Professional Transportation Engineering Services Offered

Project Management

Program Management

Project Feasibility Studies

Federal-Aid Program Assistance

Project Initiation / Approval Documents

Environmental Study Technical Support

Bridge Design Services

Roadway / Highway Design

Bridge Inspections

Bridge Rehabilitation Design

Bridge Maintenance Repair Design

Construction Inspection

Construction Management

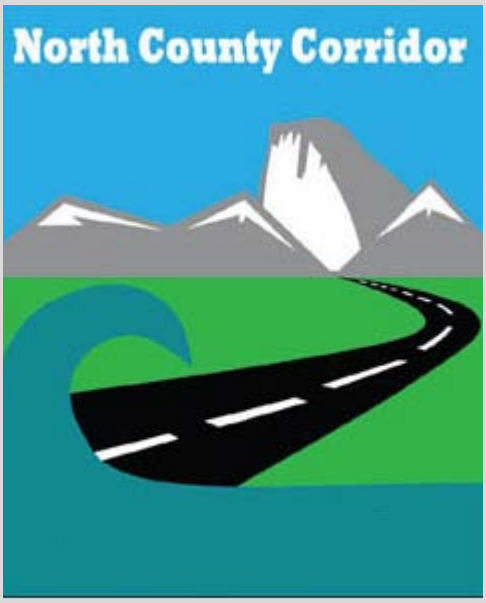
Forensic Engineering

STATEMENT OF QUALIFICATIONS

For

All-Inclusive PA&ED Services on the North County Corridor Project

SUBMITTED TO



drake haglan AND ASSOCIATES

www.drakehaglan.com **August 2, 2013**

In Association with:

Dokken Engineering
LSA Associates
Judith Buethe Communications
Crawford & Associates
Fehr & Peers
Guiliani & Kull
Martin Y. Hsu, PE, CVS & Associates
Northstar Engineering Group
O'Dell Engineering
Overland, Pacific & Cutler

11060 White Rock Road, Suite 200 • Rancho Cordova, California 95670 • P 916.363.4210 • F 916.363.4230

CALAVERAS
COUNCIL *of*
GOVERNMENTS

July 31, 2013

Mr. Colt Esenwein, Public Works Deputy Director
Stanislaus County
1716 Morgan Road
Modesto, CA 95358-5805

SUBJECT: LETTER OF RECOMMENDATION FOR DRAKE, HAGLAN & ASSOCIATES AND DOKKEN ENGINEERING

Dear Mr. Esenwein,

It has come to my attention that you are looking for a consultant team to assist you with completing your Project Approval and Environmental Documentation (PA&ED) for the North County Corridor project. I strongly recommend that you consider the Drake Haglan & Associates/Dokken Engineering team for this project.

The same consultant team (Matt Satow as County's Consultant Project Manager and Namat Hosseinion as Dokken's Environmental Manager) is currently leading the PA&ED effort for the State Route 4 (Wagon Trail) Realignment Project for the Calaveras Council of Governments (CCOG) and Calaveras County. Our project will realign approximately 7 miles of State Route 4 and has many of the same complexities and project issues that you will face in completing PA&ED for your project.

The Haglan/Dokken team has been successful working with the diverse group of stakeholders through the process of obtaining right-of-entries. The team is committed to the refinement of alignment alternatives that better meet the needs of the stakeholders while still meeting the purpose and need of the project. The team's ability to bring stakeholders with many different viewpoints together and focused on completing the environmental review has been invaluable to CCOG.

The Drake Haglan & Associates/Dokken Engineering team provides the quality and high level of customer service that CALCOG expect from its consultants which has resulted in a very successful working relationship. I would not hesitate for a minute in recommending them to lead your project. Please feel free to contact me at (209) 754-2094 or via email at meads@calacog.org if you have any questions about this team's work on our project.

Sincerely,

Melissa Eads, Executive Director

444 E. St. Charles, Suite A
P.O. Box 280
San Andreas CA 95249
209 754-2094
209 754-2096 (fax)
www.calacog.org

drake haglan
AND ASSOCIATES

August 2, 2013

Mr. Colt Esenwein, P.E.
Stanislaus County Department of Public Works
1716 Morgan Road
Modesto, CA 95358

SUBJECT: STATEMENT OF QUALIFICATIONS FOR ALL-INCLUSIVE PA&ED SERVICES ON THE NORTH COUNTY CORRIDOR PROJECT

Dear Mr. Esenwein,

Drake Haglan & Associates, Inc. (DHA) is pleased to submit our Statement of Qualifications for all-inclusive PA&ED services for the North County Corridor Project. Based on the RFQ, our research and discussions with staff, we are confident that the Drake Haglan Team can accelerate the successful completion of the PA/ED phase.

At DHA the client comes first, and you will find our project approach to be very proactive. Our philosophy is to take ownership of the project as if we were North County Corridor JPA (JPA) staff, so project success is very important to us since it has a direct impact on your program and on our reputation as professional services providers.

You will see from our proposal that we have a solid understanding of what the JPA needs for this assignment. Our working knowledge of the project, the stakeholders, and other agencies involved in the project will allow us to immediately assist the JPA in re-scoping the project and move the project forward.

This project is somewhat unique in that a previous consultant team had started work on various technical studies and engineering work. Our team has spent significant time reviewing the materials available to us and has put together an approach for this project that will allow us to maximize the use of previously prepared materials and "hit the ground running". From our understanding of the project, it is clear that the success of this project will come down to three key elements: ***A strong Project Manager, an experienced environmental team that has delivered corridor projects in District 10, and a team with experience in working on large corridor projects with JPAs.*** We hope you'll agree that the Drake Haglan Team is the most experienced team in these areas.

Strong project management is the key to successful project delivery. At DHA, we understand that the JPA and your staff are busy. Your Project Manager, ***Matt Satow***, and the rest of our team have been hand-selected to provide you with responsive, quality services with minimal oversight. Matt has more than 19 years of experience delivering complex transportation projects and managing multi-disciplinary teams. ***He is currently managing a similarly complex PA&ED project for the State Route 4 Realignment Project in Caltrans District 10***. He also has extensive experience in managing and delivering projects that are similarly related to the North County Corridor Project such as Capital Southeast Connector Project (Design Manager), Public Outreach Support for the Sheldon/Wilton Limited Access Workshops for the Capital Southeast Connector Project and the recently constructed $50 million Stockton Railroad Grade Separations.

To further strengthen the team, Dennis Haglan will serve you as a Strategic Advisor and Planner as active counterpart of Matt's. Dennis brings more than 24 years of experience in the planning and design of major transportation projects and is currently serving as the Project Manager for the Capital Southeast Connector JPA's 35 mile, $500 million dollar corridor project in the Sacramento region. This directly relevant experience will allow Dennis to assist Matt and the JPA in complex

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issues that are typical for a project of this magnitude that runs through multiple jurisdictions such as: how to limit access, negotiating and developing funding agreements, or should the JPA develop a finance plan. These are issues that Dennis is currently working with on a day to day basis for the Capital Southeast Connector JPA and can provide this experience to the NCC JPA.

As you review our qualifications and technical proposal, you will see that our environmental team has the needed experience and background that will enable the JPA to move through the environmental process without further delays and deliver a successful project.

- Experienced Environmental Project Manager: Namat Hosseinion has over 14 years of experience in the management of environmental resources with specialized expertise in large Federal and State of California linear transportation projects, regulatory permitting, archaeology, and environmental laws and regulation. Mr. Hosseinion possesses expert knowledge of both NEPA and CEQA, allowing for complete environmental scoping and engineering coordination addressing all permitting and potential environmental issues. ***Recent accomplishments with District 10 (using District 6 staff) include the NEPA and CEQA approval of the Pelandale Interchange within 12 months of Notice to Proceed. Another recent achievement was the completion of intensive technical surveys of over 10.6 miles and 2,000 acres surveyed for the Wagon Trail Corridor Realignment on State Route 4 (Calaveras County) within 7 months of Notice to Proceed. These were accomplished through close coordination between Dokken Engineering staff, Caltrans, and the Local Agencies.***
- Experienced Environmental Support/Technical Studies Team: Jeff Bray and LSA will provide environmental technical support. Jeff is a principal biologist at LSA with 18 years of experience with biological resources and wetlands projects throughout California including numerous bridge, interchange, and corridor projects within the San Joaquin Valley and with Caltrans Districts 6 and 10.
- DHA In-House Environmental Coordinator/Environmental Approvals: DHA's in-house environmental coordinator, Jennifer Hildebrandt, has managed and authored many projects requiring higher-level CEQA/NEPA environmental documents, and is aware of the types of environmental issues that can result in unanticipated schedule impacts if not recognized early in the project development process. Additionally Jennifer has a significant amount of experience in District 10 will ensure close coordination between the engineering and environmental processes.

Matt will be the point of contact for the selection and contract process, at the address and phone number noted on the letterhead. As a Principal and President of the company, Dennis is authorized to negotiate and sign all contracts between the JPA and DHA. We hope that our qualifications and approach will lead to our being selected as the JPA's preferred consultant to deliver the PA&ED for this exciting project.

We appreciate your consideration of our team, and look forward to further discussions with you regarding this project. If you have any questions during your evaluation, please contact me at the address, phone number or fax number listed on our letterhead. My e-mail address is msatow@drakehaglan.com.

Sincerely,

Drake Haglan and Associates, Inc.

