AGREEMENT FOR
CONSULTING SERVICES

This Agreement for services ("Agreement") is hereby made as of December 1, 2018 set forth below by and between the Del Norte Local Transportation Commission, (DNLTC) and Dokken Engineering ("Contractor").

In consideration of the work to be rendered and the sums to be paid for that work, and each and every covenant and condition contained in this Agreement, the parties agree as follows:

1. IDENTIFICATION OF Contractor. The name, address, and phone number of Contractor are Dokken Engineering, 2192 Civic Center Drive, Redding, CA 96001; (530) 768-2420. The Contractor's tax identification number will be provided on a W-9 and submitted at the time of execution of this agreement. Contractor is not listed on the Federal web site as a debarred or ineligible contractor.

2. SERVICES. The services provided by Contractor are based on the attached Proposal Elk Valley Cross Road Corridor Plan dated October 10, 2018.

Contractor must perform all work in accordance with the terms and provisions of this Agreement and interact in such a manner with the Director so as to accomplish the result sought by DNLTC. Contractor acknowledges that Director is the DNLTC's authorized representative for interpreting and enforcing the terms and provisions of this Scope of Services and Schedule to be performed.

Contractor agrees that the Director may delegate her authority to any designee(s) she may select in her sole and absolute discretion.

Contractor must perform all work required to be performed according to the Proposal for Elk Valley Cross Road Corridor Plan by February 11, 2020.

Such services may include, but not be limited to: 1) Working closely with the DNLTC Director in performing work in accordance with this Agreement in order to receive clarification as to the result which the DNLTC expects to be accomplished; 2) Such other project management tasks as agreed upon between Contractor and DNLTC.

3. TIME FOR PERFORMANCE. The services of Contractor will begin on or after December 1, 2018 and shall continue until February 11, 2020. Time is of the essence in the performance of work provided for in this Agreement and the following times for performance must be strictly adhered to unless otherwise modified in writing by DNLTC.

In the event that a dispute arises between DNLTC and the Contractor as to the interpretation of this contract, or the compensation hereunder, or the time for completion of the work, Contractor is not excused from any scheduled completion date provided for by this agreement, but must diligently proceed in a workmanlike manner with all work required by it to be performed. No work may be delayed or postponed by the Contractor pending resolution of any disputes or disagreements with DNLTC unless otherwise agreed to in writing by DNLTC.

The work must be performed on a continuous, ongoing basis, within the timeframes set forth in the Proposal Section VI Schedule of Work. Contractor will confer with the DNLTC Director as needed, but in no event less than once per month, to evaluate workload and schedule upcoming activities and staffing needs.

Contractor must submit all requests for extensions of time for performance in writing to the DNLTC'S representative no later than ten (10) calendar days after the occurrence of any event or condition which purportedly caused the delay, and in no event later than the date on which performance is to be complete. The DNLTC'S representative, in his or her sole and absolute discretion, will review all such requests and will grant Contractor reasonable time extensions for unforeseeable delays which are beyond Contractor's control. The DNLTC Director's decision in this regard is controlling.

4. TERM. The term of this contract shall commence on November 6, 2019 and shall continue until February 11, 2020 unless sooner terminated by either party in writing according to the terms of Section 18.

5. PAYMENT. As compensation for the services performed hereunder, DNLTC must pay Contractor according to the approach, staffing plan and Cost Proposal that is Attachment A to this contract. The total sum is not to exceed $79,049.00 on a materials and performance basis, based on invoices submitted to the DNLTC that reflect the activities in the Proposal.

Contractor must submit requests for payment monthly after completion of services and requests for payment must detail the type of work performed, and shall be directed to the following address: Del Norte Local Transportation Commission, 1301-B Northcrest Drive, #16, Crescent City, CA 95531. Invoices will be paid within 60 days.

Services performed by Contractor and not authorized in this Agreement will not be paid for by DNLTC. Payment for additional services will be made to Contractor by DNLTC only if both parties, in advance of performance of any additional services, amend this Agreement.

6. DESIGNATED REPRESENTATIVES. The DNLTC Executive Director is the representative of the DNLTC and will administer this Agreement for DNLTC. Richard Liptak is the authorized representative for Dokken Engineering.

7. INDEPENDENT Contractor. At all times during the term of this Agreement, Contractor is responsible for Contractor's own operating costs and expenses, property and income taxes, worker's compensation insurance, and any other costs and expenses in connection with the performance of services under this Agreement. Contractor agrees that he or she is not an employee of the DNLTC. DNLTC does not have the right to control the means by which Contractor accomplishes services rendered pursuant to this Agreement.

8. LICENSES, PERMITS, ETC. Contractor represents and warrants to DNLTC that he/she has all licenses, permits, qualifications and approvals legally required for Contractor to practice his or her profession. If at any time Contractor ceases to have the licenses, permits, qualifications or approvals required for Contractor to practice his or her profession, Contractor will immediately notify DNLTC and this Agreement may be terminated at DNLTC's sole discretion.

9. INSURANCE.

Liability Insurance

During the term of this Agreement, Contractor must maintain in full force and effect a policy of commercial general liability insurance with minimum coverage of one million dollars ($1,000,000) per occurrence and/or two million dollars ($2,000,000) in the aggregate for bodily injury, personal injury and property damage; and automobile liability insurance with minimum coverage of one million dollars ($1,000,000) per accident for bodily injury and one million dollars ($1,000,000) per accident for property damage. Such insurance shall cover the DNLTC, its officers, officials, employees and volunteers as insured with respect to liability arising out of work or operations performed by or on behalf of Contractor and with respect to automobiles owned, leased, hired or borrowed by Contractor. For any claims related to this Agreement or performance under this agreement, Contractor's insurance shall be primary. Policies shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the DNLTC.

Worker's Compensation:

During the term of this Agreement, Contractor must fully comply with the laws of the State of California concerning Worker's Compensation. Said compliance includes but is not limited to, maintaining in full force and effect one or more policies of insurance against any liability Contractor may have for Worker's Compensation.

Unemployment and Disability Insurance:

During the term of this Agreement, Contractor must fully comply with the laws of the State of California concerning unemployment and disability insurance. Said compliance shall include, but is not limited to, properly calculating employee payroll deduction and employer contribution amounts, and making timely payment to the State of California as required by law.

10. STANDARD OF PERFORMANCE. Contractor must perform all services required pursuant to this Agreement in the manner and according to the standards observed by competent practitioners of the profession in which Contractor is engaged. Failure to perform services in such manner is grounds for termination of the Agreement.

11. INDEMNITY. Contractor must defend, indemnify, and hold harmless DNLTC, and it's elected and appointed officers, agents and employees from any liability for damage or claims for damage for personal injury, including death, as well as for property damage, which may arise from the intentional or negligent acts or omissions of Contractor in the performance of services rendered under this Agreement.

12. THE CIVIL RIGHTS, HCD, AND AGE DISCRIMINATION ACTS. During the performance of this Agreement, the Contractor assures that no otherwise qualified person shall be excluded from participation or employment, denied program benefits, or be subjected to discrimination based on race, color, national origin, sex, age, or handicap, under any program or activity funded by this contract, as required by Title VI of the Civil Rights Act of 1964, Title I of the Housing and Community Development Act of 1974, as amended, and the Age Discrimination Act of 1975, and all implementing regulations.

13. STATE NONDISCRIMINATION CLAUSE. During the performance of this contract, Contractor and its subcontractors must not unlawfully discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical

handicap, medical condition, marital status, age (over 40) or sex. Contractor and its subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination. Contractor and its subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7258.0 et seq.) The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990, set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are incorporated into this contract by reference and made a part hereof as if set forth in full. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

This Contractor will include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the contract.

14. CONFLICT OF INTEREST. No Congressional representative and no resident commissioner may receive any benefit from this contract agreement or activity.

None of the Contractor's officers, members or employees, designees or agents, governing board members, or other officials of Contractor have any interest in any contracts or proceeds for the work done in conjunction with this contract other than payment for services provided under this contract.

15. DRUG-FREE WORKPLACE CERTIFICATION. The Contractor certifies, when signing the contract that it complies with the Drug-Free Workplace Act of 1990 (Government Code Sections 8350 et seq.) and will take the following actions, if necessary:

a. Publish a statement to notify the Contractor's employees, if any, of prohibition of the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance, and tell them what actions may be taken against them for violations;

b. Establish a Drug-Free Awareness Program to inform employees, if any, of the danger of drug abuse at work, the Contractor's drug-free workplace policy, any available employee assistance programs, and the penalties for violation of the drug-abuse policies; and

c. Give every employee working on the contract activities, if any, a copy of the drug-free policy statement and require they abide by its terms as a condition of employment.

If the Contractor fails to comply with these requirements the DNLTC may suspend payments or terminate the contract, or both. If the DNLTC finds the Contractor has made a false certification or failed to carry out these requirements, the Contractor may also be ineligible for future awards.

16. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990. Contractor must comply with the ADA and applicable regulations and guidelines thereof, which prohibit discrimination on the basis of disability in employment, state and local government service, and in public accommodations and commercial facilities.

17. MONITORING AND AUDITING. Contractor agrees to be subject to monitoring and auditing by DNLTC, and any other entity legally entitled to account for funds expended for performance under the terms of this Agreement. Such monitoring may include, but not be limited to, monitoring for compliance with DNLTC's State or Federal contracts.

18. TERMINATION. DNLTC and Contractor each have the right to terminate this Agreement upon thirty (30) days written notice to the other party. This Agreement may be terminated immediately upon non-performance of either party. Contractor is entitled to payment for all work completed up to the effective date of termination.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement to commence on the 6th day of November 2018.

DEL NORTE LOCAL TRANSPORTATION COMMISSION
A California Regional Transportation Planning Agency

_____
Tamera Leighton, Executive Director

Dated: _____

APPROVED AS TO FORM:

_____
Autumn Luna, Counsel

Dated: _____

Dokken Engineering

_____
Richard T. Liptak, Principal in Charge

Dated: _____

Del Norte Local Transportation Commission

PROPOSAL

Elk Valley Cross Road Corridor Plan

SUBMITTED TO

Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, California 95531

Attn: Tamera Leighton, Executive Director

Submitted By:

Dokken Engineering
2192 Civic Center Drive
Redding, CA 96001
(530) 768-2420

Contact Brian Stephenson, PE
Project Manager

October 10, 2018

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900-Northcrest Drive, PMB 16
Crescent City, California 95531

PROJECT MANAGER & KEY CONTACT:
Brian Stephenson, PE

Address: 2192 Civic Center Drive
Redding, CA 96001
Tele: (530) 768-2420
Fax: (916) 858-0643
Mobile: (916) 505-0045
E-Mail: bstephenson@dokkenengineering.com

RE: Proposal for Elk Valley Cross Road Corridor Plan

Dear Ms. Leighton:

Dokken Engineering is very pleased to provide five (5) unbound copies of the proposal, one (1) bound copy of the Relevant Experience document and a CD containing PDF files of the proposal and the Relevant Experience document.

We have assembled a well-qualified team to provide the Del Norte Local Transportation Commission (DNLTC) with the services as outlined in the commission's Request for Proposal (RFP).

Our in-house proposed services include:

- Project Management and Public Outreach
- Roadway and Civil Design
- Full Service Environmental Planning, and Documentation
- Right of Way Engineering and Project Funding Support

Our in-house team will be supplemented by LSC Transportation Consultants to provide the following services:

- Traffic counts and speed data collection
- Accident data analysis
- Public transit and active transportation analysis
- Roadway Level Of Service evaluation

We understand the local agencies' concerns along this transportation corridor that includes Caltrans facilities. Dokken Engineering is experienced in helping local agencies analyze the existing/future conditions; develop alternatives addressing areas of concern; and developing project cost estimates to secure future funding. Our public outreach approach is to present the engineering information in such a way that the public can understand and provide feedback back on. That public input is documented and used to help inform the stakeholder groups what the public at large feel about the existing conditions and proposed improvements. We understand that the goal of this project is to prepare and provide the DNLTC with the documentation needed to begin advance specific projects to address areas of concern along this corridor. Coordination with Caltrans District 1 will be critical due to the State right of way and intersections along the corridor. Dokken Engineering is currently the on-call engineer for District 1, and we have working relationships with all levels of staff in Eureka.

Dokken Engineering's team will be led by Brian Stephenson PE, a senior project manager with 18 years of local agency transportation engineering experience. Rick Liptak, PE, will bring his 32 years of transportation experience to the project as the Principal in Charge. Mr. Tim Chamberlain will lead the environmental efforts.

Dokken Engineering proposes the project start date of March 25, 2019. Our Project Manager, Brian Stephenson, is in the Redding office.

We have reviewed the DNLTC's sample agreement and take no exceptions. Mr. Liptak is authorized to bind Dokken Engineering contractually and attests that all information in this proposal is true and correct.

Thank you for the opportunity to support the DNLTC with their upcoming transportation projects. We look forward to hearing from you.

Sincerely,

Richard T. Liptak, PE
Principal in Charge

Brian Stephenson, PE
Project Manager

EVCR/BRS

Project Approach

The following presents Dokken Engineering's understanding for the Elk Valley Cross Road Corridor Plan. Our project team will be led by a project manager with over 18 years of experience in developing project study reports, conceptual alternatives analysis, project reports, construction documents, and construction support/management.

Elk Valley Cross Road currently consists of a two-lane rural cross-section. This roadway serves residential neighborhoods, access to US 101 and US 199, local schools, and Pelican Bay State Prison. These land uses result in a substantial number of truck movements, along with auto traffic. Elk Valley Cross Road is the Westbound US 199 to Northbound 101 route, as that state interchange does not have provisions for a ramp making that same connection. See Figure 1 for the Project Area Exhibit.

