (8)

3. Public Outreach and Meetings**3.1 Stakeholder Meetings**

CDM Smith will facilitate up to two (2) stakeholder meetings to coordinate on design elements for the project, with a particular focus on the Central Avenue/Webster Street

and Central Avenue/Third Street intersections. Stakeholders will be identified in close consultation with the City and may include local business owners and business associations; bicycle, pedestrian, and/or transit advocates; students and school representatives; and/or residents along the corridor. This scope assumes that City staff will provide contact information for individual stakeholders and will provide the meeting space; CDM Smith will prepare meeting materials (as described in Task 3.3 below) and facilitate the meetings.

Assumption(s):

1. The City will provide the meeting location with required furniture, such as tables and chairs, or CDM Smith will provide a conference call line.
2. CDM Smith will prepare meeting materials (as described in Task 3.3 below) and will facilitate the meetings.
3. Stakeholder meetings will be attended by up to four (4) attendees.
4. Stakeholder meetings will be up to two (2) hours in length.

Deliverable(s):

1. Meeting agendas (2)
2. Meeting notes (2)

3.2 Technical Advisory Committee (TAC) Meeting

CDM Smith will facilitate one (1) TAC meeting at the start of the PS&E process. The suggested TAC meeting would be held to review the 65 Percent design plans and gather input from TAC members. CDM Smith will work closely with City staff to identify TAC members; preliminarily, we recommend that TAC members include internal City representatives from the Transportation Planning, Community Development, Public Works and other relevant departments as well as AC Transit and the San Francisco Bay Trail representatives. CDM Smith will prepare meeting materials; City staff will be responsible for final determination of TAC membership and will arrange meeting logistics.

Assumption(s):

1. The City will arrange meeting rooms for the TAC meeting and will invite TAC members to the meeting.
2. CDM Smith will prepare meeting materials (as described in Task 3.3 below) and will facilitate the meeting.
3. The TAC meeting will be attended by up to four (4) attendees from CDM Smith.
4. The TAC meeting will be up to two (2) hours in length.

Deliverable(s):

1. Meeting agenda (PDF)
2. Meeting notes

3.3 Public Outreach Materials and Graphics

CDM Smith will provide meeting materials such as renderings, maps, and layouts for use at the Stakeholder Meetings and the TAC Meeting in Tasks 3.1 and 3.2, respectively.

This task provides an allocation of time and expense for the development and reproduction of outreach materials. Specific materials will be determined in coordination with the City project manager and the CDM Smith project manager during the project execution within the budget allotted.

CDM Smith will support City staff in clarifying the specific questions for which the City is seeking within the Stakeholder meetings and TAC meeting, that will focus on answers to those questions that move the process forward without reopening aspects of the design that will not change.

Assumption(s):

1. The City project manager and the CDM Smith project manager will determine the public outreach materials to be produced, within the budget allotted for this task.

Deliverable(s):

1. Content for the Stakeholder meetings and TAC meeting.

4. Caltrans Project Development

4.1 Design Exception Fact Sheets

CDM Smith will update the Advisory and Mandatory Design Exception Fact Sheets prepared during the PA&ED phase for approval of non-standard design features by Caltrans based on geometric changes during the PS&E phase.

Assumption(s):

1. The Design Exception Fact Sheets will be revised based on one round of consolidated non-conflicting comments from the City.
2. Caltrans will provide one round of comments.
3. One comment resolution meeting will be attended at Caltrans District 4 offices in Oakland, CA.

Deliverable(s):

1. Draft Advisory Design Exception Fact Sheet to the City (DOCX)
2. Draft Advisory Design Exception Fact Sheet to Caltrans (DOCX and PDF)
3. Final Advisory Design Exception Fact Sheet to Caltrans (PDF)
4. Draft Mandatory Design Exception Fact Sheet to the City (DOCX)
5. Draft Mandatory Design Exception Fact Sheet to Caltrans (DOCX and PDF)
6. Final Mandatory Design Exception Fact Sheet to Caltrans (PDF)

4.2 Caltrans PDT and Coordination Meetings

CDM Smith will facilitate up to four (4) Project Development Team (PDT) meetings with Caltrans. The meetings will be held at the Caltrans District 4 offices in Oakland, California. CDM Smith will prepare an agenda and PowerPoint presentation for each of these meetings.

CDM Smith will also prepare draft and final meeting notes. The draft meeting notes will be sent to the City and Caltrans project managers for review. Comments from the City and Caltrans will be incorporated into the final meeting notes.

Assumption(s):

1. PDT Meetings will be held at the Caltrans District 4 offices in Oakland.
2. PDT Meetings will occur semi-monthly.
3. Focus Meeting will be held at the Caltrans District 4 offices in Oakland or via Skype.

Deliverable(s):

1. PDT Meeting agendas (PDF, 4)
2. PDT Meeting PowerPoint presentation (PPTX and PDF, 4)
3. Draft PDT Meeting notes (DOCX, 4)
4. Final PDT Meeting notes (PDF, 4)

5. Traffic Analysis

5.1 Final Transportation Management Plan

CDM Smith will update the draft Transportation Management Plan (TMP) prepared in the PA&ED phase to support the PS&E phase. The final TMP will be prepared in accordance with Caltrans' *Transportation Management Plan Guidelines*. The TMP will outline strategies to minimize traffic disruption and congestion during construction. Caltrans TMP Guidelines include operational and demand management strategies in six broad categories. CDM Smith will analyze the various TMP strategies in each of the six categories and will identify whether each strategy will be suitable and what emphasis (high or low) should be assigned to each selected strategy. Once the list of appropriate elements is established, an approximate cost will be developed for each selected strategy. The final step is to compare TMP costs to the expected delay costs requiring mitigation to check for reasonableness and adjust the plan accordingly. One revision to the TMP will be prepared to incorporate comments. The TMP will also make specific provisions for pedestrian and bicycle traffic. No additional traffic counts will be required for the TMP. Supplemental traffic counts to analyze detours are not included in this scope of work. The work does not include specific parking analysis for temporary loss of parking due to construction.

Assumption(s):

1. The TMP will be revised based on one round of consolidated non-conflicting comments from the City.

2. Caltrans will provide one round of comments.

Deliverable(s):

1. Draft Final TMP to the City (DOCX)
2. Draft Final TMP to Caltrans (DOCX and PDF)
3. Revised Final TMP to Caltrans (DOCX and PDF)

6. Environmental

This scope assumes the project will have a categorical exemption/categorical exclusion (CE/CATEX).

6.1 Environmental Review

CDM Smith will work with the City to review any project changes during the PS&E phase to ensure environmental compliance with any commitments made in the CE/CATEX.

Assumption(s):

1. The CE/CATEX produced during the PA&ED phase will not be revised.

Deliverable(s):

1. No specific deliverables will be prepared as part of this task.

7. Support Services

7.1 Right-of-Way Coordination

CDM Smith will conduct research for Right-of-Way Plans that show the existing property lines. CDM Smith will define the extent of permanent easement and temporary construction easement acquisition necessary for project construction. The Right-of-Way Plan will show the right-of-way centerlines, section lines, quarter section lines, City limits, existing right-of-way parcel lines, proposed right-of-way lines, and proposed easement lines.

It is anticipated that no fee acquisition right-of-way is needed for the project but approximately 10 temporary construction easements (TCE) and 30 rights of entry (ROE) may be required.

The right of way impacts for the needed TCE's are assumed to be minor with minimal amount of square footage needed, uncomplicated, and any valuation would be \$10,000 or less. Based on this, it is assumed that sufficient valuation of each required interest can be accomplished via completion of a Waiver Valuation. Such valuations will be prepared in accordance with federal regulation 49 CFR 24.102(c)(2) and the Caltrans Right-of-Way Manual and will be provided in lieu of full appraisal and appraisal review reports. If these assumptions prove false, costs for full appraisal and appraisal review reports would be required and are not included in this scope of work.

To acquire the necessary interests for the project, the following are the services to be provided:

- R/W Project Management
- Preliminary Title Reports
- Right of Entry Agreements
- Waiver Valuations
- Acquisition/Negotiations
- Escrow Coordination
- R/W Certification

R/W Project Management

- Assisting with the development of administrative policies, procedures, and forms necessary to carry out the initial program.
- Ongoing general consultation and project coordination with the City and other project team members.
- Preparation of tracking reports that monitor the completion of project milestones of the various disciplines involved on the project.
- Coordinate with federal and state oversight agencies as applicable.

Title Investigation Services –Condition of Title Reports

- Secure vesting deeds, property profile, and tax map for each property.
- Secure a condition of title report for each property requiring a TCE.
- Secure copies of recorded back-up documents as needed.
- Share condition of title report information with right of way engineer, surveyor, and valuation staff for their use on the project.

Rights of Entry Support Services

- Draft Right of Entry (ROE) documents and secure approval as to form from City.
- Establish personal contact with property owners, wherever possible, present details of ROE.
- Negotiate with property owners and secure execution of required agreements.
- Provide regular status updates to any relevant parties associated with the Project Team.

- Facilitation of any payments, if any, from City to private property owners via mail.

Waiver Valuations

- Mail a “Notice of Decision to Inspect” letter and acquisition policies brochure to the property owner requesting permission to conduct an on-site inspection of the property, advising them of their right to accompany the inspector, and requesting information regarding the property which could influence the acquisition value.
- Inspect each property personally with the owner (if possible) and document the inspection with photographs for use in the report.
- Prepare an estimate of the probable cost of each easement interest, including (if applicable) damages to improvements, using created data sets from various real estate value databases.
- Prepare waiver valuation report, formatted according to Federal and State guidelines.
- Provide QA/QC of final work product, submit to client and other Project Team members and respond to inquiries.

Property Acquisitions/Negotiations

Negotiations

Following the City’s approval of just compensation, CDM Smith will present the City’s written purchase offer to the owners and/or owner’s representative. Negotiations will involve an interactive, face-to-face discussion with each property owner about subject property; explanation of the project and its impacts to the property; explanation of the valuation process and how the value was concluded; and answer any questions or concerns the owner may have.

All our agents are licensed with the DRE and trained to utilize a non-coercive, integrative negotiation style to overcome all hurdles in reaching a settlement in the most efficient manner possible. Our agents will negotiate in good faith, with an open mind for creative solutions that would be mutually beneficial to all parties involved. In the event a counter proposal is made, CDM Smith will evaluate its merits and make recommendations if an administrative adjustment or settlement is warranted based on the facts. CDM Smith consults with the real estate appraiser to provide supplemental research and analysis of property owner presented reports or theories. Supplemental negotiations may also include addressing any objection or question concerning the project the owner has by conferring with the City’s Project Manager. Once an agreement is reached, CDM Smith will submit the appropriate executed documents to the City for approval; including letters of recommendation with supporting documentation if an administrative settlement is being recommended.

Acquisitions

- Establish and maintain complete and current ownership files in a form acceptable to the City.

- Receive and analyze title information, waiver valuation reports, and legal descriptions in sufficient detail to negotiate with property owners and other parties.
- Prepare all offer letters and summary statements in accordance with state or federal regulations and approval of the City.
- Present written purchase offers to owners or their representatives in person, when possible. Secure receipt of delivery of offer as practical.
- Follow-up and negotiate with each property owner, as necessary; prepare and submit recommended settlement justifications to client for review and approval; review any independent appraisal secured by property owner and coordinate reimbursement of appraisal fees (up to \$5,000) with the City. Ongoing negotiations and settlement discussions will continue until settlement or impasse is reached.
- Prepare and assemble acquisition contracts, deeds, and related acquisition documents required for the acquisition of necessary property interests.
- Maintain a diary report of all contacts made with property owners or representatives and a summary of the status of negotiations indicating attitude of owners, problem areas, and other pertinent information. Copies of all applicable written correspondence will be maintained in files.
- Prepare an impasse letter for any parcel where, after diligent attempts to settle by negotiation, it appears eminent domain will be needed or prudent to acquire the needed interest.
- Transmit executed acquisition documents to client. Each transmittal package shall include a fully executed and properly notarized deed(s), fully executed acquisition contract with attachments, and a brief settlement memorandum which summarizes pertinent data relative to the transaction.

Escrow Coordination for Temporary Construction Easements

- Conduct an in-house escrow and coordinate execution of closing instructions pursuant to the terms of the right of way agreement.
- Review settlement statement and deed for accuracy.
- Upon all terms and conditions of the right-of-way agreement being met, request funds from City for payment of acquisition price.
- Upon receipt of funds from City, if recording TCE, record deed, release check to property owner by mail, FedEx or agent delivers.
- File documents from the beginning to the end and close file.

ROW Certification

- Attend certification planning meeting with the Caltrans' R/W Coordinator and project team.
- If applicable, acquire and include relocation activities as required for completion of certification form including utility notices and hi-low risk utility sheets as provided by the project's utility coordination team and engineers for Caltrans Right of Way Coordinator review.
- Verify that all interests necessary for the project have been secured. Prepare certification forms, in coordination with the engineer and the client, to include the compilation of all necessary back-up documents required including deed, final order of condemnation, access easements, cooperative agreements, permits, right of entries, etc.
- Attend and coordinate pre and post-audit submittal meetings.

Assumption(s):

1. Legal descriptions to accompany TCEs are to be provided by others.
2. Appraisal and appraisal review reports are not part of this proposal.
3. For TCE only acquisitions, escrows will be handled in-house with no clearance of title matters or subordination of liens or easements.
4. The actual costs for the owner's appraisals and the temporary easement acquisition costs will be paid by the City.

Deliverable(s):

1. Ten (10) Condition of Title Reports and underlying documents
2. Up to thirty (30) Right of Entry documents.
3. Up to ten (10) Waiver Valuations
4. Ten (10) written offer of just compensations, deeds, and right-of-way agreements; executed deeds and right-of-way agreements and administrative settlement, if applicable; and, closed file.
5. Final closed case and recorded deeds.
6. Right-of-Way Certification Form and all supporting documentation.

