

**AMENDMENT NO. 6 TO
AGREEMENT BETWEEN NV5, INC
AND THE CITY OF MENIFEE FOR CIP 13-04 (BRADLEY BRIDGE) DESIGN SERVICES**

This is Amendment No. 6 to that certain AGREEMENT for Professional Services Agreement (“Agreement”) made on **September 2, 2015** between the City of Menifee (“City”) and **NV5, INC** (“Consultant”) for **CIP 13-04 (BRADLEY BRIDGE) DESIGN SERVICES** which Amendment No. 6 is made and entered into on May 4th, **2022** to extend the term, increase the scope of work and compensation amount as indicated below:

1. Section 1.1, “Term of Services” is amended to read as follows:

1.1 Term of Services. The term of this Agreement shall begin on the **September 2, 2015** and shall end on **June 30, 2026** unless the term of the Agreement is otherwise terminated or extended as provided for in Section 8. The time provided to Consultant to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.

2. Section 2, “Compensation” is amended to increase the maximum compensation by **\$304,248.00 (THREE HUNDRED FOUR THOUSAND TWO HUNDRED FORTY EIGHT DOLLARS AND ZERO CENTS)**, and is amended to read as follows:

Section 2. COMPENSATION.

City hereby agrees to pay Consultant a sum not to exceed **\$1,230,209.00 (ONE MILLION TWO HUNDRED THIRTY THOUSAND TWO HUNDRED NINE DOLLARS AND ZERO CENTS)** notwithstanding any contrary indications that may be contained in Consultant's proposal, for services to be performed and reimbursable costs incurred under this Agreement. In the event of a conflict between this Agreement and Exhibit A, regarding the amount of compensation, this Agreement shall prevail. City shall pay Consultant for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Consultant for services rendered pursuant to this Agreement. Consultant shall submit all invoices to City in the manner specified herein. Except as specifically authorized in advance by City, Consultant shall not bill City for duplicate services performed by more than one person.

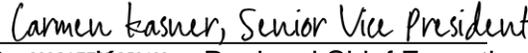
3. **Section 3.** Exhibit A, Scope of Services is supplemented to include Amendment No. 1 **Scope of Work Additional Work**, which supplement is attached as Exhibit A hereto. **“Amendment No. 1 Scope of Work Additional Work (Amendment No. 1)”** is not intended to replace the original Exhibit A to the Agreement, but instead to augment and increase the scope of work listed in the original Exhibit A to the Agreement.
4. All other terms and conditions of the Agreement remain in full force and effect.

CITY OF MENIFEE

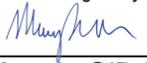
NV5, INC

DocuSigned by:

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Armando G. Villa, City Manager

DocuSigned by:

Carmen Kasner, Senior Vice President
Carmen Kasner, Regional Chief Executive

Attest:

DocuSigned by:

MaryJo O'Brien, CAO/Secretary

DocuSigned by:

E7978844604C481
Stephanie Roseen, Acting City Clerk

Approved as to Form:

DocuSigned by:

DABE8688180C4BB
Jeffrey T. Melching, City Attorney

Amendment No. 1 – Exhibit A: Scope of Work Additional Work



April 1, 2022

Carlos E. Geronimo, PE
Principal Engineer
Capital Improvement Projects
City of Menifee
29844 Haun Road
Menifee, CA 92586

Subject: Proposal to Provide Civil Engineering for the Additional Access Ramps, NEPA Analysis and Approval Services for CIP 13-04 Bradley Road Bridge Design and Salt Creek Trail Modifications

Dear Carlos:

NV5 has received our subconsultant's proposal to provide NEPA documentation that is necessary now that the City has secured federal funding for the project. In addition, Riverside County Flood Control District (RCFCD) recently requested that the City incorporate access ramps to the Salt Creek bed on the south side of the Creek. As a result, we are submitting this proposal amendment for your review and consideration.

This proposal includes the effort required for a NEPA-based analysis, documentation and approval, an addendum to the already completed CEQA document, the design of the additional access ramps, and NV5's management effort and attendance to the estimated Project Development Team (PDT) meetings that will be required through the Environmental Division at District 8 since Caltrans would be the lead agency for the NEPA documentation. Based on our conversations with you, this proposal does not include making any changes to the bridge and approach roadway plans, nor does it include updating the specifications to the current version.

This proposal is presented in three sections:

1. Scope of Services
2. Assumptions and Exclusions
3. Proposed Compensation

If the enclosed proposal meets with your approval, please provide us with an Amendment under the terms and conditions of our existing agreement (226815-00044) with the City of Menifee, dated September 2, 2015 except that we are using our current 2022 Schedule of Fees.

If conditions change or you would like to add to or revise this scope, please let us know and we will make the necessary modifications. This proposal is good for 90 days.

We appreciate the opportunity to provide this proposal and look forward to working with you. Feel free to call me at (858) 705-2430 if you have any questions.

April 1, 2022

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Scope of Services

NV5 completed the Bradley Road Bridge Design and submitted the final PS&E documents to the City of Menifee in September 2019. Our environmental subconsultant just recently obtained the appropriate permits for construction as they relate to the CEQA documentation. It is our understanding that the City recently secured federal funding for the project thereby triggering the need for our subconsultant to provide NEPA documentation, as well as preparing an addendum to the already completed CEQA document. In addition, RCFCD requested the incorporation of access ramps from the south levee to the creek bottom for future maintenance operations, now that Bradley Road will be raised, thereby eliminating the maintenance crews' direct access. NV5's role for this amendment is limited to the design of the access ramps, management and coordination, including our attendance to the PDT meetings with Caltrans District 8. Below is our detailed scope to accomplish this work:

Task 1 Management & Coordination

The Project Manager will monitor the activities of the project team, tracking progress and assuring compliance with the schedule. The Project Manager will maintain communications with the client through periodic progress meetings and progress reports. This task includes overall management of the project, the design team, administration and coordination of the work, and includes the following sub-tasks:

1. Scheduling - Preparing, updating and maintaining the overall schedule.
2. Preparing progress reports.
3. Coordinating and directing the activities of the project team.
4. Monitoring and controlling the project budget.
5. Attending coordination and PDT meetings with our subconsultant and District 8. We are assuming up to twelve meetings with six meetings attended by the project manager and the Lead civil designer. Each meeting is assumed to be up to two hours (2) in duration.
6. Reviewing, approving, and submitting invoices.
7. Assuring contractual requirements are met and fulfilled.

Task 2 Environmental Work

This task includes additional technical analyses as required for NEPA documentation. Our environmental subconsultant's proposal is attached.

Task 3 Access Ramps

In coordination with Andy Leung at RCFCD, NV5 will design and incorporate new access ramps on the south side of the creek. As agreed with RCFCD, the access ramps will be designed in accordance with Riverside County's Standard Drawing Number CH334, except that a concrete structural section will not be required. Per Andy's email dated March 17, 2022, the District is okay using native material with crushed rock over the surface to minimize environmental impacts. NV5 will follow the same construction dimensions outlined in the standard drawing CH334.

NV5

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We will also incorporate revisions to conform to the Womble project previously discussed in meetings with the City, as well as some minor changes to the proposed striping, due to the City's recently added edge line striping on Rio Vista Drive.