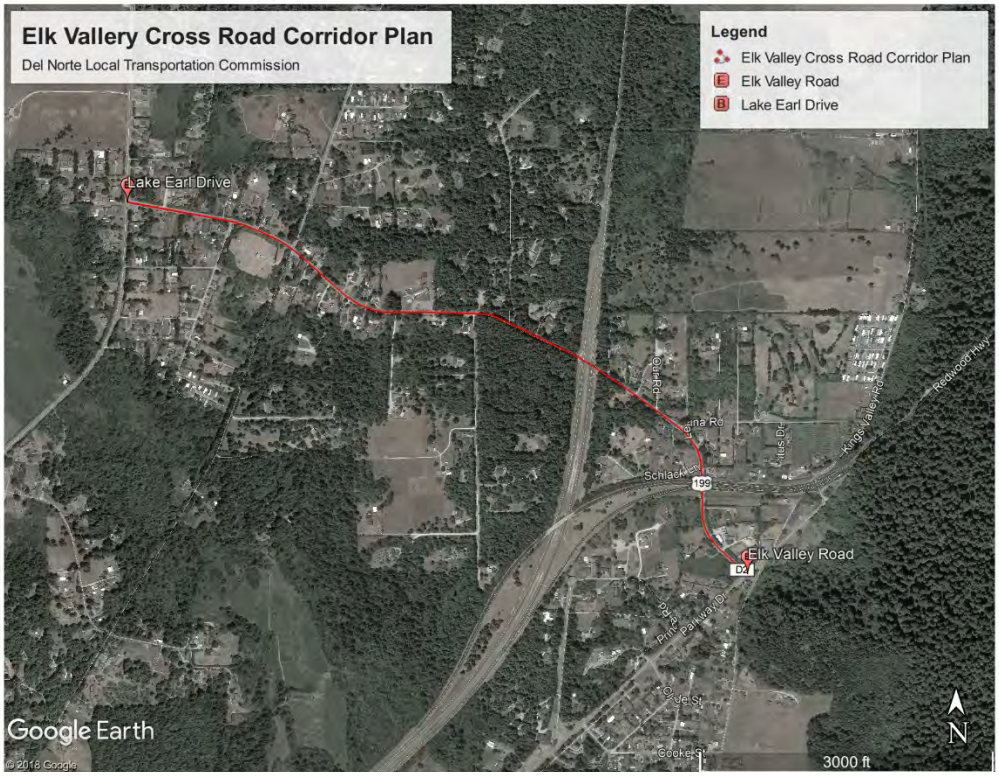


Figure 1: Project Area Exhibit

Constrained by mountains on the east and ocean on the west, the Crescent City area occupies a relatively narrow coastal bench. This in turn limits the number of key roadways. The limited local roadway network also makes Elk Valley Cross Road an important element of the regional bicycle network. It provides an at grade crossing of US 101 and US 199 for recreational cycling, as well as accessing nearby homes.

The key goal of the upcoming plan will be to identify a future design for Elk Valley Cross Road that best provides for safety improvements and multimodal mobility along the corridor. It will need to address traffic, bicycle, pedestrian and transit movements, as well as safety considerations. To be successful, the plan will need to define a feasible design, based on financial realities, right-of-way requirements, environmental constraints, and impacts on adjacent properties. A strong public input/education process will also be essential, so that public or organization concerns are addressed through the development of the corridor plan.

Public Transit

Currently the Redwood Coast Transit system does not have a published route that utilizes Elk Valley Cross Road.

Route 3 has a requested extension route that ends at Standard Veneer, 1.8 miles south west of the Lake Earl Drive intersection. Route 1 is 3 miles from the eastern end of Elk Valley Cross Road at the Elk Valley Road intersection. The need for expansion of existing, or new routes to better serve the northern part of the greater Crescent City area could be considered. Route 20 could be modified to incorporate an on-demand stop at the high school on the way to Smith River. Route 199 between Crescent City and Gasquet could be modified to utilized Elk Valley Cross Road to also provide service to the high school. Coordination with Redwood Coast Transit will be a key development of the Stakeholder groups.

Public Outreach

The Dokken Engineering team has the experience in developing and implementing public outreach strategies for all stages of project development. Dokken Engineering will follow the 6 policies set forth in the Del Norte Local Transportation Commission Public Participation Plan (July 11, 2013), with the in-house abilities to prepare all the printed materials, flyers, postcards and exhibit posters for the project during the public outreach efforts. Dokken Engineering also can provide roadside banners that can be placed around the community to augment the web site postings, flyers, postcards, and newspaper ads announcing upcoming public workshops. At the public workshops, project exhibits and posters utilizing various visualization techniques are key to effectively communicate with the participants and solicit input. Dokken Engineering team members will be available during the workshops to answer questions about the project and the process. Comments during the workshop are collected by various methods (comment cards, interactive exhibits) and tabulated and responses prepared and provided to the DNLTC. We are proposing two public meetings for the project. The first public meeting would be held after the existing data is collected and shown on the project aerial. This will allow the public to see the available traffic counts, traffic speed, accident data, percentage of trucks and other existing conditions along the corridor. At this public workshop there will be the opportunity for the public to provide feedback on the areas they feel are issues and need to be addressed. This will be done through a combination of comment cards, sticky notes and 1-on-1 conversations between the engineers and the public.

The information gathered at the first public meeting will be documented and used to help shape the alternatives developed and analyzed. The second public meeting will be held after the Draft Elk Valley Road Multimodal Corridor Plan has been reviewed by DNLTC. This focus of this public meeting will be to present the plan to the public and gather feedback that will be incorporated into the final plan.

Stakeholder Agencies

The Dokken Engineering team will develop two distinct stakeholder agency groups. The stakeholder groups will be agencies with interest in the corridor and intersections within the project limits. The first stakeholder group will consist of Caltrans, DNLTC, and County Community Development Department. This stakeholder group represents the owner/operators of the key intersections along the corridor. The second stakeholder group will consist of the Del Norte County Unified School District (DNCUSD), DNLTC, and County Community Development Department. This second stakeholder group will represent the key users of the current corridor, and input from this group will help shape the improvements identified to address current concerns and issues.

Data Gathering

Dokken Engineering and LSC will gather the necessary information via several different methods. For the roadway counts and speed data, LSC will utilize pole mounted radar counters/speed instruments an video cameras. These instruments are mounted along the side of the road and are not easily seen by the public and therefore do not impact the quality of data gathered. The intersection counts will be performed using pole-

mounted video cameras, with footage reviewed by staff who will record the traffic and non-motorized turning movements as well as classifications of vehicles.

The existing roadway condition data will be collected by means of a handheld GPS data logger. This will allow the engineer to walk the corridor and map the location of all pertinent information along the road. Examples of data gathered would be roadway overall width, lane configurations, drainage features crossing and running parallel with the roadway, signs, trees and poles located close to the roadway, driveway and intersection locations and other frontage improvements that could be a constraint. The GPS equipment used is the same equipment the environmental staff will use to map out potential environmentally sensitive areas along the corridor. All the data gathered will be placed into the GIS system and graphically shown in a map of the project area.

The existing right of way data will first be based on the GIS parcel information available from the County. With that as the beginning point, Dokken Engineering will start compiling the record information/documents that created the information shown on the parcel maps. These documents will be cataloged, and a hard copy and PDF copy of the information will be provided as called for in the RFP. A limited analysis of the record information and the parcel information shown in the GIS data will be performed and any ambiguities will be noted in the summary memo for the catalog and the Corridor Plan document.

Environmental

The Dokken Engineering team has the experience to prepare the analysis needed for the Corridor Plan. Dokken Engineering completed the Elk Valley Road Multimodal Corridor Plan and will use the same approach to the environmental analysis for this project. Dokken Engineering's environmental staff will walk the project site and record/map the environmental constraints along the corridor. Below is a narrative of Dokken Engineering's experience with the unique regulatory environment that is found in the coastal areas.

California Coastal Zone

Dokken Engineering has previously environmentally cleared and constructed numerous projects occurring within the California Coastal Zone. All projects occurring within the California Coastal Zone will require an application for a Coastal Development Permit (CDP) from the California Coastal Commission (CCC). Dokken Engineering has previously prepared applications for Coastal Development Permits, in which the CCC requires that a mailing list, along with addressed and stamped envelopes, for all owners and applicants within a 100-foot radius (not including the area within road right of way) of the proposed project is included in the application. Dokken Engineering has successfully obtained a CDP for the Goldenrod Avenue Pedestrian Overcrossing project and the Jamboree Road Bridge over San Diego Creek project, which are in Newport Beach, Orange County, California. Dokken Engineering will utilize this experience to ensure gaining approval from the CCC for any projects occurring within the California Coastal Zone will be done efficiently and without the potential for project delay.

California Environmental Quality Act/National Environmental Policy Act

Dokken Engineering will evaluate any proposed improvements and identify potential environmental concerns with regard to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Through Dokken Engineering's experience in preparing all levels of CEQA/NEPA documentation, from Categorical Exemptions (CE) and Categorical Exclusions (CE), to Environmental Impact Reports (EIR) and Environmental Impact Statements (EIS), with over 500 projects cleared under CEQA/NEPA since 2003, all potential environmental concerns will be thoroughly evaluated. Dokken Engineering will provide DNLTC a

complete understanding of the environmental concerns for the different projects and/or alternatives, including a summary of the technical studies required, level of environmental documentation under CEQA and/or NEPA, and regulatory permitting requirements will be outlined.

In addition, our staff has extensive experience coordinating with agencies, clients and engineers to develop cost effective and environmentally friendly solutions to obstacles. This experience ensures further streamlined navigation through the CEQA/NEPA processes and the delivery of projects through construction.

Environmental Compliance

Since 2003, Dokken Engineering's environmental team has completed CEQA/NEPA documentation for over 500 projects throughout California. This goes beyond the environmental document process and includes coordination with regulatory agencies for all necessary environmental permits. Dokken Engineering knows that many projects and/or alternatives will need to be initiated early and continued coordination with the California Department of Fish and Wildlife, Regional Water Quality Control Board, Army Corps of Engineers, and potentially the U.S. Fish and Wildlife Service and National Marine Fisheries Service. Site visits and pre-application meetings will be needed to gain the agencies' support of the projects.

Dokken Engineering's Environmental Services Division has considerable experience working throughout California on transportation and public works projects. Dokken Engineering's team of experts have established professional working relationships with Federal and State regulatory agencies, including California Department of Transportation, U.S. Army Corps of Engineers, California Department of Fish and Game, California State Water Quality Control Board, Regional Water Quality Control Boards, U.S. Bureau of Land Management, Central Valley Flood Protection Board, U.S. Environmental Protection Agency, based on technical excellence and a thorough understanding of regulatory processes. Through this extensive experience with transportation projects throughout California, Dokken Engineering will ensure that each project is compliant under current State and Federal regulation.

The following presents Dokken Engineering's Scope of Work for the Elk Valley Cross Road Corridor Plan.

SCOPE OF WORK

TASK 1 INITIATE COORDINATION WITH STAKEHOLDER AGENCIES

Dokken Engineering will develop a working relationship with Caltrans District 1 staff, Del Norte Local Transportation Commission (DNLTC), Del Norte County, and Del Norte County Unified School District (DNCUSD) to establish two unique agency stakeholder groups. The first stakeholder group will be made up of Caltrans, DNLTC and County, and be known as the Caltrans Stakeholder Group (CSG). The second stakeholder group will be made up of DNCUSD, DNLTC and County and be known as the School Stakeholder Group (SSG).

Task 1.1 CSG Kickoff Meeting

Dokken Engineering will organize, attend, and facilitate a kickoff meeting for the CSG. Dokken Engineering will provide meeting notices, prepare meeting materials and agenda, attend and facilitate the kickoff meeting.

Task 1.2 SSG Kickoff Meeting

Dokken Engineering will organize, attend, and facilitate a kickoff meeting for the SSG. Dokken Engineering will provide meeting notices, prepare meeting materials and agenda, attend and facilitate the kickoff meeting.

Task 1.3 Single Point of Contact from each stakeholder agency

Dokken Engineering will coordinate with each stakeholder group and determine the single point of contact for each agency for the project. A Contact list will be prepared and distributed to the stakeholder groups.

Task 1.4 Kickoff Meeting Minutes

Dokken Engineering will prepare and distribute to the stakeholder groups the meeting minutes from the kickoff meetings.

Task 1.5 Field visit, site walk of project corridor

Dokken Engineering will organize, attend, and facilitate a field walk of the project corridor with stakeholder members to review the current conditions and known areas of concern to the stakeholders. Photos and notes of the field visit will be recorded and distributed back to the stakeholder groups.

Task 1 Deliverables: Invite list, meeting agendas, sign-in sheets, contact information for each stakeholder, meeting minutes, comment log from stakeholder groups, and walking tour photo log and notes

TASK 2 COMMUNITY OUTREACH

Dokken Engineering will perform the Community Outreach efforts to continue the public participation to receive the public comments that are driving this project.

Task 2.1 Project Website

Dokken Engineering will coordinate with DNLTC and the County to determine the preferred method of creating and maintaining a project specific website that the public can access and provide comments on. Dokken Engineering will create and incorporate content to be placed on the website.

Task 2.2 Project affected properties

Dokken Engineering will create a mailing address list of parcels that area affected by the project area. This includes all parcels within 300 feet of the Elk Valley Cross Road, and parcels that must use Elk Valley Cross Road as access.

Task 2.3 Project Community Meetings

Dokken Engineering will organize, attend, and facilitate 2 community meetings to gather input from the public about the project corridor. The community meetings will be advertised by website posting, emails, roadside banners and flyers distributed in the community at key locations.

Task 2.4 Community Input

Dokken Engineering will organize the public comments received via website, email, comment cards, and online surveys, and provide the summarized findings in the Corridor Plan document.

Task 2.5 Community Input Analysis

Dokken Engineering will coordinate with the stakeholder groups to discuss and analysis the results from the community input. This analysis will help shape the development of alternatives.

Task 2 Deliverables: Project website, Community input platform, List of APNs within 300 feet, List of APNs that access Elk Valley Cross Road, Community Meeting agendas, notes, sign-in sheets, comment cards, survey results, Electronic Forum support materials, Community Input analysis.

TASK 3 EXISTING CONDITIONS

Activities within this task include the collection and analysis of traffic data, accident data and existing field conditions.

Task 3.1 Identify and Map Existing Traffic Hazards

LSC will conduct a site visit to review the existing pavement width, posted speed limits, intersection configuration and control, transit facilities, and bicycle and pedestrian facilities. Based on that field visit any exiting traffic hazards that were identified will be located on a project map detailing what the hazard is and listed in a summary.

Task 3.2 Identify Existing Accident Locations

LSC will obtain the Statewide Integrated Traffic Records System (SWITRS) data for the entire corridor for the most recent 10-year period. Locations of crashes will be mapped, and the type of crash and injury severity will be assessed to identify those that are correctable through changes in the roadway design, as well as those that are related to excess speed or other factors. In addition, any potential transportation safety deficiencies along the plan corridor will be discussed and identified on a map.

Task 3.3 Identify Existing Traffic Generators

LSC will prepare a discussion of existing traffic generators, focusing on the rural segment of the corridor. Daily and/or peak-hour trip generation will be reported for uses where driveway count data is available or where previous traffic generation studies have been conducted.

Task 3.4 Inventory and Map Existing Roadway Improvements

Dokken Engineering will map the existing conditions of the roadway to include, number of lanes, lane widths, shoulder widths, roadside conditions, signage, striping, drainage, utilities, pedestrian and bicycle facilities.

