Scope of Services to be Provided by Phase

A detailed scope of services has been prepared for the City to review. The scope of work is based on our understanding of the scope of services provided in the Request for Proposals. Meetings are assumed to be virtual unless otherwise noted in the below scope. The City has laid out what appears to be concurrent reviews involving Caltrans and the City for each submittal. However, Caltrans per their quality management plan guidance will require that the City review submittals prior to delivery to Caltrans and for our team to document the review and response to comments. Our approach in the schedule shows a City review prior to submitting for Caltrans reviews, all submittals show concurrent Caltrans/City reviews after the initial submittal to the City.

PHASE I VALUE ANALYSIS, SURVEY, HYDRAULIC STUDY, GEOTECHNICAL INVESTIGATION, AND UTILITY COORDINATION

Task 1 - Project Management and Meetings

TASK 1.1 - PROJECT MANAGEMENT

Consor North America, Inc. (Consor) will perform the activities necessary to plan, direct, and coordinate the work on this phase of the project. Consor will provide project management for each task for the entire duration of the agreed upon schedule. Consor assumes the duration of work for Phase I will not exceed 12 months.

Consor will submit monthly progress reports outlining all activities for which expenses are submitted. All activities will be itemized by task and will be consistent with the agreed upon Scope of Services. Progress reports will include the following:

- Status of work completed to date
- Expense allocation by task
- Work anticipated to be completed in the next reporting period
- Identification of project issues, actions to resolve those issues, and the responsible party to drive resolution.

Project Correspondence and Project Files: All correspondence by and between Consor, the City, other agencies and parties will be recorded and filed for complete record keeping. Meeting notes, telephone record logs, incoming/outgoing correspondence, and all deliverables will be logged and filed. Outside correspondence will be coordinated with and approved by the City's project manager. Project files will comply with the Caltrans uniform filing system as outlined in the Project Development Procedures Manual. This will facilitate transmitting the Project History File to the City during the future close out phase of the project.

Consor will provide weekly updates on progress to the City Project Manager. These updates will take the form of either e-mails or virtual meetings depending on the need for information.

Design Decision Log: Consor will disseminate up-to-date information to the project team at the PDT meetings. A Design Decision log will be prepared for items such as requests for information, documentation of decisions made as the project progresses in development, and deliverable status.

Caltrans Quantitative Risk Register: Throughout the project development process the Consor team will maintain a risk register that complies with Caltrans latest guidance.

TASK 1.2 - KICK OFF MEETING

A kick-off meeting will be held at the City offices and on site after the notice to proceed and will introduce the project team, establish communication channels, set the project schedule, clarify the scope of work, and define the roles and responsibilities of the various team members. Consor will coordinate the kick-off meeting with the consultant team and other project stakeholders that may be appropriate to thoroughly discuss the project background, scope, concepts,

schedule, and management. This meeting will result in an understanding amongst the project stakeholders as to the project scope and schedule, and major project issues that have already been identified by project stakeholders will be shared at this meeting.

TASK 1.3 - CLIENT FOCUS MEETINGS

Consultant assumes up to twelve (12) technical coordination meetings will be needed with the City and other outside agencies. These meetings will be identified as needed to obtain resolution of issues and consensus on strategies.

TASK 1.4 - PDT/COORDINATION MEETINGS (CALTRANS)

PDT meetings will be scheduled every month and held via telephone or video conference with the goal of keeping the project on track and to keep the City and Caltrans informed of the status of the project. One of these meetings would focus on the coordination and review of the Caltrans permanent changeable message sign project. Consor assumes that monthly conference call meetings will be one-hour in duration. This scope assumes a total of twelve (12) PDT meetings.

TASK 1.5 - PROJECT SCHEDULE UPDATES

Consor will update a project schedule on a monthly basis. The schedule will be developed using MS Project. The schedule will indicate critical path activities and major milestone deliverables.

TASK 1.6 - PUBLIC MEETING

The Consor team will attend one public meeting to present the results of the Value Analysis. The Project Manager, Deputy Project Manager, Bridge Project Engineer, Roadway Project Engineer, Landscape Architect, and Bridge Architect will attend and present the findings at the public meeting. We anticipate that the meeting will focus on the corridor aesthetics, hardscape, landscape, overall look and feel of the improvements. In addition, we will provide an update to the project timeline. We will be available to answer the public's questions and listen to their concerns about the improvements.

It is assumed that the Consor team with the City will provide a short presentation to the public and then we will break into subgroups to address specific questions and gather feedback on the improvements.

The coordination, public outreach, and documenting public feedback for this public meeting is covered in Task 9.0 Public Outreach.

ASSUMPTIONS:

- All hard costs related to room, equipment, refreshments, and insurance are not included
- Printing, postage, and production costs are not included
- Meeting will be up to two hours long
- The technical team will provide content for the PowerPoint and exhibit boards, including photographs, illustrations, and renderings.