7.2 Hydrology and Hydraulic Analysis

CDM Smith will update the Drainage Report prepared during the PA&ED phase to incorporate any changes in the design during the PS&E phase. The PS&E level revisions will describe any changes made to the project drainage and water quality design features during the final design process. The hydraulic sizing calculations for the project drainage and water quality improvements will be finalized and documented in the Drainage Report.

Assumption(s):

1. The Hydrology and Hydraulic analyses will be conducted in accordance with the most recent versions of the Caltrans Highway Design Manual, the Statewide Stormwater Management Plan, the Project Planning and Design Guide, and the Caltrans NPDES Permit. Additional guidance, as appropriate, will also be obtained in the Alameda County Flood Control & Water Conservation District Hydrology and Hydraulics Manual.
2. The Drainage Report will be revised based on one set of consolidated non-conflicting comments from the City and one set of consolidated non-conflicting comments from Caltrans.

Deliverable(s):

1. Draft Drainage Report to the City (PDF and DOCX)
2. Draft Drainage Report to Caltrans (PDF and DOCX)
3. Final Drainage Report (PDF and DOCX)

7.3 Stormwater Data Report

The PA&ED level Stormwater Data Report (SWDR) will be revised to document the stormwater strategy of the project and the associated design details of BMPs incorporated into the project final design. Comments received from the City and Caltrans on the PA&ED level SWDR will also be incorporated as part of this SWDR revision.

Assumption(s):

1. The SWDR will be revised based on one set of consolidated non-conflicting comments from the City and one set of consolidated non-conflicting comments from Caltrans.

Deliverable(s):

1. Draft SWDR to the City (PDF and DOCX)
2. Draft SWDR to Caltrans (PDF and DOCX)
3. Final SWDR (PDF and DOCX)

7.4 Permitting

Permits for the proposed project identified in the PA&ED phase will be re-evaluated during the PS&E Phase. The project plans and specification will need to comply with the Caltrans Statewide Stormwater Permit and the City of Alameda MS4 permit for stormwater management. It is anticipated that the following permits will be required prior to construction of the project:

- State Water Resources Control Board (SWRCB) Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) for coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.
- Caltrans Encroachment Permit for work within the Caltrans Right-of-Way.

- City of Alameda Certificate of Approval to remove protected trees within Central Avenue Right-of-Way.

In addition to the permits above, the contractor will be required to obtain additional permits prior to construction which may include the following:

- Bay Area Air Quality Management District (BAAQMD) dust control during grading and construction activities and other air quality permits for the operation of mobile equipment.
- State Water Resources Control or Regional Water Quality Control Board permits for offsite disposal of excavated material at a landfill or other approved disposal site.

Assumption(s):

1. The following permits will be required:
 - a. National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities.
 - b. Caltrans Encroachment Permit
 - c. City of Alameda Certificate of Approval
2. A City of Alameda Marsh Crust Permit will not be required.
3. The contractor will be responsible for obtaining BAAQMD, State Water Resources Control, and Regional Water Quality Control Board permits
4. The NPDES General Permit will be revised based on one set of consolidated non-conflicting comments from the City.
5. The Caltrans Encroachment Permit will be revised based on one set of consolidated non-conflicting comments from the City and one set of consolidated non-conflicting comments from Caltrans.
6. City of Alameda Certificate of Approval will be revised based on one set of consolidated non-conflicting comments from the City.

Deliverable(s):

1. A list of permits to be acquired by the contractor, including description of permit process, submittal requirements, schedule, and acquisition responsibility.
2. Blank agency permit application and checklist requirements for all required permits to be acquired by the contractor.
3. Draft NPDES General Permit (PDF)
4. Final NPDES General Permit (PDF)
5. Draft Caltrans Encroachment Permit to the City (PDF)
6. Draft Caltrans Encroachment Permit to Caltrans (PDF)
7. Final Caltrans Encroachment Permit to Caltrans (PDF)
8. Draft City of Alameda Certificate of Approval (PDF)
9. Final City of Alameda Certificate of Approval (PDF)

8. Engineering Plans, Specifications, and Estimates

8.1 65% Plan Development

CDM Smith will update the 35% plans prepared in the PA&ED phase based on comments on the 35% plans from the City, TAC members, and Caltrans. CDM Smith will incorporate consolidated and non-conflicting comments from the City and Caltrans on the 35% percent submittal and provide written responses as to how those comments will be addressed in the 65% design.

Title Sheet, Sheet Index and General Notes, Key Map, and Abbreviations and Legend

CDM Smith will update the Title Sheet containing project information, a Vicinity Map, and a Location Map.

CDM Smith will update the Index of Sheets containing the sheet number, drawing number, and sheet description for all sheets. CDM Smith will update general notes for the project.

CDM Smith will update a list of abbreviations and a legend containing all symbols and linetypes used in the plans.

CDM Smith will update a Key Map to show the limits of each plan sheet within the overall project area.

Survey Control, Monumentation, and Centerline Alignment

CDM Smith will update plans showing centerline bearings, alignment data, survey control points, and monument.

Right-of-Way

CDM Smith will update Right-of-Way Plans that show the existing property lines. CDM Smith will define the extent of permanent easement and temporary construction easement acquisition necessary for project construction.

The Right-of-Way Plan will show the right-of-way centerlines, section lines, quarter section lines, City limits, existing right-of-way parcel lines, proposed right-of-way lines, and proposed easement lines.

It is anticipated that no fee acquisition right-of-way is needed for the project.

Demolition

CDM Smith will update demolition plans that existing features and elements to be demolished or removed. CDM Smith will identify removal and salvage items and determine the disposition thereof.

Typical Sections

CDM Smith will update typical sections to capture all the scenarios along the corridor. The pavement section design will be based on recommendations from the Geotechnical Materials Report.

Existing Conditions

CDM Smith will update plans showing the existing conditions of the Central Avenue corridor.

Plan and Profile

CDM Smith will update preliminary plan and profile sheets showing profile grades and geometric data.

Intersection Details

CDM Smith will update intersection detail plans showing geometric data, including station/offsets, elevations, and curve data for proposed intersection improvement.

Curb Ramp Details

CDM Smith will prepare curb ramp details showing station/offsets, elevation, and ramp grades complying with the requirements of the United States Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) and accepted construction tolerances.

Drainage Plan, Profiles, and Details

CDM Smith will update the 35% drainage system design for surface and sub-surface conveyances, drainage inlets, and water quality improvements as modifications to the existing system and for new facilities. It is assumed that the existing upstream and downstream drainage facilities that are outside of the project area are adequately sized and functioning as required and no design for improving these facilities is included.

CDM Smith will continue development of the drainage and water quality design drawings to illustrate the new stormwater facilities and their connections to the existing facilities. Drainage systems will be numbered and depicted in accordance with Caltrans conventions and will include the necessary details to clearly present the design concepts. The 65% level details are intended to provide a basis for the 65% cost estimates and will include preliminary level construction details. Technical specifications associated with the drainage and water quality design will also be identified and outlined during this task.

Water Quality Controls

As determined through finalization of the SWDR and input from the City and Caltrans, CDM Smith will continue to incorporate Design Pollution Prevention (DPP) and treatment BMPs, as appropriate, into the project design.

Because the newly added impervious area is less than 50% of the total project area, it is assumed that the sediment treatment BMPs will only treat the newly added impervious surface. It is also assumed that the trash related treatment BMPs will only be required in the high trash generating segment of the project area (industrial and commercially zoned land use areas). It is assumed that sufficient space is available within the existing project area boundaries to incorporate the water quality improvements.

The drainage and water quality design will comply with the applicable City and Caltrans flood control standards and water quality control requirements as follows:

1. The drainage design will be conducted in accordance with the most recent versions of the Caltrans Highway Design Manual and the Project Planning and Design Guide as on July 1, 2019. Additional guidance, as appropriate, will also be obtained in the Alameda County Flood Control & Water Conservation District Hydrology and Hydraulics Manual.
2. The capacity of the existing, downstream drainage infrastructure is sufficient to convey the 10-year peak flows from the project area without causing runoff to spread into the travelled lanes of Central Avenue.
3. Water quality facilities (treatment BMPs) will be designed in accordance with the sizing requirements specified in the Caltrans NPDES permit.

Existing Utility Plan

CDM Smith will update existing utility plans showing the location and type of all known utilities based on Task 7.4 Utility Coordination and Exploration of the PA&ED phase scope of work.

Utility Relocation and Protection Plan

CDM Smith will identify high risk utilities and utilities that are in conflict with the proposed project construction.

CDM Smith will update plans to show utility protections and relocations, both by the City's contractor and by others. CDM Smith will work with utility owners to identify appropriate locations for relocated utility facilities and establish preliminary protection and relocation schedules and requirements. CDM Smith will adhere to all utility company standards and requirements and make necessary utility plan revisions as become necessary during final plan design and approvals.

It is assumed the relocation of water, gas, electric, petroleum, telephone, and other communication facilities will be designed and carried out by their respective owners.

Stage Construction and Traffic Handling

CDM Smith will prepare traffic control plans with an outline for construction staging for areas of new pavement and hardscape construction. Construction staging will depict how construction of the project can be phased while accommodating existing vehicular, bicycle and pedestrian traffic, identifying necessary dimensions for work zones and work zone protections. CDM Smith will develop a concept for maintaining traffic flow through and around the work zones coordinated with the construction staging. Maintenance of traffic plans will depict schematically how many lanes of travel are open in each direction for each stage of construction, corresponding pavement delineation, and necessary signage in construction zones identifying travel routes and times for specific zones of construction activity. Maintenance of traffic will conform to the requirements of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Signing and Striping

CDM Smith will update preliminary plans depicting proposed pavement delineation and pavement markings, including curb colors for color-specified parking, lane lines, bikeway

marking, and pedestrian crosswalk markings. The limits of pavement delineation are assumed to match the roadway improvement limits. Proposed roadway signing plans will be developed at this time.

Traffic Signal and RRFB

CDM Smith will update plans for new traffic signals at the following intersection, if applicable:

- Central Avenue and Third Street

CDM Smith will update plans for the modification of existing traffic signals and modification at the following intersections:

- Central Avenue and Pacific Avenue/Main Street
- Central Avenue and Fourth Street
- Central Avenue and Webster Street
- Central Avenue and Eighth Street
- Central Avenue and Encinal Avenue/Sherman Street

CDM Smith will prepare 35% design plans for rectangular rapid flashing beacons (RRFB) at the following locations:

- Central Avenue and Lincoln Avenue
- Central Avenue and Crown Drive
- Central Avenue and Page Street
- Central Avenue and Caroline Street

The plans will include the locations of service and controller cabinets, signal poles and safety lighting, signal heads, vehicle detection, existing and proposed signal phasing, and pole and equipment and conductor schedules.

Street Lighting

CDM Smith will update plans for the street lighting improvements as well as prepare photometric plans at marked crosswalk locations along the Central Avenue corridor.

Water Pollution Control during Construction

CDM Smith will continue identification of temporary construction site best management practices (BMPs), compile the required information to support the development of the project Stormwater Pollution Prevention Plan (SWPPP), and update the water pollution control drawings. It is assumed that the Construction Contractor will be responsible for the development and implementation of the SWPPP, based on information provided in the design documents.

Landscape and Irrigation

CDM Smith will update planting and landscape materials plans showing location of existing and proposed trees, extents of new planting areas with lists of species to be planted, site furnishings and paving materials. Proposed plantings will comply with both the Model Water Efficient Landscape Ordinance (MWELo) and Rescape California.

CDM Smith will update tree preservation and removal plans showing trees to be removed, trees to remain, and tree protection measures including fencing and root buffers.

CDM Smith will update irrigation plans for planted areas requiring irrigation. Irrigation will be low water use and comply with both MWELo and Rescape California.

Assumption(s):

1. 65% Plans for one (1) option will be prepared.
2. 65% Plans will comply with the Bay Area Rapid Transit District (BART) CAD Standards Manual.
3. 65% Plans will consist of:
 - a. Title Sheet (1)
 - b. Sheet Index and General Notes (1)
 - c. Abbreviations (1)
 - d. Legend (1)
 - e. Key Map (2, 1" = 100')
 - f. Survey Control, Monumentation, and Centerline Alignment (4, 1" = 100')
 - g. Right-of-Way Plan (4, 1" = 40')
 - h. Demolition Plan (4, 1" = 40')
 - i. Typical Sections (4)
 - j. Existing Conditions (4, 1" = 20')
 - k. Plan and Profiles (16, 1" = 20')
 - l. Intersection Details (20, 1" = 10')
 - m. Curb Ramp Details (16, 1"=5')
 - n. Typical Details (3)
 - o. Drainage and Water Quality Plans (8, 1" = 40')
 - p. Drainage and Water Quality Profiles (8, 1" = 10')
 - q. Drainage and Water Quality Details (2)
 - r. Existing Utility Plan (4, 1" = 20')
 - s. Utility Relocation and Protection and Plan (4, 1"=20')
 - t. Stage Construction and Traffic Handling (16, 1"=50')
 - u. Signing and Striping (4, 1" = 40')
 - v. Traffic Signal and RRFB Plans (1"=20')
 - w. Street Lighting Plans (12)
 - x. Temporary Water Pollution Control Drawings (2, 1" = 100')
 - y. Planting and Landscape Materials Plans (8, 1" = 20')
 - z. Irrigation Plans and Details (8, 1"= 20')
 - aa. Tree Preservation and Removal Plans and Details (8, 1"=20')

Deliverable(s):

1. 65% plan set (half-size PDF)
2. Responses to City comments on the 65% plans (XLSX)
3. Responses to Caltrans comments on the 65% plans (XLSX)

8.2 65% Specifications

CDM Smith will identify all work items necessary for construction of the project. CDM Smith will assemble data and prepare drafts of (1) necessary modifications to the Caltrans Standard Special Provisions, (2) any necessary additional technical specifications, and (3) the “boilerplate” provided by the City.