Dennis Haglan, P.E.
President

Matt Satow, P.E.
Project Manager

PROJECT UNDERSTANDING

In Northern Stanislaus County, Oakdale, Riverbank and Modesto there is a high percentage of regional traffic utilizing local roads. State Route 108 currently travels through the downtown areas of Riverbank and Oakdale which is a primary contributor to the traffic congestion and delay through this corridor. The accident rate through this highway segment is 35 percent higher than the statewide average.

A new east-west expressway would improve the safety of the highway and improve circulation in general, as well as improve access to and around the cities of Modesto, Riverbank, and Oakdale. In addition to this, the Stanislaus region is primarily agriculture-based, and those commodities need to go from farm to market. Recognizing this need, the Stanislaus Council of Governments (StanCOG) completed a feasibility study in January of 2008 for creating a new east-west expressway, which was referred to as the North County Corridor.

The study validated the need for a new east-west expressway and the North County Corridor (NCC) Transportation Expressway Authority (JPA) was formed shortly after in April 2008 with the goal of completing the Project Approval and Environmental Documentation (PA&ED) NCC.

A consultant firm was retained during the summer of 2008 to complete that documentation. The overall goal was to complete a planning level EIR, that was to be used for route adoption purposes, and then a project level EIR and EIS to satisfy CEQA and NEPA requirements. Caltrans was and still is the environmental lead with the Joint Powers Authority as the agency. Caltrans also is a participating member of the JPA along with its member agencies – Stanislaus County and the Cities of Riverbank, Modesto and Oakdale.

In May of 2010, the CTC (California Transportation Commission) approved the route adoption and the associated planning level EIR. The CTC also approved a resolution to secure the funds from the old Oakdale Bypass to be used on the North County Corridor.

Preliminary screening efforts in 2011 narrowed down 18 alignment alternatives to two primary alternatives with multiple variations towards the eastern termini of the project connecting to State Route 120.

The State's recent efforts to make Kiernan Avenue (SR 219) a four-lane expressway between SR 99 and SR 108 is under construction and anticipated to be completed in 2015. This project combined with the recent traffic forecasts has prompted the JPA to formally request that Caltrans allow the JPA to re-scope the North County Corridor (SR 108) from a freeway to an expressway that will build off of the State's four-lane expressway project on Kiernan at Tully Road and extend to the east to SR 120 east of Oakdale.

Stanislaus County on behalf of the JPA is currently seeking a consultant team to lead and deliver the PA&ED for the North County Corridor. The Drake Haglan Team has the experience and leadership ability to successfully deliver this project on time and within budget.

PROJECT APPROACH

From our review of the environmental work done to date, we have compiled the table on the following page that outlines the status, risks and our approach for utilizing what has already been done.

Environmental Status, Risks, and Approach to a Certified EIR

Technical Study	Current Status	Risk Assessment	DHA Team Approach
Noise Study	Noise models have already been built and field data have been collected for the proposed project. No field data has been collected for the proposed 1B/2B alignment option.	Working under the assumption that field data collected are adequate and additional data is not needed because of changes in land use patterns. Working under the assumption that the noise model was built correctly for the proposed project The noise model is based on the 2011 RTP traffic numbers (baseline) per the PDT's decision. Any revisions in the design requires revisions to the noise model.	The noise model will be re-built to include the 1B/2B alignment option. The noise model will be run once the DHA team receives the field data and model. The results of the model run will then be evaluated to determine the level of impact, and whether attenuation measures, such as sound walls, might be required for segments of the expressway. A Noise Study Report and Noise Abatement Decision Report can be prepared to summarize the results of the model and potential project impacts.
Paleontology Study	Draft report completed in February 2012. Report needs to be updated to include the 1B/2B alignment option.	No foreseeable risks at this time.	The existing report will be reworked to include the 1B/2B option. It is likely that the results and avoidance/minimization options would not change.
Natural Environment Study (NES)	Meeting minutes from June 2013 indicate that a draft report has been provided; however, CDs and ICF status matrix indicates that the NES is still a working draft.	Protocol level surveys are needed for the California tiger salamander and vernal pool fairy shrimp. USFWS approval is needed to begin and approve studies. USFWS approval of studies will not be given if next season is too dry. Unknown and unavailable data regarding botanical surveys.	Through coordination with USFWS, the DHA team will use one of the following methods to address special status species in the proposed project area: • If wet enough: complete protocol surveys in the spring of 2014. • If USFWS determines it is too dry again: Assume presence of these species and complete USFWS consultation and environmental document can be complete. During PS&E complete more protocol surveys and amend the Biological Opinion if no species are found. Allows right of way purchase to begin earlier without delay! If rare plant survey results and survey coverage maps are available, it is likely that we can build "preconstruction" plant survey mitigation into the document for sensitive areas. However, if the results of the survey are unavailable, the DHA team will need to conduct the survey at that time. All results of protocol level surveys and botanical surveys will be summarized in the NES.
Biological Assessment (BA)	According to June 2013 meeting minutes, no work has been done to date.	ACOE does not accept Caltrans' NEPA delegation. This requires projects to re-consult under Section 106 and Section 7 during the permitting phase of the project.	Actively include ACOE during the environmental technical studies and incorporate them as a consulting agency during Section 106 (cultural) and Section 7 (biology) Consultation.
Wetlands Study	No wetland delineation mapping or electronic mapping files were included as part of ICF's CD, but according to the June 2013 meeting, a wetland delineation was completed.	Unknown and unavailable data regarding wetland data sheets or mapping.	If wetland delineation survey results and survey coverage maps are available, additional field work would only be required for the 1B/2B alternative. However, if the results of the survey are unavailable, the DHA team will need to conduct wetland surveys for the entire corridor at that time.
Historic Property Survey Report (HPSR)/ Area of Potential Effect (APE) Map	The draft ASR referenced APE map to be included in draft HPSR; however, no work has been done to date on a draft HPSR. ASR only includes a "Study Area" map.	ACOE does not accept Caltrans' NEPA delegation. This requires projects to re-consult under Section 106 and Section 7 during the permitting phase of the project.	Actively include ACOE during the environmental technical studies and incorporate them as a consulting agency during Section 106 (cultural) and Section 7 (biology) Consultation. HPSR will need to be completed for the entire project alignment (including 1B/2B option)
Archaeological Survey Report (ASR)	A draft report was completed in June 2012.	No field work has been conducted for the 1B/2B option	Report will need to be updated to include the 1B/ 2B alignment option.
Historic Resource Evaluation Report (HRER)	DPR forms were completed for all potentially eligible architectural properties. No report has been started to date.	No field work has been conducted for the 1B/2B option.	Additional field work, DPR forms will need to be completed for the 1B/ 2B alignment option. Evaluation and report is needed for the entire project alignment.

As can be determined from the table on the previous page, the DHA team has a comprehensive understanding of the work completed to date and an excellent perspective of the risks and approach to addressing them. However, from our preliminary research, there are many data gaps that we can further evaluate once we have access to work that was previously completed.

Build on the Existing Background

The first environmental hurdle to overcome is maximizing the use of the data previously prepared. The DHA Team will build on the environmental studies drafted or completed in the past 5 years. This information is extremely valuable as well as transferable and the DHA Team will implement strategies to avoid duplicating work efforts which will minimize County and taxpayer costs. The DHA Team will also prioritize good will with the community, and expediting the schedule critical project goals. The most substantial environmental concerns for this project are cultural and biological resources, and the associated technical studies are expected to be the critical path to prompt completion of CEQA and NEPA. As was demonstrated on the previous page, the DHA Team has developed strategies to capitalize on the existing work completed to date to expedite the completion of PA&ED.

Scoping

Thorough and accurate scoping of a project is extremely important and the DHA Project Manager, Matt Satow, will ensure the team is all working with the same understanding and expectations. This project is unique in that a certain degree of work has already been initiated on the environmental effort and because of this, we are recommending a unique process to develop the contract scope.

Assuming the County has closed the project out with the previous consultant team and received all work materials and products, we would reuqest one week to review the existing materials. The Project Manager, Matt Satow, will lead a scoping meeting at the County offices that will include key members of the County's team and the consultant team, including: Dennis Haglan (DHA), Rick Liptak & Namat Hosseinion (Dokken) and Jeff Bray (LSA). The goal of this meeting will be to discuss the findings of what work has been completed, identify where data gaps exist, the risks associated with each scope item and the work that will be needed to complete the PA&ED phase. We strongly believe that with the collective experience of this group, we will be able to establish a concise and thorough scope at the onset of work that will ensure success for the project.

Hit the Ground Running

Once the project is properly scoped, the DHA Team expects to immediately pick up where the previous team left off and "hit the ground running". On the following page, we have identified key tasks and milestones that we have identified as critical in the first 10 months of taking over the project.