TASK 1.7 - QUALITY MANAGEMENT PLAN

As required by the COOP Agreement between the City and Caltrans, a Quality Management Plan (QMP) must be prepared for each component phase. Consor will develop, establish, and keep updated a project specific QMP that will include procedures and timetables for conducting independent quality reviews for all reports, plans, estimates, and design documents. A big part of our team's QMP will be supplemented by Brian Ray of Sunrise Transportation Strategies. Brian will be providing his expertise to the roadway geometrics of the interchange. This will:

- Permit adherence to the QMP by both Consor and our subconsultant team throughout the course of this phase of work
- Initiate and document quality reviews and address corrective actions
- Conduct quality audits to ensure quality control procedures are strictly followed and properly documented.

- Perform a thorough review and verification of corrections by an independent reviewer

TASK 1.8 - ENCROACHMENT PERMITS — CALTRANS AND CITY

A Caltrans Encroachment Permit will be required to conduct topographic surveys, geotechnical borings, and soil sampling. Our team will prepare the permit application, including attachments depicting traffic control, boring and sampling locations for the City's signature. Consor will submit the application to Caltrans District 5 on behalf of the City. We expect two rounds of comments from Caltrans Encroachment staff before issuing the permit. Our scope assumes that a no cost permit from the City will be prepared and issued by the City.

TASK 1 DELIVERABLES

- Meeting attendance, agendas, and notes
- Design Decision Logs
- Updated Risk Register
- Monthly Progress Reports and invoices
- Project Schedule (including monthly updates) in Microsoft Project and PDF Format
- Attendance and presentation materials for one (1) public meeting
- Project correspondence
- Compliance assistance as needed
- Caltrans Encroachment Permit application and attachments

Task 2.0 - Grant Assistance

AECOM will lead this effort for the Consor team with support from Consor. The focus during Phase I will be the development of a funding scan and strategy to identify and evaluate suitable federal, state, and regional discretionary grant programs which the Project could potentially access to offset capital costs associated with its construction.

TASK 2.1 - APPLICABLE GRANT OPPORTUNITY MEMO

From the funding scan, the team will prepare both a word document with information on each suitable funding program as well how to position the Project so as to align with sought after program outcomes, as well as an excel base matrix with all the pertinent information about the funding program. These will be living documents and spreadsheets which will be updated annually as program information and objectives change, new funding programs are introduced, and others sunsetted.

As part of this task, AECOM task lead will attend one virtual meeting with the City, Caltrans, and SLOCOG to discuss funding programs and strategies.

During Phase I, we will identify and evaluate strategies to increase the Project's overall competitiveness for specific grant programs identified.

TASK 2.2 - GRANT APPLICATION ASSISTANCE

The AECOM team will develop one grant application and supporting materials during Phase I. Based on our experience, the grant application development will be comprised of:

- Application coordination
- Narrative development
- Economic justification/Benefit Cost Analysis
- QA/QC
- Graphic design

TASK 2 DELIVERABLES

- Grant Opportunity Memo (Word and Excel)
- Attendance at one virtual meeting
- One Grant Application (PDF)

Task 3.0 - Project Vision and Handoff

The City and the PA&ED design team have been working on this project for several years. It will be important that the Consor team has access to the design files and personnel from the previous phases of work. This is imperative to allow our team to hit the ground running and deliver the PS&E phase in a timely manner.

TASK 3.1 - PREVIOUS WORK INVENTORY

Consor will develop a tracking spreadsheet to serve as an inventory of the previous work completed. The tracking spreadsheet will include a description of the material received, the date received, the format of the material, and a brief description of the usefulness of the materials.

TASK 3.2 - HANDOFF MEETINGS

The Consor Project Manager, Deputy PM, and Project Engineers will attend three meetings with the City and PA&ED Design team. The purpose of these meetings will be to discuss and better understand the How and Why's of the preliminary design and layout. Our team does include HDR, who performed the hydraulic analysis for the previous phase and Rincon, who completed the IS-MND for the project. We will prepare meeting agendas and meeting notes as part of this task.

TASK 3.3 - HANDOFF MEMORANDUM

Consor will prepare a memorandum of our understanding of the previous design work done to date. The memorandum will include recommendations for process improvements, a list of challenges and how our team will overcome them, a list of the previous work inventory, tracking spreadsheet, and an updated scope of work.

TASK 3 DELIVERABLES

- Previous work tracking spreadsheet (Excel)
- Attendance, agenda, and meeting notes for three (2 in person and 1 virtual) meetings
- Project Handoff Memorandum and Updated Scope of Work (PDF)

Task 4.0 - Surveying/Topographic Mapping

To support the planning, design, and engineering effort for the proposed Prado Road Interchange Project, current and accurate survey information will be required to provide the design team with existing conditions and right of way alignment. This task includes providing a topographic, boundary, right of way, easement mapping, with specific additional mapping related to Flood Study Mapping, compiled in a survey base map to support of the design of the project. Figure 1 shows the approximate area to be surveyed.