Deliverable(s):

1. 65% Specifications (DOCX and PDF)

8.3 65% Engineer’s Opinion of Probable Construction Costs

CDM Smith will calculate construction quantities for cost estimating purposes based on the 65% design plans. Unit costs will be obtained from the Caltrans Cost Data Book, recent bid information, and in conjunction with City staff. Allowances will be included for any items not completely defined and measurable for construction cost.

Assumption(s):

1. In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for the project, CDM Smith will have no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate project cost or schedule. CDM Smith, therefore, will not warranty that the actual project costs, financial aspects, economic feasibility, or schedules will not vary from CDM Smith’s opinions, analyses, projections, or estimates.
2. Opinions of cost will include appropriate contingency factors to account for project uncertainties that cannot be explicitly accounted for at the project’s various engineering stages. Risks that have been identified will be listed along with potential cost and schedule impacts.
3. The effort to prepare quantities for the estimate unit cost items and lump sums will be provided under the respective design discipline task using the City’s standard measurements.
4. All “soft costs” to be included within the cost estimate, such as City procured items and City self-performed work will be provided to CDM Smith two weeks before the estimate due date.
5. Quantities will be developed from engineered drawings to the maximum extent feasible.
6. Quantities will be developed and broken out on block by block basis.

Deliverable(s):

1. 65% Engineer’s Opinion of Probable Construction Costs (XLSX and PDF)

8.4 95% Plan Development

CDM Smith will update the 65% plans based on comments on the 65% plans from the City and Caltrans. CDM Smith will incorporate consolidated and non-conflicting comments from the City and Caltrans on the 65% percent submittal and provide written responses as to how those comments will be addressed in the 95% design.

Assumption(s):

1. 95% Plans for one (1) option will be prepared.
2. 95% Plans will comply with the Bay Area Rapid Transit District (BART) CAD Standards Manual.
3. 95% Plans will consist of:
 - a. Title Sheet (1)
 - b. Sheet Index and General Notes (1)
 - c. Abbreviations (1)
 - d. Legend (1)
 - e. Key Map (2, 1" = 100')
 - f. Survey Control, Monumentation, and Centerline Alignment (4, 1" = 100')
 - g. Right-of-Way Plan (4, 1" = 40')
 - h. Demolition Plan (4, 1" = 40')
 - i. Typical Sections (4)
 - j. Existing Conditions (4, 1" = 20')
 - k. Plan and Profiles (16, 1" = 20')
 - l. Intersection Details (20, 1" = 10')
 - m. Curb Ramp Details (16, 1"=5')
 - n. Typical Details (3)
 - o. Drainage and Water Quality Plans (8, 1" = 40')
 - p. Drainage and Water Quality Profiles (8, 1" = 10')
 - q. Drainage and Water Quality Details (2)
 - r. Existing Utility Plan (4, 1" = 20')
 - s. Utility Relocation and Protection and Plan (4, 1"=20')
 - t. Stage Construction and Traffic Handling (16, 1"=50')
 - u. Signing and Striping (4, 1" = 40')
 - v. Traffic Signal and RRFB Plans (1"=20')
 - w. Street Lighting Plans (12)
 - x. Temporary Water Pollution Control Drawings (2, 1" = 100')
 - y. Planting and Landscape Materials Plans (8, 1" = 20')
 - z. Irrigation Plans and Details (8, 1"= 20')
 - aa. Tree Preservation and Removal Plans and Details (8, 1"=20')

Deliverable(s):

1. 95% plan set (half-size PDF)
2. Responses to City comments on the 95% plans (XLSX)

3. Responses to Caltrans comments on the 95% plans (XLSX)

8.5 95% Specifications

CDM Smith update the project specifications.

Deliverable(s):

1. 95% Specifications (DOCX and PDF)

8.6 95% Engineer's Opinion of Probable Construction Costs

CDM Smith will update construction quantities for cost estimating purposes based on the 95% design plans. Unit costs will be obtained from the Caltrans Cost Data Book, recent bid information, and in conjunction with City staff. Allowances will be included for any items not completely defined and measurable for construction cost.

Assumption(s):

1. In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for the project, CDM Smith will have no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate project cost or schedule. CDM Smith, therefore, will not warranty that the actual project costs, financial aspects, economic feasibility, or schedules will not vary from CDM Smith's opinions, analyses, projections, or estimates.
2. Opinions of cost will include appropriate contingency factors to account for project uncertainties that cannot be explicitly accounted for at the project's various engineering stages. Risks that have been identified will be listed along with potential cost and schedule impacts.
3. The effort to prepare quantities for the estimate unit cost items and lump sums will be provided under the respective design discipline task using the City's standard measurements.
4. All "soft costs" to be included within the cost estimate, such as City procured items and City self-performed work will be provided to CDM Smith two weeks before the estimate due date.
5. Quantities will be developed from engineered drawings to the maximum extent feasible.
6. Quantities will be developed and broken out on block by block basis.

Deliverable(s):

1. 95% Engineer's Opinion of Probable Construction Costs (XLSX and PDF)

8.7 100% Plan Development

CDM Smith will update the 95% plans based on comments on the 95% plans from the City and Caltrans. CDM Smith will incorporate consolidated and non-conflicting comments

from the City and Caltrans on the 95% percent submittal and provide written responses as to how those comments will be addressed in the 100% design.

Assumption(s):

1. 100% Plans for one (1) option will be prepared.
2. 100% Plans will comply with the Bay Area Rapid Transit District (BART) CAD Standards Manual.
3. 100% Plans will consist of:
 - a. Title Sheet (1)
 - b. Sheet Index and General Notes (1)
 - c. Abbreviations (1)
 - d. Legend (1)
 - e. Key Map (2, 1" = 100')
 - f. Survey Control, Monumentation, and Centerline Alignment (4, 1" = 100')
 - g. Right-of-Way Plan (4, 1" = 40')
 - h. Demolition Plan (4, 1" = 40')
 - i. Typical Sections (4)
 - j. Existing Conditions (4, 1" = 20')
 - k. Plan and Profiles (16, 1" = 20')
 - l. Intersection Details (20, 1" = 10')
 - m. Curb Ramp Details (16, 1"=5')
 - n. Typical Details (3)
 - o. Drainage and Water Quality Plans (8, 1" = 40')
 - p. Drainage and Water Quality Profiles (8, 1" = 10')
 - q. Drainage and Water Quality Details (2)
 - r. Existing Utility Plan (4, 1" = 20')
 - s. Utility Relocation and Protection and Plan (4, 1"=20')
 - t. Stage Construction and Traffic Handling (16, 1"=50')
 - u. Signing and Striping (4, 1" = 40')
 - v. Traffic Signal and RRFB Plans (1"=20')
 - w. Street Lighting Plans (12)
 - x. Temporary Water Pollution Control Drawings (2, 1" = 100')
 - y. Planting and Landscape Materials Plans (8, 1" = 20')
 - z. Irrigation Plans and Details (8, 1"= 20')
 - aa. Tree Preservation and Removal Plans and Details (8, 1"=20')

Deliverable(s):

1. 100% plan set (half-size PDF)
2. Responses to City comments on the 100% plans (XLSX)
3. Responses to Caltrans comments on the 100% plans (XLSX)

8.8 100% Specifications

CDM Smith update the project specifications.

Deliverable(s):

1. 100% Specifications (DOCX and PDF)

8.9 100% Engineer's Opinion of Probable Construction Costs

CDM Smith will update construction quantities for cost estimating purposes based on the 100% design plans. Unit costs will be obtained from the Caltrans Cost Data Book, recent bid information, and in conjunction with City staff. Allowances will be included for any items not completely defined and measurable for construction cost.

Assumption(s):

1. In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for the project, CDM Smith will have no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate project cost or schedule. CDM Smith, therefore, will not warranty that the actual project costs, financial aspects, economic feasibility, or schedules will not vary from CDM Smith's opinions, analyses, projections, or estimates.
2. Opinions of cost will include appropriate contingency factors to account for project uncertainties that cannot be explicitly accounted for at the project's various engineering stages. Risks that have been identified will be listed along with potential cost and schedule impacts.
3. The effort to prepare quantities for the estimate unit cost items and lump sums will be provided under the respective design discipline task using the City's standard measurements.
4. All "soft costs" to be included within the cost estimate, such as City procured items and City self-performed work will be provided to CDM Smith two weeks before the estimate due date.
5. Quantities will be developed from engineered drawings to the maximum extent feasible.
6. Quantities will be developed and broken out on block by block basis.

Deliverable(s):

1. 100% Engineer's Opinion of Probable Construction Costs (XLSX and PDF)

8.10 Issue for Bid (IFB) PS&E Package

Based on comments from City staff from the 100% plan check, CDM Smith will revise the PS&E and produce and Issue for Bid (IFB) package for construction bidding.

Assumption(s):

1. IFB Plans for one (1) option will be prepared.
2. IFB Plans will comply with the Bay Area Rapid Transit District (BART) CAD Standards Manual.
3. IFB Plans will consist of:

- a. Title Sheet (1)
 - b. Sheet Index and General Notes (1)
 - c. Abbreviations (1)
 - d. Legend (1)
 - e. Key Map (2, 1" = 100')
 - f. Survey Control, Monumentation, and Centerline Alignment (4, 1" = 100')
 - g. Right-of-Way Plan (4, 1" = 40')
 - h. Demolition Plan (4, 1" = 40')
 - i. Typical Sections (4)
 - j. Existing Conditions (4, 1" = 20')
 - k. Plan and Profiles (16, 1" = 20')
 - l. Intersection Details (20, 1" = 10')
 - m. Curb Ramp Details (16, 1"=5')
 - n. Typical Details (3)
 - o. Drainage and Water Quality Plans (8, 1" = 40')
 - p. Drainage and Water Quality Profiles (8, 1" = 10')
 - q. Drainage and Water Quality Details (2)
 - r. Existing Utility Plan (4, 1" = 20')
 - s. Utility Relocation and Protection and Plan (4, 1"=20')
 - t. Stage Construction and Traffic Handling (16, 1"=50')
 - u. Signing and Striping (4, 1" = 40')
 - v. Traffic Signal and RRFB Plans (1"=20')
 - w. Street Lighting Plans (12)
 - x. Temporary Water Pollution Control Drawings (2, 1" = 100')
 - y. Planting and Landscape Materials Plans (8, 1" = 20')
 - z. Irrigation Plans and Details (8, 1"= 20')
 - aa. Tree Preservation and Removal Plans and Details (8, 1"=20')
4. In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for the project, CDM Smith will have no control over cost or price of labor and materials, unknown or latent conditions of existing equipment or structures that might affect operation or maintenance costs, competitive bidding procedures and market conditions, time or quality of performance by operating personnel or third parties, and other economic and operational factors that might materially affect the ultimate project cost or schedule. CDM Smith, therefore, will not warranty that the actual project costs, financial aspects, economic feasibility, or schedules will not vary from CDM Smith's opinions, analyses, projections, or estimates.
 5. Opinions of cost will include appropriate contingency factors to account for project uncertainties that cannot be explicitly accounted for at the project's various engineering stages. Risks that have been identified will be listed along with potential cost and schedule impacts.
 6. The effort to prepare quantities for the estimate unit cost items and lump sums will be provided under the respective design discipline task using the City's standard measurements.

7. All “soft costs” to be included within the cost estimate, such as City procured items and City self-performed work will be provided to CDM Smith two weeks before the estimate due date.
8. Quantities will be developed from engineered drawings to the maximum extent feasible.
9. Quantities will be developed and broken out on block by block basis.

Deliverable(s):

1. IFB plan set (full-size PDF)
2. IFB plan set (signed and sealed hard copy, 1)
3. Responses to City comments on the 100% plans (XLSX)
4. Responses to Caltrans comments on the 100% plans (XLSX)
5. IFB Specifications (DOCX and PDF)
6. IFB Engineer’s Opinion of Probable Construction Costs (XLSX and PDF)

9. Construction Bid Support

9.1 Construction Bid Support

CDM Smith will provide bidding support to the City during the construction contract procurement process. Services will include responding to bidders’ questions and providing information and clarification regarding the project design and technical specifications. Design addenda will be produced if necessary, to clarify design issues. The development of addenda to address unforeseen or new conditions outside the control of CDM Smith, is not included.

Following the bidding process, changes to the design resulting from bidding questions/clarifications and addenda will be incorporated into the design to produce a conformed set of final construction documents. The final construction documents will be reviewed and sealed by a registered civil engineer and will provide necessary plans, specifications, and quantity estimates, for use by the selected contractor for construction of the project.

Activities may include:

- Providing input to City staff to answer up to twenty (20) questions from potential bidders during the advertisement period
- Preparing revised documents associated with Addenda packages
- Preparing up to two (2) Addenda to the final bid package, as required to be Issued for Bid to City staff.
- Attend a pre-bid meeting and assist the City with responses to prospective bidder questions during the bid process.
- Attend a pre-construction meeting, if the City determines one is needed.

Assumption(s):

1. Bidding period will be eight (8) weeks for less.
2. The City will produce the necessary hard copies and manage distribution to potential contractors for bidding purposes.
3. The City is responsible for all bidding services required for procurement of a project construction contractor. Bidding support such as advertisement, bid tabulation and review, award recommendations, etc., is not included in this scope of work.
4. Bidder questions during the advertisement permit for the construction contract will be addressed and documented.
5. Design addenda, due to unforeseen or changed conditions identified during the bidding process, are not included in this scope of work.