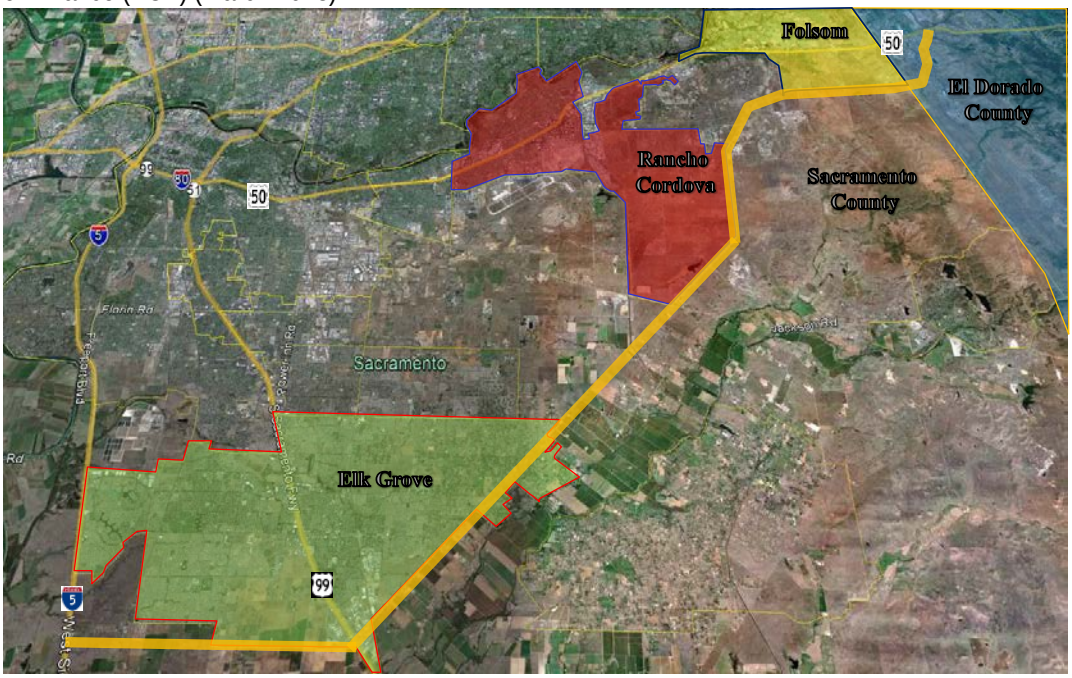
Drake Haglan & Associates Team "Jump Start" Approach

		Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14
Agency Coordination	Project Team to Review Previous Work & Files (2 weeks)										
	Scoping/Strategy Session (JPA, Caltrans, Consultant Team) (1 Day Meeting)										
	Letter of Concurrence from Caltrans										
	Prepare Technical Memorandum & Decision Matrix for Potential 1B&2B Alts										
	Present Tech Memo & Decision Matrix for Revised 1B&2B Alts at PDT										
	Present Tech Memo & Decision Matrix for Revised 1B&2B Alts at TAC										
Public Outreach	Update mailling list to include people around Wamble Rd.										
	Setup one-on-one meetings with key stakeholders east of Wamble										
	Public Information Meeting in late Oct./early Nov.										
	Update Caltrans/County website with upated maps/info										
	One-on-One meetings with property owners who have not granted ROE										
Environmental	NOP/NOI										
	Ensure that 2nd Dry Season Survey is/was conducted										
	Wet Season Surveys - Vernal Pool tadpole and Fairy Shrimp						Wet Season Surveys				
	California Tiger Salamander Surveys (Weather dependent)								3 Aquatic Surveys		
	Other Technical Studies						Other Technical Studies				
Engineering	Prepare Preliminary Geometrics for alternatives				Prepare Preliminary Geometrics						

Knowledge of Multi-Jurisdictional Projects / Joint Powers Authority (JPA)

One of the most unique benefits the JPA in selecting the Drake Haglan team is the experience of the Project Manager and Strategic Advisory Team. Both Mr. Satow and Mr. Haglan are currently providing exclusive project management and support services for the Capital SouthEast Connector, a very similar project that involves a 34 mile expressway/thoroughfare corridor being developed by a five jurisdiction JPA (Sacramento and El Dorado Counties, and the Cities of Elk Grove, Rancho Cordova, and Folsom).

Successes to date on this project include obtaining JPA Board and member jurisdiction approval of 1) Selection of the General Alignment (2012), 2) The Programmatic Environmental Impact Report (PEIR) (Amended & Re-certified March, 2012), 3) Reaching a Settlement Agreement on the PEIR Legal Challenge (October, 2012), 4) the Initial Plan of Finance (POF) (March 2013).



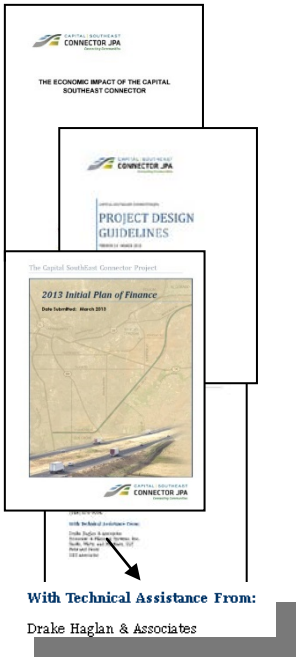
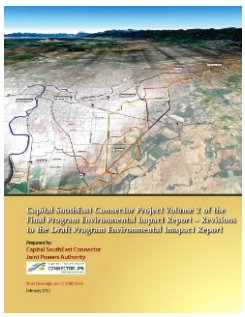


Figure 1 - Similar, Relevant, and Unique Project Experience: Capital SE Connector

The next steps that DHA is currently working on with the SouthEast Connector JPA are 1) obtaining approval of the Project Design Guidelines, which incorporates a Design Exception Policy with regards to *Access along the Corridor* (Being presented to the Board this Monday 8/5/13), 2) exploring environmental mitigation strategies through a Habitat Conservation Plan to expedite project level environmental and permitting, 3) initiating project level environmental documents, 4) refining the specific roadway cross section in the general alignment, 5) establishing the Right of Way Acquisitions and Utility Relocation policies between the multiple jurisdictions, 6) obtaining General Plan Amendments within each Jurisdiction for consistency of the Connector Alignment, 7) obtaining Reciprocal Use and Finance Agreements (RUFA) with each member jurisdiction to allow the JPA to collect the Developer Impact Fees, establish operation and maintenance responsibilities and address other individual and mutual legal issues, and 8) obtain the remaining funds needed to construct the project, including a gap funding loan or line of credit.



For a project of this magnitude, there are several challenges to overcome. Some of the largest obstacles include:

1. *Certification of the Project Level Environmental Impact Report (EIR) and Selection of Preferred Alignment:* One of the most controversial aspects of the

environmental document will include balancing the performance of the facility with "obstacles", such as natural resources, the built environment, neighborhood opposition, etc… Public sentiment on the project/alignment (access of existing residents, agricultural properties and businesses, and planned developments), as well as satisfying the concerns of the various environmental interests and stakeholders were also a key element.

- ✓ Strategies and Solutions: Public Meetings, and specifically focused group meetings and One-on-One Meetings (when necessary), Reaching Environmental Settlement Agreements, Adoption of Mitigation and Monitoring Plan, Environmental Mitigation Strategies, Obtaining the jurisdictions support of the preferred alignment.
- ✓ DHA Team Benefits: Experience with a 5-member JPA Environmental Process, involving multi agency and jurisdictional boundaries

2. *Meeting the Member Agency Jurisdictional Needs:* Balancing the needs of the 5 jurisdictions with the needs of a regional facility is an ongoing and one of the most important elements of the project.

- ✓ Strategies and Solutions:
  - Jurisdictional Staff Support: Regardless of importance to maintain the performance and regional aspects of the project, the staff at the various cities and county have to maintain their individual agency needs. *One of the keys to successfully getting support from the jurisdictions is understanding the difference between agreeing what is right and understanding what is politically attainable.* This is really an art and is and takes 1) a sense or intuition 2) experience in understanding the many aspects/elements of the jurisdictions processes and needs, 3) political awareness, and effective coalition building and communication.
  - Jurisdictional Board/Council/Management Support: One of the keys to successfully garnering the jurisdictions support is understand their processes and needs.
  - Meeting the JPA Board Needs: It is also important to understand that intricacies and politics of the JPA Board. One of the keys to success is respecting the Board Members responsibilities to the JPA, their jurisdiction, and the public.
- ✓ DHA Team Benefits:
  - Matt Satow is a previous Sacramento County Transportation Manager with an in-depth understanding of public agency needs and processes.
  - Past and current experience with the SouthEast Connector JPA and member jurisdiction coordination/collaboration will bring vast experience in anticipating and bringing effective solutions to major agency concerns. An example of this is the most recent issue that has been a major stumbling block is access along the Connector alignment. DHA has developed an exception policy to deal with the access issue that has recently been embraced by all of the jurisdictions and will be presented to the Board this Monday. This experience will benefit the Corridor JPA.

3. *Project Funding:* DHA staff is responsible for the Connector Plan of finance which was recently approved by the JPA Board. This involved preparing detailed cost estimates of the project, breaking the project into segments for construction/funding flexibility, identifying sources of revenue, assistance in preparing a Cash Flow Model, investigating delivery methods, and ultimately coordinating the Fee Programs with the 5 jurisdictions to allow a percentage of their fee programs to be applied to the Connector.

- ✓ DHA Team Benefits:
  - Can assist the NCC JPA in identify potential future funding, verifying costs estimates, investigate financing or gap funding for any shortfalls, and preparing a Plan of Finance for the Board.