Task 3 Deliverables: Map of Traffic Hazards, Summary of Traffic Hazards, Map of accident locations, summary of accidents, Map of traffic generators, summary of accidents, Map of existing conditions, summary of existing roadway improvements

TASK 4 FIELD DATA

To be defensible and to best reflect local conditions, it will be important for the study to be built upon a detailed data collection effort. In this regard, LSC staff will conduct the following subtasks:

Task 4.1 Traffic Volumes

LSC will conduct continuous 48-hour roadway counts at three (3) locations along the study corridor, as follows:

1. On Elk Valley Cross Road between Lake Earl Drive and Wonder Stump Road
2. On Elk Valley Cross Road between Wonder Stump Road and US 101
3. On Elk Valley Cross Road between US 101 and US 199

The roadway counts will include the following data:

- Traffic counts by direction
- Speed measurements
- % trucks
- Pedestrians
- Bicyclists
- Other non-motorized trips

Task 4.2 Turning Movements

LSC will review the traffic count data collected by LSC at the Elk Valley Cross Road/Parkway Drive intersection in October 2016 as a part of the Elk Valley Road Corridor Plan. We will also review the counts conducted by LSC last Spring at the Elk Valley Cross Road/Lake Earl Drive intersection. This work scope includes conducting AM and PM peak-hour turning-movement counts (including vehicles, heavy trucks, bicyclists, pedestrians, and other non-motorized trips) at up to eight (8) key intersection locations, including the following intersections along Elk Valley Cross Road:

1. Lake Earl Drive
2. Wonder Stump Road
3. Cunningham Lane
4. US 101 Southbound
5. US 101 Northbound
6. US 199
7. Parkway Drive
8. Additional intersection (such as at the high school)

Task 4.3 Traffic Speed Measurements

LSC will use the three locations identified in Task 4.1 and using the 48-hour roadway count data to calculate the 85th-percentile speed for the three segments.

Task 4 Deliverables: Summary memo report with traffic volume analysis of pedestrians, bicycles, non-motorized, motor vehicles, and trucks; turning movement count summary for 8 intersections; and traffic speed summary for three segments.

TASK 5 COMMUNITY NEEDS

Dokken Engineering and LSC will coordinate with local agencies and review their planning documents for the corridor, area and region. In this regard, Dokken/LSC will conduct the following subtasks:

Task 5.1 Public Transit

LSC will contact RCTA staff to discuss ridership in the corridor and participate in a teleconference with RCTA staff to discuss public transit needs. Existing ridership will be reviewed, and existing deficiencies regarding transit facilities will be discussed. Dokken/LSC will developing appropriate questions for the community surveys.

Task 5.2 Active Transportation

LSC will review the County's Active Transportation Plan (ATP). Existing deficiencies regarding pedestrian connections and bicycle facilities will be discussed. Dokken/LSC will developing appropriate questions for the community surveys.

Task 5.3 Truck Route

LSC will review the heavy truck counts previously collected by LSC at the Pelican Bay State Prison driveway last Spring. Existing truck routes will be reviewed, and truck route needs will be discussed. Dokken/LSC will seek input from local trucking companies, the Prison, and the community.

Task 5.4 County General Plan

LSC will review future growth forecasts provided in pertinent documents, such as the following:

- Del Norte County General Plan and Zoning
- Del Norte County Regional Transportation Plan (RTP)
- Caltrans Transportation Concept Reports

Additionally, we will contact County staff regarding any potential future development projects that would impact the study corridor. Future traffic volume growth will be discussed, although estimating the traffic generation of planned development projects is outside this scope.

Task 5.5 Regional Goals

LSC will review the regional goals described in the RTP and in Caltrans planning documents (such as the Transportation Corridor Concept Reports), and how they relate to the study corridor.

Task 5 Deliverables: Summary memo report with public transit needs analysis, active transportation needs analysis, truck route needs analysis, future growth needs analysis, and regional goals need analysis.

TASK 6 RIGHT OF WAY

Task 6.1 Right of Way

Dokken Engineering will utilize the County's GIS parcel data to prepare a list of parcels that front Elk Valley Road in the project corridor. This information will be the basis of the map created to show the project corridor. No field surveys will be performed to locate any monuments/property corners. Copies of the available parcel information (parcel maps, subdivision maps, record of surveys) from the County Recorder's Office will be compiled into a project catalog. A review of the recorded information to the GIS parcel information will be performed to determine if there are any ambiguities. It is understood that a 60-foot corridor is the preferred width, and that width will be used to identify any parcels that do not provide that width based on current roadway alignment. A table of affected parcels will be created showing existing size, potential area to be acquired, percentage of parcel impacted.

Task 6 Deliverables: Map of Existing right of way, compiled copies of the right of way data, right of way analysis including ambiguities, property list of affected parcels to establish 60-foot corridor width.

TASK 7 CONCEPTUAL IMPROVEMENTS

Dokken Engineering and LSC will develop conceptual layouts for the roadway segments and intersections to address identified improvements for the corridor. Each concept will include a written description, graphic exhibit and cost estimate. In this regard, Dokken/LSC will conduct the following subtasks:

Task 7.1 Conceptual Roadway Improvements

Dokken Engineering will prepare conceptual roadway improvements based on aerial imagery and the field collected data for existing conditions to address identified needed improvements Caltrans and FHWA standards will be used to establish the scope of the improvements.

Task 7.2 Conceptual Intersection Improvements

Dokken Engineering will prepare conceptual intersection improvement alternatives for the 8 intersection locations analyzed in Task 4. Alternatives will include stop controlled, signal controlled and roundabout controlled intersections.

Task 7.3 Segment Cost Estimates

Based on the conceptual improvements developed, individual cost estimates will be created for the three segments identified, to reflect the construction cost of that improvement.

Task 7.4 Intersection Cost Estimates

Based on the conceptual intersection improvements developed, individual cost estimates will be created for each intersection improvement, to reflect the construction cost of that improvement.

Task 7 Deliverables: Conceptual roadway improvement graphics (plan view, typical section view), conceptual intersection improvement graphics (plan view, section view), Preliminary Cost Estimates for roadway improvements and intersection improvements.

TASK 8 FUNDING AND IMPLEMENTATION PLAN

Dokken Engineering/LSC will coordinate with the DNLTC in identifying potential future funding sources for the developed concepts. These potential funding sources will be listed in the plan document and the unique requirements based on the individual funding sources will be discussed in the plan.

Task 8.1 Funding Strategy

Dokken Engineering/LSC will prepare a Funding Strategy for each concept that identifies potential funding sources to advance the concepts to take the alternative from concept through to construction.

Task 8.2 Implementation Strategy

Dokken Engineering/LSC will prepare an Implementation Strategy for each concept that outlines the future steps needed to take the alternative from concept through to construction. The developed strategy will be presented to DNLTC and the County for comment.

Deliverables: Funding Strategy, Implementation Strategy.

TASK 9 ELK VALLEY CROSS ROAD CORRIDOR PLAN

Dokken Engineering/LSC will prepare and circulate the Elk Valley Cross Road Corridor Plan.

Task 9.1 Preliminary Draft Corridor Plan

Dokken Engineering/LSC will prepare a Preliminary Draft Corridor Plan and circulate to the stakeholder agencies (CSG and SSG) for review and comment. Comments will be address in a response matrix and provided to the reviewers for confirmation of changes made.

Task 9.2 Draft Corridor Plan

Dokken Engineering/LSC will prepare a Draft Corridor Plan document that incorporates the review comments from the previous submittal, and circulate the Draft Corridor Plan to the public, Caltrans, County and DNLTC.

Task 9.3 Final Corridor Plan

Dokken Engineering/LSC will prepare a Final Corridor Plan document that incorporates the review comments from the previous submittal and provide the Final Corridor Plan to the governing boards of the County, DNLTC, and Caltrans.

Task 9 Deliverables: Preliminary Draft Corridor plan, response to comments on Preliminary Draft Corridor Plan, Draft Corridor Plan, response to comments on Draft Corridor Plan, Final Corridor Plan.

TASK 10 PROJECT MANAGEMENT

Activities within this task will be on-going from Notice to Proceed from the Del Norte Local Transportation Commission (DNLTC) through completion of the corridor plan, currently estimated to be a 12-month period.

Task 10.1 Project Administration

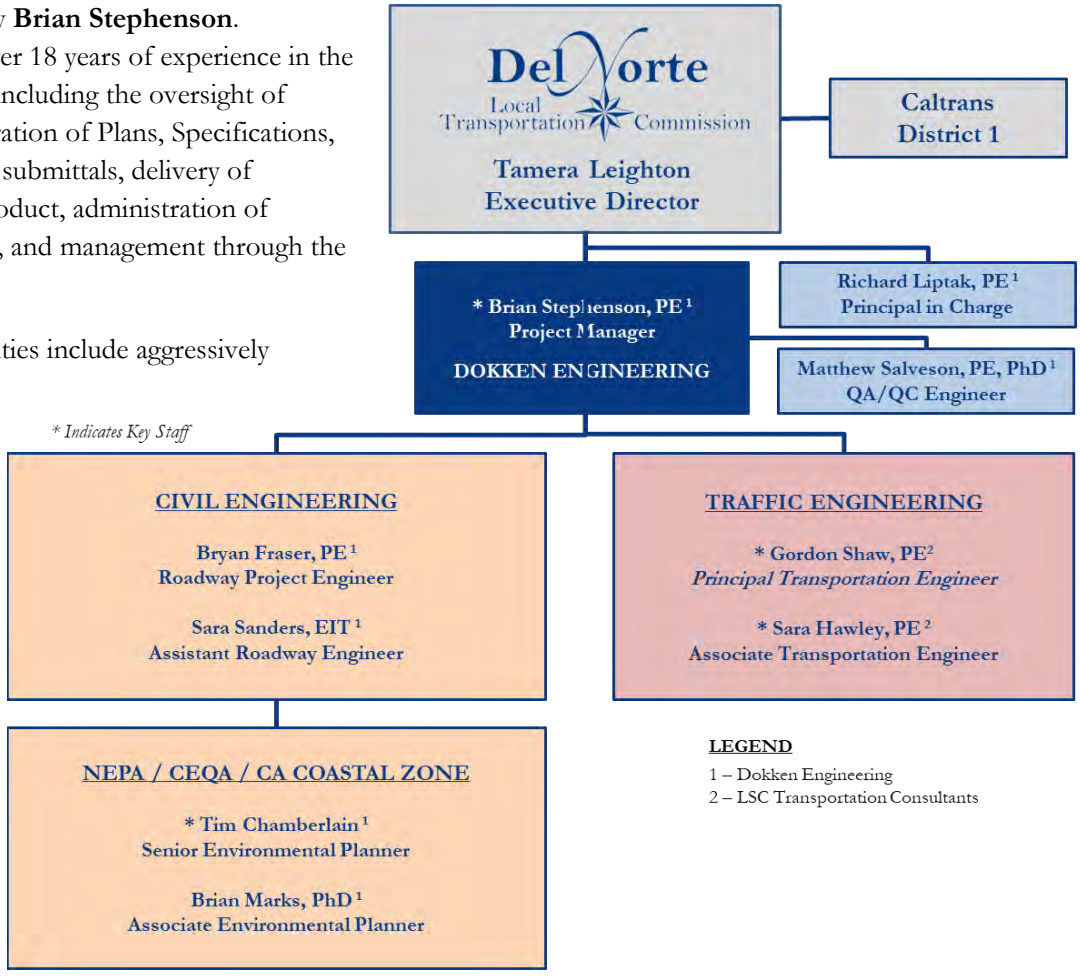
Dokken Engineering will monitor and control the effort and progress of the proposed services as follows:

- Set up project accounting system: Dokken Engineering will structure the accounting system in accordance with DNLTC's invoicing and tracking needs.
- Prepare subconsultant agreements: Dokken Engineering will execute contracts with the proposed subconsultants for the scope of services described herein.
- Monitor subconsultant progress and review/approve invoices: Dokken Engineering will track the work progress of the proposed subconsultants and review their invoices for format and content compliance.
- Prepare monthly Progress Reports and client invoices: Dokken Engineering will prepare progress reports for DNLTC monthly to record the progress of the project and support the expenditures presented in the invoice. The Progress Report will include accomplished tasks for the month, anticipated progress for the next month, pending issues and schedule completion target dates. Dokken Engineering will mail progress reports with the monthly invoices.
- Prepare, monitor and adjust CPM Schedule: Dokken Engineering will, within 2 weeks of Notice to Proceed, provide a detailed project baseline schedule to DNLTC for review and comment. The schedule will be prepared using Microsoft Project and will show milestones, major activities deliverables and critical path tasks. Dokken Engineering will update the schedule monthly, or as needed to support DNLTC's internal reporting requirements.

Deliverables: Monthly Progress Report, Project Schedule

Staff Qualifications

Our team will be led by **Brian Stephenson**. Mr. Stephenson has over 18 years of experience in the civil engineering field, including the oversight of roadway design, preparation of Plans, Specifications, and Estimates (PS&E) submittals, delivery of subconsultant work product, administration of outside agency reviews, and management through the construction process.



His management priorities include aggressively managing project schedules, keeping clients informed of progress, delivering the scope of work, keeping projects moving forward to completion, monitoring team performance, and keeping projects on budget through careful monitoring of dollars spent. Mr. Stephenson has extensive knowledge of how to deliver quality projects for his clients.

Dokken Engineering and LSC key staff are familiar with the Crescent City area, as this is the same team that prepared the Elk Valley Road Multimodal Corridor Plan. Dokken Engineering and LSC are familiar with the unique aspect of rural counties and rural area transportation needs. We understand that the best solution in these rural settings is not as simple as adding lanes and capacity to the existing roadways. This team also understands that the funding of projects is a multi-year effort, and once a project is funded, having an accurate project estimate is crucial as there typically is not the option to go back and get more money in the future just because the planning estimate missed key features or costs.

Mr. Stephenson will be supported by **Tim Chamberlain**, the Environmental Lead for the Elk Valley Cross Road Corridor Plan. Mr. Chamberlain will identify potential environmental concerns in the project area and ascertain the needed environmental permits for the project. Mr. Chamberlain has over 13 years of experience in a variety of aspects of planning, including land use, environmental planning, and community impact assessments. He specializes in the preparation of environmental technical studies and environmental documents. Mr. Chamberlain

is experienced in CEQA and NEPA analysis, document preparation, as well as presentations to planning and transportation commissions, city councils and other involved agencies and stakeholders.

Our team is further enhanced by the addition of **Gordon Shaw** and **Sarah Hawley** of LSC Transportation Consultants. Mr. Shaw has over 30 years of experience conducting traffic and transportation studies throughout the western U.S. He has conducted over 300 transportation studies for both public and private clients, including traffic engineering studies, traffic model and simulation analysis, transit planning studies, parking analyses, transit facility designs, and bicycle/pedestrian studies. For this project, Mr. Shaw will bring his experience and knowledge of rural transit system operations to the project.

Ms. Hawley is the Transportation Engineer on the project and will be responsible for the collection and analysis of traffic data, pedestrian/bicycle counts, transit ridership and accident data history. She has 17 years of experience and has worked on a variety of public and private traffic engineering projects. These projects include commercial, industrial, residential, recreational, city, county, state, and federal projects in California. Her work includes traffic and circulation studies of environmental impact reports, traffic and parking impact analysis, corridor plans, and cost estimates, and evaluation of pedestrian and bicycle facilities.

Please see the following pages for full resumes of our key staff and relevant project experience which demonstrate our expertise. Also provided client references that may be contact to discuss our performance on these projects.

Relevant Experience

Enclosed with our proposal is the Elk Valley Road Multimodal Corridor Plan, prepared by members of the Dokken Engineering Team. The report was prepared on behalf of DNLTC and Del Norte County.