TASK 4.1 - FIELD WORK/ TOPOGRAPHIC DATA COLLECTION

The survey mapping will be constrained horizontally to the California Coordinate System of 1983 (CCS83), Zone 5 projection and vertically to the North American Vertical Datum of 1988 (NAVD88) as established locally by constraining to the City of San Luis Obispo's horizontal and vertical control networks. Our surveyors will set semi-permanent survey control points near the expected project limits for future use as control for construction staking by others.

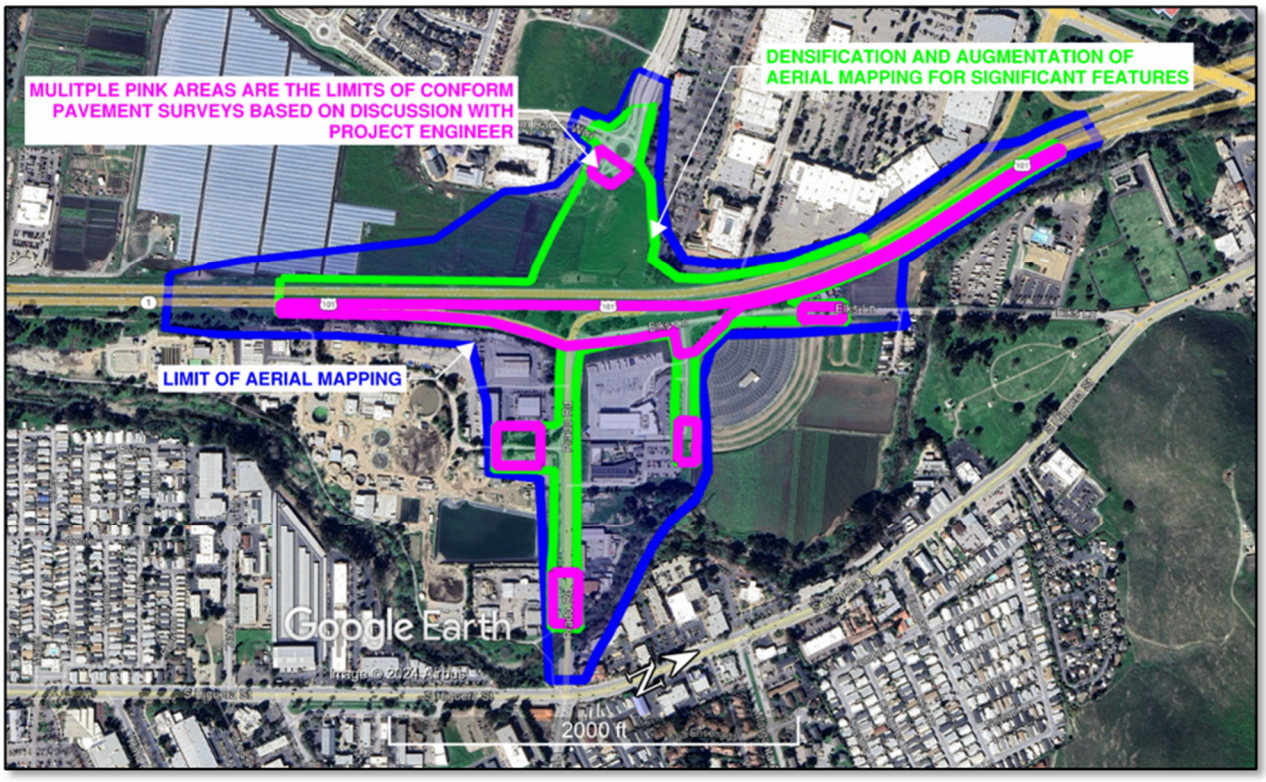
The aerial mapping will cover approximately 80 acres of land, including a variable width strip of approximately 4,700 feet of US 101 and 1,800 feet of Prado Road, along with 1,600 feet of Elks Lane. The limits of the aerial mapping is outlined in blue in Figure 1. The aerial mapping will be compiled from data collection techniques, including high altitude aerial photogrammetry and aerial LiDAR to enhance the digital elevation model in areas of dense brush. Photography will be

captured at an elevation appropriate for a mapping scale of 1" = 20', with a one foot contour interval digital terrain model surface.

The aerial mapping will serve as the base mapping layer and be supplemented by field survey densification and augmentation. Just as the ultimate aerial mapping limits have and will be closely coordinated together with the design team, the extent and focus of the field survey augmentation will also be.

Working closely with the Consor team the aerial mapping will be augmented with field survey. This is depicted by the green line in Figure 1. We also anticipate providing field densification of

Figure 1 Limits of surveying and topographic mapping



the digital elevation model and in support of conform design at approximately six (6) locations, covering approximately 9.3 acres, including almost 4,000 feet of the easterly pavement of the north bound lanes of US 101. Shown in pink in Figure 1.