ORGANIZATIONAL CHART

SUBCONSULTANT KEY

1 - Crawford & Associates
2 - Dokken Engineering
3 - Fehr & Peers
4 - Guiliani & Kull
5 - Judith Buethe Communications (DBE)
6 - LSA Associates
7 - Martin Y. Hsu, PE, CVS & Associates (DBE)
8 - Northstar Engineering Group
9 - O'Dell Engineering
10 - Overland, Pacific & Cutler

North County Corridor Joint Powers Authority

PRINCIPAL-IN-CHARGE QA/QC
Craig Drake, PE

DRAKE HAGLAN & ASSOCIATES
Matt Satow, PE
PROJECT MANAGER

STRATEGIC ADVISOR/FUNDING ASSISTANCE
Dennis Haglan, PE
Richard Liptak, PE [2]

PUBLIC OUTREACH
Judith Buethe [5]

ENVIRONMENTAL

ENVIRONMENTAL MANAGER
Namat Hosseinion [2]

NEPA/CEQA
Jennifer Hildebrandt

TECHNICAL STUDIES
Jeff Bray [6]
Sarah Holm [2]

ENGINEERING

HIGHWAY/CIVIL/RAIL COORDINATION/ CONSTRUCTIBILITY
Jose Silva, PE – Lead
David Melis, PE
Juann Ramos, PE [2]
Matt Griggs, PE [2]

BRIDGE & STRUCTURES/ CONSTRUCTIBILITY
Kevin Ross, PE – Lead
Tony Dubovik, PE

GEOTECHNICAL
Ben Crawford, PE, GE [1]

HYDROLOGY/HYDRAULIC STUDIES/STORM WATER DATA REPORT
Pamela Dalcin-Walling, PE [2]

VALUE ANALYSIS
Martin Y. Hsu, PE, CVS [7]

UTILITY & IRRIGATION DISTRICT COORDINATION
William Kull, PE, PLS [4]

SURVEYS, MAPPING & RIGHT OF WAY
Tony DeMelo, PE [8]
Kent Hysell, LS [8]

ADDITIONAL SURVEY SUPPORT
Dylan Crawford, PLS [9]

TRAFFIC STUDIES
Eddie Barrios, PE, TE, PTOE [3]

RIGHT OF WAY APPRAISALS & ACQUISITIONS
Steven Harris [10]

OPTIONAL SUPPORT SERVICES

STRATEGIC OUTREACH ADVISOR
Michelle Smira
MMS STRATEGIES

LANDSCAPE ARCHITECTURE
O'DELL ENGINEERING

PROJECT TEAM

KEY PERSONNEL

Matt Satow, PE – *Project Manager – Drake Haglan & Associates*

Registration – Civil Engineer in California 58212
Academic Achievement – BS, Civil Engineering, California State University, Sacramento, 1994

Mr. Matt Satow, P.E. with over 19 years of experience in management, design and construction of transportation and civil projects, will lead the DHA team. Matt is ideally suited for this assignment, having served as project manager on numerous large, multi-disciplinary transportation projects. He is a proven Project Manager and is adept at coordinating the work of project design teams on a wide variety of transportation projects. His relevant experience to this project includes:

- Recent experience with complex District 10 projects requiring significant Caltrans and stakeholder coordination
- Thoroughly knowledgeable in Caltrans project development process
- Extensive experience on federal-aid projects with Caltrans oversight
- Significant experience with CEQA/NEPA regulations and processes
- Extensive experience in facilitating public meetings & presentations
- Strong leadership and management abilities
- Hands-on management style and flexible approach

Project Manager's Philosophy

In Brief, Matt's project management style focuses around the following five points:

1. High Level of Service: The Consultant Project Manager will take the initiative and the responsibility to meet the client's needs and goals. In other words, the project manager must take ownership of the project and ensure that the necessary steps are taken to complete the project.
2. Flexibility: Changes will and do occur, and it is important to remain flexible and make reasonable accommodations.
3. Communication: Communication is one of the most important keys to a successful project. The lack of communication is usually the source of an unsuccessful project. Frequent and constant communication is important in all aspects of a project.
4. Quality: Never compromise quality and have continual quality checks along the way by qualified senior staff.
5. Budget and Schedule: Budgets and schedules are set for a reason – *to meet them*.

Relevant Projects

- Capital Southeast Connector Joint Powers Authority, Sacramento & El Dorado Counties, CA
- State Route 4 Wagon Trail Realignment PA/ED, Calaveras County, CA
- North Stockton Railroad Grade Separations & Bridge Replacements PS&E, Stockton, CA

Dennis Haglan, PE – Strategic Advisor/Funding Assistance – *Drake Haglan & Associates*

Registration – Civil Engineer in California 51985
Academic Achievement – BS, Civil Engineering, University of California, Davis, 1989

Mr. Dennis Haglan, P.E.; has more than 24 years of experience in design, construction and project and contract management for a wide variety of projects, including Project Study Report and Project Report Preparation, Feasibility and Planning Studies, and state and public agency bridge replacement, rehabilitation, and seismic retrofit. His experience includes eight years with Caltrans as structures representative, resident engineer and structures local assistance engineer, as well as providing oversight for the federal Highway Bridge Program (HBP). He is a proven project manager and is adept at coordinating the work of large project design teams.

Dennis currently serves as the Project Manager for the Capital Southeast Connector JPA's 35 mile corridor project in the Sacramento region and will provide his knowledge and insight into the North County Corridor Project.

Namat Hosseinion – Environmental Manager – *Dokken Engineering*

Academic Achievement – MA, Archaeology, California State University, Sacramento, 2008; BA, Anthropology, University of California, San Diego, 1999

Mr. Namat Hosseinion, Senior Environmental Planner and Environmental Manager, is responsible for all stages of environmental compliance, from management and preparation of scoping documents, completion of NEPA/CEQA environmental documents, technical studies, to environmental permits and mitigation monitoring. In addition to this planning and regulatory work, Mr. Hosseinion is qualified to perform Section 106 compliance of archaeological studies for screened undertakings, surveys, and HPSR/ASR preparation. He has demonstrated excellence in the coordination and communication necessary in the production and quality assurance of environmental compliance. He has extensive experience in obtaining environmental approvals for transportation projects, including local assistance and capital outlay projects with Caltrans and the FHWA. He has managed large-scale environmental tasks including environmental analysis and documentation, regulatory compliance, value engineering/analysis, public outreach for multi-disciplinary projects, and has focused experience on highways, transit, interchange, and bridge projects.

Relevant Projects

- State Route 88 Corridor Enhancement, Pine Grove, CA
- State Route 4 Wagon Trail Realignment PA/ED, Calaveras County, CA
- Road 80 Widening, Tulare County, CA

Jeff Bray – Technical Studies – *LSA*

Academic Achievement – BS, Wildlife Biology, Humboldt State University, Arcata, 1992

Mr. Jeff Bray is a Principal Biologist at LSA with 18 years of experience with biological resources and wetlands projects throughout California including numerous bridge, interchange, and corridor projects within the San Joaquin Valley and with Caltrans Districts 6 and 10. At LSA, Mr. Bray manages project teams and budgets, coordinates with clients and regulatory agencies regarding permitting strategies and mitigation requirements, and performs peer reviews. Mr. Bray also conducts biological studies and prepares technical reports, performs jurisdictional delineations, obtaining 401/404, 1600 permits, coordinates Section 7 consultations, and manages construction monitoring projects.

Relevant Projects

- North Stockton I-5 Improvements, Stockton, CA
- SR 120/McKinley Ave Interchange, Manteca, CA
- Route 65/Lincoln Bypass, Lincoln, CA

Jose Silva, PE – Highway/Civil Lead – *Drake Haglan & Associates*

Registration – Civil Engineer in California 55267
Academic Achievement – BS, Civil Engineering, California State University, Chico, 1988

Mr. Jose Silva, P.E. has over 25 years of civil engineering experience. José specializes in planning, designing and constructing transportation projects. As former Caltrans transportation engineer, Jose brings significant expertise in the project development process, completing a wide range of complex projects. His attention to quality, schedules, budgets, and resources have been a key to partnering with local agencies, transportation authorities, and numerous Caltrans Districts including District 10. José focuses on cost-effective and timely solutions throughout the project life-cycle to meet client requirements and accommodate future conditions.

Relevant Projects

- North County Corridor Feasibility Study, Stanislaus County, CA
- Capital Southeast Connector Joint Powers Authority, Sacramento & El Dorado Counties, CA
- I-5/Genessee Avenue Interchange PA/ED & PS&E, San Diego, CA

Kevin Ross, PE – Bridge & Structures Lead – *Drake Haglan & Associates*

Registration – Civil Engineer in California 49652
Academic Achievement – BS, Civil Engineering, University of California, Davis, 1988

Mr. Kevin Ross, P.E. has 25 years of engineering experience including over 5 years supervising the daily activities of the bridge engineering group of a prominent engineering firm in Sacramento. He is currently the Bridge Services Manager for Drake Haglan & Associates. At Caltrans Division of Structures, he performed the duties of Section Leader; Seismic Specialist; contract management; project engineer; district seismic design mentor; design engineer; and construction of bridges and buildings. He also served as Structure Representative on Caltrans bridge construction projects.

Craig Drake, PE – Principal-in-Charge, QA/QC – *Drake Haglan & Associates*

Registration – Civil Engineer in California 43652
Academic Achievement – BS, Civil Engineering, California Polytechnic State University, San Luis Obispo, 1984

Mr. Craig Drake, P.E.; has over 28 years experience in the design and construction of bridge, highway, and transit projects. His experience includes direct management and engineering responsibilities for large design projects, and oversight engineering for numerous federal aid projects. He has a diverse background in bridge and highway development processes, from project conception through construction. He is thoroughly familiar with the Caltrans project development process and with federal aid program requirements.

Richard Liptak, PE – Strategic Advisor/Funding Assistance – *Dokken Engineering*

Registration – Civil Engineer in California 40887
Academic Achievement – BS, Civil Engineering, California State University, Chico, 1983

Mr. Richard Liptak, P.E.; administers the direction and supervision of professional and technical staff, and has overall responsibility for project management, administration, development and quality control for all projects. He has been with Dokken Engineering since its inception in 1986. Mr. Liptak will serve as Strategic Advisor for this project. Mr. Liptak will also be available to assist with obtaining additional funding and project approvals and reviewing cost estimates for the various operational improvements the team identifies. Mr. Liptak brings an unmatched ability to prepare project estimates for clients in the early stages of a project that remain the project budget and that contractors routinely bid below when it counts.