This previously delivered project included similar services as those required by the Elk Valley Cross Road Corridor Plan project.

- Document existing conditions
- Collect existing traffic data
- Incorporate local and regional goals

BRIAN STEPHENSON, PE | Project Manager

EDUCATION
2000, BS Civil Engineering,
CSU Chico

EXPERIENCE
18 Years (All with Dokken)

AREAS OF EXPERTISE

- Project Management
- Roadway Design
- Earthwork Quantities
- Alternative Roadway Analysis
- Drainage Design
- Contour Grading Design
- Pavement Delineation Design
- Public Outreach

Mr. Stephenson has over 18 years of experience in the civil engineering field, including the oversight of roadway design, preparation of PS&E submittals, delivery of subconsultant work product, administration of outside agency reviews, and management through the construction process. His management priorities include aggressively managing project schedules, keeping clients informed of progress, delivering the scope of work, keeping projects moving forward to completion, monitoring team performance, and keeping projects on budget through careful monitoring of dollars spent. Mr. Stephenson has extensive knowledge of how to deliver quality projects for his clients.

RELEVANT PROJECT EXPERIENCE

Elk Valley Road Multimodal Corridor Plan, Del Norte County. Project Manager. This project prepared a multimodal corridor plan for a 4.5 mile stretch of Elk Valley Road in Del Norte County, near Crescent City. The purpose of the project was to document proposed improvements to safety and enhance non-motorized travel along the corridor. Six different alternatives and cost estimates were developed, presented to the public for feedback and then finalized into the Corridor Plan. The Corridor Plan will allow the County and Del Norte Local Transportation Commission to begin the process of funding future project identified in the Corridor Plan.

Auburn Folsom Road Widening, Placer County. Project Manager. This project widened and realigned Auburn Folsom Road from two-lanes to four-lanes with paved shoulders to accommodate Class II bike lanes on each side, as well as incorporated a meandering multi-purpose trail from Oak Hill Drive that crosses the canal and connects to the Baldwin Reservoir trail. Mr. Stephenson was responsible for the preparation of the Preliminary Report and the four PS&E bid packages that were required to construct the complete project. In addition, Mr. Stephenson coordinated with utilities for required relocations, private land owners for right of way acquisitions, future developers to insure their plans and the project coordinated shared frontages and provided construction support during the 4-different construction bid packages.

SR-28/Kings Beach Commercial Core Improvements, Placer County. Project Manager/Project Engineer. This project improved the commercial core in Kings Beach on SR-28. The project improved pedestrian and bicycle circulation and safety by adding curb, gutter and sidewalk, new storm drain systems, four storm water filtration systems, and traffic calming measures in the grid streets. Mr. Stephenson was responsible for the completion of the Project Report, public outreach efforts, right of way acquisitions, permits and the preparation of 4 different PS&E bid packages. Caltrans review and approval of the two phases of the project on the state highway was led by Mr. Stephenson. Construction support and construction staking was overseen by Mr. Stephenson for all four of the bid packages.

Gordon Shaw, PE, AICP
Principal

Gordon Shaw is a Principal of LSC Transportation Consultants, Inc. and generally serves as the Project Manager for studies conducted out of the Tahoe City, California office.

Mr. Shaw joined the firm in 1983 and has experience conducting traffic and transportation studies throughout the western United States. He has conducted over 300 transportation studies for both public and private clients, including traffic engineering studies, traffic model and simulation analyses, transit planning studies, parking analyses, transit facility designs, and bicycle/pedestrian studies.

Mr. Shaw holds an Engineer's Degree in Civil Engineering from Stanford University, a M.S. in Infrastructure Planning from Stanford University, and a B.S. in Civil Engineering from Purdue University.

TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

TRANSPORTATION CONSULTANTS, INC.

2690 Lake Forest Road
Suite C
Post Office Box 5875
Tahoe City, CA 96145
530 • 583-4053

EDUCATION

Engineer's Degree in Civil Engineering – Stanford University
Master of Science in Infrastructure Planning – Stanford University
Bachelor of Science in Civil Engineering – Purdue University

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer in California, Colorado, Nevada, and Utah

PROFESSIONAL MEMBERSHIPS

American Institute of Certified Planners (AICP)
Institute of Transportation Engineers (ITE)
American Planning Association (APA)

PROJECT EXPERIENCE

In his capacity as Principal with the firm, his duties run the gamut from large-scale urban transit and transportation planning to site -specific preliminary engineering design and traffic analysis. A strong focus of his work history is for resort areas developing transportation plans for environmentally sensitive areas that can efficiently accommodate large variations in travel demands. Mr. Shaw also conducted transportation modeling efforts for roadway design studies associated with numerous large developments in California, Nevada, and Colorado.

Fixed-route transit system studies have formed the focus of Mr. Shaw's transit experience with the firm. He has served as Project Manager for over 60 transit studies throughout the American West, with a focus on rural and small urban transit systems. He has specialized in the planning of transit service for mountain resort communities directing studies in Durango, Steamboat Springs and Summit County, Colorado; South Lake Tahoe, California and Jackson, Wyoming. He developed plans for transit systems providing service to the elderly and disabled of Weld County, El Paso, and Pueblo Counties in Colorado as well as conducted a statewide transit needs assessment for the Arkansas Governor's Office. He conducted transit-planning workshops in California, Arizona, New Mexico, and Colorado. In addition, Mr. Shaw developed a number of transit maintenance, intermodal, and bus rapid transit facility plans.

Parking has constituted another element of Mr. Shaw's work history including work for downtown centers, hospitals, resort communities, and universities. In addition, he developed preliminary engineering and functional designs for municipalities and college campuses as well as for other private and public projects. Mr. Shaw served as Project Manager for a variety of pedestrian and bicycle studies in Colorado and California.

Sara Hawley, PE

Principal

Sara Hawley is a Principal in the Tahoe City, California office. Since joining the firm in 2001, Ms. Hawley has worked on a variety of public and private traffic engineering projects.

These projects include commercial, industrial, residential, recreational, city, county, state, and federal projects in California, Nevada, Idaho, Montana, Utah, and Colorado. Her work includes project management, traffic studies for EIRs, traffic and parking impact analysis, corridor plans, site access design, roadway alignments and cost estimates, turn lane design, drafting roadway profiles, cut and fill calculations, and evaluation of pedestrian and bicycle facilities.

TRANSPORTATION CONSULTANTS, INC.

TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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EDUCATION

Bachelor of Science in Civil Engineering – University of California, Berkeley

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer (Civil) in California, and Nevada

PROFESSIONAL MEMBERSHIPS

Institute of Transportation Engineers
Chi Epsilon – National Civil Engineering Honor Society

PROJECT EXPERIENCE

Over the years, Ms. Hawley has been the Project Manager for a variety of projects, such as the following:

- Sierra Boulevard Complete Streets Project
- Donner Pass Road Pedestrian & Corridor Improvements
- Lake Tahoe Boulevard Pedestrian Crossings Evaluation
- Mammoth Lakes Trails Master Plan EIR
- Mammoth Lakes Mobility Plan EIR
- US 101 Crescent City Gateway PSR
- Angels Camp Main Street Corridor Study
- Tahoe Truckee Unified (improvements at 7 school sites)
- Elk Valley Road Multi-Modal Corridor Plan

Previously, Ms. Hawley worked as a field engineer and was promoted to Assistant Project Manager with Webcor Builders, while working on commercial and residential construction projects. She also worked as a project controls engineer for Bechtel Corporation, where she was involved with an oil refinery upgrade project located in Saudi Arabia. During her high school and college years, Ms. Hawley served as an AutoCAD Technician in the U.S. Army Corps of Engineers, and as an estimator and field engineer with two construction companies.

Ms. Hawley is skilled in supervising, problem solving, estimating, budgeting, negotiating contracts and working with clients, reviewing agencies, and consultants.

TIM CHAMBERLAIN | Environmental Planner

EDUCATION
2005, BS Political Science, UCLA

EXPERIENCE
13Years (10 with Dokken)

AREAS OF EXPERTISE

- Project Management
- NEPA/CEQA Documentation
- Environmental Technical Studies
- Cultural Resource Compliance
- Project Scoping
- Environmental Constraints Analysis
- Farmland Conversion
- Caltrans Coordination
- Community Impact Analysis
- Habitat Restoration
- Public Outreach
- Section 4(f) Evaluations
- Endangered Species Act
- Environmental Construction Support
- Mitigation Monitoring Plans

Mr. Chamberlain is a Senior Environmental Planner with Dokken Engineering, specializing in the preparation of environmental technical studies and environmental documents. Mr. Chamberlain has extensive experience in a variety of aspects of planning, including land use, environmental planning, and community impact assessments. Mr. Chamberlain is experienced in CEQA and NEPA analysis, document preparation, as well as presentations to planning and transportation commissions, city councils and other involved agencies and stakeholders. As a former Caltrans employee, Mr. Chamberlain received extensive training and experience in Intermodal Transportation Management System and GIS based programs.

RELEVANT PROJECT EXPERIENCE

Elk Valley Road Multimodal Corridor Plan, Del Norte County. Lead Environmental Coordinator; This project prepared a multimodal corridor plan for a 4.5 mile stretch of Elk Valley Road in Del Norte County, near Crescent City. The purpose of the project was to document proposed improvements to safety and enhance non-motorized travel along the corridor. Six different alternatives and cost estimates were developed, presented to the public for feedback and then finalized into the Corridor Plan. The Corridor Plan will allow the County and Del Norte Local Transportation Commission to begin the process of funding future project identified in the Corridor Plan.

5th Street Bridge Replacement, Yuba City, CA (Lead Environmental Planner): Managed environmental process. Coordinated with the Client, Caltrans, and other regulatory agencies. Prepared the following environmental documents as either the lead or co-author: Joint CEQA/NEPA IS/EA environmental document, Preliminary Environmental Study, Community Impact Assessment, Section 4(f) Evaluation, and Historic Property Survey Report.

Yucca Loma Road Improvements, Apple Valley, CA (Environmental Planner): Prepared Section 4(f) Evaluation, Community Impact Assessment, and co-authored the joint CEQA/NEPA environmental document (Initial Study/Environmental Assessment). Worked closely with Liz Diamond to prepare a Section 6(f) Evaluation of the proposed parkland conversion process and coordinated with the State Office of Grants and Local Services and National Parks Service to obtain the necessary approvals. Coordinated with Caltrans to revalidate the joint CEQA/NEPA environmental document.

SR-49 and Main Street/Shenandoah Road Improvements, City of Plymouth (Environmental Planner): Prepared joint NEPA/CEQA environmental document consistent with the requirements for a Caltrans on-system project. Caltrans approved CEQA and NEPA in 2013.

Workload

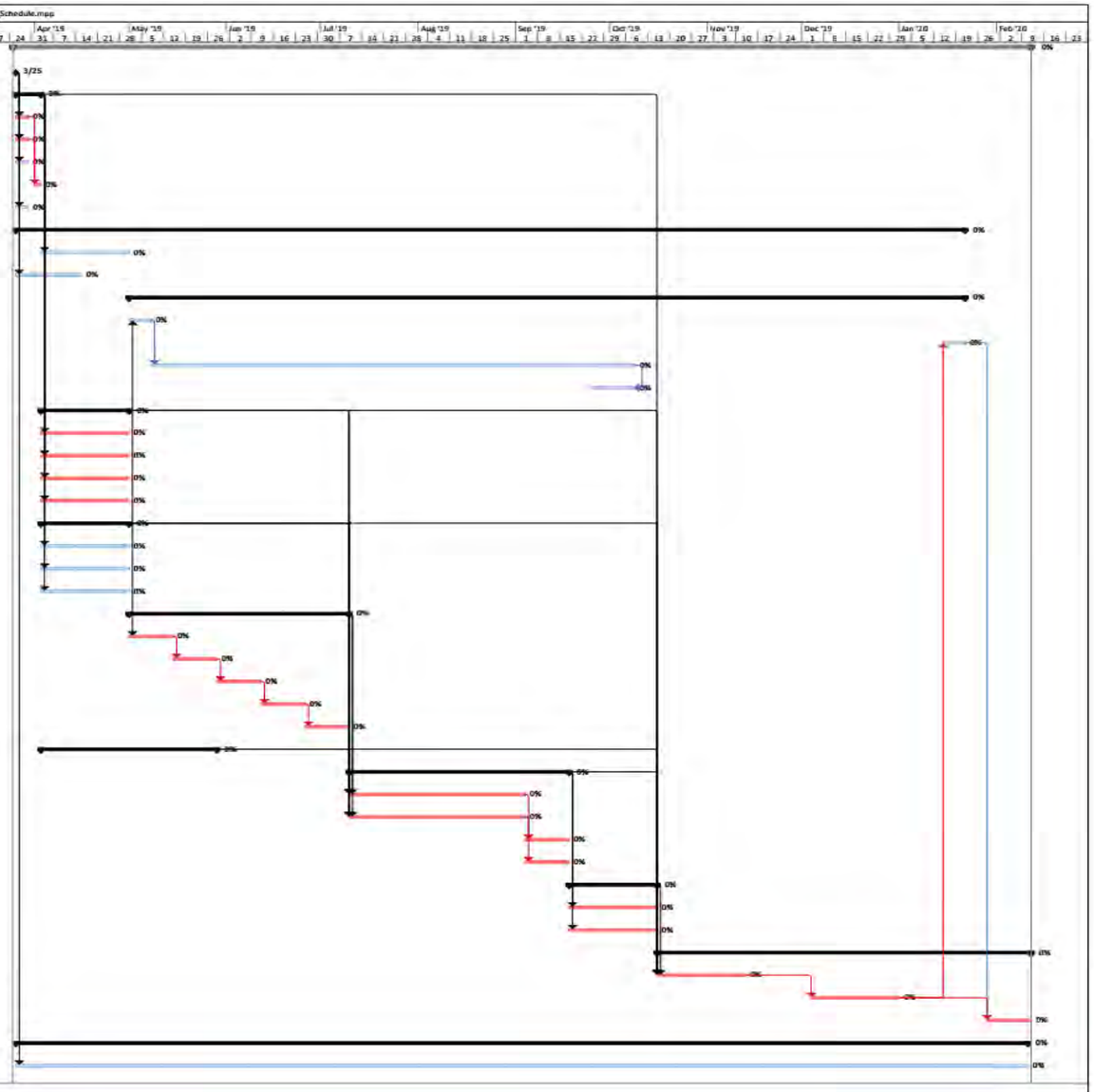
The following table lists the Key Staff and their current workload, with anticipated completion dates, and percent available for the Elk Valley Cross Road Corridor Plan Project.