Once the details are roughly eighty percent complete, we will calculate the additional quantities in order to update the construction cost estimate, as well as the technical specifications for the project.

Task 4 Geotechnical Services

As noted in the referenced geotechnical report, recent alluvium consisting of clay, silt, sand and gravel was observed by others in the immediate stream channel. As ramp and access road stability will be heavily dependent on the condition of near surface subgrade, it is prudent to complete a limited geotechnical investigation in the proposed access road ramp area. Results from this limited investigation would be used to assess whether subgrade over-excavation, use of triaxial geogrids, or other geotechnical recommendation would be required for access road ramp construction. Our scope of services will include the following:

- Review of geotechnical maps and documents pertaining to the existing roadway.
- Preparation of a Health and Safety plan for field services.
- Field investigation of the near surface subgrade conditions material utilizing hand-auguring equipment and manually operated dynamic cone penetration (DCP) equipment. The investigation will include advancing a total of three (3) hand auger borings and three (3) DCP's at selected locations within the proposed access road ramp area to final depths of approximately five (5) feet at each exploration location (borings and DCP's). The soil conditions encountered will be logged by a geologist from NV5 and representative samples of near surface soils will be obtained for laboratory testing. Subsequent to logging and sampling, the locations will be backfilled with soil cuttings.
- Appropriate laboratory testing of representative samples of the soils encountered to evaluate their geotechnical engineering characteristics. Laboratory tests will likely include in-situ moisture content, soil classification (sieve gradation analysis), and compaction testing.
- Geotechnical analysis of the data obtained.
- Evaluate the accumulated information and develop conclusions and recommendations addressing the geotechnical aspects of the project.
- Preparation of a report summarizing the results of the limited geotechnical investigation and presenting recommendations, from a geotechnical standpoint, regarding the proposed project.

Assumptions and Exclusions

It is assumed that:

1. Agency fees, if any, will be paid by the City.
2. Revising the bridge design and preparing a Type Selection Report is not required.



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- 3. Updating the plans and specifications to comply with the current Caltrans Standard Plans and Specifications is not required.
- 4. Caltrans Structures Headquarters will not be involved.
- 5. Evaluating the potential presence of hazardous materials or contaminated soils.

Proposed Compensation

Client agrees to compensate Consultant for such services as indicated below:

Progress billings will be forwarded to the Client on a monthly basis as a percent complete by task with appropriate backup documentation. These billings will include fees earned for the billing period. Tasks will be billed on a lump sum fixed fee basis using the same format that was originally approved unless otherwise directed by the City. Direct costs and subconsultant costs will be billed with a 10% mark-up.

Total Estimated Fee: \$304,248

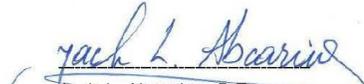
Breakdown of Total Fee

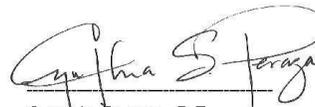
Task 1 Management & Coordination	\$23,850
Task 2 Environmental Documentation	\$259,416
Task 3 Access Ramps	\$13,010
Task 4 Geotechnical Services	\$6,848
Other Direct Costs	\$1,124

If you have any questions regarding this proposal, feel free to contact me by phone at (858) 705-2430, or by email at jack.abcarius@nv5.com.

Respectfully submitted,

NV5, Inc.


 Jack L. Abcarius, P.E.
 Associate / Project Manager


 Cynthia Peraza, P.E.
 Assistant Regional Manager

P27521-0002536.10

- Attachments: 1. Dudek's Proposal
 2. 2022 Schedule of Fees





605 THIRD STREET
ENCINITAS, CALIFORNIA 92024
T 760.942.5147 F 760.632.0164

March 28, 2022

9227

Mr. Jack Abcarius
NV5
15092 Avenue of Science, Suite 200
San Diego, California 92128

Subject: *Scope of Work to Assist the City of Menifee with Federal/NEPA Analysis and Approval for the Bradley Road Bridge Project*

Dear Mr. Abcarius:

Dudek understands that the proposed Bradley Road Bridge Project (Project) has completed the necessary environmental analysis and approvals consistent with the California Environmental Quality Act (CEQA)-based requirements; however, the City of Menifee (City) has determined that federal funding may be necessary to supplement project implementation costs. Based on this understanding and the establishment of a federal nexus, National Environmental Policy Act (NEPA)-based analysis, documentation and approval would also be required. The NEPA processes and approval would be administered through Caltrans, District 8's Local Assistance office and would include environmental oversight, review, and concurrence from the District 8 Environmental Division consistent with their NEPA Assignment responsibilities. The scope of services provided below captures the necessary steps to obtain NEPA approval, including the anticipated Caltrans coordination and concurrence requirements. To the extent practicable, the already completed CEQA analysis will be leveraged in support of the NEPA analysis. The specific NEPA analysis, studies, and the corresponding approval requirements, including a range of independent deliverables, is described below.

Project Description – The proposed Project would span approximately 335 feet across Salt Creek and would be approximately 64 feet wide. The bridge would have a 12-foot median, two 12-foot travel lanes (one in each direction), 8-foot shoulders on both sides, and 5-foot pedestrian sidewalks on both sides with tubular hand railings. The bridge would consist of a three-span cast-in-place post-tensioned concrete box girders supported by two intermediate piers consisting of three columns each (six columns total), and two open ended abutments. The two bridge abutments would be constructed north of the Rio Vista Drive intersection and south of the Potomac Drive intersection. The existing dual pipe culvert would be removed. The bridge would be raised approximately 14 feet above Salt Creek at the bridge's highest point. Shielded, downward facing lighting would be installed along the length of the bridge. Improvements to Bradley Road to the north and south of the proposed bridge would entail grade changes to ramp up/down to the proposed bridge abutments. The proposed improvements also include a reestablished trail connection that currently runs along the eastern edge/top of slope parallel with the Salt Creek channel. Additionally, utility relocations are also proposed.

Construction - The total area of potential disturbance is approximately 4.39 acres, with the limits of work to include temporary siting and disturbance areas. The total area of permanent impact would be approximately 3.0 acres.

Construction is estimated to last approximately 18 months. Grading would require approximately 3,500 cubic yards of cut and 8,000 cubic yards of fill. During construction, Bradley Road would be shut down within the project limits and all traffic would be detoured alternate routes, including trail users.

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9227
November 2021

Mr. Jack Abcarius

Subject: Scope of Work to Assist the City of Menifee with Federal/NEPA Analysis, Permitting, and Approval for the Bradley Road Bridge Project

For the proposed Project, Dudek offers a team of senior environmental professionals with extensive CEQA/NEPA experience preparing environmental documentation for Caltrans. Dudek project director Jason Reynolds, a former Caltrans Environmental Division Branch Chief, will serve as project director for the proposed project. Dudek project manager, Andrew Talbert will provide day-to-day project management support for the Project. Together, Mr. Reynolds and Mr. Talbert will serve as the co-points-of-contact for the required environmental services. They will be supported by a team of NEPA technical specialists with experience and knowledge across all required analysis areas.