In support of the drainage analysis we have coordinated our efforts with the design and analysis team. Our scope of work includes providing up to 10 cross sections of the San Luis Obispo Creek upstream and downstream of the Prado Road Bridge. As part of our work for the City of San Luis Obispo's Prado Road Bridge Widening Project, we collected detailed topographic information of San Luis Obispo Creek around the existing bridge. We will review this data and incorporate survey measurements and topographic survey that remains sufficiently accurate at the time of the survey mapping for this project, including mapping of the Prado Road bridge and the Bob Jones Bike Trail Bridge and creek cross sections. For budgeting purposes, we have assumed that the topography related to the fixed works, i.e.pavement, footings, railings, etc. will be able to be used, and that measurements of the ground surface will need to be updated. We do not anticipate surveying tree locations. We will also measure the finished floor elevations of buildings located within the drainage analysis area of interest.

For budgeting purposes, we have included three field survey days to complete this work and associated office time and have assumed that the outreach to building owners will be completed by the City of San Luis Obispo, or others. The limits of the area that building finished floors will be measured is shown in cyan.

These techniques and approaches will result in mapping showing such visible features as edges of pavements, curb, gutter, sidewalk, driveways, walls, fences, street signs, road striping, utility poles and structures, overhead utility lines, manholes, inlets, subsurface drainage system flow lines, culvert diameters, utility markings, fire hydrants, buildings, trees four inches in diameter and larger measured at breast height, brush and vegetation lines, and other items typical to standard practice.

Our scope includes two (2) days of traffic control for mapping and locating monuments within the vehicular traveled way and if needed for topographic measurements. We assume no additional traffic control will be needed.

To reduce the overall need for traffic control safety and to more safely collect survey measurements in and around vehicular traffic, we will use various remote sensing technologies. Wallace Group survey crews are equipped with Trimble's SX10 scanning total station and Trimble X7 terrestrial scanner. Surveying with these devices results in information rich, high density, colorized point clouds of the areas of interest they are deployed within.

This results in conform pavement level survey measurements of areas of US 101 and other busy roads without placing survey crew field staff near, around or within high speed traffic. At the same time, resulting in the needed survey measurements that are typical to pavement surveys within the proposed project areas, while also collecting additional dense geometric information of the surrounding areas. As the project develops, and possible conform locations shift, it is possible that sufficient measurements have already been collected and stored in the point cloud model. Instead of having a change in design result in a new unexpected survey field crew site visit, using these tools results in an efficient extraction of critical measurements from the already collected dense point clouds. Further, these point cloud models can be utilized graphically in support of project rendering that clearly convey project intent to the lay public. Deploying these tools in this manner mitigates Caltrans' Survey Manual instructions and concerns regarding weighing the value and need of pavement level accuracy measurement against the safety concerns of the public.

Topographic measurements and information collected as part of this task will be compiled into a single Civil 3d, 2024 or newer, drawing file and will be referenced into and be part of our survey base map and deliverable.

TASK 4.2 - RIGHT-OF-WAY, BOUNDARY, AND EASEMENT SURVEYS

Our survey team anticipates locating sufficient monuments to establish portions record right of ways a several City of San Luis Obispo public streets, US 101 and the property sidelines of properties adjacent to these stretches within the proposed survey densification and augmentation project area. This includes re- establishment of the record location of the following right of way:

1. Prado Road: Approximately 1,600 feet of Prado Road easterly of the US 101 right of way.
2. Prado Road: That portion of the paper Prado Road right of way located easterly of US 101 being Lot 303 as shown on map of Tract 3096.
3. Dalidio Drive and Froom Ranch Way: That portion of Dalidio Drive and Froom Ranch Way located easterly of Lot 303 and within the project area.
4. US 101: Approximately 2,500 feet of US 101 right of way northerly of Prado Road and approximately 1,500 feet of US 101 right of way located southerly of Prado Road, for approximately 4,000 feet total.

We will also re-establish the approximate locations of the property sidelines that are adjacent to these right of ways. Wallace Group has surveyed several of these properties in the past, or portion thereof, or properties that are very near or adjacent to the properties that are within the survey limits for this projects. More importantly, Wallace Group has a greater level of experience surveying several of the properties that the project may impact.

Our team has included scope and budget to assist and support the City in researching and if necessary, processing revisions to the several APN's that were created as private open space and agricultural easements as a result of Tract 3096 which have encumbered the western side of US 101. This also includes the potential impact to the private "Billboard Easement".

As part of the right of way effort, our team will also review preliminary title reports for the properties adjacent to the road right of ways within the project limits and near proposed project improvements in an effort to research, discover and plot easements that may impact the project. For budgeting purposes, we have included purchasing and reviewing up to 15 preliminary title reports with an average cost of $600, and plotting up to two easements per title report.