Judith Buethe – Public Outreach – *Judith Buethe Communications*

Academic Achievement – BS, Applied Behavioral Sciences, University of California, Davis; MPA, Public Administration, University of San Francisco

Ms. Judith Buethe, Public Outreach Manager, has more than 32 years of private and public sector experience in public outreach, consensus building, strategic planning, media relations, research, consensus building, event planning, and public relations. She established Judith Buethe Communications in 1989. Headquartered in downtown Stockton, Judith has designed and managed more than 400 public outreach programs for environmental projects and on infrastructure projects—from design to groundbreaking to ribbon-cutting—in Northern California.

Jennifer Hildebrandt – NEPA/CEQA – *Drake Haglan & Associates*

Academic Achievement – MS, Environmental Management, University of San Francisco; BS, Anthropology emphasis in Archaeology & Environmental Science & Policy, University of California, Davis

Jennifer Hildebrandt serves as DHA's in-house Environmental Coordinator and will ensure that the environmental process stays on schedule and that quality is maintained with the products and deliverables to the JPA and Caltrans. Throughout her career Ms. Hildebrandt has managed a wide range of environmental public works and transportation-related projects. Her expertise includes an in-depth knowledge of the Caltrans guidelines and templates. Her experience has included all aspects of project management including authoring and co-authoring environmental documentation, subcontractor management, managing project budgets and schedules, and coordinating with relevant state, federal, and local agencies.

STAFF AVAILABILITY

Those individuals listed on the organization chart are committed to our team and are available to work on this project for its duration. The level of time commitment for our key team members is approximated in the following table. The table illustrates availability for the next 24 months.

Name	Time Commitment to North County Corridor							
	July-Sept 2013	Oct-Dec 2013	Jan-March 2014	April-June 2014	July-Sept 2014	Oct-Dec 2014	Jan-March 2015	April-June 2015
DRAKE HAGLAN & ASSOCIATES – Rancho Cordova								
Matt Satow	60%	60%	65%	65%	65%	70%	70%	70%
Craig Drake	30%	30%	30%	30%	30%	30%	30%	30%
Dennis Haglan	25%	25%	25%	40%	40%	40%	60%	60%
Jose Silva	60%	60%	65%	65%	65%	80%	80%	80%
Kevin Ross	50%	50%	50%	50%	60%	60%	60%	60%
Jennifer Hildebrandt	60%	60%	60%	60%	60%	60%	65%	65%
David Melis	50%	50%	50%	50%	55%	55%	55%	55%
Tony Dubovik	45%	45%	50%	50%	55%	55%	60%	60%
DOKKEN ENGINEERING - Folsom								
Namat Hosseinion	50%	50%	50%	55%	55%	60%	60%	60%
Richard Liptak	25%	25%	25%	25%	25%	25%	25%	25%
Juann Ramos	50%	50%	50%	50%	50%	50%	50%	50%
Matt Griggs	60%	60%	60%	60%	60%	65%	65%	65%
Sarah Holm	70%	70%	70%	70%	70%	70%	70%	70%
Pamela Dalcin-Walling	45%	45%	45%	45%	45%	50%	50%	50%
LSA -Roseville								
Jeff Bray	25%	25%	25%	25%	70%	70%	70%	70%
Judith Buethe Communications - Stockton								
Judith Buethe	50%	50%	50%	50%	50%	50%	50%	50%
Crawford & Associates - Modesto								
Ben Crawford	70%	70%	70%	70%	70%	70%	70%	70%
Fehr & Peers – Walnut Creek								
Eddie Barrios	35%	35%	50%	50%	50%	50%	75%	75%
Guiliani & Kull - Oakdale								
William Kull	50%	50%	50%	50%	50%	50%	50%	50%
Martin Y. Hsu, PE, CVS & Associates								
Martin Y. Hsu	30%	30%	30%	30%	30%	30%	30%	30%
Northstar Engineering Group - Modesto								
Tony DeMelo	50%	50%	50%	50%	50%	60%	60%	60%
Kent Hysell	60%	60%	60%	60%	60%	70%	70%	70%
O'Dell Engineering - Modesto								
Dylan Crawford	20%	20%	20%	20%	20%	20%	20%	20%
Overland, Pacific & Cutler - Sacramento								
Steven Harris	60%	60%	60%	60%	60%	60%	60%	60%

Percentages for this project will be increased if the job demands such. Availability for all staff is much higher beyond 24 months and so is not listed here. The actual level of commitment will be negotiated and adjusted depending on the needs of the project at a particular time. Also note only key Drake Haglan and subconsultants personnel are shown in the table above, and that other Drake Haglan and subconsultants staff are available to deliver your project. The Firm Qualifications below, list the physical locations of each firm. Main team members from Drake Haglan, Dokken Engineering, LSA and OPC are located in the Sacramento area and within close proximity to each other for significant collaboration. Most of the other subconsultants are located within Stanislaus County and the project vicinity for local support.

FIRM QUALIFICATIONS

DRAKE HAGLAN & ASSOCIATES

11060 White Rock Road, Suite 200, Rancho Cordova, CA 95670, (916) 363-4210

Drake Haglan & Associates, Inc. (DHA) is a transportation engineering services firm that specializes in local and regional transportation projects, with a focus on planning and project engineering. DHA provides project initiation studies, project engineering services, and construction engineering services. DHA specializes in projects that are funded through federal, state, regional and local transportation funding programs. The company principals, Craig Drake, Dennis Haglan, Kevin Ross, Eli Aramouni, and Matt Satow have over 120 years combined experience designing and managing transportation, bridge, highway and roadway projects in California.

DHA was formed in 2007 to provide transportation and bridge/highway consulting services to primarily local agency clients. DHA is a California corporation with headquarters in Rancho Cordova, California. The company is founded on the principle that project success is determined by client satisfaction with a quality product. This is achieved through strong project management and project delivery services provided by each principal of the firm. Even though the firm is relatively young, the depth of experience of key staff and production engineers makes DHA one of the most experienced firms in California for project management and oversight services.

DOKKEN ENGIINEERING

110 Blue Ravine Road, Suite 200, Folsom, CA 95630, 916) 858-0642

Dokken Engineering, a California Corporation, specializes in providing professional engineering and environmental services for bridge, roadway, intersection, highway, interchange, rail transit, parking lots, transit centers, sewer, water and other public works infrastructure facilities.

Since its formation in 1986, Dokken Engineering has completed engineering for more than 1,500 roadway, highway, bridge, interchange, and utility projects, including more than 800 federally-funded and state oversight projects. Our qualified staff has the knowledge and experience to provide cost-efficient planning and engineering to the County.

Dokken Engineering has a staff of over 100 employees, a diverse group of Environmental Planners, Archaeologists, Biologists, GIS Specialists, Geologists, Funding and Community Outreach Specialists, and Transportation, Drainage, Structural, Utility and Hydraulic Engineers, who together provide seamless and cost-effective project delivery. With the majority of design work being performed by one firm, under one roof, project coordination, and communication is maximized. Many of our staff members have direct local, resource, and state agency experience, giving us insight into the needs of our clients and the best approach to achieve project delivery goals. In addition, project management is simplified and economized, saving our clients' valuable time and money.

LSA ASSOCIATES

4200 Rocklin Road, Suite 11B, Rocklin, CA 95677, (916) 630-4600

LSA Associates, Inc. (LSA) is a diversified environmental, transportation, and community planning firm. Owned by its employees, LSA is distinguished by the comprehensive nature of the services it provides and by its commitment to providing responsive and expert support to its clients. With nine offices throughout California and one office in Ft. Collins, Colorado, LSA provides services in environmental analysis, transportation planning and engineering, biological and cultural resources, water quality, global climate change, geographic information systems (GIS), community and land planning, air quality, and noise impact assessment since 1976. LSA has an outstanding track record in providing comprehensive CEQA/NEPA services for the most challenging transportation projects throughout California. During its 37 years in the environmental consulting field, LSA has managed a large volume of transportation projects in California. We have completed these services for both public-sector clients and development interests. This experience has fostered an excellent understanding of transportation project development procedures and environmental review requirements.

JUDITH BUETHE COMMUNICATIONS

445 West Weber Avenue, Suite 221, Stockton, CA 95203, (209) 464-8707

Established in 1989, Judith Buethe Communications (JBC), specializes in consensus-building and public participation programs in Central and Northern California. Our proactive programs are carefully tailored to each project and creatively designed and implemented to identify communities of interest, satisfy the public's need for information, provide opportunities for meaningful involvement, and nurture a sense of community partnership, as well as promote a positive image for each client. More than 400 infrastructure projects at every stage from feasibility study through construction and ribbon-cutting have been organized and successfully implemented by JBC. We are familiar with media, public agencies, agricultural and business groups, and community organizations throughout the region.

CRAWFORD & ASSOCIATES

1165 Scenic Drive, Suite B, Modesto, CA. 95350 • (209) 312-7668

Crawford & Associates, Inc. (CAInc) was founded by Benjamin and Sarah Crawford to provide creative solutions and responsive service while providing growth opportunities for our employees. The principals of the firm bring significant experience in Geotechnical Engineering, Design and Construction Services on projects ranging from transportation, bridges, water and wastewater facilities, pipelines, tanks and pump stations, schools, hospitals, residential, and commercial projects. CAInc has experience working with various oversight agencies including Caltrans, ArmyCorp, DSA, Fish and Game, Environmental Health, DWR, etc.