Dudek will also apply a number of lessons learned from our understanding and experience managing bridge projects through the Caltrans/NEPA approval process. Those lessons included a number of unique advantages to expediting the documentation and approval processes, including a clear understanding of Caltrans, District 8's technical analysis context and content expectations, their expected interpretation of resources sensitivities, and the communication preferences of reviewers across each of the Caltrans technical disciplines as our environmental services advance. The relevant technical disciplines where lessons learned will be incorporated, where appropriate, include air quality (construction emissions calculations and Executive Order B-30-15), noise, biological resources, and reporting (species presence, density, age, and impact sensitivity), cultural resources (historic, archaeological, and Native American consultation expectations), and hazardous materials. The scope of services provided below has incorporated these lessons learned into the work efforts, and Dudek will take full advantage of them to complete our services and achieve the approval milestone on an expedited timeline.

Scope of Work

Task 1 Project Management/Meetings

Dudek will attend one project kickoff meeting (two staff members virtually attending or via conference call) with representatives from the City, NV5, and Caltrans District 8 staff. Dudek will begin preparation of a data needs for technical analyses request at this time and will confirm the project schedule and key milestones with NV5 and the City. Upon receipt of data needs responses, Dudek will initiate the technical analysis, the requisite NEPA specific documentation updates, and the Draft NEPA approval document, currently assumed to be a Categorical Exclusion. This task assumes that NV5 and/or the City will provide Dudek with an adequate level of detailed information (e.g., features, footprint, methods, and materials) consistent with the latest design updates. In addition to one kickoff meeting, described below, this scope of work assumes participation in up to 6 team and coordination meetings with the City and NV5. Additionally, this scope of work assumes attendance and participation in up to 6 full project development team meetings with Caltrans, the City, and NV5. The Dudek project manager and up to three technical staff members will participate in these meetings virtually and/or through conference calls.

Assumptions

- Assumes participation in one kickoff meeting and up to 12 team meetings with a combination of team members and attended by up to three Dudek staff.
- Dudek will prepare an agenda and follow up with action items, as applicable, for the kick-off and each team meeting.

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March 2022

Mr. Jack Abcarius

Subject: Scope of Work to Assist the City of Menifee with Federal/NEPA Analysis, Permitting, and Approval for the Bradley Road Bridge Project

Task 2 NEPA Categorical Exclusion

Dudek will prepare a Categorical Exclusion (CatEx), assuming concurrence on this level of NEPA document will be received from Caltrans. The approval document will be based on an examination of the project and the potential for changes and/or NEPA specific conditions since the original CEQA document was prepared. This examination will include specific technical analysis updates supported by new technical reports, as provided below, and will include a comprehensive review and update to the supporting information presented on the CatEx Continuation Sheets. It is anticipated that the validity of the original CEQA analysis and documentation will remain valid and require updates, consistent with 23 CFR 771.129. It is also anticipated that an elevated environmental document (e.g., NEPA Environmental Assessment) will not be required and any potential changes to the following areas will be minimal and require qualitative/limited quantitative updates only:

- Project design
- Environmental setting
- Environmental circumstances
- Environmental impacts of the project
- Avoidance, minimization and/or mitigation measures
- Environmental commitments

The Draft CatEx and technical memorandum/study updates prepared (see Task 10 - Additional Technical Analysis) will be submitted first to NV5 for review (one-cycle of review and revisions) and then submitted concurrently to the City and Caltrans for review. Two full City/Caltrans review cycles and one refinement review cycle are anticipated, and consolidated comments from both agencies will be provided to Dudek for review, response to comments, and document revisions. Dudek will provide a comment matrix template for the City and Caltrans to record their review comments. Alternatively, if the City and/or Caltrans have a preferred and available template for recording comments, Dudek will adopt this template and use it accordingly. Any comments pertaining to the draft documents will be provided within the documents using track changes and the comment bubble functions in Microsoft Word. Potential conflicts in the comments from the City and Caltrans will be resolved in consultation with NV5 prior to revisions by Dudek.

Deliverables

- Draft CatEx and Continuation Sheets (electronic submittal)
- Final CatEx and Continuation Sheets (electronic submittal) Assumptions
- This scope of work assumes two full-review cycles by the City and Caltrans and one final review cycle.
- Dudek assumes these reviews will be performed concurrently by the City and Caltrans and any potential conflicts in City and Caltrans comments will be identified and resolved in consultation with NV5 and the City and prior to resubmittal by Dudek.

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Subject: Scope of Work to Assist the City of Menifee with Federal/NEPA Analysis, Permitting, and Approval for the Bradley Road Bridge Project

Task 3 Phase I Initial Site Assessment

The Phase I Initial Site Assessment (ISA) will be prepared in accordance with the guidelines stipulated in Appendix DD of the Caltrans Project Development Procedures Manual and the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Site Assessment Process E 1527-13. The ISA will include review and evaluation of past and current uses of the site for indications of the manufacture, generation, use, storage, and/or disposal of hazardous substances and evaluation of potential soil, soil vapor, and/or groundwater contamination resulting from current and historical land use activities, including those of nearby properties. Specifically, Dudek will perform the following for the proposed project:

- Conduct a search of regulatory agency records to see if there are currently, or were previously, any reports of hazardous materials contamination or usage at the site or contamination at other sites within the ASTM-specified search radius that could impact the site
- Review historical aerial photographs
- Review historical topographic maps
- Conduct a site reconnaissance and document current conditions
- Prepare the ISA report and checklist

The findings of the investigation will be summarized in an ISA report and checklist. The ISA checklist will be prepared in accordance with the Caltrans guidance. The ISA checklist summarizes potentially hazardous waste involvement within or adjacent to the site. The ISA checklist will be prepared by or under the supervision of a professional engineer or professional geologist licensed in California. The ISA checklist will reference the Phase I ISA report, which will be included as an attachment to the checklist. In addition, based on our familiarity with previous Phase I ISA projects, including comments received from the Caltrans Office of Environmental Engineering (OEE) on other Dudek-prepared Phase I ISAs, we will be able to leverage those insights accordingly, including:

- Additional mitigation considerations (e.g., asbestos-containing materials, lead-based paint, treated wood waste (TWW), and hazardous electrical equipment in irrigation systems)
- Temporary construction easements (TCEs), and the fact that these require separate ISA evaluation

Deliverables

- Draft ISA (electronic submittal)
- Final ISA (electronic submittal)

Assumptions

- Copies of previous environmental site assessment and investigation reports (e.g., Phase I ESAs, Phase II investigations, soil/soil vapor sampling reports, remediation plans) for the site will be provided, as applicable.
- There is access to the site and the site reconnaissance for the ISA will be conducted for the project location in one day.
- Components that are required as part of the ASTM standard for Phase I ESAs but not included in the ISA given the nature of the project site are Sanborn Fire Insurance maps, City Directory listings, environmental

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March 2022

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lien searches, interviews with property owners and/or managers, and in-person review of local regulatory agency files.