KEY STAFF	CURRENT ASSIGNMENT / COMMITMENT	ANTICIPATED COMPLETION DATE	% AVAILABILITY
Brian Stephenson, PE *Project Manager*	Eastside Road over Olney Creek Bridge Replacement *City of Redding*	February 2019	**40%**
	Sharon Avenue over A.C.I.D. Canal Bridge Replacement *City of Redding*	March 2019	
	Storm Damage Repair Project *Shasta County*	March 2019	
	Westshore Highway Crossing Improvement Project *Placer County*	April 2019	
Gordon Shaw, PE *Principal Transportation Engineer*	Yosemite Area Regional Transportation System SRTP	January 2019	**15%**
	Solano County Transit COA	February 2019	
	City of Lodi SRTP	June 2019	
Sarah Hawley, PE *Transportation Engineer*	South Tahoe Event Center	January 2019	**50%**
	Inyo County Olancha/Cartago Corridor Study	November 2019	
	Misc. Traffic and Parking Studies	On-going	
Tim Chamberlain *Environmental Planner*	Riverwalk Trail Extension Project *City of West Sacramento*	January 2019	**50%**
	SR-132 Freeway/Expressway Project *City of Modesto*	May 2019	
	Holly Street Bridge Rehabilitation Project *City of Pasadena*	July 2019	
	Rio Bonito Road Bridges *Butte County*	December 2018	

Project Schedule

EVCR_Schedule.mpp

ID	Notes	Task Name	Duration	Start	Finish	Predecessors
0		**Elk Valley Cross Road Corridor Plan**	**232 days**	**Mon 3/25/19**	**Tue 2/11/20**	
1		Notice to proceed	1 day	Mon 3/25/19	Mon 3/25/19	
2		**TASK 1. INITIATE COORDINATION WITH STAKEHOLDER AGENCIES**	**6 days**	**Tue 3/26/19**	**Tue 4/2/19**	
3	Schedule for last week of March	TASK 1.1. CSG KICKOFF MEETING	4 days	Tue 3/26/19	Fri 3/29/19	1
4	Schedule for last week of March	TASK 1.2. SSG KICKOFF MEETING	4 days	Tue 3/26/19	Fri 3/29/19	1
5		TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEHOLDER GR	4 days	Tue 3/26/19	Fri 3/29/19	1
6		TASK 1.4. KICKOFF MEETING MINUTES	2 days	Mon 4/1/19	Tue 4/2/19	3,4
7	Same day as kickoff meetings	TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR	4 days	Tue 3/26/19	Fri 3/29/19	1
8		**TASK 2. COMMUNITY OUTREACH**	**216 days**	**Tue 3/26/19**	**Tue 1/21/20**	
9	evelop website, keep active for projec	TASK 2.1. PROJECT WEBSITE	20 days	Wed 4/3/19	Tue 4/30/19	2
10		TASK 2.2. PROJECT AFFECTED PROPERTIES	15 days	Tue 3/26/19	Mon 4/15/19	1
11		**TASK 2.3. PROJECT COMMUNITY MEETINGS**	**190 days**	**Wed 5/1/19**	**Tue 1/21/20**	
12		Community Meeting No. 1	5 days	Wed 5/1/19	Tue 5/7/19	16
13		Community Meeting No. 2	5 days	Wed 1/15/20	Tue 1/21/20	43FS+10 days
14	After first community meeting	TASK 2.4. COMMUNITY INPUT	110 days	Wed 5/8/19	Tue 10/8/19	12
15	Ending with development of concepts	TASK 2.5. COMMUNITY INPUT ANALYSIS	10 days	Wed 9/25/19	Tue 10/8/19	14FF
16	Collect Data month of April	**TASK 3. EXISTING CONDITIONS**	**20 days**	**Wed 4/3/19**	**Tue 4/30/19**	
17		TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS	20 days	Wed 4/3/19	Tue 4/30/19	2
18		TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS	20 days	Wed 4/3/19	Tue 4/30/19	2
19		TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS	20 days	Wed 4/3/19	Tue 4/30/19	2
20		TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPROVEMENT	20 days	Wed 4/3/19	Tue 4/30/19	2
21	Collect Data month of April	**TASK 4. FIELD DATA**	**20 days**	**Wed 4/3/19**	**Tue 4/30/19**	
22		TASK 4.1. TRAFFIC VOLUMES	20 days	Wed 4/3/19	Tue 4/30/19	2
23		TASK 4.2. TURNING MOVEMENTS	20 days	Wed 4/3/19	Tue 4/30/19	2
24		TASK 4.3. TRAFFIC SPEED MEASUREMENTS	20 days	Wed 4/3/19	Tue 4/30/19	2
25	Begins after collection of data	**TASK 5. COMMUNITY NEEDS**	**50 days**	**Wed 5/1/19**	**Tue 7/9/19**	
26		TASK 5.1. PUBLIC TRANSIT	10 days	Wed 5/1/19	Tue 5/14/19	16
27		TASK 5.2. ACTIVE TRANSPORTATION	10 days	Wed 5/15/19	Tue 5/28/19	26
28		TASK 5.3. TRUCK ROUTE	10 days	Wed 5/29/19	Tue 6/11/19	27
29		TASK 5.4. COUNTY GENERAL PLAN	10 days	Wed 6/12/19	Tue 6/25/19	28
30		TASK 5.5. REGIONAL GOALS	10 days	Wed 6/26/19	Tue 7/9/19	29
31		**TASK 6. RIGHT OF WAY**	**40 days**	**Wed 4/3/19**	**Tue 5/28/19**	
33		**TASK 7. CONCEPTUAL IMPROVEMENTS**	**50 days**	**Wed 7/10/19**	**Tue 9/17/19**	
34		TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS	40 days	Wed 7/10/19	Tue 9/3/19	16,21,25,31
35		TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS	40 days	Wed 7/10/19	Tue 9/3/19	16,21,25,31
36		TASK 7.3. SEGMENT COST ESTIMATE	10 days	Wed 9/4/19	Tue 9/17/19	34
37		TASK 7.4. INTERSECTION COST ESTIMATE	10 days	Wed 9/4/19	Tue 9/17/19	35
38	After Concepts	**TASK 8. FUNDING AND IMPLEMENTATION PLAN**	**20 days**	**Wed 9/18/19**	**Tue 10/15/19**	
39		TASK 8.1. FUNDING STRATEGY	20 days	Wed 9/18/19	Tue 10/15/19	33
40		TASK 8.2. IMPLEMENTATION STRATEGY	20 days	Wed 9/18/19	Tue 10/15/19	33
41		**TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN**	**85 days**	**Wed 10/16/19**	**Tue 2/11/20**	
42		TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN	20 days	Wed 10/16/19	Tue 11/12/19	16,21,2,31,33,38
43	Community Meeting No. 2 after	TASK 9.2. DRAFT CORRIDOR PLAN	20 days	Wed 12/4/19	Tue 12/31/19	42FS+15 days
44	Incorporate Comments	TASK 9.3. FINAL CORRIDOR PLAN	10 days	Wed 1/29/20	Tue 2/11/20	43FS+20 days,13
45		**TASK 10. PROJECT MANAGEMENT**	**230 days**	**Tue 3/26/19**	**Mon 2/10/20**	
46		TASK 10.1. PROJECT ADMINISTRATION	230 days	Tue 3/26/19	Mon 2/10/20	1



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

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Project Budget Hours

	Task Description	DOKKEN ENGINEERING							LSC TRANSPORTATION						GRAND TOTAL HOURS
		Brian Stephenson, PE Project Manager	Tim Chamberlain Environmental Manageer	Bryan Fraser, PE Project Engineer	STAFF Environmental Generalist	Assistant Engineer	Environmental Technician	TOTAL HOURS	Senior Adviser	Project Manager	Engineer	Graphic Technician	Support Staff	TOTAL HOURS	
ELK VALLEY CROSS ROAD CORRIDOR PLAN	**ELK VALLEY CROSS ROAD CORRIDOR PLAN**														
	Task 1. INITIATE COORDINATION WITH STAKEHOLDER AGENCIES	8	10					18		29			1	30	48
	TASK 2. COMMUNITY OUTREACH	17	10	6	8	22		63	2	31	1		1	35	98
	TASK 3. EXISTING CONDITIONS	2	8	8	16		8	42	2	24	36	9		71	113
	TASK 4. FIELD DATA								1	13	34			48	48
	TASK 5. COMMUNITY NEEDS								2	20	5			27	27
	TASK 6. RIGHT OF WAY	1		6		8		15							15
	TASK 7. CONCEPTUAL IMPROVEMENTS	4		24		24		52	3	16	9			28	80
	TASK 8. FUNDING AND IMPLEMENTATION PLAN	4						4	1	2				3	7
	TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN	6		14		14		34	2	8	1	2	1	14	48
	TASK 10. PROJECT MANAGEMENT	4						4							4
	Total	46	28	58	24	68	8	232	13	143	86	11	3	256	488

ELK VALLEY CROSS ROAD CORRIDOR PLAN

Task Description	DOKKEN ENGINEERING											LSC TRANSPORTATION								GRAND TOTAL HOURS	GRAND TOTAL OTHER DIRECT COSTS	GRAND TOTAL COST
	RICHARD LIPTAK, PE Principal	Brian Stephenson, PE Project Manager	Tim Chamberlain Environmental Managger	Bryan Fraser, PE Project Engineer	STAFF Environmental Generalist	Assistant Engineer	Environmental Technician	Engineering Technician	TOTAL HOURS	OTHER DIRECT COST	TOTAL COST	Senior Advisor	Project Manager	Engineer	Graphic Technician	Support Staff	TOTAL HOURS	OTHER DIRECT COST	TOTAL COST			
FULLY BURDENED RATE	$ 200.00	$ 180.00	$ 150.00	$ 130.00	$ 110.00	$ 100.00	$ 100.00	$ 65.00				$ 200.00	$ 200.00	$ 105.00	$ 70.00	$ 65.00						
Fee Rate																						
ACTUAL RATE	$ 200.00	$ 180.00	$ 150.00	$ 130.00	$ 110.00	$ 100.00	$ 100.00	$ 65.00				200.000	200.000	105.000	70.000	65.000						
ELK VALLEY CROSS ROAD CORRIDOR PLAN																						
TASK 1. INITIATE COORDINATION WITH STAKEHOLDER AGENCIES		8	10						18	$ -	$ 2,940.00		29			1	30	$ 1,207.00	$ 7,072.00	48	$ 1,207.00	$ 10,012.00
TASK 1.1. CSG KICKOFF MEETING		2	4						6		$ 960.00		12				12		$ 2,400.00	18	$ -	$ 3,360.00
TASK 1.2. SSG KICKOFF MEETING		2	4						6		$ 960.00		12				12		$ 2,400.00	18	$ -	$ 3,360.00
TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEHOLDER GROUP		1							1		$ 180.00		1				1		$ 200.00	2	$ -	$ 380.00
TASK 1.4. KICKOFF MEETING MINUTES		1							1		$ 180.00		1				1		$ 200.00	2	$ -	$ 380.00
TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR		2	2						4		$ 660.00		3			1	4	$ 1,207.00	$ 1,872.00	8	$ 1,207.00	$ 2,532.00
TASK 2. COMMUNITY OUTREACH		17	10	6	8	22			63	$ -	$ 8,420.00	2	31	1		1	35	$ 1,207.00	$ 7,977.00	98	$ 1,207.00	$ 16,397.00
TASK 2.1. PROJECT WEBSITE		2		2		8			12		$ 1,420.00		2				2		$ 400.00	14	$ -	$ 1,820.00
TASK 2.2. PROJECT AFFECTED PROPERTIES		1			8				9		$ 1,060.00								$ -	9	$ -	$ 1,060.00
TASK 2.3. PROJECT COMMUNITY MEETINGS		8	8			8			24		$ 3,440.00	1	24	1		1	27	$ 1,207.00	$ 6,377.00	51	$ 1,207.00	$ 9,817.00
TASK 2.4. COMMUNITY INPUT		2				6			8		$ 960.00		3				3		$ 600.00	11	$ -	$ 1,560.00
TASK 2.5. COMMUNITY INPUT ANALYSIS		4	2	4					10		$ 1,540.00	1	2				3		$ 600.00	13	$ -	$ 2,140.00
TASK 3. EXISTING CONDITIONS		2	8	8	16		8		42	$ -	$ 5,160.00	2	24	36	9		71	$ -	$ 9,610.00	113	$ -	$ 14,770.00
TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS											$ -		8	12	3		23		$ 3,070.00	23	$ -	$ 3,070.00
TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS											$ -	1	8	12	3		24		$ 3,270.00	24	$ -	$ 3,270.00
TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS											$ -	1	8	12	3		24		$ 3,270.00	24	$ -	$ 3,270.00
TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPROVEMENTS		2	8	8	16		8		42		$ 5,160.00								$ -	42	$ -	$ 5,160.00
TASK 4. FIELD DATA										$ -	$ -	1	13	34			48	$ 5,010.00	$ 11,380.00	48	$ 5,010.00	$ 11,380.00
TASK 4.1. TRAFFIC VOLUMES											$ -	1	5	12			18	$ 5,010.00	$ 7,470.00	18	$ 5,010.00	$ 7,470.00
TASK 4.2. TURNING MOVEMENTS											$ -		4	10			14		$ 1,850.00	14	$ -	$ 1,850.00
TASK 4.3. TRAFFIC SPEED MEASUREMENTS											$ -		4	12			16		$ 2,060.00	16	$ -	$ 2,060.00
TASK 5. COMMUNITY NEEDS										$ -	$ -	2	20	5			27	$ -	$ 4,925.00	27	$ -	$ 4,925.00
TASK 5.1. PUBLIC TRANSIT											$ -	1	4	1			6		$ 1,105.00	6	$ -	$ 1,105.00
TASK 5.2. ACTIVE TRANSPORTATION											$ -	1	4	1			6		$ 1,105.00	6	$ -	$ 1,105.00
TASK 5.3. TRUCK ROUTE											$ -		4	1			5		$ 905.00	5	$ -	$ 905.00
TASK 5.4. COUNTY GENERAL PLAN											$ -		4	1			5		$ 905.00	5	$ -	$ 905.00
TASK 5.5. REGIONAL GOALS											$ -		4	1			5		$ 905.00	5	$ -	$ 905.00
TASK 6. RIGHT OF WAY		1		6		8			15	$ -	$ 1,760.00							$ -	$ -	15	$ -	$ 1,760.00
TASK 6.1 RIGHT OF WAY		1		6		8			15		$ 1,760.00								$ -	15	$ -	$ 1,760.00
TASK 7. CONCEPTUAL IMPROVEMENTS		4		24		24			52	$ -	$ 6,240.00	3	16	9			28	$ -	$ 4,745.00	80	$ -	$ 10,985.00
TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS		1		8		8			17		$ 2,020.00	1	6	4			11		$ 1,820.00	28	$ -	$ 3,840.00
TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS		1		8		8			17		$ 2,020.00	1	6	5			12		$ 1,925.00	29	$ -	$ 3,945.00
TASK 7.3. SEGMENT COST ESTIMATE		1		4		4			9		$ 1,100.00		2				2		$ 400.00	11	$ -	$ 1,500.00
TASK 7.4. INTERSECTION COST ESTIMATE		1		4		4			9		$ 1,100.00	1	2				3		$ 600.00	12	$ -	$ 1,700.00
TASK 8. FUNDING AND IMPLEMENTATION PLAN		4							4	$ -	$ 720.00	1	2				3	$ -	$ 600.00	7	$ -	$ 1,320.00
TASK 8.1. FUNDING STRATEGY		2							2		$ 360.00		1				1		$ 200.00	3	$ -	$ 560.00
TASK 8.2. IMPLEMENTATION STRATEGY		2							2		$ 360.00	1	1				2		$ 400.00	4	$ -	$ 760.00
TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN		6		14		14			34	$ -	$ 4,300.00	2	8	1	2	1	14	$ -	$ 2,310.00	48	$ -	$ 6,610.00
TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN		2		8		8			18		$ 2,200.00	1	4	1	2	1	9		$ 1,310.00	27	$ -	$ 3,510.00
TASK 9.2. DRAFT CORRIDOR PLAN		2		4		4			10		$ 1,280.00	1	2				3		$ 600.00	13	$ -	$ 1,880.00
TASK 9.3. FINAL CORRIDOR PLAN		2		2		2			6		$ 820.00		2				2		$ 400.00	8	$ -	$ 1,220.00
TASK 10. PROJECT MANAGEMENT		4							4	$ -	$ 720.00							$ 170.00	$ 170.00	4	$ 170.00	$ 890.00
TASK 10.1. PROJECT ADMINISTRATION		4							4		$ 720.00							$ 170.00	$ 170.00	4	$ 170.00	$ 890.00
Total		46	28	58	24	68	8		232		$ 30,260.00	13	143	86	11	3	256		$ 48,789.00	488		$ 79,049.00
Total	$ -	$ 8,280.00	$ 4,200.00	$ 7,540.00	$ 2,640.00	$ 6,800.00	$ 800.00	$ -		$ -	$ 30,260.00	$ 2,600.00	$ 28,600.00	$ 9,030.00	$ 770.00	$ 195.00		$7,594.00	$ 48,789.00		$ 7,594.00	$ 79,049.00