FEHR & PEERS

100 Pringle Avenue, Suite 600, Walnut Creek, CA 94596, (925) 930-7100

Fehr & Peers specializes in providing transportation planning and traffic engineering services to public and private sector clients. We emphasize the development of creative, cost-effective, and results-oriented solutions to planning and design problems associated with all modes of transportation. We offer specialized expertise in the following key areas relevant to the project: 1) travel demand forecasting, 2) traffic operations & simulation, and 3) traffic engineering design. Fehr & Peers has worked extensively in Stanislaus County and has been involved with the North County Corridor Project (NCC) since inception having worked on the traffic forecasting and analysis for the feasibility study, route adoption, and PA/ED.

GIULIANI & KULL
440 S. Yosemite Avenue Oakdale, CA 95361, (209) 847-8726

Giuliani & Kull, Inc. is a professional services organization established in 1987 with a strong commitment to delivering successful projects for our clients. Our core disciplines of civil engineering design, surveying, and construction management have been applied to public and private engineering projects since our inception over two decades ago. Our team has maintained a strong local presence in Stanislaus, Placer & Santa Clara Counties with continued activity and projects in adjacent jurisdictions covering a major portion of Northern California. Our experience in engineering design and construction has developed along with our successful working relationships with local Cities, Districts, Agencies, Developers and Consultants.

MARTIN Y. HSU, PE, CVS & ASSOCIATES
64305 Silver Star Avenue, Desert Hot Springs, CA 92240, (214) 223-4139

Martin Y. Hsu, PE, CVS & Associates, Inc. (MHA) is a California/Texas based organization whose primary focus is Value Analysis/Value Engineering (VA/VE). The VE methodology is promoted and applied in a highly professional manner to many different project types. MHA has performed more than 180 VA/VE projects, including team studies, training seminars, SAVE-approved training workshops, facilitator services and VE program development.

NORTHSTAR ENGINEERING GROUP
620 12th Street, Modesto, CA 95354, (209) 524-3525

NorthStar Engineering Group, Inc. (NorthStar) was founded in 2002 and employs a staff of 24 full time professionals (3 licensed Professional Engineers, 3 licensed Land Surveyors, and a support staff of 18) under the direction of 5 working principals. NorthStar is a California corporation and a California Registered Small Business, which performs all services out of one office located in downtown Modesto (620 12th Street). NorthStar has local expertise and a comprehensive understanding of the issues associated with providing Professional Land Surveying and Civil Engineering Services. NorthStar team members greatly value our Client relationships and have a long standing reputation for success working throughout the Central Valley.

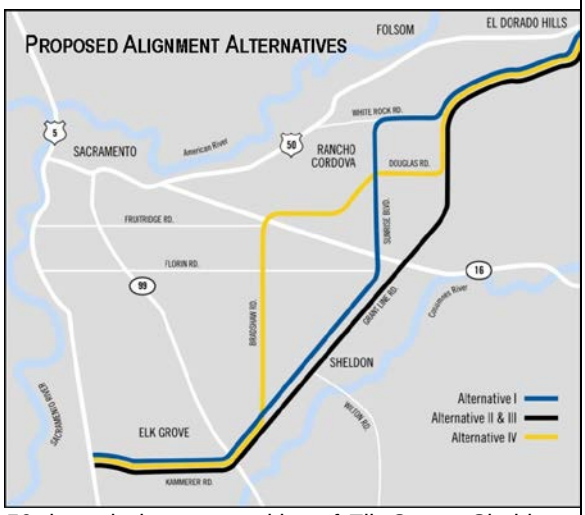
O'DELL ENGINEERING
1165 Scenic Drive, Suite B, Modesto, CA 95350, (209) 571-1765

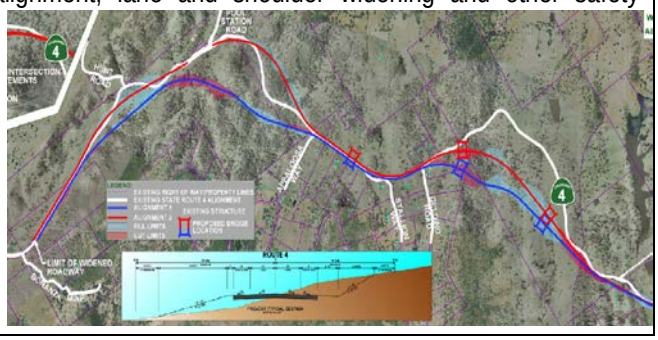
Founded in 1994, O'Dell Engineering currently maintains 3 offices in Northern California; Palo Alto, Pleasanton and the main office in Modesto. The firm currently has a total staff of 34 including 6 Registered Civil Engineer, 6 Licensed Land Surveyors, and 1 Landscape Architect. The firm distinguishes itself from others through its tailored client communications and its talented and extremely knowledgeable designers and staff. The combination of bright staff, outstanding internal and external communication skills, team collaboration and input, and applications of current technology and tools allow the firm to provide creative yet feasible solutions to unique and complex design projects. The firm features four internal divisions: Civil Engineering, Land Surveying, Land Planning and Landscape Architecture.

OVERLAND, PACIFIC & CUTLER
8950 Cal Center Drive, Suite 102, Sacramento, CA 95826, (916) 857-1520

Overland, Pacific & Cutler, Inc. (OPC), established as a California Corporation in 1980, provides all disciplines associated with the appraisal and acquisition of right of way. Our in-house capabilities include program management, cost studies, land and right of way acquisition, real estate appraisal, relocation assistance, utility coordination, and property management. This breadth of experience enables us to have a true understanding of each specific real estate function necessary for the delivery of highway and bridge projects.

RELEVANT EXPERIENCE

DRAKE HAGLAN & ASSOCIATES	Capital SouthEast Connector JPA– Project Management Services Sacramento and El Dorado Counties, California
Owner/Reference Capital SouthEast Connector JPA 10640 Mather Blvd., Suite 120 Mather, CA 95655 **Contact** Tom Zlotkowski, PE *Executive Director* *(916) 876-9095* **Project Cost:** Current Construction Cost: Estimated $500 Million **Completion Date(s):** 2012 - Ongoing **Key Staff:** Dennis Haglan, Project Manager Matt Satow, Design Manager Jose Silva, Civil Support Jennifer Hildebrandt, Environmental Support	Drake Haglan & Associates (DHA) was selected for Project Management and Design support Services for this 35-mile long corridor.  The Connector Joint Powers Authority (JPA) consists of El Dorado County, Sacramento County, City of Folsom, City of Rancho Cordova, and the City of Elk Grove. The JPA was established to facilitate the construction of a multi-modal transportation project (the Connector) within a 35-mile service area (Corridor).The proposed Connector will be 4 to 6-lane arterial, expressway, and thoroughfare segments that will connect Interstate 5, Highway 99, and US Highway 50 through the communities of Elk Grove, Sheldon, Rancho Cordova, Folsom, and El Dorado Hills, allowing traffic to bypass congestion in downtown Sacramento. The Connector will link residential areas and employment centers in the Corridor, serve both local and regional travel, and relieve congestion on the heavily congested existing roadways, all while preserving open space and habitat. The Connector will also provide multi-modal options for bicycle, pedestrian, transit, and automobile mobility throughout the corridor to address the increased travel demand. This project was included in the 2004 voter approved Measure A half-cent sales tax renewal expenditure plan.

DRAKE HAGLAN & ASSOCIATES	State Route 4 Wagon Trail Realignment PA/ED - Project Management Services Calaveras County, California – Caltrans District 10
Owner/Reference Calaveras County 891 Mountain Ranch Road San Andreas, CA 95249 **Contact** Jonathan Mitchell *Deputy PW Director* (209) 754-6401 **Project Cost:** $58 million **Completion Date(s):** Design: 12/2016 Construction: Start in 2018	Calaveras County Public Works selected Drake Haglan & Associates (Matt Satow) to serve as Project Manager for the Wagon Trail Realignment project. This project entails reconstructing and realigning approximately 7 miles of State Route 4 (Wagon Trail) in Calaveras County. Improvements include roadway realignment, lane and shoulder widening and other safety improvements. The project is funded through a variety of State and Federal grants and Drake Haglan & Associates is assisting the County with the grant and funding management of the project as well. 

PROJECT MANAGER'S PERSONAL EXPERIENCE	North Stockton Railroad Grade Separations & Bridge Replacements PS&E Stockton, CA **Matt Satow's Personal Reference**
Owner/Reference City of Stockton 22 E. Weber Ave. Room 301 Stockton, CA 95202 Contact Eric Alvarez *Engineering Services Manager* (209) 937-8228 Project Cost: $50 million Completion Date(s): Construction: Fall 2013	Project Manager, Matt Satow, led a large multi-disciplinary team in the design of the following railroad grade separations and bridge projects : • UPRR/Eight Mile Road West Overhead • UPRR/Eight Mile Road East Overhead • UPRR/Lower Sacramento Road Underpass • UPRR/Morada Lane Overhead • Bear Creek/Lower Sacramento Road Bridge • Pixley Slough/Lower Sacramento Road Bridge The projects listed above had an estimated cost of over $85 million and the City had a budget of $50 million. Matt Satow personally worked with the City to develop a plan to deliver the three most critical grade separations and accelerate the PS&E delivery and permitting for these projects to meet the Prop 1B funding deadline.