- Dudek assumes that deliverables will be transmitted electronically.
- Dudek assumes one concurrent full review cycle and one clean-up/final review of the Draft ISA by the City and Caltrans

Task 4 Natural Environmental Study (Minimal Impacts)

Dudek will conduct a field survey to document the current conditions of the Project site and then prepare a Natural Environmental Study for Minimal Impacts (NES-MI) report using the most current template found in the Caltrans Standard Environmental Reference. The Caltrans NES-MI format is intended for projects with relatively low impacts and amount of mitigation prescribed to reduce the potential effect of project-related impacts. Dudek understands that the Project site is within a highly developed area that has a high level of human activity; therefore, the NES-MI format will be succinct and concise in identifying the existing conditions within the biological study area (BSA).

Biological Resources Survey

Prior to performing the field investigation, Dudek will review the current California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service (USFWS) species list in order to determine whether or not any state- and/or federally listed threatened or endangered and/or special-status species have been recorded in the BSA since surveys were last conducted in the area in 2016.

To better understand the current environmental setting on site, Dudek staff will conduct an evaluation of the BSA, totaling 4.39 acres in size, to document and map the type of natural communities present and their condition and to create a baseline biological resources map with vegetation communities and conspicuous sensitive species locations. Vegetation communities will be determined following the "Manual of California Vegetation" published by the California Native Plant Society (CNPS) in conjunction with the California Department of Fish and Wildlife (CDFW). This manual will be used as a basis for the habitat descriptions and the vegetation map described in the NES-MI. Community classifications will be selected based on site factors, descriptions, distribution, and characteristic species present within the BSA. Information such as dominant species and their associated cover classes, aspect, canopy height, and visible disturbance factors will be recorded on field data forms, described above. Vegetation and species mapping will be performed in the field directly onto 100- or 200-scale (1"=100' or 200') topographic or aerial photographic bases and later digitized into a geographic information system (GIS) format using ArcGIS software.

During this field survey, a general inventory of plant and animal species detected by sight, calls, tracks, scat, or other signs will be compiled as well as a determination of potential sensitive species which could occur on the project site. Observable sensitive resources including perennial plants and conspicuous wildlife (i.e., birds and some reptiles) commonly accepted as regionally sensitive by the CNPS, CDFW, and the United States Fish and Wildlife Service (USFWS) will be mapped and later digitized into a GIS format and added to the updated Biological Resources Map.

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Subject: *Scope of Work to Assist the City of Menifee with Federal/NEPA Analysis, Permitting, and Approval for the Bradley Road Bridge Project*

NES-MI

It is assumed based on our understanding of the Project that a NES-MI will be the appropriate biological resources technical document to appropriately characterize and document the environmental setting and biological impacts. Thus, in accordance with Volume 3 of the Caltrans January 2000 Standard Environmental Reference (SER) guidelines, the results of the biological resource survey will be presented in a NES-MI (current version dated June 2020). A NES-MI is often prepared for projects having a minimal effect on the environment and typically describes the existing biological resources present on-site and how the proposed Project may affect those resources. The NES-MI will include the following information: a detailed project description and history including a project purpose and need statement; a discussion of the survey methodology and adequacy including personnel and survey dates; a description of the environmental setting including the vegetation communities and sensitive biological resources present on-site; a discussion of proposed impacts, including an assessment of the significance of impacts; a discussion of avoidance and minimization measures; and a summary of the project's consistency with applicable conservation policies. The NES-MI will also include a discussion of the project's relationship to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). Proposed mitigation requirements for potential impacts to sensitive resources, including waters of the United States and special-status species, will be briefly discussed in terms of city, state and federal laws and guidelines. Graphics will be prepared to illustrate the location of the site, the existing biological conditions, and the proposed project impacts.

Deliverables

- Draft NES-MI report (electronic submittal)
- Final NES-MI report (electronic submittal) Assumptions
- A NES-MI is the appropriate document to characterize the project's impacts to biological resources.
- This scope of work includes three rounds of review: one from City staff and two by Caltrans District 8. Up to 16 hours of revisions are budgeted for this exercise. Additional coordination with/incorporation of review comments from Caltrans beyond what is indicated is not included in the scope of work described herein. Should revisions require additional time or if additional rounds of revisions become necessary, an associated budget augment can be arranged.
- Focused surveys for special-status plant and wildlife species are not included in this scope of work.
- Because the Project has already received authorization from the resource agencies to impact waters of the United States and state, an updated jurisdictional wetland delineation and report is not included in this scope of work.
- Updated project design plans/construction drawings will be provided to Dudek by NV5 in GIS format, either in CAD or as an ESRI shapefile, for incorporation into the figure set for the NES-MI.

Task 5 Noise and Vibration Technical Report

In support of Dudek's NEPA analysis and documentation efforts, and as contributing member of the NV5 team, Cross Spectrum Acoustics (CSA) will be conducting the noise analysis and preparation of the Noise Study Report. The noise analysis will include the following activities:

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- Identify land uses in the project area and any construction truck routing areas and locate all noise, and where applicable, vibration sensitive receivers.
- Prepare a brief noise measurement and modeling plan for Caltrans review. One round of comments will be addressed prior to start of the noise measurements and modeling plan.
 - Conduct up to 2 long-term (24-hour or representative) noise measurements and 2 short-term (1-hour or representative) noise measurements along the alignment.
 - In addition to noise measurements, traffic data will be collected.
 - Noise and traffic data will be processed, including extraction of vehicle counts and speeds for model validation purposes.
- Conduct a noise analysis applying Federal Regulations and FHWA guidance. This will include validating the FHWA Traffic Noise Model using existing noise measurements, predicting future noise with the bridge in place, and determining if there will be any noise impacts based on the vertical alignment/profile changes.
- At locations, where noise and/or vibration impacts are projected a mitigation and noise abatement analysis will be conducted, and mitigation options will be identified.
- A construction noise and vibration analysis will also be conducted and any locations where noise level limits are exceeded, noise- and vibration-reduction strategies will be provided.
- An assessment of the operational road noise in addition to the construction noise and vibration will be conducted given the proposed change in vertical profile.

Based on the above activities and corresponding results, CSA will prepare a noise and vibration technical report for the project. In addition, CSA will respond to one round of concurrent review and comments from the project team. Based on this round of review and respective comments the technical report will be updated accordingly as part of a final clean-up review cycle.

Deliverables

- Draft Noise and Vibration Technical Report (electronic submittal)
- Final Noise and Vibration Technical Report (electronic submittal)

Assumptions

- The current project design will not include changes that would modify the horizontal or vertical profiles beyond the already identified changes associated with the project.

Task 6 Air Quality and Greenhouse Gas Emissions Technical Memorandum

Based on our experience with similar projects, Caltrans is likely to request the estimated Greenhouse Gas (GHG) emissions generated during construction of the proposed Project. Executive Order B-30-15 requires Caltrans to quantify GHG emissions and use estimated GHG emissions as a performance metric for infrastructure projects. Since the emissions estimator models used to estimate GHG emissions also estimate criteria air pollutant emissions, criteria air pollutant emissions typically presented for an air quality analysis will also be included in the memorandum and are anticipated to be requested by Caltrans. While there is no specific Caltrans guidance for the content and format for this

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deliverable (i.e., quantification of criteria air pollutant and GHG emissions), Dudek has previously worked with Caltrans staff to proactively identify the appropriate scope and format of the memorandum. Accordingly, the air quality and GHG emissions memorandum to be prepared will mirror the respective format and content.