For budgeting purposes, we have assumed that no material discrepancies will be discovered as part of this task and that this task will not require a record of survey.

The information discovered and re-established as part of this task will be compiled in a single unique Civil 3d, 2024 or newer, drawing file and will be referenced into the survey base map and deliverable.

TASK 4.3 - ROAD ALIGNMENTS

Consor and Wallace Group will work closely to plot road construction alignments for US 101 mainlines, on and off ramps, and the City of San Luis Obispo Prado Road, Elks Lane and Dalidio Drive. For US 101, the Caltrans right of way maps will be used for the alignment control and for the City of San Luis Obispo roads, we will base the alignment off provided information, or the team will create best fit alignments.

The road alignment will be compiled in a single Civil 3d, 2024 or newer, drawing file, and be part of our survey base map and deliverables.

TASK 4 DELIVERABLES

- Civil 3d, 2024 or newer, drawing files:
  - Topographic survey
  - Right-of-way/property/easement survey
  - Road alignments
- Signed and sealed 22 X 34 inch survey base map

Task 5.0 - Design Technical Reports

This task includes the preparation of geotechnical, bridge design hydraulics, stormwater data, drainage, environmental permitting and mitigation measures and right-of-way needs reports. The scope presented below is based on Consor's Alternative 3A (approximately 1000 feet of bridge with retaining walls).

TASK 5.1 - GEOTECHNICAL DESIGN AND MATERIALS REPORT

Yeh will prepare a Preliminary Geotechnical Design Report (PGDR) for the design of the project. Deliverables will be prepared in accordance with the applicable Caltrans and AASHTO guidelines and manuals. Our scope includes two separate Geotechnical Reports, one for the project and one specifically for the structures included in the project. The geotechnical scope for Phases I and II is based on our knowledge of the required reports for structures, earth retaining structures and the overall project which are based on the Caltrans Geotechnical Manual. All reports will be submitted to the City of San Luis Obispo and Caltrans for review.

Assumptions for Geotechnical work:

- All work will be allowed and permitted to be performed during daylight hours between 0600 and 1800.
- City will allow staging of equipment and materials at their corporation yard located at 25 Prado Road. Materials such as

drilling rod, cement, drilling fluid drums and other equipment will be allowed to be stored. An area of 20 feet wide by 40 feet long would be needed.

Draft Preliminary Geotechnical Design Report (PGDR)

Perform a preliminary geotechnical evaluation of the site using the existing information and prepare a Preliminary Geotechnical Report (PGDR) for the proposed project. The report will include:

- Project description
- Overview of existing geotechnical information including as- built data
- Geotechnical conditions including:
  - Site geology
  - Topsoil – soil survey review
  - Surface conditions
  - Subsurface conditions based on previous studies
  - Groundwater
  - Seismic hazards including fault rupture, ground motion parameters developed from ARS-online, seismic parameters for slope stability analyses, liquefaction, and liquefaction induced lateral spreading
- Geotechnical design evaluation including options for earth retaining structures, slopes, or sound walls (if needed)
- Geotechnical design considerations pertaining to project aspects including right-of-way, constructability, and construction timeline

A draft report will be submitted for the City and Caltrans review and comment. Comments will be incorporated as appropriate. It is anticipated that project alternatives will not be added between the Draft and Final reports. Up to two rounds of reviews by the City and Caltrans are anticipated.

TASK 5.1 DELIVERABLES

- Draft Preliminary and Final Geotechnical Design Report (PGDR)

TASK 5.2 - STRUCTURE PRELIMINARY GEOTECHNICAL DESIGN REPORTS (SPGR)

Alternative 3A includes both earth retaining structures and bridge structures. Caltrans will require separate SPGRs be prepared for the earth retaining structures and the bridge structures.

Task 5.2.1 Draft Structure Preliminary Geotechnical Report (SPGR) for Earth Retaining Structures

Yeh will compile and review published reports, maps, historical photos, and drawings pertinent to the proposed retaining walls. This review will specifically include reviewing Log of Test Borings prepared for the existing structures in the area of the project.

Yeh will perform a preliminary geotechnical evaluation of the site using the existing information and prepare a Structures Preliminary Geotechnical Report (SPGR) for the proposed earth retaining structures (ERS).

The report will include the following:

- Project description and proposed ERS structures;
- Overview of existing geotechnical information including as- built data;
- Geotechnical conditions based on previous studies including site geology, surface conditions, subsurface conditions, groundwater; as well as corrosion and scour data;
- Seismic information including the ground motion parameters as well as the potential for the site and design of the project to be impacted geologic hazards such as seismic shaking, fault rupture, liquefaction or seismic settlement, lateral spreading, and slope instability;
- Preliminary recommendations for earth retaining structure types and associated foundation considerations as input

to type selection; and
- Recommended field work and laboratory testing for design phase services.