Deliverable(s):

1. Input to answer up to twenty (20) bid questions
2. Addenda to the final bid package (PDF, 2)
3. Conformed Plans (full-size signed hardcopy sealed and signed by a professional engineer licensed in the State of California)
4. Conformed Plans (full-size PDF)
5. Conformed Engineer's Opinion of Probable Construction Costs (PDF)
6. Conformed Specifications (PDF)

City of Alameda
Central Avenue Safety Improvement Project PA&ED
Cost Proposal

10/3/2019

Task	Cost											Total
	CDM_Smith	CHS	JRP_Historical	OPC	Pacific_Legacy	Paleo_Solutions	Parsons	PGA	PLS_Surveys	Bess_Test_Labs		
1 Project Management												
1.1 Project Management Plan (PMP)	\$ 4,946	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,946
1.2 Monthly Progress Reports and Invoices	\$ 8,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,120	\$ -	\$ -	\$ -	\$ 17,120
1.3 Subconsultant Management	\$ 6,508	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,508
1.4 Document Control	\$ 7,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,001
1.5 Quality Management	\$ 23,509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264	\$ -	\$ -	\$ -	\$ 24,773
Subtotal	\$ 50,964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,384	\$ -	\$ -	\$ -	\$ 60,348
2 Coordination and Team Meetings												
2.1 Project Kick-off Meeting	\$ 3,146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,163	\$ -	\$ -	\$ -	\$ 7,309
2.2 Management Team Meetings	\$ 5,927	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,741	\$ -	\$ -	\$ -	\$ 9,668
2.3 Project Team Coordination Meetings	\$ 10,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,767	\$ -	\$ -	\$ -	\$ 21,108
Subtotal	\$ 19,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,671	\$ -	\$ -	\$ -	\$ 38,085
3 Public Outreach and Meetings												
3.1 Stakeholder Meetings	\$ 6,455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,025	\$ -	\$ -	\$ -	\$ 16,480
3.2 Technical Advisory Committee (TAC) Meeting	\$ 2,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,038	\$ -	\$ -	\$ -	\$ 5,055
3.3 Community Workshop	\$ 2,017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,913	\$ -	\$ -	\$ -	\$ 3,930
3.4 Public Outreach Materials and Graphics	\$ 18,219	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 748	\$ -	\$ -	\$ -	\$ 18,967
3.5 Transportation Commission and City Council	\$ 2,747	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,021	\$ -	\$ -	\$ -	\$ 3,768
Subtotal	\$ 31,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,745	\$ -	\$ -	\$ -	\$ 48,201
4 Caltrans Project Development												
4.1 Project Report	\$ 25,057	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,254	\$ -	\$ -	\$ -	\$ 35,310
4.2 Design Exception Fact Sheets	\$ 9,618	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,618
4.3 Caltrans PDT and Coordination Meetings	\$ 12,558	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,317	\$ -	\$ -	\$ -	\$ 27,875
Subtotal	\$ 47,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,571	\$ -	\$ -	\$ -	\$ 72,803
5 Traffic Analysis												
5.1 Gather Existing Data	\$ 2,789	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,789
5.2 Operations Analysis, Evaluation, and Visualizations	\$ 53,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,405
5.3 Traffic Operations Analysis Report	\$ 20,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,865
5.4 Draft Transportation Management Plan	\$ 23,137	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,137
Subtotal	\$ 100,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,196
6 Environmental Documentation												
6.1.1 Memo Covering No Impacts	\$ 975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,920	\$ -	\$ -	\$ -	\$ 3,896
6.1.2 Land Use	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,352	\$ -	\$ -	\$ -	\$ 16,997
6.1.3 Community Impacts	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,699	\$ -	\$ -	\$ -	\$ 19,344
6.1.4 Visual and Aesthetics	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,966	\$ -	\$ -	\$ -	\$ 12,611
6.1.5 Cultural Resources	\$ 2,983	\$ -	\$ 63,448	\$ -	\$ 93,034	\$ -	\$ -	\$ 20,189	\$ -	\$ -	\$ -	\$ 179,654
6.1.6 Paleontology	\$ 1,196	\$ -	\$ -	\$ -	\$ -	\$ 4,603	\$ -	\$ 3,207	\$ -	\$ -	\$ -	\$ 9,006
6.1.7 Water Quality	\$ 10,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,603	\$ -	\$ -	\$ -	\$ 13,049
6.1.8 Hazardous Waste/Materials	\$ 8,651	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,603	\$ -	\$ -	\$ -	\$ 11,254
6.1.9 Air Quality	\$ 9,656	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,229	\$ -	\$ -	\$ -	\$ 11,885
6.1.10 Noise and Vibration	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,496	\$ -	\$ -	\$ -	\$ 25,140
6.1.11 Energy and Climate Change	\$ 13,629	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,767	\$ -	\$ -	\$ -	\$ 17,396
6.1.12 Biological Environment	\$ 9,853	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,558	\$ 14,799	\$ -	\$ -	\$ 29,210
6.2 CE/CATEX	\$ 4,802	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,028	\$ -	\$ -	\$ -	\$ 20,830
Subtotal	\$ 68,769	\$ -	\$ 63,448	\$ -	\$ 93,034	\$ 4,603	\$ 125,617	\$ 14,799	\$ -	\$ -	\$ -	\$ 370,272
7 Support Services												
7.1 PID Phase Design Options Update	\$ 6,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,374	\$ -	\$ -	\$ -	\$ 10,007
7.2 Topographic Survey and Base Mapping	\$ 3,075	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,800	\$ -	\$ -	\$ 54,875
7.3 Right-of-Way Coordination	\$ 1,366	\$ -	\$ -	\$ -	\$ 26,293	\$ -	\$ -	\$ 1,687	\$ -	\$ -	\$ -	\$ 29,347
7.4 Pavement Assessment and Design	\$ 26,010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ 41,010
7.5 Utility Coordination and Exploration	\$ 22,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,209	\$ -	\$ 30,000	\$ -	\$ 53,759
7.6 Hydrology and Hydraulic Analysis	\$ 9,146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 835	\$ -	\$ -	\$ -	\$ 9,982
7.7 Stormwater Data Report	\$ 9,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 835	\$ -	\$ -	\$ -	\$ 10,048
7.8 Permitting	\$ 3,674	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,802	\$ -	\$ -	\$ -	\$ 7,476
7.9 Parking Inventory	\$ 8,954	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,671	\$ -	\$ -	\$ -	\$ 10,625
Subtotal	\$ 90,621	\$ -	\$ -	\$ 26,293	\$ -	\$ -	\$ 13,414	\$ 51,800	\$ 45,000	\$ -	\$ -	\$ 227,128
8 Engineering Plans, Specifications, and Estimates												
8.1 35% Plan Development	\$ 217,947	\$ 57,638	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,125	\$ 43,129	\$ -	\$ -	\$ 319,838
8.2 35% Specifications Outline	\$ 18,079	\$ 3,211	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,377	\$ -	\$ -	\$ -	\$ 25,668
8.3 Engineer's Opinion of Probable Construction Costs	\$ 9,242	\$ 4,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,112
Subtotal	\$ 245,268	\$ 65,719	\$ -	\$ -	\$ -	\$ -	\$ 5,502	\$ 43,129	\$ -	\$ -	\$ -	\$ 359,618
Base Year Labor Cost	\$ 653,920	\$ 65,719	\$ 63,448	\$ 26,293	\$ 93,034	\$ 4,603	\$ 214,904	\$ 57,928	\$ 51,800	\$ 45,000	\$ -	\$ 1,276,651
ODC Costs	\$ 47,660	\$ -	\$ 1,582	\$ -	\$ 24,900	\$ 58	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,200
Subconsultant Fee Mark-up												\$ -
Percentage of Work in 2019 50%	\$ 326,960	\$ 32,860	\$ 31,724	\$ 13,147	\$ 46,517	\$ 2,302	\$ 107,452	\$ 28,964	\$ 25,900	\$ 22,500	\$ -	\$ 638,325
Percentage of Work in 2020 50%	\$ 336,769	\$ 33,845	\$ 32,676	\$ 13,541	\$ 47,913	\$ 2,371	\$ 110,675	\$ 29,833	\$ 26,677	\$ 23,175	\$ -	\$ 657,475
Total Cost	\$ 711,389	\$ 66,705	\$ 65,982	\$ 26,688	\$ 119,330	\$ 4,731	\$ 218,127	\$ 58,797	\$ 52,577	\$ 45,675	\$ -	\$ 1,370,000

Contingency 3.65% \$ 50,000
Total Contract \$ 1,420,000

Alameda Central Avenue Safety Improvement Project PA&ED

Firm (Prime): CDM Smith

10/3/2019

Task	Dave Jensen	Camille Tsao	Jake Gunther	Michael Bjork	Lauren Buser	Shaheen Siddiqui	Stefan Schuster	Russ Vadenais	Kaehler Chaney	Suzanne Wilkins	Dorothy Meyer	Kassandra Tzou	Perry Ng	Vanessa Asis	Gwen Pelletier	Christopher Campbell	Jennifer Jones	Szu-han Chen	Robert Fosse	Steven Mercer	Ava Alima	Steve Horton	Kelly Paulsen	Jenny Contakos	Deborah Miller	Hours Total	Base Year Labor Cost	Direct Costs	
1 Project Management																													
1.1	Project Management Plan (PMP)	2					6																			20	\$ 4,946		
1.2	Monthly Progress Reports and Invoices						12																			16	\$ 8,999		
1.3	Subconsultant Management						8																20	40		20	\$ 6,508		
1.4	Document Control						8		24																	20	\$ 7,001		
1.5	Quality Management	28	4	8	8	8	16		2	2	4	2			2		2									24	\$ 23,509		
2 Coordination and Team Meetings																													
2.1	Project Kick-off Meeting		3	4		4	5																				16	\$ 3,146	20
2.2	Management Team Meetings		8				16																				24	\$ 5,927	
2.3	Project Team Coordination Meetings			20		20	20																				60	\$ 10,341	
3 Public Outreach and Meetings																													
3.1	Stakeholder Meetings					16	16																				32	\$ 6,455	60
3.2	Technical Advisory Committee (TAC) Meeting					5	5																				10	\$ 2,017	20
3.3	Community Workshop					5	5																				10	\$ 2,017	20
3.4	Public Outreach Materials and Graphics			20	40	12	8																				120	\$ 18,219	
3.5	Transportation Commission and City Council						12																				12	\$ 2,747	40
4 Caltrans Project Development																													
4.1	Project Report		20	72		40	8	4																			176	\$ 25,057	
4.2	Design Exception Fact Sheets		16	20		24	4																				64	\$ 9,618	
4.3	Caltrans PDT and Coordination Meetings		12			30	24																				70	\$ 12,558	
5 Traffic Analysis																													
5.1	Gather Existing Data																										24	\$ 2,789	5000
5.2	Operations Analysis, Evaluation, and Visualizations		20																								440	\$ 53,405	
5.3	Traffic Operations Analysis Report		20																								160	\$ 20,865	
5.4	Draft Transportation Management Plan		40																								160	\$ 23,137	
6 Environmental Documentation																													
6.1.1	Memo Covering No Impacts						1			2	2																5	\$ 975	
6.1.2	Land Use						2			2	4																8	\$ 1,645	
6.1.3	Community Impacts						2			2	4																8	\$ 1,645	
6.1.4	Visual and Aesthetics						2			2	4																8	\$ 1,645	
6.1.5	Cultural Resources						4			2	8																14	\$ 2,983	
6.1.6	Paleontology						1			2	3																6	\$ 1,196	
6.1.7	Water Quality						10	40	16	2	4																72	\$ 10,447	
6.1.8	Hazardous Waste/Materials						1			2	3	10	48	8													72	\$ 8,651	1500
6.1.9	Air Quality						1			2	2				24	40											69	\$ 9,656	
6.1.10	Noise and Vibration						2			2	4																8	\$ 1,645	
6.1.11	Energy and Climate Change						2			2	4				30	60											98	\$ 13,629	
6.1.12	Biological Environment						2		16	2	6						40									66	\$ 9,853		
6.2	CE/CATEX					8	2			2	12																24	\$ 4,802	
7 Support Services																													
7.1	PID Phase Design Options Update		8	24			6		12																		50	\$ 6,633	
7.2	Topographic Survey and Base Mapping		8		12		4																				24	\$ 3,075	
7.3	Right-of-Way Coordination		8				2																				10	\$ 1,366	
7.4	Pavement Assessment and Design		4				2													28	56	110				200	\$ 26,010	40000	
7.5	Utility Coordination and Exploration		8	40		40	8		80																	176	\$ 22,550		
7.6	Hydrology and Hydraulic Analysis						16	40																			56	\$ 9,146	
7.7	Stormwater Data Report						24		40																		64	\$ 9,213	
7.8	Permitting						2			21																	23	\$ 3,674	
7.9	Parking Inventory		8	20		20			20																		68	\$ 8,954	
8 Engineering Plans, Specifications, and Estimates																													
8.1	35% Plan Development		490	240	400	200	165	60	79																		1634	\$ 217,947	1000
8.2	35% Specifications Outline		16		21	16	12	8	80																		153	\$ 18,079	
8.3	Engineer's Opinion of Probable Construction Costs		16			20	10	12																			58	\$ 9,242	
	Total Hours	30	15	726	444	473	468	456	164	369	49	64	12	48	8	56	100	42	820	30	56	110	40	100	20	40	4,740	653,920	47,660