Specifically, Dudek will estimate emissions associated with the construction phase for the Project using the California Emissions Estimator Model (CalEEMod). Dudek will review the previous CEQA analysis and work with NV5's input on the anticipated construction scenario; therefore, the emission estimates will be based on information provided by NV5 and/or will reflect standardized approaches. Applicable Caltrans best management practices (BMPs) and South Coast Air Quality Management District rules to reduce Project-generated construction emissions will be identified. Emissions will be presented for disclosure and not compared to numeric thresholds. Dudek will qualitatively address the operational impacts of the Project because the project would not result in increased vehicular traffic trips. In addition, and consistent with typical requests from Caltrans, a brief discussion of mobile source air toxics (MSATs) will be included per the Federal Highway Administration guidance on addressing MSATs. Details of the analysis (e.g., daily, and annual criteria air pollutant and GHG emission calculations) will be included as an attachment to the memorandum.

Deliverables

- Draft AQ/GHG Technical Memorandum (electronic submittal)
- Final AQ/GHG Technical Memorandum (electronic submittal)

Assumptions

- This scope of work assumes two rounds of concurrent City and Caltrans review and those reviews would not result in revisions to the emissions estimates.

Task 7 Cultural and Historical Resources Assessment Report

The following cultural resources scope of work is designed to obtain the necessary Project approvals in consideration of impacts to historic properties under Section 106 of the National Historic Preservation Act (NHPA). All cultural resources documentation will be completed in conformance with Caltrans requirements, as detailed in Volume 2 (Cultural Resources) of the Caltrans SER.

Project Understanding

Careful review of existing associated documentation has been conducted in order to determine the correct and most efficient scope of work for the current Project needs. This was accomplished by both a qualified archaeologist and architectural historian reviewing the existing CEQA-based documentation as well as the current Section 106/State Historic Preservation Officer (SHPO) concurrence analysis associated with the U.S. Army Corps of Engineers Section 404 Nationwide Permit process currently underway. SHPO has established a five-year recommendation for updating records search results and resource evaluations for appropriate previously conducted studies. Due to this edict and the increase in the Project footprint, Dudek is currently in the process of conducting an updated Section 106 analysis of the NHPA Compliant report documenting the updated California Historical Resources Information System (CHRIS) records search and pedestrian survey completed in 2021. The

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following scope of work assumes that the updated records search and survey, both conducted in 2021, will address the Caltrans requirement for the same tasks and that no additional records search or survey is required.

Area of Potential Effects Map

In consideration of the finalized project description/project plans, Dudek will work closely with the City and Caltrans to develop the Project's cultural resources area of potential effect (APE) map. The APE will encompass all geographic areas in which the proposed undertaking has the potential to affect the character directly or indirectly or use of historic properties (36 CFR 800.16(d)). In addition to areas where construction activities are expected to occur, the APE map will consider construction staging areas, temporary construction easements, utility relocation, and any other activity that has the potential to affect historic properties. The APE map will be plotted on an aerial background, printed on 11x17 paper, and will include the appropriate signature boxes for both Caltrans and local agency representatives.

Records Search

As mentioned in the Project Understanding section of this scope, Dudek assumes that the updated records search conducted in 2021, will address the Caltrans requirement for the same tasks and that no additional records search and analysis of the results is required. Therefore, this scope and cost does not include conducting a new and separate records search and results analysis.

Native American Coordination

Dudek understands that the City, as the CEQA lead agency, has initiated Tribal consultation in compliance with CEQA and in accordance with Assembly Bill (AB) 52. Consultation in compliance with Section 106 of the NHPA was conducted in 2019 in consideration of the original Project conditions, by the federal lead agency, the USACE.

Dudek assumes that any additional required Tribal consultation obligations pursuant to Section 106 of the NHPA for the current proposed project, will be conducted by Caltrans. The results of the SLF request and the NAHC contact list from 2019 will be forwarded to Caltrans. If it is determined that support, outside of the estimated scope and cost, is required or desired to assist Caltrans in their Tribal consultation process pertaining to the proposed Project, Dudek will provide an augment to this scope of work and associated costs, accordingly.

Coordination with Consulting Parties

Given that the proposed Project includes a roadway facility that dates back to the 1990s, Dudek assumes that no historic group outreach letters to facilitate outreach with any applicable local stakeholders such as local historical societies and preservation advocacy groups who may have knowledge of historic properties in the vicinity of the Project APE are required. If it is determined that support for outreach letter composition and transmission is required or desired by Caltrans, Dudek will provide an augment to this scope of work and associated costs, accordingly.

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Cultural Resources Survey

As previously mentioned, Dudek assumes that the pedestrian survey conducted in 2021 will adequately address the Caltrans requirement for the same task and that no additional pedestrian survey will be required. Therefore, this scope and cost does not include conducting an additional pedestrian survey.

Archaeological Survey Report (ASR)

Dudek will prepare an ASR in accordance with Caltrans data, analysis, and formatting requirements to demonstrate that a reasonable level of effort has been made to identify archaeological resources within the Project APE. As mentioned previously, Dudek is currently working on providing Section 106 analysis of the NHPA-compliant report documenting CHRIS records search and pedestrian survey results completed in 2021. Dudek assumes that the same data collection, review, analysis, and pedestrian survey efforts are sufficient to satisfy Caltrans cultural resources assessment requirements. The Section 106 analysis currently being conducted has not identified any previously recorded archaeological resources as a result of the records search or the intensive-level pedestrian survey. As a result, Dudek assumes that no resources will be identified that would require further investigation, such as additional surveys, subsurface testing, or resource evaluation.

If further investigation/analysis/testing/evaluation is required, Dudek will work with the City to augment this cost proposal as appropriate.

Historic Property Survey Report (HPSR)

Upon completion of the ASR, Dudek will prepare an HPSR to serve as the overarching summary document for all Section 106 compliance efforts. This scope of work assumes that all built environment properties within the Project's APE will qualify for exemption under Attachment 4 of the Caltrans' Programmatic Agreement and that an Historical Resources Evaluation Report (HRER) will not be required. The APE map, ASR, detail of the property exemptions, and all other applicable attachments will be appended to the HPSR.

Deliverables

- Draft APE Map, ASR and HPSR (electronic submittal)
- Final APE Map, ASR and HPSR (electronic submittal) Assumptions
- This scope and associated estimated cost for Native American Coordination does not include attendance of Dudek Staff at any virtual or in-person meetings on behalf of Caltrans.

Assumptions

- Dudek assumes no more than two rounds of concurrent review and comments with the City/Caltrans will be required on the ASR and HPSR.