									• LSC TRANSPORTATION	
TASK DESCRIPTION	GRAND TOTAL	PERCENTAGE	DE	SUB	TOTAL		DE	SUB		
			DOLLAR AMOUNT	DOLLAR AMOUNT	DOLLAR AMOUNT	Check	%	%	DOLLAR AMOUNT	%
ELK VALLEY CROSS ROAD CORRIDOR PLAN										
TASK 1. INITIATE COORDINATION WITH STAKEHOLDER	**$10,012.00**	**12.67%**	**$2,940.00**	**$7,072.00**	**$10,012.00**	**Good**	**29%**	**71%**	**$7,072.00**	**71%**
TASK 1.1. CSG KICKOFF MEETING	$3,360.00	4.25%	$960.00	$2,400.00	$3,360.00	Good	29%	71%	$2,400.00	71%
TASK 1.2. SSG KICKOFF MEETING	$3,360.00	4.25%	$960.00	$2,400.00	$3,360.00	Good	29%	71%	$2,400.00	71%
TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEI	$380.00	0.48%	$180.00	$200.00	$380.00	Good	47%	53%	$200.00	53%
TASK 1.4. KICKOFF MEETING MINUTES	$380.00	0.48%	$180.00	$200.00	$380.00	Good	47%	53%	$200.00	53%
TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR	$2,532.00	3.20%	$660.00	$1,872.00	$2,532.00	Good	26%	74%	$1,872.00	74%
TASK 2. COMMUNITY OUTREACH	**$16,397.00**	**20.74%**	**$8,420.00**	**$7,977.00**	**$16,397.00**	**Good**	**51%**	**49%**	**$7,977.00**	**49%**
TASK 2.1. PROJECT WEBSITE	$1,820.00	2.30%	$1,420.00	$400.00	$1,820.00	Good	78%	22%	$400.00	22%
TASK 2.2. PROJECT AFFECTED PROPERTIES	$1,060.00	1.34%	$1,060.00		$1,060.00	Good	100%			
TASK 2.3. PROJECT COMMUNITY MEETINGS	$9,817.00	12.42%	$3,440.00	$6,377.00	$9,817.00	Good	35%	65%	$6,377.00	65%
TASK 2.4. COMMUNITY INPUT	$1,560.00	1.97%	$960.00	$600.00	$1,560.00	Good	62%	38%	$600.00	38%
TASK 2.5. COMMUNITY INPUT ANALYSIS	$2,140.00	2.71%	$1,540.00	$600.00	$2,140.00	Good	72%	28%	$600.00	28%
TASK 3. EXISTING CONDITIONS	**$14,770.00**	**18.68%**	**$5,160.00**	**$9,610.00**	**$14,770.00**	**Good**	**35%**	**65%**	**$9,610.00**	**65%**
TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS	$3,070.00	3.88%		$3,070.00	$3,070.00	Good		100%	$3,070.00	100%
TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS	$3,270.00	4.14%		$3,270.00	$3,270.00	Good		100%	$3,270.00	100%
TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS	$3,270.00	4.14%		$3,270.00	$3,270.00	Good		100%	$3,270.00	100%
TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPR	$5,160.00	6.53%	$5,160.00		$5,160.00	Good	100%			
TASK 4. FIELD DATA	**$11,380.00**	**14.40%**		**$11,380.00**	**$11,380.00**	**Good**		**100%**	**$11,380.00**	**100%**
TASK 4.1. TRAFFIC VOLUMES	$7,470.00	9.45%		$7,470.00	$7,470.00	Good		100%	$7,470.00	100%
TASK 4.2. TURNING MOVEMENTS	$1,850.00	2.34%		$1,850.00	$1,850.00	Good		100%	$1,850.00	100%
TASK 4.3. TRAFFIC SPEED MEASUREMENTS	$2,060.00	2.61%		$2,060.00	$2,060.00	Good		100%	$2,060.00	100%
TASK 5. COMMUNITY NEEDS	**$4,925.00**	**6.23%**		**$4,925.00**	**$4,925.00**	**Good**		**100%**	**$4,925.00**	**100%**
TASK 5.1. PUBLIC TRANSIT	$1,105.00	1.40%		$1,105.00	$1,105.00	Good		100%	$1,105.00	100%
TASK 5.2. ACTIVE TRANSPORTATION	$1,105.00	1.40%		$1,105.00	$1,105.00	Good		100%	$1,105.00	100%
TASK 5.3. TRUCK ROUTE	$905.00	1.14%		$905.00	$905.00	Good		100%	$905.00	100%
TASK 5.4. COUNTY GENERAL PLAN	$905.00	1.14%		$905.00	$905.00	Good		100%	$905.00	100%
TASK 5.5. REGIONAL GOALS	$905.00	1.14%		$905.00	$905.00	Good		100%	$905.00	100%
TASK 6. RIGHT OF WAY	**$1,760.00**	**2.23%**	**$1,760.00**		**$1,760.00**	**Good**	**100%**			
TASK 6.1 RIGHT OF WAY	$1,760.00	2.23%	$1,760.00		$1,760.00	Good	100%			
TASK 7. CONCEPTUAL IMPROVEMENTS	**$10,985.00**	**13.90%**	**$6,240.00**	**$4,745.00**	**$10,985.00**	**Good**	**57%**	**43%**	**$4,745.00**	**43%**
TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS	$3,840.00	4.86%	$2,020.00	$1,820.00	$3,840.00	Good	53%	47%	$1,820.00	47%
TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS	$3,945.00	4.99%	$2,020.00	$1,925.00	$3,945.00	Good	51%	49%	$1,925.00	49%
TASK 7.3. SEGMENT COST ESTIMATE	$1,500.00	1.90%	$1,100.00	$400.00	$1,500.00	Good	73%	27%	$400.00	27%
TASK 7.4. INTERSECTION COST ESTIMATE	$1,700.00	2.15%	$1,100.00	$600.00	$1,700.00	Good	65%	35%	$600.00	35%
TASK 8. FUNDING AND IMPLEMENTATION PLAN	**$1,320.00**	**1.67%**	**$720.00**	**$600.00**	**$1,320.00**	**Good**	**55%**	**45%**	**$600.00**	**45%**
TASK 8.1. FUNDING STRATEGY	$560.00	0.71%	$360.00	$200.00	$560.00	Good	64%	36%	$200.00	36%
TASK 8.2. IMPLEMENTATION STRATEGY	$760.00	0.96%	$360.00	$400.00	$760.00	Good	47%	53%	$400.00	53%
TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN	**$6,610.00**	**8.36%**	**$4,300.00**	**$2,310.00**	**$6,610.00**	**Good**	**65%**	**35%**	**$2,310.00**	**35%**
TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN	$3,510.00	4.44%	$2,200.00	$1,310.00	$3,510.00	Good	63%	37%	$1,310.00	37%
TASK 9.2. DRAFT CORRIDOR PLAN	$1,880.00	2.38%	$1,280.00	$600.00	$1,880.00	Good	68%	32%	$600.00	32%
TASK 9.3. FINAL CORRIDOR PLAN	$1,220.00	1.54%	$820.00	$400.00	$1,220.00	Good	67%	33%	$400.00	33%
TASK 10. PROJECT MANAGEMENT	**$890.00**	**1.13%**	**$720.00**	**$170.00**	**$890.00**	**Good**	**81%**	**19%**	**$170.00**	**19%**
TASK 10.1. PROJECT ADMINISTRATION	$890.00	1.13%	$720.00	$170.00	$890.00	Good	81%	19%	$170.00	19%
Total	**$79,049.00**	**100.00%**	**$30,260.00**	**$48,789.00**	**$79,049.00**	**Good**	**38%**	**62%**	**$48,789.00**	**62%**

Team Background

DOKKEN ENGINEERING is a multi-discipline, professional engineering services firm specializing in the delivery of transportation projects for local agencies, Caltrans, COGs, Commissions, and JPAs, either via traditional project delivery, Design-Build or CM/GC. During the past 30 years, Dokken Engineering have developed an exceptional depth of experience and expertise, having engineered and obtained environmental compliance on more than 1,500 infrastructure projects, including more than 800 federally-funded projects.

OUR STAFF

Dokken Engineering is unique in our make-up. Dokken Engineering has seasoned project managers, including our proposed Project Manager, who has over 18 years of experience delivering transportation projects; 32 professionally licensed civil, structural, and traffic engineers; a 14-person environmental group that obtains clearance & permits; right of way engineering and acquisition agents; public outreach abilities; and funding creativity and paperwork know-how.

CONCEPT TO CONSTRUCTION

Dokken Engineering knows how to deliver and has more than 20 road, bridge, trail and interchange projects currently under construction. All the projects under construction included feasibility, layout, design, environmental clearance, impacts and mitigation, permitting, right of way determination and acquisition, public outreach, surveying, geotechnical investigation, traffic, utilities (existing & proposed), funding support, bidding support, and construction support.

KEY FIRM SERVICES

- **Civil Design**

Roadway projects are an integral component of Dokken Engineering's services. Our engineers design both simple and complex roadway widening/extension projects, as well as the required improvements to the surrounding area, such as sidewalks, bike and pedestrian pathways, utility relocations, bus stop/ pullouts and intersection signalizations.

Dokken Engineering delivers the highest quality transportation projects that meet the needs of the public and surrounding communities. They have the proven capability of providing accurate estimates and complete PS&E packages, all on an accelerated schedule, when necessary.

- **Bridges & Structures Design**

Dokken Engineering has successfully completed hundreds of structure designs, from rural two-lane HBP bridges, to complex multi-level freeway-to-freeway interchanges. Additional structure designs include pedestrian overcrossings, bicycle bridges, viaducts, and retaining/sound walls. Their structures team has innovative and cost-effective design solutions which save their clients millions of dollars.

- **Environmental Documentation & Permitting**

Dokken Engineering has an in-house Environmental Services Group that supports their roadway, bridge and infrastructure projects. This staff has considerable experience working throughout the State on transportation and public works projects. Dokken Engineering's team of experts have established professional working relationships with Federal and State regulatory agencies based on technical excellence and a thorough understanding of regulatory processes

FIRM EXPERTISE

- Project Management
- Local Road & Bridge Design
- Regulatory Permitting
- Hydraulics/Hydrology Analysis/SWPPP
- Drainage Design
- Right of Way Acquisition & Relocation
- Public Outreach
- Utility Coordination
- Feasibility Studies & Cost Estimates
- NEPA/CEQA Documents
- Mitigation Negotiations
- Bicycle, Pedestrian & Trail Facilities
- Retaining & Sound Wall Design
- Intersection & Roundabout Design
- Freeway & Interchange Design
- Signal & Lighting Design
- Right of Way Engineering
- Construction Management & Inspection
- Funding Support
- Property Owner Coordination
- Constructability Reviews

- **Traffic Engineering (Signal, Lighting & Staging)**

Dokken Engineering has in-house electrical and traffic signal design. Over the past 10 years, Dokken Engineering has provided traffic signals and street lighting plans for a multitude of intersections and streets, including lighting design services for freeways, bridges, parking lots, and streetscape projects. Their staff is well versed with Caltrans signal, lighting and electrical design requirements, and the Caltrans 2014 MUTCD. They have designed or modified over 100 traffic signals in various jurisdictions across California.

- **Drainage & Hydraulics**

Dokken Engineering employs professional engineering staff dedicated to the specialty of hydraulics and hydrology. These staff members are experts in assessing drainage issues, conducting analyses, and coordinating with other disciplines to develop balanced, cost-effective solutions. Through the application of spread analysis, inlet efficiency, culvert and storm drain analysis, ditch design, and detention basin design, our drainage designs keep roadways free of runoff and safe for the traveling public.

- **Right of Way Engineering & Acquisition**

Dokken Engineering has an in-house Right of Way Department. Services consist of researching public records, obtaining title reports, conducting land surveys, preparing appraisal maps, owner exhibits and plats and legal descriptions for the conveyance of land title rights, such as easements, fee title grant deeds, and temporary construction easements between parties.

- **Renderings, Exhibits, & Visual Aids**

Dokken Engineering's visual renderings and photo simulations allow the public, clients, elected leaders and property owners to understand and "see" the project. Dokken Engineering staff is well versed with creating renderings and exhibits for public meetings and hearings to illustrate what the project will look like.

LSC TRANSPORTATION CONSULTANTS, INC.

LSC Transportation Consultants, Inc. provides consulting services in all phases of transportation planning and traffic engineering throughout the western United States. With three offices in Colorado and California, the goal of the firm is to perform highly competent planning and engineering services within the transportation field. The firm is the successor to Leigh, Scott and Cleary, Inc. and has provided consulting services continuously since 1975.