Alameda Central Avenue Safety Improvement Project PA&ED

Firm: Bess Test Labs

10/3/2019

Task	Lump Sum Costs										Hours Total	Base Year Labor Cost	Direct Costs	
1 Project Management														
1.1	Project Management Plan (PMP)										0	\$ -		
1.2	Monthly Progress Reports and Invoices										0	\$ -		
1.3	Subconsultant Management										0	\$ -		
1.4	Document Control										0	\$ -		
1.5	Quality Management										0	\$ -		
2 Coordination and Team Meetings														
2.1	Project Kick-off Meeting										0	\$ -		
2.2	Management Team Meetings										0	\$ -		
2.3	Project Team Coordination Meetings										0	\$ -		
3 Public Outreach and Meetings														
3.1	Stakeholder Meetings										0	\$ -		
3.2	Technical Advisory Committee (TAC) Meeting										0	\$ -		
3.3	Community Workshop										0	\$ -		
3.4	Public Outreach Materials and Graphics										0	\$ -		
3.5	Transportation Commission and City Council										0	\$ -		
4 Caltrans Project Development														
4.1	Project Report										0	\$ -		
4.2	Design Exception Fact Sheets										0	\$ -		
4.3	Caltrans PDT and Coordination Meetings										0	\$ -		
5 Traffic Analysis														
5.1	Gather Existing Data										0	\$ -		
5.2	Operations Analysis, Evaluation, and Visualizations										0	\$ -		
5.3	Traffic Operations Analysis Report										0	\$ -		
5.4	Draft Transportation Management Plan										0	\$ -		
6 Environmental Documentation														
6.1.1	Memo Covering No Impacts										0	\$ -		
6.1.2	Land Use										0	\$ -		
6.1.3	Community Impacts										0	\$ -		
6.1.4	Visual and Aesthetics										0	\$ -		
6.1.5	Cultural Resources										0	\$ -		
6.1.6	Paleontology										0	\$ -		
6.1.7	Water Quality										0	\$ -		
6.1.8	Hazardous Waste/Materials										0	\$ -		
6.1.9	Air Quality										0	\$ -		
6.1.10	Noise and Vibration										0	\$ -		
6.1.11	Energy and Climate Change										0	\$ -		
6.1.12	Biological Environment										0	\$ -		
6.2	CE/CATEX										0	\$ -		
7 Support Services														
7.1	PID Phase Design Options Update										0	\$ -		
7.2	Topographic Survey and Base Mapping										0	\$ -		
7.3	Right-of-Way Coordination										0	\$ -		
7.4	Pavement Assessment and Design	15000									15000	\$ 15,000		
7.5	Utility Coordination and Exploration	30000									30000	\$ 30,000		
7.6	Hydrology and Hydraulic Analysis										0	\$ -		
7.7	Stormwater Data Report										0	\$ -		
7.8	Permitting										0	\$ -		
7.9	Parking Inventory										0	\$ -		
8 Engineering Plans, Specifications, and Estimates														
8.1	35% Plan Development										0	\$ -		
8.2	35% Specifications Outline										0	\$ -		
8.3	Engineer's Opinion of Probable Construction Costs										0	\$ -		
Total Hours		45000	0	0	0	0	0	0	0	0	0	45000	45,000	-



Alameda Central Avenue Safety Improvement Project PA&ED

Firm: CHS

10/3/2019

Task	Chi-Hsin Shao	Soroush Khadem	Celina Lee	Byung Lee	Frank Feng	Millicent Williams					Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1 Project Management Plan (PMP)											0	\$ -	
1.2 Monthly Progress Reports and Invoices											0	\$ -	
1.3 Subconsultant Management											0	\$ -	
1.4 Document Control											0	\$ -	
1.5 Quality Management											0	\$ -	
2 Coordination and Team Meetings													
2.1 Project Kick-off Meeting											0	\$ -	
2.2 Management Team Meetings											0	\$ -	
2.3 Project Team Coordination Meetings											0	\$ -	
3 Public Outreach and Meetings													
3.1 Stakeholder Meetings											0	\$ -	
3.2 Technical Advisory Committee (TAC) Meeting											0	\$ -	
3.3 Community Workshop											0	\$ -	
3.4 Public Outreach Materials and Graphics											0	\$ -	
3.5 Transportation Commission and City Council											0	\$ -	
4 Caltrans Project Development													
4.1 Project Report											0	\$ -	
4.2 Design Exception Fact Sheets											0	\$ -	
4.3 Caltrans PDT and Coordination Meetings											0	\$ -	
5 Traffic Analysis													
5.1 Gather Existing Data											0	\$ -	
5.2 Operations Analysis, Evaluation, and Visualizations											0	\$ -	
5.3 Traffic Operations Analysis Report											0	\$ -	
5.4 Draft Transportation Management Plan											0	\$ -	
6 Environmental Documentation													
6.1.1 Memo Covering No Impacts											0	\$ -	
6.1.2 Land Use											0	\$ -	
6.1.3 Community Impacts											0	\$ -	
6.1.4 Visual and Aesthetics											0	\$ -	
6.1.5 Cultural Resources											0	\$ -	
6.1.6 Paleontology											0	\$ -	
6.1.7 Water Quality											0	\$ -	
6.1.8 Hazardous Waste/Materials											0	\$ -	
6.1.9 Air Quality											0	\$ -	
6.1.10 Noise and Vibration											0	\$ -	
6.1.11 Energy and Climate Change											0	\$ -	
6.1.12 Biological Environment											0	\$ -	
6.2 CE/CATEX											0	\$ -	
7 Support Services													
7.1 PID Phase Design Options Update											0	\$ -	
7.2 Topographic Survey and Base Mapping											0	\$ -	
7.3 Right-of-Way Coordination											0	\$ -	
7.4 Pavement Assessment and Design											0	\$ -	
7.5 Utility Coordination and Exploration											0	\$ -	
7.6 Hydrology and Hydraulic Analysis											0	\$ -	
7.7 Stormwater Data Report											0	\$ -	
7.8 Permitting											0	\$ -	
7.9 Parking Inventory											0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1 35% Plan Development	4	44	80	116	140	5					389	\$ 57,638	
8.2 35% Specifications Outline		3	6	10							19	\$ 3,211	
8.3 Engineer's Opinion of Probable Construction Costs		4	8		24						36	\$ 4,870	
Total Hours	4	51	94	126	164	5	0	0	0	0	444	65,719	-



Alameda Central Avenue Safety Improvement Project PA&ED

Firm: JRP Historical

10/3/2019

Task	Chris McMorris	Rebecca Flores	Erica Koontz	Kia Larsons	Samual Skow	Research Assistant	Toni Webb	Joseph Freeman			Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1 Project Management Plan (PMP)											0	\$ -	
1.2 Monthly Progress Reports and Invoices											0	\$ -	
1.3 Subconsultant Management											0	\$ -	
1.4 Document Control											0	\$ -	
1.5 Quality Management											0	\$ -	
2 Coordination and Team Meetings													
2.1 Project Kick-off Meeting											0	\$ -	
2.2 Management Team Meetings											0	\$ -	
2.3 Project Team Coordination Meetings											0	\$ -	
3 Public Outreach and Meetings													
3.1 Stakeholder Meetings											0	\$ -	
3.2 Technical Advisory Committee (TAC) Meeting											0	\$ -	
3.3 Community Workshop											0	\$ -	
3.4 Public Outreach Materials and Graphics											0	\$ -	
3.5 Transportation Commission and City Council											0	\$ -	
4 Caltrans Project Development													
4.1 Project Report											0	\$ -	
4.2 Design Exception Fact Sheets											0	\$ -	
4.3 Caltrans PDT and Coordination Meetings											0	\$ -	
5 Traffic Analysis													
5.1 Gather Existing Data											0	\$ -	
5.2 Operations Analysis, Evaluation, and Visualizations											0	\$ -	
5.3 Traffic Operations Analysis Report											0	\$ -	
5.4 Draft Transportation Management Plan											0	\$ -	
6 Environmental Documentation													
6.1.1 Memo Covering No Impacts											0	\$ -	
6.1.2 Land Use											0	\$ -	
6.1.3 Community Impacts											0	\$ -	
6.1.4 Visual and Aesthetics											0	\$ -	
6.1.5 Cultural Resources	150	95	12	8	124	0	276	0			665	\$ 63,448	1,582
6.1.6 Paleontology											0	\$ -	
6.1.7 Water Quality											0	\$ -	
6.1.8 Hazardous Waste/Materials											0	\$ -	
6.1.9 Air Quality											0	\$ -	
6.1.10 Noise and Vibration											0	\$ -	
6.1.11 Energy and Climate Change											0	\$ -	
6.1.12 Biological Environment											0	\$ -	
6.2 CE/CATEX											0	\$ -	
7 Support Services													
7.1 PID Phase Design Options Update											0	\$ -	
7.2 Topographic Survey and Base Mapping											0	\$ -	
7.3 Right-of-Way Coordination											0	\$ -	
7.4 Pavement Assessment and Design											0	\$ -	
7.5 Utility Coordination and Exploration											0	\$ -	
7.6 Hydrology and Hydraulic Analysis											0	\$ -	
7.7 Stormwater Data Report											0	\$ -	
7.8 Permitting											0	\$ -	
7.9 Parking Inventory											0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1 35% Plan Development											0	\$ -	
8.2 35% Specifications Outline											0	\$ -	
8.3 Engineer's Opinion of Probable Construction Costs											0	\$ -	
Total Hours	150	95	12	8	124	0	276	0	0	0	665	63,448	1,582

Alameda Central Avenue Safety Improvement Project PA&ED

Firm: OPC

10/3/2019

Task	Matt La Bonte	Steven Harris	Senior Agent / Analyst	Agent / Analyst							Hours Total	Base Year Labor Cost	Direct Costs	
1 Project Management														
1.1	Project Management Plan (PMP)										0	\$ -		
1.2	Monthly Progress Reports and Invoices										0	\$ -		
1.3	Subconsultant Management										0	\$ -		
1.4	Document Control										0	\$ -		
1.5	Quality Management										0	\$ -		
2 Coordination and Team Meetings														
2.1	Project Kick-off Meeting										0	\$ -		
2.2	Management Team Meetings										0	\$ -		
2.3	Project Team Coordination Meetings										0	\$ -		
3 Public Outreach and Meetings														
3.1	Stakeholder Meetings										0	\$ -		
3.2	Technical Advisory Committee (TAC) Meeting										0	\$ -		
3.3	Community Workshop										0	\$ -		
3.4	Public Outreach Materials and Graphics										0	\$ -		
3.5	Transportation Commission and City Council										0	\$ -		
4 Caltrans Project Development														
4.1	Project Report										0	\$ -		
4.2	Design Exception Fact Sheets										0	\$ -		
4.3	Caltrans PDT and Coordination Meetings										0	\$ -		
5 Traffic Analysis														
5.1	Gather Existing Data										0	\$ -		
5.2	Operations Analysis, Evaluation, and Visualizations										0	\$ -		
5.3	Traffic Operations Analysis Report										0	\$ -		
5.4	Draft Transportation Management Plan										0	\$ -		
6 Environmental Documentation														
6.1.1	Memo Covering No Impacts										0	\$ -		
6.1.2	Land Use										0	\$ -		
6.1.3	Community Impacts										0	\$ -		
6.1.4	Visual and Aesthetics										0	\$ -		
6.1.5	Cultural Resources										0	\$ -		
6.1.6	Paleontology										0	\$ -		
6.1.7	Water Quality										0	\$ -		
6.1.8	Hazardous Waste/Materials										0	\$ -		
6.1.9	Air Quality										0	\$ -		
6.1.10	Noise and Vibration										0	\$ -		
6.1.11	Energy and Climate Change										0	\$ -		
6.1.12	Biological Environment										0	\$ -		
6.2	CE/CATEX										0	\$ -		
7 Support Services														
7.1	PID Phase Design Options Update										0	\$ -		
7.2	Topographic Survey and Base Mapping										0	\$ -		
7.3	Right-of-Way Coordination	15	49	153	48						265	\$ 26,293		
7.4	Pavement Assessment and Design										0	\$ -		
7.5	Utility Coordination and Exploration										0	\$ -		
7.6	Hydrology and Hydraulic Analysis										0	\$ -		
7.7	Stormwater Data Report										0	\$ -		
7.8	Permitting										0	\$ -		
7.9	Parking Inventory										0	\$ -		
8 Engineering Plans, Specifications, and Estimates														
8.1	35% Plan Development										0	\$ -		
8.2	35% Specifications Outline										0	\$ -		
8.3	Engineer's Opinion of Probable Construction Costs										0	\$ -		
Total Hours		15	49	153	48	0	0	0	0	0	0	265	26,293	-



Alameda Central Avenue Safety Improvement Project PA&ED

Firm: Pacific Legacy

10/3/2019

Task	John Holson	Lynn Manfree	Hannah Ballard	Shanna Streich	Shauna Mundt	Lisa Holm	Christopher Peske	Ellie Reese	Graham Dalldorf	Ryan Terry	Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1											0	\$ -	
1.2											0	\$ -	
1.3											0	\$ -	
1.4											0	\$ -	
1.5											0	\$ -	
2 Coordination and Team Meetings													
2.1											0	\$ -	
2.2											0	\$ -	
2.3											0	\$ -	
3 Public Outreach and Meetings													
3.1											0	\$ -	
3.2											0	\$ -	
3.3											0	\$ -	
3.4											0	\$ -	
3.5											0	\$ -	
4 Caltrans Project Development													
4.1											0	\$ -	
4.2											0	\$ -	
4.3											0	\$ -	
5 Traffic Analysis													
5.1											0	\$ -	
5.2											0	\$ -	
5.3											0	\$ -	
5.4											0	\$ -	
6 Environmental Documentation													
6.1.1											0	\$ -	
6.1.2											0	\$ -	
6.1.3											0	\$ -	
6.1.4											0	\$ -	
6.1.5	60	17	240	40	80	144	160	96	36	64	937	\$ 93,034	24,900
6.1.6											0	\$ -	
6.1.7											0	\$ -	
6.1.8											0	\$ -	
6.1.9											0	\$ -	
6.1.10											0	\$ -	
6.1.11											0	\$ -	
6.1.12											0	\$ -	
6.2											0	\$ -	
7 Support Services													
7.1											0	\$ -	
7.2											0	\$ -	
7.3											0	\$ -	
7.4											0	\$ -	
7.5											0	\$ -	
7.6											0	\$ -	
7.7											0	\$ -	
7.8											0	\$ -	
7.9											0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1											0	\$ -	
8.2											0	\$ -	
8.3											0	\$ -	
Total Hours	60	17	240	40	80	144	160	96	36	64	937	93,034	24,900