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Task 8 Section 4(f) – Temporary Occupancy Memorandum

According to Section 4(f) of the Transportation Act a federal project may not be approved that includes the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there are no existing feasible and prudent alternatives to the use of the land and the proposed action includes all possible feasible and prudent measures to avoid such use. The Salt Creek Trail runs perpendicular to Bradley Road and currently includes an existing at-grade crossing. Under NEPA review this trail qualifies as a publicly owned park, is protected under Section 4(f), and must be preserved and/or fully restored in post-project condition. The proposed project would not permanently impact the Salt Creek Trail; however, temporary closure and detouring during construction, along with an alteration of the trail to an undercrossing of the Bradley Road Bridge will be required. This closure, detour, and modified trail profile is expected to qualify for a specific provision of Section 4(f) termed *temporary occupancy*. There is special consideration given to temporary occupancy of 4(f) land, including the following:

- Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
- The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
- There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

Dudek will work with the City and NV5 to develop complete description of and detouring plan for the Salt Creek Trail. Using the detailed description Dudek will analyze the temporary effects and prepare a technical memorandum documenting the temporary occupancy. Consistent with the need for agreement from the agency with jurisdiction over the trail, Dudek will also work with the following agencies and representatives to coordinate their involvement and approval of the temporary occupancy.

- Riverside County Parks Department – Kyla Brown, General Manager
- Riverside County Parks Department – Cathy Wampler, Project Manager
- Riverside County Transportation Department – Hector Davila, Senior Engineer Deliverables

Deliverables:

- Draft Section 4(f) Temporary Occupancy Technical Memorandum (electronic submittal)
- Final Section 4(f) Temporary Occupancy Technical Memorandum (electronic submittal)

Assumptions

- Dudek assumes no more than two rounds of concurrent review and comments with the City/Caltrans will be required.

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Task 9 Visual Impact Assessment Technical Memorandum

Dudek has assessed the probable NEPA-based visual impacts of the proposed Project on the environment, including the degree and breadth of the possible visual issues that may arise. Using this initial assessment, the proposed Project is not anticipated to result in adverse visual impacts. The location (horizontal alignment) of the existing roadway crossing is not changing and the vertical profile change (approximately 14 feet above the existing at-grade roadway) would not result in a substantial change to the surrounding environment. The proposed Project is also not anticipated to adversely affect any "Designated Scenic Resources" as defined by relevant statutes or guidelines. Therefore, a technical memorandum summarizing the existing visual conditions, the proposed Project changes, and the resulting determinations will be prepared consistent with the Caltrans Scenic Resource Evaluation and Visual Impact Assessment guidance.

Deliverables

- Draft Visual Impact Assessment – Technical Memorandum (electronic submittal)
- Final Visual Impact Assessment – Technical Memorandum (electronic submittal)

Assumptions

- Dudek assumes Caltrans will concur with the assessment and level of visual documentation required.
- Dudek assumes no more than two rounds of concurrent review and comments with the City/Caltrans will be required.

Task 10 Additional Technical Analysis

Based on the analysis already conducted and documentation already prepared in support of the CEQA document, the following technical disciplines are not anticipated to require new or revised analysis. A summary of the previous analysis conducted, impacts (as applicable) identified, and the corresponding mitigation measures will be provided on the CatEx continuation sheets, incorporated by reference, and appended accordingly.

- Water Quality
- Floodplain
- Hydrology/Hydraulics
- Land Use, Community, and Farmland
- Geotechnical/Geology

Task 11 Wetlands Regulatory Permitting

The incorporation of two access ramps to provide long-term channel access to Riverside County Flood Control District (RCFCD) personnel would incur additional impacts to Salt Creek that were not previously authorized in the existing permits issued for the project in 2020 and 2021. Further, the eastern access ramp appears to extend beyond the Area of Potential Effect (APE) previously evaluated in the environmental document and resource agency permits. In recent conversations with the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control

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Board (RWQCB), the incorporation of the two access ramps would require the preparation and processing of new wetlands permits/verifications to authorize the increase in impacts to waters of the U.S. and state and to address the change in the project description.

The scope of work outlined in detail below identifies the tasks needed to facilitate this request. Based on a visual impact estimate, it appears the two access ramps would incur approximately 0.01 acre of additional permanent impact to Salt Creek in addition to any temporary impacts that may be needed, but have not yet been determined, to facilitate construction of these features. Similar to previous iterations of the project, the permit application preparation and processing will be conducted concurrently; however, each agency has different reporting requirements and evaluation criteria to be addressed during the process. The cost estimate provided below includes the assumption that permit applications will be prepared within three months of approval of the contract and permits will be issued within 9 months of submittal to the agencies, for a total work period of 12 months. The timing referenced above could change depending on any comments from Caltrans that may modify the design footprint further (although this is not expected to occur). During the permit processing period, Dudek will coordinate with the wetlands regulatory agencies including attending up to three (3) virtual project meetings with any combination of regulatory agencies and/or project team members to facilitate application review and processing. Coordination during this process may include telephone, email, and/or written correspondence. This scope of work includes up to 300 hours of application preparation and agency coordination time. If the permit process requires additional time, an amended scope of work and cost estimate would be provided.

Section 404 Nationwide Permit 14

Under this task, Dudek will prepare a new pre-construction notification for verification under the newly reissued Nationwide Permit 14, which will include the following items:

- A completed Nationwide Permit Pre-Construction Notification form
- A completed Attachment 1: Additional Pre-Construction Requirements for the Los Angeles District
- A detailed project description
- A description of project impacts to waters of the United States
- A wetland delineation
- Results of special-status plant and wildlife species surveys
- Project maps and drawings of the impact areas prepared in accordance with the updated map and drawing standards issued by the USACE for the South Pacific Division Regulatory Program in February 2016
- Cross-section and plan view sections of the proposed waters of the U.S. impacts
- Copies of the grading plans
- A discussion of the approvals and certifications being obtained from other federal, state, and local agencies
- A mitigation proposal
- Copies of prior resource agency authorizations issued for the project
- A copy of the 2021 cultural resources study prepared for the project area

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Section 401 Water Quality Certification Application

Since the filing of the previous Section 401 Water Quality Certification and the subsequent issuance of the project's original certification in March 2020, the *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* (Procedures) issued by the State Water Resources Control Board went into effect on May 28, 2020. As a result, the required application form has doubled in length from 15 pages to 30 pages and all applications must now be accompanied by an alternatives analysis. This deviates from what was previously required as part of the original permit process. In coordination with the RWQCB, staff confirmed that a new application must be prepared in accordance with the new Procedures in order to process the proposed project changes. Under this task, Dudek will prepare, file, and process an application for Section 401 Water Quality Certification with the Santa Ana RWQCB office. Dudek will continue to assume that the City of Menifee (City) will pay the required filing fee to be coordinated by Dudek during the wetlands regulatory permitting phase of the project.

The application for Section 401 Water Quality Certification generally includes the following information:

- A completed application form
- A detailed project description
- A description of project impacts to waters of the U.S. and state
- A wetland delineation
- Results of special-status plant and wildlife species surveys
- Project maps and drawings of the impact area(s)
- Cross-section and plan view sections of the proposed waters of the United States and state impacts
- A copy of the construction plans
- A discussion of the approvals currently being obtained from other federal, state, and local agencies
- Copies of prior resource agency authorizations issued for the project
- A mitigation proposal
- An alternatives analysis (see below for more details)
- The final California Environmental Quality Act document (with the Notice of Determination and CDFW filing fee receipt)
- A site-specific Storm Water Management Plan (to be provided by the City or their designee)
- An application fee to be determined by Dudek at a later date and provided by the City

As indicated in the Procedures, an alternatives analysis must be submitted to the RWQCB consistent with the requirements of Section 230.10 of the *State Supplemental Dredge or Fill Guidelines*, unless the project qualifies for an exemption as outlined on page 6 of the Procedures. The alternatives analysis serves two primary purposes. The first purpose is to document that an appropriate sequence of actions has been taken first to avoid, and second to minimize, adverse impacts to waters of the state. The second purpose is to identify the least environmentally damaging practicable alternative. The analysis must establish that the proposed project alternative is the Least Environmentally Damaging Practicable Alternative in light of all potential direct, secondary (indirect), and cumulative impacts on the physical, chemical, and biological elements of the aquatic ecosystem.