DOKKEN ENGINEERING	State Route 4 Wagon Trail Realignment PA/ED Calaveras County, CA – Caltrans District 10 & District 6 Environmental Oversight

Wagon-trail consists of a 7 mile-long realignment project in District 10. Within 7 months of the notice to proceed, Dokken Engineering completed the required cultural, hazardous waste, and biological field surveys. Located in the Sierra-Nevada foothills within Calaveras County, biological resources are a key issue. Dokken Engineering is coordinating with Caltrans and USFWS for potential impacts to several high-profile threatened and/or endangered species including California Red-Legged Frog, California Tiger Salamander, vernal pool fairy shrimp, vernal pool tadpole shrimp, and valley elderberry long-horn beetle. The Wagon-Trail Project will also impact 900 acres of oak woodland. Since this area has been extensively surveyed and researched over the last couple decades, Dokken utilized previous archaeological survey reports and excavation reports to avoid duplicative cultural efforts. The following technical studies are being prepared to meet Caltrans standards: Historic Property Survey Report, Natural Environmental Assessment and Habitat Assessments, Hazardous Waste Initial Site Assessment, Air Quality Report, Noise Study Report, Water Quality Assessment, Paleontological Report, Visual Impact Assessment, Community Impact Assessment, a Section 4(f) Evaluation and Location Hydraulic Studies/Floodplain Evaluation. An Environmental Assessment is being prepared under NEPA and an Environmental Impact Report will be prepared under CEQA.

DOKKEN ENGINEERING	State Route 88 Corridor Enhancement Pine Grove, CA - Caltrans District 10 & District 6 Environmental Oversight

The State Route 88 Improvements Project in Pine Grove consists of a 4-mile reconfiguration in Amador County. Dokken Engineering is coordinating with the Amador County Transportation Commission and Caltrans Districts 10 and 6 (Central Region), which handles studies on the State Highway System. This project entails partial road widening over multiple water features. A habitat assessment was completed to demonstrate the absence of the federally threatened California red-legged frog and Dokken Engineering has successfully obtained a concurrence that further from USFWS protocol surveys are not necessary. The project runs through a town containing both prehistoric and historic resources. By researching the area and conducting surveys during preliminary design, Dokken archaeologists has been able to pinpoint areas of sensitivity and work with the engineering team to exclude as many of these areas from the project as possible. An Initial Study/Environmental Assessment is being prepared for this project, supported by the following technical studies: Noise Study Report, Historic Properties Survey Report, Hazardous Waste Initial Site Assessment, Natural Environment Study, Air Quality Conformity Analysis, Water Quality Assessment, Section 4(f) Evaluation, Visual Impact Assessment, Community Impact Assessment, and Paleontological Memorandum.

DOKKEN ENGINEERING	Road 80 Realignment Tulare County, CA – Caltrans District 6 Environmental Oversight
Key environmental issues for the 14 mile long Road 80 realignment and widening consisted of biological, paleontological, community, and farmland impacts. USFWS consultation and preconstruction surveys were conducted for San Joaquin kit fox, California Tiger Salamander, and burrowing owl. Mitigation credits for effects on vernal pools and other wetland habitat was obtained. Due to sensitive geologic units at the site, paleontological monitoring was conducted during construction. This project also required a Relocation Impact Statement for the relocation of two residences. Farmland mitigation was also arranged through the Agricultural Land Stewardship Program for impacts to approximately 54 acres of farmland—24 acres of which were considered prime farmland. The project was processed with a CEQA Initial Study and NEPA Environmental Assessment through Caltrans District 6. Supporting technical studies included a Historic Properties Survey Report, Natural Environment Study, Biological Assessment, Air Quality Conformity Analysis, Water Quality Technical Report, Visual Resources Assessment, Community Impact Assessment, and Relocation Impact Report.	

LSA	I-5/North Stockton Improvement Project Stockton, CA – Caltrans District 10 & District 6 Environmental Oversight
The City of Stockton, San Joaquin Council of Governments and Caltrans are the agencies responsible for widening approximately 8 miles of the Interstate 5 mainline within the freeway median. A mixed flow lane alternative and an HOV lane alternative were included in the evaluations. The HOV Lane alternative also included the conversion of an additional 4 miles of existing mixed flow lane to an HOV lane. In addition to the mainline improvements, the project also requires construction of two new interchanges and reconstruction of two existing interchanges that include the North Gateway interchange (new), the Eight Mile Road interchange (reconstruction), the Otto Drive interchange (new), and the Hammer Lane interchange (reconstruction) in the north Stockton area. Auxiliary Lanes between interchanges were also evaluated, as well as noise barriers at key locations. Major growth and planned development in this region has triggered the need for providing improved freeway operations. LSA prepared all the technical studies and an EIR/EA document following Caltrans templates and format requirements to complete CEQA/NEPA environmental review. LSA also assisted the City and Caltrans with the permitting process, and prepared all the permit applications the resource agencies. Various permitting strategies and coordination efforts have been required as a component of the PS&E process. The project is currently under construction.	

LSA	Hammett Road/ Kiernan Lane/SR-99 Interchanges Stanislaus, CA - Caltrans District 10 & District 6 Environmental Oversight
LSA prepared two Preliminary Environmental Assessment Reports (PEARs) that identified the potential issues affecting reconstruction of the existing interchanges into a larger capacity design. LSA utilized preliminary geometric plan alternatives for each interchange prepared by project engineer, as well as information from prior studies and recent EIRs for projects in the area, to identify environmental issues and constraints. The projects are now in the Project Approval/Environmental Document (PA/ED) phase. LSA is currently preparing an Initial Study/Environmental Assessment for each interchange. Technical studies have also been prepared in accordance with the Caltrans Standard Environmental Reference (SER) and include Natural Environment Study, HPSR/Archaeological Survey Report, Paleontological Evaluation/Identification Report, Noise Analysis Report, Air Quality Analysis Report, Community Impact Assessment, Water Quality/Floodplain Summary Report and Visual Impact Assessment.	

FEE SCHEDULE

SCHEDULE OF FEES – 2013

Professional Services – Drake Haglan & Associates
Fees valid from January 1, 2013 – December 31, 2013

Classification	Range	Hourly Rate
Principal Transportation Engineer		$185.00
Project Manager		$180.00
Senior Specialist/Environmental Services Manager		$175.00
Senior Bridge Engineer/Senior Transportation Engineer/Resident Engineer/Project Engineer	Range A	$145.00
	Range B	$160.00
	Range C	$175.00
	Range D	$180.00
Bridge Engineer/Transportation Engineer	Range A	$125.00
	Range B	$135.00
	Range C	$145.00
Senior Highway Designers/Senior Construction Inspectors/Environmental Coordinator	Range A	$100.00
	Range B	$120.00
	Range C	$140.00
Assistant Bridge Engineer/Assistant Transportation Engineer	Range A	$100.00
	Range B	$110.00
	Range C	$120.00
Highway Designer/Construction Inspector	Range A	$90.00
	Range B	$100.00
	Range C	$110.00
CAD Manager		$130.00
Senior CAD Draftsperson		$120.00
CAD Draftsperson	Range A	$85.00
	Range B	$95.00
	Range C	$105.00
Admin & Word Processing	Range A	$60.00
	Range B	$75.00
	Range C	$80.00
Administrative Manager		$95.00
Administrative Specialist		$100.00

Vehicle Mileage.....Current IRS Standard Rate

Hourly charges include provision for normal office overhead costs, such as office rental, utilities, insurance, clerical services, equipment, normal supplies and materials, and in-house reproduction services. Other project specific expenses such as travel, special consultants, and purchased outside services will be billed at cost.

drake haglan AND ASSOCIATES

Judith Buethe Communications

Schedule of Costs and Fees Format

Name	Hourly Rate	Fringe Benefits 20%	Overhead 80%	G&A 30%	Fee (10%)	Specific Rate of Compensation
Judith Buethe Principal/Proj. Mgr.	50.00	10.00	40.00	15.00	11.50	126.50
Miranda Winters Deputy Project Mgr.	30.00	6.00	24.00	9.00	6.90	75.90
Melissa Williams Creative Director	26.99	5.40	21.59	8.10	6.21	68.28
Loreen Huey Admin. Asst.	18.70	3.74	14.96	5.61	4.30	47.31
Stefan Williams Clerical	13.26	2.65	10.61	3.98	3.05	33.55
Keegan Williams Clerical	13.26	2.65	10.61	3.98	3.05	33.55

Note: Prepared for implementation on 07/29/13

Crawford & Associates, Inc.
Geotechnical Engineering, Design and Construction Services

Fee Schedules

2013 Fee Schedule

Professional Hourly Fees

Benjamin D. Crawford – Principal Geotechnical Engineer	$145
Rick Sowers – Principal Engineer/Engineering Geologist	$145
David Castro, PE – Project Manager	$115
Field Staff – Project Engineer/Geologist	$95
Drafting	$75
Project Assistant	$55

Laboratory Testing Schedule

Sieve Analysis	$100
Sieve Analysis (#200 wash only)	$70
Expansion Index	$130
Plasticity Index	$140
Moisture Density	$45
R-Value	$300
Direct Shear (3 points)	$420

Additional lab test pricing available upon request

Reimbursable

Mileage is billed at current IRS mileage rate

Outside costs are billed at cost plus 10% markup

RATE SCHEDULE

Effective through May 31, 2014

Professional and supporting staff services will be billed at the following hourly billing rates:

Principal	$200.00 - $275.00
Project Manager	$145.00 - $220.00
Project Engineer	$145.00 - $220.00
Senior Engineer	$145.00 - $220.00
Associate Engineer	$85.00 - $145.00
Assistant Engineer	$65.00 - $110.00
Senior Environmental Planner	$145.00 - $185.00
Associate Environmental Planner	$85.00 - $145.00
Environmental Planner	$55.00 - $85.00
Landscape Architect	$120.00 - $160.00
Right-of-Way Specialist	$120.00 - $160.00
Land Surveyor	$110.00 - $150.00
Senior CAD/Detailer	$110.00 - $145.00
CAD/Detailer	$85.00 - $110.00
Survey Technician	$75.00 - $100.00
Environmental Technician	$50.00 - $75.00
Engineering Technician	$50.00 - $75.00
Administrative/Clerical	$50.00 - $130.00