Alameda Central Avenue Safety Improvement Project PA&ED

Firm: Paleo Solutions

10/3/2019

Task		Geraldine Aron	Paul Murphey	Barbara Webster	Courtney Richards	Vincent Zhao	Jeff Hathaway					Hours Total	Base Year Labor Cost	Direct Costs
1	Project Management													
1.1	Project Management Plan (PMP)											0	\$ -	
1.2	Monthly Progress Reports and Invoices											0	\$ -	
1.3	Subconsultant Management											0	\$ -	
1.4	Document Control											0	\$ -	
1.5	Quality Management											0	\$ -	
2	Coordination and Team Meetings													
2.1	Project Kick-off Meeting											0	\$ -	
2.2	Management Team Meetings											0	\$ -	
2.3	Project Team Coordination Meetings											0	\$ -	
3	Public Outreach and Meetings													
3.1	Stakeholder Meetings											0	\$ -	
3.2	Technical Advisory Committee (TAC) Meeting											0	\$ -	
3.3	Community Workshop											0	\$ -	
3.4	Public Outreach Materials and Graphics											0	\$ -	
3.5	Transportation Commision and City Council											0	\$ -	
4	Caltrans Project Development													
4.1	Project Report											0	\$ -	
4.2	Design Exception Fact Sheets											0	\$ -	
4.3	Caltrans PDT and Coordination Meetings											0	\$ -	
5	Traffic Analysis													
5.1	Gather Existing Data											0	\$ -	
5.2	Operations Analysis, Evaluation, and Visualizations											0	\$ -	
5.3	Traffic Operations Analysis Report											0	\$ -	
5.4	Draft Transportation Management Plan											0	\$ -	
6	Environmental Documentation													
6.1.1	Memo Covering No Impacts											0	\$ -	
6.1.2	Land Use											0	\$ -	
6.1.3	Community Impacts											0	\$ -	
6.1.4	Visual and Aesthetics											0	\$ -	
6.1.5	Cultural Resources											0	\$ -	
6.1.6	Paleontology	4		4	18	10	2					38	\$ 4,603	58
6.1.7	Water Quality											0	\$ -	
6.1.8	Hazardous Waste/Materials											0	\$ -	
6.1.9	Air Quality											0	\$ -	
6.1.10	Noise and Vibration											0	\$ -	
6.1.11	Energy and Climate Change											0	\$ -	
6.1.12	Biological Environment											0	\$ -	
6.2	CE/CATEX											0	\$ -	
7	Support Services													
7.1	PID Phase Design Options Update											0	\$ -	
7.2	Topographic Survey and Base Mapping											0	\$ -	
7.3	Right-of-Way Coordination											0	\$ -	
7.4	Pavement Assessment and Design											0	\$ -	
7.5	Utility Coordination and Exploration											0	\$ -	
7.6	Hydrology and Hydraulic Analysis											0	\$ -	
7.7	Stormwater Data Report											0	\$ -	
7.8	Permitting											0	\$ -	
7.9	Parking Inventory											0	\$ -	
8	Engineering Plans, Specifications, and Estimates													
8.1	35% Plan Development											0	\$ -	
8.2	35% Specifications Outline											0	\$ -	
8.3	Engineer's Opinion of Probable Construction Costs											0	\$ -	
Total Hours		4	0	4	18	10	2	0	0	0	0	38	4,603	58

Alameda Central Avenue Safety Improvement Project PA&ED

Firm: Parsons

10/3/2019

Task	Rodney Pimental	Carie Montero	Thomas Warrner	Andrea Reeves		Than Luc	Jason Ogden	Jeff Lormand	Elizabeth Koos	Leo Orendain			Admin	Hours Total	Base Year Labor Cost	Direct Costs	
1 Project Management																	
1.1	Project Management Plan (PMP)													0	\$ -		
1.2	Monthly Progress Reports and Invoices		30										36	66	\$ 8,120		
1.3	Subconsultant Management													0	\$ -		
1.4	Document Control													0	\$ -		
1.5	Quality Management									8				8	\$ 1,264		
2 Coordination and Team Meetings																	
2.1	Project Kick-off Meeting	8	8	4										20	\$ 4,163		
2.2	Management Team Meetings		20											20	\$ 3,741		
2.3	Project Team Coordination Meetings		52	10										62	\$ 10,767		
3 Public Outreach and Meetings																	
3.1	Stakeholder Meetings	8	36	10										54	\$ 10,025		
3.2	Technical Advisory Committee (TAC) Meeting	4	8	4										16	\$ 3,038		
3.3	Community Workshop		8	4										12	\$ 1,913		
3.4	Public Outreach Materials and Graphics		4											4	\$ 748		
3.5	Transportation Commission and City Council		2	4	2									8	\$ 1,021		
4 Caltrans Project Development																	
4.1	Project Report	24	8	6	12									50	\$ 10,254		
4.2	Design Exception Fact Sheets													0	\$ -		
4.3	Caltrans PDT and Coordination Meetings	12	52	8	12									84	\$ 15,317		
5 Traffic Analysis																	
5.1	Gather Existing Data													0	\$ -		
5.2	Operations Analysis, Evaluation, and Visualizations													0	\$ -		
5.3	Traffic Operations Analysis Report													0	\$ -		
5.4	Draft Transportation Management Plan													0	\$ -		
6 Environmental Documentation																	
6.1.1	Memo Covering No Impacts		4	12	8									24	\$ 2,920		
6.1.2	Land Use		20	100	2				8					130	\$ 15,352		
6.1.3	Community Impacts		6	140	2				10				8	166	\$ 17,699		
6.1.4	Visual and Aesthetics		4	12	2			48	8					74	\$ 10,966		
6.1.5	Cultural Resources		90	30	2									122	\$ 20,189		
6.1.6	Paleontology		8	12	4									24	\$ 3,207		
6.1.7	Water Quality		6	12	2									20	\$ 2,603		
6.1.8	Hazardous Waste/Materials		6	12	2									20	\$ 2,603		
6.1.9	Air Quality		4	12	2									18	\$ 2,229		
6.1.10	Noise and Vibration		4	12	2		40	120		6				184	\$ 23,496		
6.1.11	Energy and Climate Change		10	16	2									28	\$ 3,767		
6.1.12	Biological Environment		12	20	2									34	\$ 4,558		
6.2	CE/CATEX		30	72	10					10			8	130	\$ 16,028		
7 Support Services																	
7.1	PID Phase Design Options Update	12												12	\$ 3,374		
7.2	Topographic Survey and Base Mapping													0	\$ -		
7.3	Right-of-Way Coordination	6												6	\$ 1,687		
7.4	Pavement Assessment and Design													0	\$ -		
7.5	Utility Coordination and Exploration		4		4									8	\$ 1,209		
7.6	Hydrology and Hydraulic Analysis		2		4									6	\$ 835		
7.7	Stormwater Data Report		2		4									6	\$ 835		
7.8	Permitting		8		20									28	\$ 3,802		
7.9	Parking Inventory		4		8									12	\$ 1,671		
8 Engineering Plans, Specifications, and Estimates																	
8.1	35% Plan Development	4												4	\$ 1,125		
8.2	35% Specifications Outline	8		16	4									28	\$ 4,377		
8.3	Engineer's Opinion of Probable Construction Costs													0	\$ -		
Total Hours																	
		86	452	528	112	0	40	120	48	42	8	0	0	52	1488	214,904	-

Alameda Central Avenue Safety Improvement Project PA&ED

Firm: PGA

10/3/2019

Task	Christopher Kent	Daniel Collazos	Robert Towar								Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1	Project Management Plan (PMP)										0	\$ -	
1.2	Monthly Progress Reports and Invoices										0	\$ -	
1.3	Subconsultant Management										0	\$ -	
1.4	Document Control										0	\$ -	
1.5	Quality Management										0	\$ -	
2 Coordination and Team Meetings													
2.1	Project Kick-off Meeting										0	\$ -	
2.2	Management Team Meetings										0	\$ -	
2.3	Project Team Coordination Meetings										0	\$ -	
3 Public Outreach and Meetings													
3.1	Stakeholder Meetings										0	\$ -	
3.2	Technical Advisory Committee (TAC) Meeting										0	\$ -	
3.3	Community Workshop										0	\$ -	
3.4	Public Outreach Materials and Graphics										0	\$ -	
3.5	Transportation Commission and City Council										0	\$ -	
4 Caltrans Project Development													
4.1	Project Report										0	\$ -	
4.2	Design Exception Fact Sheets										0	\$ -	
4.3	Caltrans PDT and Coordination Meetings										0	\$ -	
5 Traffic Analysis													
5.1	Gather Existing Data										0	\$ -	
5.2	Operations Analysis, Evaluation, and Visualizations										0	\$ -	
5.3	Traffic Operations Analysis Report										0	\$ -	
5.4	Draft Transportation Management Plan										0	\$ -	
6 Environmental Documentation													
6.1.1	Memo Covering No Impacts										0	\$ -	
6.1.2	Land Use										0	\$ -	
6.1.3	Community Impacts										0	\$ -	
6.1.4	Visual and Aesthetics										0	\$ -	
6.1.5	Cultural Resources										0	\$ -	
6.1.6	Paleontology										0	\$ -	
6.1.7	Water Quality										0	\$ -	
6.1.8	Hazardous Waste/Materials										0	\$ -	
6.1.9	Air Quality										0	\$ -	
6.1.10	Noise and Vibration										0	\$ -	
6.1.11	Energy and Climate Change										0	\$ -	
6.1.12	Biological Environment	32	20	38							90	\$ 14,799	
6.2	CE/CATEX										0	\$ -	
7 Support Services													
7.1	PID Phase Design Options Update										0	\$ -	
7.2	Topographic Survey and Base Mapping										0	\$ -	
7.3	Right-of-Way Coordination										0	\$ -	
7.4	Pavement Assessment and Design										0	\$ -	
7.5	Utility Coordination and Exploration										0	\$ -	
7.6	Hydrology and Hydraulic Analysis										0	\$ -	
7.7	Stormwater Data Report										0	\$ -	
7.8	Permitting										0	\$ -	
7.9	Parking Inventory										0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1	35% Plan Development	70	68	149							287	\$ 43,129	
8.2	35% Specifications Outline										0	\$ -	
8.3	Engineer's Opinion of Probable Construction Costs										0	\$ -	
Total Hours		102	88	187	0	0	0	0	0	0	377	57,928	-



Alameda Central Avenue Safety Improvement Project PA&ED

Firm: PLS Surveys

10/3/2019

Task	Lump Sum Costs										Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1	Project Management Plan (PMP)										0	\$ -	
1.2	Monthly Progress Reports and Invoices										0	\$ -	
1.3	Subconsultant Management										0	\$ -	
1.4	Document Control										0	\$ -	
1.5	Quality Management										0	\$ -	
2 Coordination and Team Meetings													
2.1	Project Kick-off Meeting										0	\$ -	
2.2	Management Team Meetings										0	\$ -	
2.3	Project Team Coordination Meetings										0	\$ -	
3 Public Outreach and Meetings													
3.1	Stakeholder Meetings										0	\$ -	
3.2	Technical Advisory Committee (TAC) Meeting										0	\$ -	
3.3	Community Workshop										0	\$ -	
3.4	Public Outreach Materials and Graphics										0	\$ -	
3.5	Transportation Commission and City Council										0	\$ -	
4 Caltrans Project Development													
4.1	Project Report										0	\$ -	
4.2	Design Exception Fact Sheets										0	\$ -	
4.3	Caltrans PDT and Coordination Meetings										0	\$ -	
5 Traffic Analysis													
5.1	Gather Existing Data										0	\$ -	
5.2	Operations Analysis, Evaluation, and Visualizations										0	\$ -	
5.3	Traffic Operations Analysis Report										0	\$ -	
5.4	Draft Transportation Management Plan										0	\$ -	
6 Environmental Documentation													
6.1.1	Memo Covering No Impacts										0	\$ -	
6.1.2	Land Use										0	\$ -	
6.1.3	Community Impacts										0	\$ -	
6.1.4	Visual and Aesthetics										0	\$ -	
6.1.5	Cultural Resources										0	\$ -	
6.1.6	Paleontology										0	\$ -	
6.1.7	Water Quality										0	\$ -	
6.1.8	Hazardous Waste/Materials										0	\$ -	
6.1.9	Air Quality										0	\$ -	
6.1.10	Noise and Vibration										0	\$ -	
6.1.11	Energy and Climate Change										0	\$ -	
6.1.12	Biological Environment										0	\$ -	
6.2	CE/CATEX										0	\$ -	
7 Support Services													
7.1	PID Phase Design Options Update										0	\$ -	
7.2	Topographic Survey and Base Mapping	51800									51800	\$ 51,800	
7.3	Right-of-Way Coordination										0	\$ -	
7.4	Pavement Assessment and Design										0	\$ -	
7.5	Utility Coordination and Exploration										0	\$ -	
7.6	Hydrology and Hydraulic Analysis										0	\$ -	
7.7	Stormwater Data Report										0	\$ -	
7.8	Permitting										0	\$ -	
7.9	Parking Inventory										0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1	35% Plan Development										0	\$ -	
8.2	35% Specifications Outline										0	\$ -	
8.3	Engineer's Opinion of Probable Construction Costs										0	\$ -	
Total Hours		0	0	0	0	0	0	0	0	0	0	51,800	-