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As discussed in the state's Procedures, alternatives analyses shall be completed in accordance with the following tiers. The level of effort required for an alternatives analysis within each of the three tiers shall be commensurate with the significance of the impacts resulting from the impact.

Tier 1 projects include any discharge of dredged or fill material that directly impacts less than or equal to 0.1 acre or less than or equal to 100 linear feet of waters of the state, unless it meets the criteria for a Tier 3 project. Tier 1 projects shall provide a description of any steps that have been or will be taken to avoid and minimize loss of, or significant adverse impacts to, beneficial uses of waters of the state.

Tier 2 projects include any discharge of dredged or fill material that directly impacts more than 0.1 acre and less than or equal to 0.2 acre or more than 100 linear feet and less than or equal to 300 linear feet of waters of the state unless it meets the criteria for a Tier 3 project, or any project that inherently cannot be located at an alternate location (unless it meets the size requirements set forth in Tier 1). Tier 2 projects shall provide an analysis of only on-site alternatives.

Tier 3 projects include any discharge of dredged or fill material that directly impacts more than 0.2 acre or 300 linear feet of waters of the state; rare, threatened, or endangered species habitat in waters of the State; wetlands or eel grass beds; or Outstanding National Resource Waters or Areas of Special Biological Significance, and is not a project that inherently cannot be located at an alternate location. Tier 3 projects shall provide an analysis of off-site and on-site alternatives.

Based on Dudek's review of the impact footprint and site resources, the project exceeds over 0.2 acre of direct impacts (permanent and temporary combined) to waters of the state. Therefore, the project meets the requirements of a Tier 3 evaluation, as defined in the state's Procedures. Under this task Dudek will prepare a Tier 3 alternatives analysis with coordination and technical support provided by NV5, the City, and other members of the design team, as necessary. Dudek will work closely with the project team to identify a reasonable range of alternatives to evaluate. We assume that alternatives are limited given the nature and location of the project. Therefore, we assume no more than three alternatives will be evaluated including the current preferred project, the "No Project" alternative, and one additional onsite configuration.

As part of the permit process we can expect RWQCB staff to have several rounds of comment and review on the application prior to determining completeness. For budget purposes, this cost estimate assumes a need to respond to up to three rounds of comments only. Should the RWQCB have additional rounds of comments a contract augment will be required.

Section 1602 Lake and Streambed Alteration Agreement Application

Dudek will submit to CDFW a notification for a Section 1602 Streambed Alteration Agreement through CDFW's Environmental Permit Information Management System online permitting portal. The notification generally includes the following items:

- A completed notification form submitted electronically through the Environmental Permit Information Management System online portal
- A detailed project description
- A description of project impacts to waters of the state

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- A wetland delineation
- Results of special-status plant and wildlife species surveys
- Project maps and drawings of the impact areas
- Cross-section and plan view sections of the proposed waters of the state impacts
- Copies of the construction plans
- A discussion of the approvals and certifications currently being obtained from other federal, state, and local agencies
- Copies of prior resource agency authorizations issued for the project
- A mitigation proposal
- The final California Environmental Quality Act document (with the Notice of Determination and CDFW filing fee receipt)
- Application fees for each "project¹" using the latest fee schedule (January 1, 2022) (to be assessed by Dudek and provided by the City)

For a standard 5-year permit term, the 1602 Streambed Alteration Agreement application is subject to a 30-day review for a complete application. Following CDFW's determination that the application is complete, there is a 90-day period to prepare the draft 1602 agreement. The California Permit Streamlining Act establishes these timeframes; however, the agency often requests a longer review time for more complicated projects, or it issues a notice of incomplete application with a request for additional information.

Assumptions

We will rely heavily on the documentation, data, and information previously provided to the resource agencies with the original application to reduce costs, where feasible. The following assumptions were used to develop the scope of services for this task discussed herein.

- Project construction plans (including base topo) and impact areas (e.g., temporary and permanent construction footprint) showing the proposed access ramps will be provided to Dudek by the City, or their designee, in Microstation, AutoCAD, or GIS format.
- Dudek will be provided a detailed, complete project description specific to the proposed access ramps that includes a discussion of the construction methods, materials, equipment needed to facilitate construction, and an impact estimate (in cubic yards) of the two access ramps within Salt Creek.
- The City will provide Dudek with the updated construction schedule for construction of the Bradley Road Bridge (start and end year) and the total work term including the start and end dates (in month/day format) and number of working days.

¹ Note, consistent with direction provided by CDFW for previous iterations of the project, each project component (i.e., bridge, gas pipeline relocation, access ramp) must have its own fee to support application processing.

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- The incorporation of the two access ramps will not require additional compensatory habitat mitigation beyond what the City is already providing for the project.
- It is assumed that City will remain listed as the sole applicant for the project and that RCFCDD will not be added to the resource agency permits as a co-applicant. Any deviations to this approach may require additional coordination which would incur a change in scope.
- It is assumed that with the exception of the two RCFCDD access ramps there are no other substantive changes to the project description that need to be addressed at this time.

Task 12 CEQA Addendum

In concert with the above described services, Dudek will also update the previously prepared addendum to the Bradley Road MND to incorporate the additional maintenance access ramps requested by the Riverside County Flood Control District. We assume that the current addendum prepared by Dudek and previously submitted for review has not yet been finalized and/or adopted by the City of Menifee and therefore would be suitable for graphical and text revisions associated with this new project component. Dudek assume that this additional project component would not trigger the need for preparing a subsequent MND, per Section 15162 of the CEQA Guidelines.

Cost Summary

The services proposed and associated cost estimates are presented in Table 1. All labor hours will be billed on a time and materials basis in accordance with Dudek's Draft Fee Estimate (Attachment A), a copy of which is attached for reference. The scope of work and cost estimate provided reflects our current understanding of the City's immediate needs. Amendments to the scope of work and cost will be necessary if there are modifications to the project, outlined assumptions, or the required services.

Table 1. Proposal Task Cost Summary

Task Item	Cost
Task 1. Project Management/Meetings	\$16,740.80
Task 2. NEPA Categorical Exclusion	\$6,730.00
Task 3. Phase I Initial Site Assessment	\$24,701.80
Task 4. Natural Environmental Study (Minimal Impacts)	\$17,155.80
Task 5. Noise and Vibration Technical Report	\$58,113.00
Task 6. Air Quality and Greenhouse Gas Emissions Technical Memorandum	\$7,825.00
Task 7. Cultural and Historical Resources Assessment Report	\$15,830.80
Task 8. Section 4(f) Temporary Occupancy Memorandum	\$4,400.00
Task 9. Visual Impact Assessment Technical Memorandum	\$11,400.80
Task 10. Additional Technical Analysis	\$6,450.00
Task 11. Wetlands Regulatory Permitting	\$60,955.00
Task 12. CEQA Addendum	\$5,530.00
Total Cost Estimated	\$235,833.00

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Thank you for the opportunity to provide environmental services for the project, and we hope that Dudek will serve your needs for this effort. Please contact me if you have any questions or comments regarding this proposal.