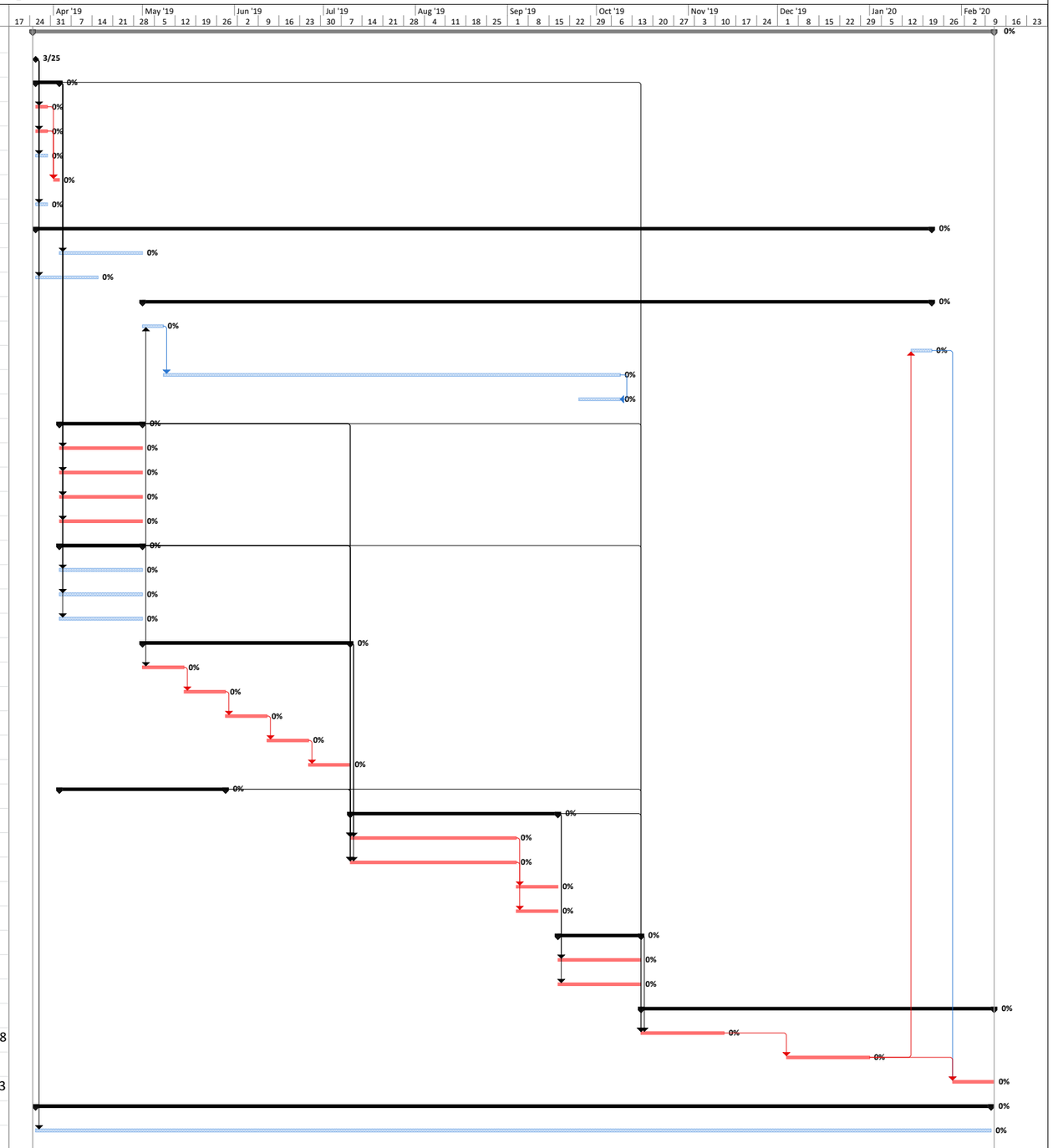
LSC's clients include government agencies, institutions, private organizations and individuals. They specialize in:

Traffic engineering
Traffic systems management
Traffic signal design
Multimodal transportation planning
Transit planning and operations
Parking analysis
Parking facility design
Traffic impact studies
Access planning and design
Roundabout analysis and design
Bicycle/pedestrian circulation

The firm's strength lies in the staff's broad range of professional experience. Transportation planning and traffic engineering studies requiring a timely, personal response by experienced professionals are the company's specialties. We take pride in offering the sensitivity, flexibility, and innovative ability that small firms characteristically best provide.

EVCR_Schedule.mpp

ID	Notes	Task Name	Duration	Start	Finish	Predecessors
0		**Elk Valley Cross Road Corridor Plan**	**232 days**	**Mon 3/25/19**	**Tue 2/11/20**	
1		Notice to proceed	1 day	Mon 3/25/19	Mon 3/25/19	
2		**TASK 1. INITIATE COORDINATION WITH STAKEHOLDER AGENCIES**	**6 days**	**Tue 3/26/19**	**Tue 4/2/19**	
3	Schedule for last week of March	TASK 1.1. CSG KICKOFF MEETING	4 days	Tue 3/26/19	Fri 3/29/19	1
4	Schedule for last week of March	TASK 1.2. SSG KICKOFF MEETING	4 days	Tue 3/26/19	Fri 3/29/19	1
5		TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEHOLDER GR	4 days	Tue 3/26/19	Fri 3/29/19	1
6		TASK 1.4. KICKOFF MEETING MINUTES	2 days	Mon 4/1/19	Tue 4/2/19	3,4
7	Same day as kickoff meetings	TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR	4 days	Tue 3/26/19	Fri 3/29/19	1
8		**TASK 2. COMMUNITY OUTREACH**	**216 days**	**Tue 3/26/19**	**Tue 1/21/20**	
9	evelop website, keep active for projec	TASK 2.1. PROJECT WEBSITE	20 days	Wed 4/3/19	Tue 4/30/19	2
10		TASK 2.2. PROJECT AFFECTED PROPERTIES	15 days	Tue 3/26/19	Mon 4/15/19	1
11		**TASK 2.3. PROJECT COMMUNITY MEETINGS**	**190 days**	**Wed 5/1/19**	**Tue 1/21/20**	
12		Community Meeting No. 1	5 days	Wed 5/1/19	Tue 5/7/19	16
13		Community Meeting No. 2	5 days	Wed 1/15/20	Tue 1/21/20	43FS+10 days
14	After first community meeting	TASK 2.4. COMMUNITY INPUT	110 days	Wed 5/8/19	Tue 10/8/19	12
15	Ending with development of concepts	TASK 2.5. COMMUNITY INPUT ANALYSIS	10 days	Wed 9/25/19	Tue 10/8/19	14FF
16	Collect Data month of April	**TASK 3. EXISTING CONDITIONS**	**20 days**	**Wed 4/3/19**	**Tue 4/30/19**	
17		TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS	20 days	Wed 4/3/19	Tue 4/30/19	2
18		TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS	20 days	Wed 4/3/19	Tue 4/30/19	2
19		TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS	20 days	Wed 4/3/19	Tue 4/30/19	2
20		TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPROVEMENT	20 days	Wed 4/3/19	Tue 4/30/19	2
21	Collect Data month of April	**TASK 4. FIELD DATA**	**20 days**	**Wed 4/3/19**	**Tue 4/30/19**	
22		TASK 4.1. TRAFFIC VOLUMES	20 days	Wed 4/3/19	Tue 4/30/19	2
23		TASK 4.2. TURNING MOVEMENTS	20 days	Wed 4/3/19	Tue 4/30/19	2
24		TASK 4.3. TRAFFIC SPEED MEASUREMENTS	20 days	Wed 4/3/19	Tue 4/30/19	2
25	Begins after collection of data	**TASK 5. COMMUNITY NEEDS**	**50 days**	**Wed 5/1/19**	**Tue 7/9/19**	
26		TASK 5.1. PUBLIC TRANSIT	10 days	Wed 5/1/19	Tue 5/14/19	16
27		TASK 5.2. ACTIVE TRANSPORTATION	10 days	Wed 5/15/19	Tue 5/28/19	26
28		TASK 5.3. TRUCK ROUTE	10 days	Wed 5/29/19	Tue 6/11/19	27
29		TASK 5.4. COUNTY GENERAL PLAN	10 days	Wed 6/12/19	Tue 6/25/19	28
30		TASK 5.5. REGIONAL GOALS	10 days	Wed 6/26/19	Tue 7/9/19	29
31		**TASK 6. RIGHT OF WAY**	**40 days**	**Wed 4/3/19**	**Tue 5/28/19**	
33		**TASK 7. CONCEPTUAL IMPROVEMENTS**	**50 days**	**Wed 7/10/19**	**Tue 9/17/19**	
34		TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS	40 days	Wed 7/10/19	Tue 9/3/19	16,21,25,31
35		TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS	40 days	Wed 7/10/19	Tue 9/3/19	16,21,25,31
36		TASK 7.3. SEGMENT COST ESTIMATE	10 days	Wed 9/4/19	Tue 9/17/19	34
37		TASK 7.4. INTERSECTION COST ESTIMATE	10 days	Wed 9/4/19	Tue 9/17/19	35
38	After Concepts	**TASK 8. FUNDING AND IMPLEMENTATION PLAN**	**20 days**	**Wed 9/18/19**	**Tue 10/15/19**	
39		TASK 8.1. FUNDING STRATEGY	20 days	Wed 9/18/19	Tue 10/15/19	33
40		TASK 8.2. IMPLEMENTATION STRATEGY	20 days	Wed 9/18/19	Tue 10/15/19	33
41		**TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN**	**85 days**	**Wed 10/16/19**	**Tue 2/11/20**	
42		TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN	20 days	Wed 10/16/19	Tue 11/12/19	16,21,2,31,33,38
43	Community Meeting No. 2 after	TASK 9.2. DRAFT CORRIDOR PLAN	20 days	Wed 12/4/19	Tue 12/31/19	42FS+15 days
44	Incorporate Comments	TASK 9.3. FINAL CORRIDOR PLAN	10 days	Wed 1/29/20	Tue 2/11/20	43FS+20 days,13
45		**TASK 10. PROJECT MANAGEMENT**	**230 days**	**Tue 3/26/19**	**Mon 2/10/20**	
46		TASK 10.1. PROJECT ADMINISTRATION	230 days	Tue 3/26/19	Mon 2/10/20	1



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

Task Description	DOKKEN ENGINEERING											LSC TRANSPORTATION								GRAND TOTAL HOURS	GRAND TOTAL OTHER DIRECT COSTS	GRAND TOTAL COST
	RICHARD LIPTAK, PE Principal	Brian Stephenson, PE Project Manager	Tim Chamberlain Environmental Manager	Bryan Fraer, PE Project Engineer	STAFF Environmental Generalist	Assistant Engineer	Environmental Technician	Engineering Technician	TOTAL HOURS	OTHER DIRECT COST	TOTAL COST	Senior Adviser	Project Manager	Engineer	Graphic Technician	Support Staff	TOTAL HOURS	OTHER DIRECT COST	TOTAL COST			
FULLY BURDENED RATE	$ 200.00	$ 180.00	$ 150.00	$ 130.00	$ 110.00	$ 100.00	$ 100.00	$ 65.00				$ 200.00	$ 200.00	$ 105.00	$ 70.00	$ 65.00						
Fee Rate																						
ACTUAL RATE	$ 200.00	$ 180.00	$ 150.00	$ 130.00	$ 110.00	$ 100.00	$ 100.00	$ 65.00				200.000	200.000	105.000	70.000	65.000						
ELK VALLEY CROSS ROAD CORRIDOR PLAN																						
TASK 1. INITIATE COORDINATION WITH STAKEHOLDER AGENCIES		**8**	**10**						**18**	**$ -**	**$ 2,940.00**		**29**			**1**	**30**	**$ 1,207.00**	**$ 7,072.00**	**48**	**$ 1,207.00**	**$ 10,012.00**
TASK 1.1. CSG KICKOFF MEETING		2	4						6		$ 960.00		12				12		$ 2,400.00	18	$ -	$ 3,360.00
TASK 1.2. SSG KICKOFF MEETING		2	4						6		$ 960.00		12				12		$ 2,400.00	18	$ -	$ 3,360.00
TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEHOLDER GROUP		1							1		$ 180.00		1				1		$ 200.00	2	$ -	$ 380.00
TASK 1.4. KICKOFF MEETING MINUTES		1							1		$ 180.00		1				1		$ 200.00	2	$ -	$ 380.00
TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR		2	2						4		$ 660.00		3			1	4	$ 1,207.00	$ 1,872.00	8	$ 1,207.00	$ 2,532.00
TASK 2. COMMUNITY OUTREACH		**17**	**10**	**6**	**8**	**22**			**63**	**$ -**	**$ 8,420.00**	**2**	**31**	**1**		**1**	**35**	**$ 1,207.00**	**$ 7,977.00**	**98**	**$ 1,207.00**	**$ 16,397.00**
TASK 2.1. PROJECT WEBSITE		2		2		8			12		$ 1,420.00		2				2		$ 400.00	14	$ -	$ 1,820.00
TASK 2.2. PROJECT AFFECTED PROPERTIES		1			8				9		$ 1,060.00								$ -	9	$ -	$ 1,060.00
TASK 2.3. PROJECT COMMUNITY MEETINGS		8	8			8			24		$ 3,440.00	1	24	1		1	27	$ 1,207.00	$ 6,377.00	51	$ 1,207.00	$ 9,817.00
TASK 2.4. COMMUNITY INPUT		2				6			8		$ 960.00		3				3		$ 600.00	11	$ -	$ 1,560.00
TASK 2.5. COMMUNITY INPUT ANALYSIS		4	2	4					10		$ 1,540.00	1	2				3		$ 600.00	13	$ -	$ 2,140.00
TASK 3. EXISTING CONDITIONS		**2**	**8**	**8**	**16**		**8**		**42**	**$ -**	**$ 5,160.00**	**2**	**24**	**36**	**9**		**71**	**$ -**	**$ 9,610.00**	**113**	**$ -**	**$ 14,770.00**
TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS											$ -		8	12	3		23		$ 3,070.00	23	$ -	$ 3,070.00
TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS											$ -	1	8	12	3		24		$ 3,270.00	24	$ -	$ 3,270.00
TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS											$ -	1	8	12	3		24		$ 3,270.00	24	$ -	$ 3,270.00
TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPROVEMENTS		2	8	8	16		8		42		$ 5,160.00								$ -	42	$ -	$ 5,160.00
TASK 4. FIELD DATA										**$ -**	**$ -**	**1**	**13**	**34**			**48**	**$ 5,010.00**	**$ 11,380.00**	**48**	**$ 5,010.00**	**$ 11,380.00**
TASK 4.1. TRAFFIC VOLUMES											$ -	1	5	12			18	$ 5,010.00	$ 7,470.00	18	$ 5,010.00	$ 7,470.00
TASK 4.2. TURNING MOVEMENTS											$ -		4	10			14		$ 1,850.00	14	$ -	$ 1,850.00
TASK 4.3. TRAFFIC SPEED MEASUREMENTS											$ -		4	12			16		$ 2,060.00	16	$ -	$ 2,060.00
TASK 5. COMMUNITY NEEDS										**$ -**	**$ -**	**2**	**20**	**5**			**27**	**$ -**	**$ 4,925.00**	**27**	**$ -**	**$ 4,925.00**
TASK 5.1. PUBLIC TRANSIT											$ -	1	4	1			6		$ 1,105.00	6	$ -	$ 1,105.00
TASK 5.2. ACTIVE TRANSPORTATION											$ -	1	4	1			6		$ 1,105.00	6	$ -	$ 1,105.00
TASK 5.3. TRUCK ROUTE											$ -		4	1			5		$ 905.00	5	$ -	$ 905.00
TASK 5.4. COUNTY GENERAL PLAN											$ -		4	1			5		$ 905.00	5	$ -	$ 905.00
TASK 5.5. REGIONAL GOALS											$ -		4	1			5		$ 905.00	5	$ -	$ 905.00
TASK 6. RIGHT OF WAY		**1**		**6**		**8**			**15**	**$ -**	**$ 1,760.00**							**$ -**	**$ -**	**15**	**$ -**	**$ 1,760.00**
TASK 6.1 RIGHT OF WAY		1		6		8			15		$ 1,760.00								$ -	15	$ -	$ 1,760.00
TASK 7. CONCEPTUAL IMPROVEMENTS		**4**		**24**		**24**			**52**	**$ -**	**$ 6,240.00**	**3**	**16**	**9**			**28**	**$ -**	**$ 4,745.00**	**80**	**$ -**	**$ 10,985.00**
TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS		1		8		8			17		$ 2,020.00	1	6	4			11		$ 1,820.00	28	$ -	$ 3,840.00
TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS		1		8		8			17		$ 2,020.00	1	6	5			12		$ 1,925.00	29	$ -	$ 3,945.00
TASK 7.3. SEGMENT COST ESTIMATE		1		4		4			9		$ 1,100.00		2				2		$ 400.00	11	$ -	$ 1,500.00
TASK 7.4. INTERSECTION COST ESTIMATE		1		4		4			9		$ 1,100.00	1	2				3		$ 600.00	12	$ -	$ 1,700.00
TASK 8. FUNDING AND IMPLEMENTATION PLAN		**4**							**4**	**$ -**	**$ 720.00**	**1**	**2**				**3**	**$ -**	**$ 600.00**	**7**	**$ -**	**$ 1,320.00**
TASK 8.1. FUNDING STRATEGY		2							2		$ 360.00		1				1		$ 200.00	3	$ -	$ 560.00
TASK 8.2. IMPLEMENTATION STRATEGY		2							2		$ 360.00	1	1				2		$ 400.00	4	$ -	$ 760.00
TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN		**6**		**14**		**14**			**34**	**$ -**	**$ 4,300.00**	**2**	**8**	**1**	**2**	**1**	**14**	**$ -**	**$ 2,310.00**	**48**	**$ -**	**$ 6,610.00**
TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN		2		8		8			18		$ 2,200.00	1	4	1	2	1	9		$ 1,310.00	27	$ -	$ 3,510.00
TASK 9.2. DRAFT CORRIDOR PLAN		2		4		4			10		$ 1,280.00	1	2				3		$ 600.00	13	$ -	$ 1,880.00
TASK 9.3. FINAL CORRIDOR PLAN		2		2		2			6		$ 820.00		2				2		$ 400.00	8	$ -	$ 1,220.00
TASK 10. PROJECT MANAGEMENT		**4**							**4**	**$ -**	**$ 720.00**							**$ 170.00**	**$ 170.00**	**4**	**$ 170.00**	**$ 890.00**
TASK 10.1. PROJECT ADMINISTRATION		4							4		$ 720.00							$ 170.00	$ 170.00	4	$ 170.00	$ 890.00
Total		**46**	**28**	**58**	**24**	**68**	**8**		**232**		**$ 30,260.00**	**13**	**143**	**86**	**11**	**3**	**256**		**$ 48,789.00**	**488**		**$ 79,049.00**
Total	**$ -**	**$ 8,280.00**	**$ 4,200.00**	**$ 7,540.00**	**$ 2,640.00**	**$ 6,800.00**	**$ 800.00**	**$ -**		**$ -**	**$ 30,260.00**	**$ 2,600.00**	**$ 28,600.00**	**$ 9,030.00**	**$ 770.00**	**$ 195.00**		**$7,594.00**	**$ 48,789.00**		**$ 7,594.00**	**$ 79,049.00**