City of Alameda
Central Avenue Safety Improvement Project PS&E
Cost Proposal

10/3/2019

Task	Cost						Total
	CDM_Smith	CHS	OPC	Parsons	PGA		
1 Project Management							
1.1 Project Management Plan (PMP)	\$ 3,901	\$ -	\$ -	\$ -	\$ -	\$ 3,901	
1.2 Monthly Progress Reports and Invoices	\$ 4,567	\$ -	\$ -	\$ 1,673	\$ -	\$ 6,240	
1.3 Subconsultant Management	\$ 5,225	\$ -	\$ -	\$ -	\$ -	\$ 5,225	
1.4 Document Control	\$ 6,041	\$ -	\$ -	\$ -	\$ -	\$ 6,041	
1.5 Quality Management	\$ 13,114	\$ -	\$ -	\$ 316	\$ -	\$ 13,430	
Subtotal	\$ 32,848	\$ -	\$ -	\$ 1,989	\$ -	\$ 34,837	
2 Coordination and Team Meetings							
2.1 Project Kick-off Meeting	\$ 3,270	\$ -	\$ -	\$ -	\$ -	\$ 3,270	
2.2 Management Team Meetings	\$ 2,964	\$ -	\$ -	\$ -	\$ -	\$ 2,964	
2.3 Project Team Coordination Meetings	\$ 7,852	\$ -	\$ -	\$ 1,870	\$ -	\$ 9,722	
Subtotal	\$ 14,085	\$ -	\$ -	\$ 1,870	\$ -	\$ 15,956	
3 Public Outreach and Meetings							
3.1 Stakeholder Meetings	\$ 3,228	\$ -	\$ -	\$ -	\$ -	\$ 3,228	
3.2 Technical Advisory Committee (TAC) Meeting	\$ 2,017	\$ -	\$ -	\$ 1,331	\$ -	\$ 3,348	
3.3 Public Outreach Materials and Graphics	\$ 8,324	\$ -	\$ -	\$ -	\$ -	\$ 8,324	
Subtotal	\$ 13,569	\$ -	\$ -	\$ 1,331	\$ -	\$ 14,900	
4 Caltrans Project Development							
4.1 Design Exception Fact Sheets	\$ 7,182	\$ -	\$ -	\$ -	\$ -	\$ 7,182	
4.2 Caltrans PDT and Coordination Meetings	\$ 6,793	\$ -	\$ -	\$ 6,610	\$ -	\$ 13,403	
Subtotal	\$ 13,975	\$ -	\$ -	\$ 6,610	\$ -	\$ 20,585	
5 Traffic Analysis							
5.1 Final Transportation Management Plan	\$ 7,348	\$ -	\$ -	\$ -	\$ -	\$ 7,348	
Subtotal	\$ 7,348	\$ -	\$ -	\$ -	\$ -	\$ 7,348	
6 Environmental Documentation							
6.1 Environmental Review	\$ 6,269	\$ -	\$ -	\$ 12,931	\$ -	\$ 19,200	
Subtotal	\$ 6,269	\$ -	\$ -	\$ 12,931	\$ -	\$ 19,200	
7 Support Services							
7.1 Right-of-Way Coordination	\$ 4,163	\$ -	\$ 87,072	\$ -	\$ -	\$ 91,235	
7.2 Hydrology and Hydraulic Analysis	\$ 6,432	\$ -	\$ -	\$ 1,913	\$ -	\$ 8,345	
7.3 Stormwater Data Report	\$ 7,348	\$ -	\$ -	\$ 3,163	\$ -	\$ 10,511	
7.4 Permitting	\$ 2,312	\$ -	\$ -	\$ -	\$ -	\$ 2,312	
Subtotal	\$ 20,255	\$ -	\$ 87,072	\$ 5,076	\$ -	\$ 112,403	
8 Engineering Plans, Specifications, and Estimates							
8.1 65% Plan Development	\$ 109,414	\$ 16,409	\$ -	\$ -	\$ 9,902	\$ 135,724	
8.2 65% Specifications	\$ 19,448	\$ 2,332	\$ -	\$ -	\$ 3,907	\$ 25,688	
8.3 65% Engineer's Opinion of Probable Construction Costs	\$ 8,781	\$ 2,853	\$ -	\$ -	\$ 7,929	\$ 19,563	
8.4 95% Plan Development	\$ 58,385	\$ 16,409	\$ -	\$ -	\$ 11,107	\$ 85,901	
8.5 95% Specifications	\$ 15,952	\$ 2,332	\$ -	\$ -	\$ 2,513	\$ 20,798	
8.6 95% Engineer's Opinion of Probable Construction Costs	\$ 8,049	\$ 2,853	\$ -	\$ -	\$ 3,615	\$ 14,516	
8.7 100% Plan Development	\$ 30,534	\$ 15,552	\$ -	\$ -	\$ 14,055	\$ 60,141	
8.8 100% Specifications	\$ 13,368	\$ 2,332	\$ -	\$ -	\$ 3,136	\$ 18,836	
8.9 100% Engineer's Opinion of Probable Construction Costs	\$ 7,775	\$ 2,853	\$ -	\$ -	\$ 5,107	\$ 15,734	
8.1 IFB PS&E	\$ 14,491	\$ 16,717	\$ -	\$ 4,499	\$ 4,816	\$ 40,524	
Subtotal	\$ 286,196	\$ 80,642	\$ -	\$ 4,499	\$ 66,088	\$ 437,426	
9 Construction Bid Support							
9.1 Construction Bid Support	\$ 17,268	\$ -	\$ -	\$ -	\$ -	\$ 17,268	
Subtotal	\$ 17,268	\$ -	\$ -	\$ -	\$ -	\$ 17,268	
Base Year Labor Cost	\$ 411,814	\$ 80,642	\$ 87,072	\$ 34,307	\$ 66,088	\$ 679,923	
ODC Costs	\$ 1,782	\$ -	\$ 7,500	\$ -	\$ -	\$ 9,282	
Percentage of Work in 2020 0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Percentage of Work in 2021 100%	\$ 436,523	\$ 85,481	\$ 92,296	\$ 36,365	\$ 70,053	\$ 720,718	
Total Cost	\$ 438,305	\$ 85,481	\$ 99,796	\$ 36,365	\$ 70,053	\$ 730,000	

Contingency 6.85% \$ 50,000
Total Contract \$ 780,000

Alameda Central Avenue Safety Improvement Project PS&E

Firm (Prime): CDM Smith

10/3/2019

Task	Dave Jensen	Camille Tsao	Jake Gunther	Michael Bjork	Lauren Buser	Shaheen Siddiqui	Stefan Schuster	Russ Vadenais	Kaehler Chaney	Dorothy Meyer	Szu-han Chen	Robert Fosse	Steve Horton	Kelly Paulsen	Jenny Contakos	Deborah Miller	Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management																			
1.1 Project Management Plan (PMP)	2						4							16			22	\$ 3,901	
1.2 Monthly Progress Reports and Invoices							8							8		16	32	\$ 4,567	
1.3 Subconsultant Management							8							16	12		36	\$ 5,225	
1.4 Document Control							8		20					16			44	\$ 6,041	
1.5 Quality Management	16	4	4	2		6	10						2	16			60	\$ 13,114	
2 Coordination and Team Meetings																			
2.1 Project Kick-off Meeting		3				6	6										15	\$ 3,270	82
2.2 Management Team Meetings		4					8										12	\$ 2,964	
2.3 Project Team Coordination Meetings						24	16										40	\$ 7,852	
3 Public Outreach and Meetings																			
3.1 Stakeholder Meetings						8	8										16	\$ 3,228	100
3.2 Technical Advisory Committee (TAC) Meeting						5	5										10	\$ 2,017	100
3.3 Public Outreach Materials and Graphics				12	12	8	8						12				52	\$ 8,324	500
4 Caltrans Project Development																			
4.1 Design Exception Fact Sheets			8		20	24											52	\$ 7,182	
4.2 Caltrans PDT and Coordination Meetings			4			12	16				5						37	\$ 6,793	
5 Traffic Analysis																			
5.1 Final Transportation Management Plan			34								30						64	\$ 7,348	
6 Environmental Documentation																			
6.1 Environmental Review							12			16							28	\$ 6,269	
7 Support Services																			
7.1 Right-of-Way Coordination			4			16	4										24	\$ 4,163	
7.2 Hydrology and Hydraulic Analysis							8	20	20								48	\$ 6,432	
7.3 Stormwater Data Report							12	20	20								52	\$ 7,348	
7.4 Permitting						8	4										12	\$ 2,312	
8 Engineering Plans, Specifications, and Estimates																			
8.1 65% Plan Development			300	64	280	80	40	40	96								900	\$ 109,414	
8.2 65% Specifications			4		48	20	12	24	48								156	\$ 19,448	
8.3 65% Engineer's Opinion of Probable Construction Costs			20			20	6	12									58	\$ 8,781	
8.4 95% Plan Development			140	40	120	36	30	40	64								470	\$ 58,385	
8.5 95% Specifications					48	20	10	16	32								126	\$ 15,952	
8.6 95% Engineer's Opinion of Probable Construction Costs			20			20	4	10									54	\$ 8,049	
8.7 100% Plan Development			60	12	60	16	20	32	44								244	\$ 30,534	
8.8 100% Specifications					48	20	10	8	16								102	\$ 13,368	
8.9 100% Engineer's Opinion of Probable Construction Costs			20			20	4	8									52	\$ 7,775	
8.10 IFB PS&E			20	8	20	4	10	28	24								114	\$ 14,491	1000
9 Construction Bid Support																			
9.1 Construction Bid Support			24		24	48	16										112	\$ 17,268	
Total Hours	18	11	662	138	680	421	307	258	384	16	35	2	12	72	12	16	3,044	411,814	1,782

Alameda Central Avenue Safety Improvement Project PS&E

Firm: CHS

10/3/2019

Task	Chi-Hsin Shao	Soroush Khadem	Celina Lee	Byung Lee	Frank Feng	Millicent Williams					Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1 Project Management Plan (PMP)											0	\$ -	
1.2 Monthly Progress Reports and Invoices											0	\$ -	
1.3 Subconsultant Management											0	\$ -	
1.4 Document Control											0	\$ -	
1.5 Quality Management											0	\$ -	
2 Coordination and Team Meetings													
2.1 Project Kick-off Meeting											0	\$ -	
2.2 Management Team Meetings											0	\$ -	
2.3 Project Team Coordination Meetings											0	\$ -	
3 Public Outreach and Meetings													
3.1 Stakeholder Meetings											0	\$ -	
3.2 Technical Advisory Committee (TAC) Meeting											0	\$ -	
3.3 Public Outreach Materials and Graphics											0	\$ -	
4 Caltrans Project Development													
4.1 Design Exception Fact Sheets											0	\$ -	
4.2 Caltrans PDT and Coordination Meetings											0	\$ -	
5 Traffic Analysis													
5.1 Final Transportation Management Plan											0	\$ -	
6 Environmental Documentation													
6.1 Environmental Review											0	\$ -	
7 Support Services													
7.1 Right-of-Way Coordination											0	\$ -	
7.2 Hydrology and Hydraulic Analysis											0	\$ -	
7.3 Stormwater Data Report											0	\$ -	
7.4 Permitting											0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1 65% Plan Development	1	16	20	32	40	1					110	\$ 16,409	
8.2 65% Specifications		2	4	8							14	\$ 2,332	
8.3 65% Engineer's Opinion of Probable Construction Costs		2	4		16						22	\$ 2,853	
8.4 95% Plan Development	1	16	20	32	40	1					110	\$ 16,409	
8.5 95% Specifications		2	4	8							14	\$ 2,332	
8.6 95% Engineer's Opinion of Probable Construction Costs		2	4		16						22	\$ 2,853	
8.7 100% Plan Development	1	12	20	32	40	1					106	\$ 15,552	
8.8 100% Specifications		2	4	8							14	\$ 2,332	
8.9 100% Engineer's Opinion of Probable Construction Costs		2	4		16						22	\$ 2,853	
8.10 IFB PS&E	3	8	20	40	40	3					114	\$ 16,717	
9 Construction Bid Support													
9.1 Construction Bid Support											0	\$ -	
Total Hours	6	64	104	160	208	6	0	0	0	0	548	80,642	-