Ordinary supplies and equipment are included in the above hourly rates. The following are considered items of special charge and their costs will be added at the following rates:

Outside Reproduction	Actual Cost
Permit Fees / Public Notice Advertisements	Actual Cost
Record Search Fees / Mapping Fees	Actual Cost
Room and Equipment Rentals	Actual Cost
Traffic Control	Actual Cost
Utility Potholing	Actual Cost

Richard T. Liptak, PE
President

FEHR PEERS

2013-2014

(July 2013 through June 2014)

Hourly Billing Rates

Classification	**Hourly Rate**		
Principal	$200.00	-	$315.00
Senior Associate	$175.00	-	$230.00
Associate	$120.00	-	$195.00
Senior Engineer/Planner	$125.00	-	$175.00
Engineer/Planner	$95.00	-	$135.00
Senior Technical Support	$120.00	-	$165.00
Senior Administrative Support	$100.00	-	$125.00
Administrative Support	$90.00	-	$120.00
Technician	$80.00	-	$130.00
Intern	$50.00	-	$90.00

- *Other Direct Costs / Reimbursable expenses are invoiced at cost plus 10% for handling.*
- *Personal auto mileage is reimbursed at the then current IRS approved rate (56.5 cents per mile as of Jan 2013).*
- *Voice & Data Communications (Telephone, fax, computer, e-mail, etc.) are invoiced at cost as a percentage of project labor*.

effective 6/29/2013
Fehr & Peers reserves the right to change these rates at any time with or without advance notice.

Proposal for
Engineering Services
For the North County Corridor

July 30, 2013

Proposed Compensation

Services provided shall be billable at the hourly rates shown in Table 2: Schedule of Hourly Rates. Invoices will be submitted on a monthly basis and shall be delineated by cost codes or project numbers to ensure costs are applied to the appropriate tasks. The minimum increment of time billed shall be ½ hour. Blueprinting, copying, record maps, filing fees and additional outside services will be billed at cost plus fifteen percent (15%).

Table 2: SCHEDULE OF HOURLY RATES

Classification	Hourly Rate
Principal Engineer	$145.00
Senior Engineer (PE)	$125.00
Senior Land Surveyor (PLS)	$125.00
Associate Engineer	$105.00
Qualified SWPPP Developer (QSD)	$125.00
Inspector (Non-Prevailing Wage)	$90.00
Inspector (Prevailing Wage)	$105.00
Senior Drafter	$90.00
Drafter	$80.00
2-Person Survey Party/GPS Survey	$205.00
Clerical	$55.00
Expert Witness	$400.00

Giuliani & Kull, Inc.
440 S. Yosemite Avenue
Oakdale, CA 95361
Phone: (209) 847-8726
Fax: (209) 847-7323
wkull@gkengineers.com

GK Surveying & Engineering
GIULIANI & KULL, INC

Fil	Personnel Category	Loaded Billing Rate Range	
1.	Principal	$125.00	$300.00
2.	Associate	$85.00	$200.00
3.	Senior Technical Staff	$85.00	$175.00
4.	Technical Specialty Staff	$70.00	$125.00
5.	Assistant Technical Staff	$55.00	$90.00
6.	Field Services	$50.00	$85.00
7.	Research Assistant	$35.00	$60.00
8.	Graphics / GIS	$90.00	$120.00
9.	Office Assistant	$60.00	$90.00
10.	Word Processing/ Editing	$75.00	$95.00

Martin Y. Hsu, PE, CVS & Associates, Inc.

Billing Rates

	Cassification	Loaded Billing Rate Range	
1.	Sr. Project Manager	$185.00	$190.00
2.	PE/CVS Team Leader	$185.00	$190.00
3.	Tech Writer/Proof Reader	$94.00	$95.00
4.	Admin/Clerical	$68.00	$70.00
5.			

NorthStar Engineering Group, Inc.
620 12th Street
Modesto, CA 95354
(209) 524-3525 Phone
(209) 524-3526 Fax

RATE SCHEDULE

Engineering:

PRINCIPAL	$150.00
CIVIL ENGINEER	$130.00
PROJECT MANAGER	$115.00
DESIGNER III	$110.00
DESIGNER II	$100.00
DESIGNER I	$95.00
DRAFTER / CAD III	$90.00
DRAFTER/CAD II	$85.00
DRAFTER/CAD I	$80.00

Surveying:

PRINCIPAL	$150.00
LAND SURVEYOR	$125.00
LAND SURVEYOR ASSISTANT	$115.00
SURVEY CREW COORDINATOR	$105.00
ONE-MAN SURVEY CREW	$150.00
TWO-MAN SURVEY CREW	$200.00

Planning:

PRINCIPAL	$150.00
PLANNER	$130.00

Field Services:

CONSTRUCTION OBSERVATION	$130.00

Administration:

COMMUNITY OUTREACH	$130.00
CLERICAL	$65.00

Materials:

COST PLUS 10 PERCENT

The above rate schedule is effective through December 31, 2013 and is subject to adjustment January 1, 2014.

*NOTE: Overtime and Saturday work will be billed at time and a half and Sunday work will be billed at double time

O'Dell Engineering
FEE SCHEDULE
June 2013

Classification:	Regular Hourly Rate:
Principal	$170.00
Senior Engineer	$140.00
Engineer	$120.00
Assistant Engineer	$110.00
Assistant Engineer	$90.00
Senior Landscape Architect	$130.00
Landscape Architect	$110.00
Landscape Designer	$90.00
Planner	$130.00
Assistant Planner	$110.00
Utility Engineer	$120.00
CADD Operator	$80.00
Senior Surveyor	$130.00
Surveyor	$110.00
Assistant Surveyor	$90.00
Survey Crew 2-man/1-man	$160/$130
Survey Crew 3D laser scanning 2-man/1-man	$230/$200
Survey Crew 2-man/1-man (prevailing wage)	$230/$160
Survey Crew 3D laser scanning 2-man/1-man (prevailing wage)	$260/$210
Administrative	$70.00

Outside Services:

Cost of services and expenses charged to *O'DELL ENGINEERING* by outside consultants, professional or technical firms engaged in connection with the project.	Actual cost plus 10%

Reproduction:

Reproduction costs and services charged to *O'DELL ENGINEERING* by outside commercial printers engaged in connection with the project.	Actual cost plus 10%

Travel:

Mileage, per diem, and subsistence are not normally charged to the client unless specific prior authorization is negotiated between client and consultant.	Actual cost plus 10%

2013 Schedule of Hourly Rates Overland, Pacific & Cutler, Inc.	
Right of Way Management & Implementation	
Program Manager / Principal	$200.00 per hour
Senior Project Manager	$150.00 per hour
Project Manager	$130.00 per hour
Senior Acquisition Agent / Senior Relocation Agent / Senior Analyst	$115.00 per hour
Acquisition Agent / Relocation Agent / Analyst	$105.00 per hour
Real Estate Appraisal	
MAI Designated Appraiser	$275.00 per hour
Senior Appraiser	$225.00 per hour
Staff Appraiser	$150.00 per hour
Assistant Appraiser	$105.00 per hour
Utility Coordination	
Utility Project Manager	$150.00 per hour
Senior Utility Coordinator	$130.00 per hour
Utility Coordinator	$115.00 per hour
Property Management	
Property Management Supervisor	$150.00 per hour
Property Services Supervisor / Property Manager	$115.00 per hour
Specialized Labor / GC / Plumber / Electrician	$105.00 per hour*
Equipment Operator	$73.00 per hour*
Landscape / Crew Leader	$40.00 per hour*
Crew Member	$27.50 per hour*
* Prevailing Wage Compliant	
Project Support / Administrative	
Project Support Specialist	$75.00 per hour
Administrative Assistant	$40.00 per hour

BILLING TERMS:

OPC considers local travel/mileage, photocopying, first class postage, telephone, facsimile, and mobile communication charges a normal part of doing business and such costs are included in the stated hourly rates. Out-of-pocket expenses including pre-approved travel and lodging, outside exhibit preparation, requested overnight courier or registered and/or certified mail (return receipt requested) charges, and specialty reproduction (unless otherwise specified) are in addition to the contract amount and will be charged at cost plus ten percent (+10%) for administration, coordination, and handling. Subcontracted services, other than those listed above, will be invoiced at cost plus ten percent (+10%).

In the event OPC is required to perform any act in relation to litigation arising out of any project with the Client (for example, expert consulting, responding to a complaint, or proceeding with discovery and trial), such services are not part of this contract, nor are they part of our normal fees. If required, these types of services will be invoiced at two times the regular hourly rates.

In the event this contract extends twelve (12) months beyond the initial date of execution, the hourly rates and any remaining amount in the contract shall be adjusted upwardly by five percent (5%) per annum, compounded annually, on the anniversary date of this contract.

Written communication services in other languages would be an additional cost and would be billed separately based on quoted hourly rates by independent translation services. Verbal communication in Spanish, if necessary, will be included at no additional charge.

OPC will submit monthly invoices for the professional and trade services rendered based on the hourly rate schedule provided above. The client shall promptly pay the uncontested amount due within no more than thirty (30) days after receipt of invoice. Upon completion of services, the remaining unbilled amount of the project balance shall become immediately due and payable.