TASK DESCRIPTION	GRAND TOTAL	PERCENTAGE
ELK VALLEY CROSS ROAD CORRIDOR PLAN		
TASK 1. INITIATE COORDINATION WITH STAKEHOLDER AGE	**$10,012.00**	**12.67%**
TASK 1.1. CSG KICKOFF MEETING	$3,360.00	4.25%
TASK 1.2. SSG KICKOFF MEETING	$3,360.00	4.25%
TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEHOL	$380.00	0.48%
TASK 1.4. KICKOFF MEETING MINUTES	$380.00	0.48%
TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR	$2,532.00	3.20%
TASK 2. COMMUNITY OUTREACH	**$16,397.00**	**20.74%**
TASK 2.1. PROJECT WEBSITE	$1,820.00	2.30%
TASK 2.2. PROJECT AFFECTED PROPERTIES	$1,060.00	1.34%
TASK 2.3. PROJECT COMMUNITY MEETINGS	$9,817.00	12.42%
TASK 2.4. COMMUNITY INPUT	$1,560.00	1.97%
TASK 2.5. COMMUNITY INPUT ANALYSIS	$2,140.00	2.71%
TASK 3. EXISTING CONDITIONS	**$14,770.00**	**18.68%**
TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS	$3,070.00	3.88%
TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS	$3,270.00	4.14%
TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS	$3,270.00	4.14%
TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPROV	$5,160.00	6.53%
TASK 4. FIELD DATA	**$11,380.00**	**14.40%**
TASK 4.1. TRAFFIC VOLUMES	$7,470.00	9.45%
TASK 4.2. TURNING MOVEMENTS	$1,850.00	2.34%
TASK 4.3. TRAFFIC SPEED MEASUREMENTS	$2,060.00	2.61%
TASK 5. COMMUNITY NEEDS	**$4,925.00**	**6.23%**
TASK 5.1. PUBLIC TRANSIT	$1,105.00	1.40%
TASK 5.2. ACTIVE TRANSPORTATION	$1,105.00	1.40%
TASK 5.3. TRUCK ROUTE	$905.00	1.14%
TASK 5.4. COUNTY GENERAL PLAN	$905.00	1.14%
TASK 5.5. REGIONAL GOALS	$905.00	1.14%
TASK 6. RIGHT OF WAY	**$1,760.00**	**2.23%**
TASK 6.1 RIGHT OF WAY	$1,760.00	2.23%
TASK 7. CONCEPTUAL IMPROVEMENTS	**$10,985.00**	**13.90%**
TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS	$3,840.00	4.86%
TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS	$3,945.00	4.99%
TASK 7.3. SEGMENT COST ESTIMATE	$1,500.00	1.90%
TASK 7.4. INTERSECTION COST ESTIMATE	$1,700.00	2.15%
TASK 8. FUNDING AND IMPLEMENTATION PLAN	**$1,320.00**	**1.67%**
TASK 8.1. FUNDING STRATEGY	$560.00	0.71%
TASK 8.2. IMPLEMENTATION STRATEGY	$760.00	0.96%
TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN	**$6,610.00**	**8.36%**
TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN	$3,510.00	4.44%
TASK 9.2. DRAFT CORRIDOR PLAN	$1,880.00	2.38%
TASK 9.3. FINAL CORRIDOR PLAN	$1,220.00	1.54%
TASK 10. PROJECT MANAGEMENT	**$890.00**	**1.13%**
TASK 10.1. PROJECT ADMINISTRATION	$890.00	1.13%
Total	**$79,049.00**	**100.00%**

TASK DESCRIPTION	DE	SUB	TOTAL		DE	SUB
	DOLLAR AMOUNT	DOLLAR AMOUNT	DOLLAR AMOUNT	Check	%	%
ELK VALLEY CROSS ROAD CORRIDOR PLAN						
TASK 1. INITIATE COORDINATION WITH STAKEHOLDER AGE	**$2,940.00**	**$7,072.00**	**$10,012.00**	**Good**	**29%**	**71%**
TASK 1.1. CSG KICKOFF MEETING	$960.00	$2,400.00	$3,360.00	Good	29%	71%
TASK 1.2. SSG KICKOFF MEETING	$960.00	$2,400.00	$3,360.00	Good	29%	71%
TASK 1.3. SINGLE POINT OF CONTACT FROM EACH STAKEHOI	$180.00	$200.00	$380.00	Good	47%	53%
TASK 1.4. KICKOFF MEETING MINUTES	$180.00	$200.00	$380.00	Good	47%	53%
TASK 1.5. FIELD VISIT, SITE WALK OF PROJECT CORRIDOR	$660.00	$1,872.00	$2,532.00	Good	26%	74%
TASK 2. COMMUNITY OUTREACH	**$8,420.00**	**$7,977.00**	**$16,397.00**	**Good**	**51%**	**49%**
TASK 2.1. PROJECT WEBSITE	$1,420.00	$400.00	$1,820.00	Good	78%	22%
TASK 2.2. PROJECT AFFECTED PROPERTIES	$1,060.00		$1,060.00	Good	100%	
TASK 2.3. PROJECT COMMUNITY MEETINGS	$3,440.00	$6,377.00	$9,817.00	Good	35%	65%
TASK 2.4. COMMUNITY INPUT	$960.00	$600.00	$1,560.00	Good	62%	38%
TASK 2.5. COMMUNITY INPUT ANALYSIS	$1,540.00	$600.00	$2,140.00	Good	72%	28%
TASK 3. EXISTING CONDITIONS	**$5,160.00**	**$9,610.00**	**$14,770.00**	**Good**	**35%**	**65%**
TASK 3.1. IDENTIFY AND MAP EXISTING TRAFFIC HAZARDS		$3,070.00	$3,070.00	Good		100%
TASK 3.2. IDENTIFY EXISTING ACCIDENT LOCATIONS		$3,270.00	$3,270.00	Good		100%
TASK 3.3. INDENTIFY EXISTING TRAFFIC GENERATORS		$3,270.00	$3,270.00	Good		100%
TASK 3.4. INVENTORY AND MAP EXISTING ROADWAY IMPROV	$5,160.00		$5,160.00	Good	100%	
TASK 4. FIELD DATA		**$11,380.00**	**$11,380.00**	**Good**		**100%**
TASK 4.1. TRAFFIC VOLUMES		$7,470.00	$7,470.00	Good		100%
TASK 4.2. TURNING MOVEMENTS		$1,850.00	$1,850.00	Good		100%
TASK 4.3. TRAFFIC SPEED MEASUREMENTS		$2,060.00	$2,060.00	Good		100%
TASK 5. COMMUNITY NEEDS		**$4,925.00**	**$4,925.00**	**Good**		**100%**
TASK 5.1. PUBLIC TRANSIT		$1,105.00	$1,105.00	Good		100%
TASK 5.2. ACTIVE TRANSPORTATION		$1,105.00	$1,105.00	Good		100%
TASK 5.3. TRUCK ROUTE		$905.00	$905.00	Good		100%
TASK 5.4. COUNTY GENERAL PLAN		$905.00	$905.00	Good		100%
TASK 5.5. REGIONAL GOALS		$905.00	$905.00	Good		100%
TASK 6. RIGHT OF WAY	**$1,760.00**		**$1,760.00**	**Good**	**100%**	
TASK 6.1 RIGHT OF WAY	$1,760.00		$1,760.00	Good	100%	
TASK 7. CONCEPTUAL IMPROVEMENTS	**$6,240.00**	**$4,745.00**	**$10,985.00**	**Good**	**57%**	**43%**
TASK 7.1. CONCEPTUAL ROADWAY IMPROVEMENTS	$2,020.00	$1,820.00	$3,840.00	Good	53%	47%
TASK 7.2. CONCEPTUAL INTERSECTION IMPROVEMENTS	$2,020.00	$1,925.00	$3,945.00	Good	51%	49%
TASK 7.3. SEGMENT COST ESTIMATE	$1,100.00	$400.00	$1,500.00	Good	73%	27%
TASK 7.4. INTERSECTION COST ESTIMATE	$1,100.00	$600.00	$1,700.00	Good	65%	35%
TASK 8. FUNDING AND IMPLEMENTATION PLAN	**$720.00**	**$600.00**	**$1,320.00**	**Good**	**55%**	**45%**
TASK 8.1. FUNDING STRATEGY	$360.00	$200.00	$560.00	Good	64%	36%
TASK 8.2. IMPLEMENTATION STRATEGY	$360.00	$400.00	$760.00	Good	47%	53%
TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN	**$4,300.00**	**$2,310.00**	**$6,610.00**	**Good**	**65%**	**35%**
TASK 9.1. PRELIMINARY DRAFT CORRIDOR PLAN	$2,200.00	$1,310.00	$3,510.00	Good	63%	37%
TASK 9.2. DRAFT CORRIDOR PLAN	$1,280.00	$600.00	$1,880.00	Good	68%	32%
TASK 9.3. FINAL CORRIDOR PLAN	$820.00	$400.00	$1,220.00	Good	67%	33%
TASK 10. PROJECT MANAGEMENT	**$720.00**	**$170.00**	**$890.00**	**Good**	**81%**	**19%**
TASK 10.1. PROJECT ADMINISTRATION	$720.00	$170.00	$890.00	Good	81%	19%
Total	**$30,260.00**	**$48,789.00**	**$79,049.00**	**Good**	**38%**	**62%**

ELK VALLEY CROSS ROAD CORRIDOR PLAN

Task Description	DOKKEN ENGINEERING							LSC TRANSPORTATION						GRAND TOTAL HOURS
	Brian Stephenson, PE Project Manager	Tim Chamberlain Environmental Manager	Bryan Fraser, PE Project Engineer	STAFF Environmental Generalist	Assistant Engineer	Environmental Technician	TOTAL HOURS	Senior Adviser	Project Manager	Engineer	Graphic Technician	Support Staff	TOTAL HOURS	
ELK VALLEY CROSS ROAD CORRIDOR PLAN														
Task 1. INITIATE COORDINATION WITH STAKEHOLDER AGENCIES	8	10					18		29			1	30	48
TASK 2. COMMUNITY OUTREACH	17	10	6	8	22		63	2	31	1		1	35	98
TASK 3. EXISTING CONDITIONS	2	8	8	16		8	42	2	24	36	9		71	113
TASK 4. FIELD DATA								1	13	34			48	48
TASK 5. COMMUNITY NEEDS								2	20	5			27	27
TASK 6. RIGHT OF WAY	1		6		8		15							15
TASK 7. CONCEPTUAL IMPROVEMENTS	4		24		24		52	3	16	9			28	80
TASK 8. FUNDING AND IMPLEMENTATION PLAN	4						4	1	2				3	7
TASK 9. ELK VALLEY CROSS ROAD COORIDOR PLAN	6		14		14		34	2	8	1	2	1	14	48
TASK 10. PROJECT MANAGEMENT	4						4							4
Total	46	28	58	24	68	8	232	13	143	86	11	3	256	488