Alameda Central Avenue Safety Improvement Project PS&E

Firm: OPC

10/3/2019

Task	Matt La Bonte	Steven Harris	Nivrita Chandra	Agent / Analyst	Project Support						Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1 Project Management Plan (PMP)											0	\$ -	
1.2 Monthly Progress Reports and Invoices											0	\$ -	
1.3 Subconsultant Management											0	\$ -	
1.4 Document Control											0	\$ -	
1.5 Quality Management											0	\$ -	
2 Coordination and Team Meetings													
2.1 Project Kick-off Meeting											0	\$ -	
2.2 Management Team Meetings											0	\$ -	
2.3 Project Team Coordination Meetings											0	\$ -	
3 Public Outreach and Meetings													
3.1 Stakeholder Meetings											0	\$ -	
3.2 Technical Advisory Committee (TAC) Meeting											0	\$ -	
3.3 Public Outreach Materials and Graphics											0	\$ -	
4 Caltrans Project Development													
4.1 Design Exception Fact Sheets											0	\$ -	
4.2 Caltrans PDT and Coordination Meetings											0	\$ -	
5 Traffic Analysis													
5.1 Final Transportation Management Plan											0	\$ -	
6 Environmental Documentation													
6.1 Environmental Review											0	\$ -	
7 Support Services													
7.1 Right-of-Way Coordination	10	171	537	20	258						996	\$ 87,072	7,500
7.2 Hydrology and Hydraulic Analysis											0	\$ -	
7.3 Stormwater Data Report											0	\$ -	
7.4 Permitting											0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1 65% Plan Development											0	\$ -	
8.2 65% Specifications											0	\$ -	
8.3 65% Engineer's Opinion of Probable Construction Costs											0	\$ -	
8.4 95% Plan Development											0	\$ -	
8.5 95% Specifications											0	\$ -	
8.6 95% Engineer's Opinion of Probable Construction Costs											0	\$ -	
8.7 100% Plan Development											0	\$ -	
8.8 100% Specifications											0	\$ -	
8.9 100% Engineer's Opinion of Probable Construction Costs											0	\$ -	
8.10 IFB PS&E											0	\$ -	
9 Construction Bid Support													
9.1 Construction Bid Support											0	\$ -	
Total Hours	10	171	537	20	258	0	0	0	0	0	996	87,072	7,500

Alameda Central Avenue Safety Improvement Project PS&E

Firm: Parsons

10/3/2019

Task	Rodney Pimental	Carie Montero	Thomas Warrner	Andrea Reeves		Than Luc	Jason Ogden	Jeff Lormand	Elizabeth Koos	Leo Orendain			Admin	Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management																
1.1	Project Management Plan (PMP)													0	\$ -	
1.2	Monthly Progress Reports and Invoices												24	24	\$ 1,673	
1.3	Subconsultant Management													0	\$ -	
1.4	Document Control													0	\$ -	
1.5	Quality Management									2				2	\$ 316	
2 Coordination and Team Meetings																
2.1	Project Kick-off Meeting													0	\$ -	
2.2	Management Team Meetings													0	\$ -	
2.3	Project Team Coordination Meetings		10											10	\$ 1,870	
3 Public Outreach and Meetings																
3.1	Stakeholder Meetings													0	\$ -	
3.2	Technical Advisory Committee (TAC) Meeting		6	2										8	\$ 1,331	
3.3	Public Outreach Materials and Graphics													0	\$ -	
4 Caltrans Project Development																
4.1	Design Exception Fact Sheets													0	\$ -	
4.2	Caltrans PDT and Coordination Meetings		32	6										38	\$ 6,610	
5 Traffic Analysis																
5.1	Final Transportation Management Plan													0	\$ -	
6 Environmental Documentation																
6.1	Environmental Review		58	20										78	\$ 12,931	
7 Support Services																
7.1	Right-of-Way Coordination													0	\$ -	
7.2	Hydrology and Hydraulic Analysis		8	4										12	\$ 1,913	
7.3	Stormwater Data Report		8	16										24	\$ 3,163	
7.4	Permitting													0	\$ -	
8 Engineering Plans, Specifications, and Estimates																
8.1	65% Plan Development													0	\$ -	
8.2	65% Specifications													0	\$ -	
8.3	65% Engineer's Opinion of Probable Construction Costs													0	\$ -	
8.4	95% Plan Development													0	\$ -	
8.5	95% Specifications													0	\$ -	
8.6	95% Engineer's Opinion of Probable Construction Costs													0	\$ -	
8.7	100% Plan Development													0	\$ -	
8.8	100% Specifications													0	\$ -	
8.9	100% Engineer's Opinion of Probable Construction Costs													0	\$ -	
8.10	IFB PS&E	16												16	\$ 4,499	
9 Construction Bid Support																
9.1	Construction Bid Support													0	\$ -	
	Total Hours	16	122	48	0	0	0	0	0	2	0	0	24	212	34,307	-

Alameda Central Avenue Safety Improvement Project PS&E

Firm: PGA

10/3/2019

Task	Christopher Kent	Daniel Collazos	Robert Towar								Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1	Project Management Plan (PMP)										0	\$ -	
1.2	Monthly Progress Reports and Invoices										0	\$ -	
1.3	Subconsultant Management										0	\$ -	
1.4	Document Control										0	\$ -	
1.5	Quality Management										0	\$ -	
2 Coordination and Team Meetings													
2.1	Project Kick-off Meeting										0	\$ -	
2.2	Management Team Meetings										0	\$ -	
2.3	Project Team Coordination Meetings										0	\$ -	
3 Public Outreach and Meetings													
3.1	Stakeholder Meetings										0	\$ -	
3.2	Technical Advisory Committee (TAC) Meeting										0	\$ -	
3.3	Public Outreach Materials and Graphics										0	\$ -	
4 Caltrans Project Development													
4.1	Design Exception Fact Sheets										0	\$ -	
4.2	Caltrans PDT and Coordination Meetings										0	\$ -	
5 Traffic Analysis													
5.1	Final Transportation Management Plan										0	\$ -	
6 Environmental Documentation													
6.1	Environmental Review										0	\$ -	
7 Support Services													
7.1	Right-of-Way Coordination										0	\$ -	
7.2	Hydrology and Hydraulic Analysis										0	\$ -	
7.3	Stormwater Data Report										0	\$ -	
7.4	Permitting										0	\$ -	
8 Engineering Plans, Specifications, and Estimates													
8.1	65% Plan Development	20	38	8							66	\$ 9,902	
8.2	65% Specifications	10	4	8							22	\$ 3,907	
8.3	65% Engineer's Opinion of Probable Construction Costs	12	9	32							53	\$ 7,929	
8.4	95% Plan Development	22	40	12							74	\$ 11,107	
8.5	95% Specifications	5	5	6							16	\$ 2,513	
8.6	95% Engineer's Opinion of Probable Construction Costs	8	6	8							22	\$ 3,615	
8.7	100% Plan Development	24	37	34							95	\$ 14,055	
8.8	100% Specifications	8	5	5							18	\$ 3,136	
8.9	100% Engineer's Opinion of Probable Construction Costs	4	18	18							40	\$ 5,107	
8.10	IFB PS&E	13	8	6							27	\$ 4,816	
9 Construction Bid Support													
9.1	Construction Bid Support										0	\$ -	
	Total Hours	126	170	137	0	0	0	0	0	0	433	66,088	-





CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
05/30/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Aon Risk Services Northeast, Inc. Boston MA Office 53 State Street Suite 2201 Boston MA 02109 USA	CONTACT NAME: PHONE (A/C. No. Ext): (866) 283-7122 FAX (A/C. No.): (800) 363-0105		
	E-MAIL ADDRESS:		
INSURED CDM Smith Inc. 75 State Street, Suite 701 Boston MA 02109 USA	INSURER(S) AFFORDING COVERAGE		NAIC #
	INSURER A: Liberty Mutual Fire Ins Co		23035
	INSURER B: Liberty Insurance Corporation		42404
	INSURER C: LM Insurance Corporation		33600
	INSURER D: Lloyd's Syndicate No. 2623		AA1128623
	INSURER E:		
INSURER F:			

COVERAGES **CERTIFICATE NUMBER: 570076433726** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS. Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDITIONAL INSURED	SUBROGATION WAIVED	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:			TB7611B8T8Z6049	01/01/2019	01/01/2020	EACH OCCURRENCE	\$2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$1,000,000
							MED EXP (Any one person)	\$10,000
							PERSONAL & ADV INJURY	\$2,000,000
							GENERAL AGGREGATE	\$4,000,000
							PRODUCTS - COMP/OP AGG	\$4,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY			AS2-611-B8T8Z6-069	01/01/2019	01/01/2020	COMBINED SINGLE LIMIT (Ea accident)	\$2,000,000
							BODILY INJURY (Per person)	
							BODILY INJURY (Per accident)	
							PROPERTY DAMAGE (Per accident)	
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION			CITY OF ALAMEDA Risk Management <i>[Signature]</i> Date 5-30-19 Lucretia Akil, City Risk Manager 6-13-19			EACH OCCURRENCE	
							AGGREGATE	
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N		WA561D88T8Z6019	01/01/2019	01/01/2020	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
C		N	N/A	AOS			E.L. EACH ACCIDENT	\$1,000,000
				WC5611B8T8Z6029	01/01/2019	01/01/2020	E.L. DISEASE-EA EMPLOYEE	\$1,000,000
				WI			E.L. DISEASE-POLICY LIMIT	\$1,000,000
D	Archit&Eng Prof <input checked="" type="checkbox"/>			PSDEF1900033	01/01/2019	01/01/2020	Each Claim	\$1,000,000
				Professional/Claims Made			Aggregate	\$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Central Avenue Complete Street Project Initiation Document. The City of Alameda, its City Council, boards, commissions, officials, employees, and volunteers are included as Additional Insured in accordance with the policy provisions of the General Liability and Automobile Liability policies. General Liability evidenced herein is Primary and Non-Contributory to other insurance available to an Additional Insured, but only in accordance with the policy's provisions. A waiver of Subrogation is granted in favor of the City of Alameda in accordance with the policy provisions of the General Liability and Automobile Liability policies.

CERTIFICATE HOLDER CANCELLATION

City of Alameda, Base Reuse and Transportation Planning Department Attn: Gail Payne, Senior Transportation Coordinator 2263 Santa Clara Avenue, Room 130 Alameda CA 94501 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE <i>Aon Risk Services Northeast, Inc.</i>
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Holder Identifier : ABCEF Certificate No : 570076433726



ADDITIONAL REMARKS SCHEDULE

AGENCY Aon Risk Services Northeast, Inc.		NAMED INSURED CDM Smith Inc.	
POLICY NUMBER See Certificate Number: 570076433726			
CARRIER See Certificate Number: 570076433726	NAIC CODE	EFFECTIVE DATE:	

ADDITIONAL REMARKS

**THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance**

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER	
INSURER	
INSURER	
INSURER	

ADDITIONAL POLICIES If a policy below does not include limit information, refer to the corresponding policy on the ACORD certificate form for policy limits.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS
	WORKERS COMPENSATION						
B		N/A		WA761DB8T8Z6039 MA & PR	01/01/2019	01/01/2020	

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – OWNERS, LESSEES OR
CONTRACTORS – SCHEDULED PERSON OR
ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

- 1. Your acts or omissions; or
- 2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

- 1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
- 2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

- 1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
- 2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

- 1. Required by the contract or agreement; or
- 2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

CITY OF ALAMEDA
Risk Management

Date 5-30-19

Lucretia Akil, City Risk Manager

6-13-19

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
Any Person or Organization to whom you become obligated to include as an Additional Insured as a result of any contract or agreement you enter into.	Per the contract or agreement
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

Policy Number TB7-611-B8T8Z6-049
Issued by Liberty Insurance Corp.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

OTHER INSURANCE AMENDMENT – SCHEDULED ADDITIONAL INSURED

This endorsement modifies insurance provided under the following:

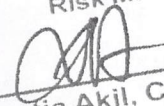
COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART

If you are obligated under a written agreement to provide liability insurance on a primary, excess, contingent, or any other basis for any person(s) or organization(s) shown in the Schedule of this endorsement that qualifies as an additional insured on this Policy, this Policy will apply solely on the basis required by such written agreement and Paragraph 4. Other Insurance of Section IV – Conditions will not apply. Where the applicable written agreement does not specify on what basis the liability insurance will apply, the provisions of Paragraph 4. Other Insurance of Section IV – Conditions will apply. However, this insurance is excess over any other insurance available to the additional insured for which it is also covered as an additional insured for the same "occurrence", claim or "suit".

Schedule

Name of Person(s) or Organization(s):

Any person(s) or organization(s) to whom you are obligated by a written agreement to procure Additional Insured coverage under your policy.

CITY OF ALAMEDA
Risk Management
 Date 5-30-19
Lucretia Akil, City Risk Manager
6-13-19

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

<p>Name Of Person Or Organization:</p> <p>PURSUANT TO APPLICABLE WRITTEN CONTRACT OR AGREEMENT YOU ENTER INTO</p>

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Paragraph 8. **Transfer Of Rights Of Recovery Against Others To Us** of Section IV – Conditions:

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

CITY OF ALAMEDA
 Risk Management
 Date 5-30-14
 Lucretia Akil, City Risk Manager 6-13-14

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" for Covered Autos Liability Coverage under the Who Is An Insured provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

SCHEDULE

Name Of Person(s) Or Organization(s):

Blanket - Any person or organization whom you have agreed in writing to add as an Additional Insured but only to coverage and minimum limits of insurance required by the written agreement, and in no event to exceed either the scope of coverage or the limits of insurance provided in this policy.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Each person or organization shown in the Schedule is an "insured" for Covered Autos Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Paragraph A.1. of Section II – Covered Autos Liability Coverage in the Business Auto and Motor Carrier Coverage Forms and Paragraph D.2. of Section I – Covered Autos Coverages of the Auto Dealers Coverage Form.

CITY OF ALAMEDA
Risk Management
[Signature]
Date 5-30-19
Lucretia Akil, City Risk Manager
6-13-19

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US (WAIVER OF SUBROGATION)

This endorsement modifies insurance provided under the following:

- AUTO DEALERS COVERAGE FORM
- BUSINESS AUTO COVERAGE FORM
- MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

SCHEDULE

Name(s) Of Person(s) Or Organization(s):

Any person or organization for whom you perform work under a written contract if the contract requires you to obtain this agreement from us, but only if the contract is executed prior to the injury or damage occurring.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The **Transfer Of Rights Of Recovery Against Others To Us** condition does not apply to the person(s) or organization(s) shown in the Schedule, but only to the extent that subrogation is waived prior to the "accident" or the "loss" under a contract with that person or organization.

CITY OF ALAMEDA
Risk Management
CA
 Date 5-30-19
 Lucretia Akil, City Risk Manager 6-13-19