A draft report will be submitted for the City and Caltrans review and comment. Comments will be incorporated as appropriate. Up to two rounds of reviews by the City and Caltrans are anticipated. It is anticipated that project alternatives will not be added between the Draft and Final reports.

Task 5.2.2 Draft Structure Preliminary Geotechnical Report (SPGR) for US 101 OC/Ramps at Prado Road
Yeh will compile and review published reports, maps, historical photos, and drawings pertinent to the proposed overcrossing structure and ramps. This review will specifically include reviewing Log of Test Borings prepared for the existing structures in the area of the project.

Yeh will perform a preliminary geotechnical evaluation of the site using the existing information and prepare a Structures Preliminary Geotechnical Report (SPGR) for the proposed overcrossing structure.

The report will include the following:

- Project description and proposed structures;
- Overview of existing geotechnical information including as- built data;
- Geotechnical conditions based on previous studies including site geology, surface conditions, subsurface conditions, groundwater; as well as corrosion and scour data;
- Seismic information including the ground motion parameters as well as the potential for the site and design of the project to be impacted geologic hazards such as seismic shaking, fault rupture, liquefaction or seismic settlement, lateral spreading, and slope instability;
- Preliminary recommendations for foundation type selection for the structures; and
- Recommended field work and laboratory testing for design phase services.

A draft report will be submitted for the City and Caltrans review and comment. Comments will be incorporated as appropriate. Up to two rounds of reviews by the City and Caltrans are anticipated. It is anticipated that project alternatives will not be added between the Draft and Final reports.

TASK 5.2 DELIVERABLES
- Draft and Final Preliminary Geotechnical Reports (SPGR)(ERS) and US 101 OC/Ramps

TASK 5.3 - UPDATED LOCATION HYDRAULIC STUDY
HDR will be supporting the Consor team in the development of the hydraulics for the project. They are very familiar with the Location Hydraulic Study (LHS) from the PA&ED phase. Using the current version of the U.S. Army Corps of Engineers' (USACE) Hydraulic Engineering Center River Analysis System (HEC-RAS) software, HDR will review, update, and implement proposed changes to the floodplain geometry identified in the value analysis recommendations, in the pseudo-steady-state 2D model previously developed for the Project. The results will be included in the updated Floodplain Evaluation Report, which will include the technical information for the Location Hydraulic Study and Floodplain Evaluation Report Summary forms, to document the investigation and determine the specific impacts on the floodplain and necessary avoidance, minimization, and/or mitigation measures.

Our scope assumes two rounds of comments from the City and Caltrans prior to finalizing the Floodplain Evaluation Report.

TASK 5.3 DELIVERABLES
- Draft and Final Updated Floodplain Evaluation Report (PDF)

TASK 5.4 - DRAINAGE IMPACT STUDY REPORT
HDR will conduct a preliminary Drainage Impact Study to identify appropriate drainage design criteria and determine

existing hydrology and drainage systems within the Project area. The impact of the Project improvements will be documented, and recommendations for conceptual drainage improvements will be included in a technical report. A planning-level cost estimate for drainage improvements will also be included in the report.

Our scope assumes two rounds of comments from the City Caltrans prior to finalizing the Drainage Impact Study Report.

TASK 5.4 DELIVERABLES

> Draft and Final Drainage Impact Study Report (PDF)

TASK 5.5 - PRELIMINARY FLOODPLAIN AND BRIDGE DESIGN HYDRAULIC STUDY

Using the hydraulic modeling developed for the Project's Location Hydraulic Study, HDR will perform a hydraulic analysis to determine the design flow characteristics for the Project site, including limits and water surface profiles through the study area for the base flood and design flood. It is our understanding that as part of the Prado Creek Bridge project, San Luis Obispo Creek will likely be regraded. Our analysis will include the regrading of the creek based on the City provided grading surface. A bridge scour analysis will be completed to determine the scour potential according to the methodology specified in the Federal Highway Administration's (FHWA) HEC-18 and HEC-20 manuals. The team will work to determine what, if any, scour countermeasures as necessary for the proposed improvements per the FHWA HEC-23 and Caltrans' Highway Design Manual (HDM). HDR will model up to three (3) alternatives.

TASK 5.5 DELIVERABLES:

> Preliminary Floodplain and Bridge Design Hydraulic Study Report (PDF)

TASK 5.6 - PRELIMINARY STORMWATER DATA REPORT

A Preliminary Stormwater Data Report will be prepared summarizing the Project impacts on water quality, general Project features, and recommended best management practices (BMPs). We will utilize Caltrans' standard checklists. Our team will propose conceptual Project features or BMPs that meet the criteria set by the Regional Water Quality Control Board (RWQCB) and Caltrans National Pollutant Discharge Elimination System (NPDES) Permit. Additionally, the need for erosion-control measures will be addressed.