Sincerely,



Jason Reynolds
Environmental Project Director



2022 CHARGE RATE SCHEDULE

Technical Services

Engineering Aide/Planning Aide _____	\$85.00/hour
Project Assistant _____	\$95.00/hour
Project Administrator _____	\$106.00/hour
CADD Technician I _____	\$106.00/hour
CADD Technician II _____	\$135.00/hour
CADD Technician III _____	\$145.00/hour
Sr. CADD Technician/Designer _____	\$160.00/hour
Design Supervisor _____	\$170.00/hour
GIS Technician I _____	\$106.00/hour
GIS Technician II _____	\$135.00/hour
GIS Analyst _____	\$150.00/hour
Senior GIS Analyst _____	\$180.00/hour

Environmental Consulting Technical Services

Senior Principal _____	\$230.00/hour
Principal _____	\$220.00/hour
Senior III _____	\$205.00/hour
Senior II _____	\$195.00/hour
Senior I _____	\$185.00/hour
Staff III _____	\$175.00/hour
Staff II _____	\$165.00/hour
Staff I _____	\$155.00/hour
Associate III _____	\$145.00/hour
Associate II _____	\$135.00/hour
Associate I _____	\$125.00/hour
Specialist III _____	\$105.00/hour
Specialist II _____	\$95.00/hour
Specialist I _____	\$85.00/hour
Project Analyst III _____	\$195.00/hour
Project Assistant I _____	\$80.00/hour
Intern _____	\$65.00/hour

Field Survey

1-Person Survey Crew (GPS) (Robotic) _____	\$160.00/hour
1-Person Survey Crew _____	\$148.00/hour
2-Person Survey Crew _____	\$238.00/hour
3-Person Survey Crew _____	\$300.00/hour
1-Person Survey Crew* _____	\$175.00/hour
2-Person Survey Crew* _____	\$300.00/hour
3-Person Survey Crew* _____	\$375.00/hour

* Field rates are based on "Prevailing Wage" as determination by the Department of Industrial Relations (DIR). Rates are effective through December 31, 2022. If contract assignment extends beyond that date, a new rate schedule will be added to the contract. Litigation support will be billed at \$400.00 per hour.



Geospatial Services

Technician _____	\$80.00/hour
Technical Specialist _____	\$105.00/hour
Technical Expert _____	\$165.00/hour
Pilot _____	\$120.00/hour
Associate Team Leader _____	\$120.00/hour
Field Manager _____	\$155.00/hour
Project Manager _____	\$135.00/hour
Account Manager _____	\$250.00/hour
Director _____	\$230.00/hour

Professional

Intern _____	\$80.00/hour
Junior Engineer / Planner / Scientist / Surveyor _____	\$135.00/hour
Assistant Engineer / Planner / Scientist / Surveyor _____	\$155.00/hour
Associate Engineer / Planner / Scientist / Surveyor _____	\$165.00/hour
Senior Engineer / Planner / Scientist / Surveyor _____	\$185.00/hour
Senior Bridge Engineer _____	\$195.00/hour
Project Manager _____	\$235.00/hour
Senior Project Manager _____	\$255.00/hour
Principal Engineer _____	\$285.00/hour
Principal _____	\$300.00/hour

Community Outreach

Principal _____	\$295.00/hour
Strategic Advisor _____	\$235.00/hour
Account Supervisor _____	\$260.00/hour
Facilitator _____	\$225.00/hour
Bilingual Outreach _____	\$225.00/hour
Senior Project Manager _____	\$255.00/hour
Project Manager _____	\$235.00/hour
Assistant Project Manager _____	\$205.00/hour
Integrated Marketing Specialist _____	\$170.00/hour
Media Relations Specialist _____	\$155.00/hour
Stakeholder Outreach Specialist _____	\$255.00/hour
Sr. Community Relations Specialist _____	\$175.00/hour
Community Relations Specialist _____	\$155.00/hour
Environmental Outreach Specialist _____	\$155.00/hour
Project Coordinator _____	\$130.00/hour
Sr. Graphic Designer _____	\$185.00/hour
Graphic Designer _____	\$145.00/hour
Videographer _____	\$130.00/hour
Bilingual Translation _____	\$85.00/hour
Administrative Support _____	\$100.00/hour
Account Coordinator _____	\$120.00/hour

Rate Setting

Rate Specialist _____	\$190.00/hour
Rate Manager _____	\$275.00/hour



Dry Utility Work

Managing Principal _____	\$206.00/hour
Technical Specialist/Expert _____	\$204.00/hour
Senior Project Manager _____	\$191.00/hour
Senior Engineer II _____	\$179.00/hour
Project Manager III _____	\$170.00/hour
Senior Designer _____	\$170.00/hour
Senior Engineer I _____	\$167.00/hour
Designer II _____	\$159.00/hour
Construction Manager _____	\$157.00/hour
Project Manager II _____	\$152.00/hour
Designer I _____	\$146.00/hour
Project Manager I _____	\$143.00/hour
Project Engineer II _____	\$139.00/hour
Project Engineer I _____	\$134.00/hour
Project Coordinator II _____	\$127.00/hour
Project Coordinator I _____	\$113.00/hour
CADD Technician III/Senior CADD Technician _____	\$124.00/hour
CADD Technician II _____	\$110.00/hour
CADD Technician I _____	\$97.00/hour
Administrative Aid/Clerical _____	\$80.00/hour

Construction Management

Principal _____	\$280.00/hour
Assistant Field Engineer (Non Prevailing Wage) _____	\$140.00/hour
Associate Field Engineer (Non Prevailing Wage) _____	\$165.00/hour
Senior Field Engineer (Non Prevailing Wage) _____	\$180.00/hour
Resident Engineer (Licensed) _____	\$235.00/hour
Construction Manager (Non-Licensed) _____	\$210.00/hour
Inspector (Prevailing Wage)* _____	\$165.00 - \$200/hour
Electrical/Signal Inspector (Prevailing Wage)* _____	\$165.00 - \$200.00/hour
Construction Administrator _____	\$110.00 - \$140.00/hour

* Field rates are based on "Prevailing Wage" as determination by the Department of Industrial Relations (DIR). Rates are effective through December 31, 2022. If contract assignment extends beyond that date, a new rate schedule will be added to the contract.

EXPENSES:

Plotting and In-House Reproduction _____	1.10 x Cost
Subsistence _____	1.10 x Cost
Other Expenses - Including Subconsultants & Purchased Services through Subcontracts _____	1.10 x Cost
GIS Web Hosting _____	1.10 x Cost

Mileage - Outside Local Area _____ Per Accepted IRS Rate