HDR will prepare a Stormwater Control Plan in accordance with the City's stormwater requirements, and will use the Stormwater Control Plan template available from the City's website. The Stormwater Control Plan will be included as an attachment to the Preliminary Stormwater Data Report.

TASK 5.6 DELIVERABLES:

> Preliminary Stormwater Data Report (PDF)

TASK 5.7 - WATER QUALITY ASSESSMENT REPORT

To provide the existing physical and regulatory environment information for water quality, HDR will 1) identify and describe the current and upcoming laws that relate to water quality; 2) describe the beneficial uses as detailed by the RWQCB Basin Plan for potentially affected waters; 3) discuss water quality objectives for potentially affected waters; 4) list potential sources of pollutants, existing water quality of the receiving water bodies, i.e., Total Maximum Daily Loads (TMDLs) or 303(d) impaired water bodies listed; and 5) describe the watershed, existing drainage, and hydrologic conditions. We will evaluate the water quality impacts for each proposed alternative and recommend possible BMPs or Project features to address water quality issues. HDR will document our findings in a technical report.

Our scope assumes two rounds of comments from the City and Caltrans prior to finalizing the Water Quality Assessment Report.

TASK 5.7 DELIVERABLES:

- Draft and Final Water Quality Assessment Report (PDF)

TASK 5.8 - RIGHT OF WAY NEEDS DETERMINATION

Based on the approved 50% plans for the preferred alternative, Consor will finalize the right-of-way needs determination. This document will include APNs, Ownership of Parcel, and Areas of temporary and permanent right-of- way needs for the project. This information will be presented in a graphic format with the information clearly summarized in a table (excel format).

TASK 5.8 DELIVERABLES:

- Exhibit Strip Map showing areas to be acquired
- Excel spreadsheet listing APN, Owner, and area required

TASK 5.9 - RIGHT OF WAY ESTIMATING

Hamner, Jewell & Associates (HJA) will be supporting the Consor team for right-of-way support. HJA prepared Right-of-Way Data sheets as part of the PA&ED phase for the project. During this phase HJA will update the Right-of-Way Data sheets with current property values and updated right-of-way take areas, including updated utility relocation costs for the preferred alternative.

TASK 5.9 DELIVERABLES:

- Updated Right-of-Way data sheets for preferred alternative (PDF)

TASK 5.10 - ENVIRONMENTAL PERMIT AND MONITORING MEMORANDUM

The Consor team includes Rincon as our lead for environmental permitting and monitoring. An Environmental Permitting Memorandum will be prepared that will identify the regulatory permits required for the project as well as list applicable measures to avoid and/or minimize environmental impacts, including how implementation of measures, best management practices (BMPs), and compensatory mitigation will be monitored before, during, and/or after construction. We assume that
a Lake or Streambed Alteration Agreement (LSAA) from the California Department of Fish and Wildlife (CDFW) and a Waste Discharge Requirements (WDRs) Permit from the Regional Water Quality Control Board (RWQCB) will be required, based on our understanding of the project and its associated environmental documentation.

The administrative draft Environmental Permitting Memo will be submitted to the City for preliminary review and revised in response to up to two rounds of consolidated comments.

TASK 5.10 DELIVERABLES:

- Administrative Draft, Draft, and Final Environmental Permitting Memorandum (PDF)

Task 6.0 - Value Analysis

At the end of the PA&ED phase, the City conducted a hybrid Value Analysis that looked at six improvements to be considered in the next phase of work (five were determined to be viable). The focus of the previous work was to reduce the overall cost of the improvements. During this task, the Consor team will review the five viable improvements. Our team recommends we revalidate the design criteria and concepts considered in the previous phase. In addition, to the five improvements, our team suggests addressing the following elements that were not considered in the previous phase:

- Revalidate traffic analysis (Optional Task)
- Reducing the width of the overcrossing structure
- Fine tuning the limits and impacts to the floodplain by shortening the elevated portion of the project and the use of retaining walls with culvert openings

- Location of stormwater treatment facilities, including maintenance
- Roadway drainage – City drainage versus Caltrans drainage
- Relocation of wet utilities – water and recycled water lines
- Use of sustainable materials, such as “Green” concrete
- Determination of appropriate sustainable rating program to utilize
- Review best practices for area underneath the elevated structures

TASK 6.1 - DRAFT VALUE ANALYSIS REPORT

The Consor team will prepare a draft report that addresses the five design items previously discussed and the items listed above that the team, the City and Caltrans agrees should be addressed. The aesthetics for the Prado Road corridor will be developed in Task 7.0. These elements will be summarized in the Draft Value Analysis Report. The Draft report will document the process and decisions made during our Design Charrette meetings. Cost estimates will be summarized in the report. The Draft report will be prepared after the preferred alternative is chosen.

Task 6.1.1 - Design Charrettes (City and Caltrans)

The Consor Project Manager, Deputy Project Manager, Bridge and Roadway Project Engineers, Landscape Architect and Brian Ray will lead three (3) design charrettes with the City and Caltrans. The focus of the first design charrette will be to discuss and prioritize the potential improvements to be reviewed as part of the Value Analysis or revalidation process. The next two meetings will concentrate on the specific project improvements and the design team’s solutions to the concerns raised during the first meeting. In addition to the design charrette meetings, our Wet Utilities team will meet twice (2) with City utility staff to discuss the needs of the Wet Utilities within the project limits.

Task 6.1.2 - Conceptual Roll Map/Bridge Advance Plans

The Consor team will prepare a Conceptual Roll Map and Bridge Advance Plans of Alternative 3A to our first design charrette meeting as a starting point for the Validation Analysis. We will prepare two (2) conceptual plans and Bridge APS for the second meeting with the goal of gathering comments from the City and Caltrans. The goal for the third meeting would be to prepare two (2) conceptual plans and bridge APS and drill down in on the preferred concept.

Task 6.1.3 - Renderings of Preferred Alternative

After the third design charrette the design team will have a preferred alternative that incorporates those elements and revisions that the design team, City and Caltrans agree should be the basis for the preparation of the 50% Plans. The design team will create a 3-D model that will be rendered and colored. The rendering will be provided to the City and Caltrans for comment. We can provide the rendering as a roll map and/or as an electronic file format.

Task 6.1.4 - Cost Estimates

Understanding the costs associated with the options being explored during this task will be vital to making informed decisions. The team will prepare planning level (11 page estimate) cost estimates for each alternative. The estimate will be broken down to provide the City and Caltrans the cost for each element. We will prepare a total of six (6) estimates – one for Alternative 3A, two for each of the conceptual plans presented at the design charrettes and a final cost estimate for the preferred alternative.

TASK 6.1 DELIVERABLES:

- Draft Value Analysis Report (PDF)
- Attendance, agenda, and meeting notes for three (3) design charrettes (in person)
- Conceptual Roll Plans (4 Alternatives) (PDF)
- Bridge Advance Planning Studies (4 Alternatives) (PDF)
- 3 dimensional model of preferred alternative (PDF or Electronic)
- Planning level cost estimates (total 6) (PDF)

TASK 6.2 - FINAL VALUE ANALYSIS REPORT

We will address two rounds of consolidated comments from the City and Caltrans on the Draft Report and incorporate, as appropriate, into the Final Value Analysis Report. A comment form will be prepared and submitted. The comment form will document the comment, response, and any further explanation as necessary.

TASK 6.2 DELIVERABLES:

> Draft Final and Final Value Analysis Report (PDF)

TASK 6.3 - VALIDATION OF TRAFFIC ANALYSIS (OPTIONAL)

This task is optional. The Consor team would encourage the City to consider a revalidation of the traffic analysis that was completed as part of the PID and PA&ED phases. We are not proposing to reanalyze all the intersections the original traffic study included. With the age of the traffic counts and the fact that they were done pre-pandemic, our team is suggesting updated traffic counts, an updated forecast model, and a future project compatibility. It is critical that the entire team is assured that the preferred alternative geometrics are still valid. This work will be led by DKS with support from Consor.

Task 6.3.1 - Update Traffic Counts and TOAR Volume Set Comparison

This task is meant to determine the effects travel demand changes related to the COVID-19 pandemic and subsequent increase in work from home activity as well as traffic generated from recent development in the vicinity of the project (San Luis Ranch development) since the 2019 TOAR counts were collected. As part of this task, DKS will review up to 15 intersections including locations along Prado Road, South Higuera Street, Madonna Road, Los Osos Valley Road, and Froom Ranch Way as appropriate based on recent developments and targeted local intersections of concern for the City. To the greatest extent possible, DKS will use counts from the City of San Luis Obispo's count program, but our scope and fee includes the need for new counts at all study locations. Our team will also utilize available Caltrans PeMS stations to compare volume changes on US 101 between 2019 and 2024. This analysis is focused on operations and thus daily counts have not been included in this scope.

This analysis will be focused on direct volume comparisons during the AM and PM peak hours to help determine if there are any opportunities in the Value Analysis Investigation in Phase I. A ground truth of current traffic numbers will help inform the team's decision-making process and may be potentially useful in supporting grant applications.

Our team will meet virtually with the City and Caltrans to discuss count locations and another time to discuss and review our findings.

Task 6.3.2 - Revalidation Assessment

Depending on the results of the Updated Traffic Counts and TOAR Volume Set Comparison, there may be a need to re-analyze the traffic operations previously reviewed in the TOAR. This can include intersection operations and freeway merge- diverge analysis. This analysis is not intended to reopen the environmental analysis and it is strictly meant to determine if the new base year traffic volumes would result in different needs for the interchange. This analysis will make adjustments to the 2050 design year volume set developed for the TOAR amendment based on the newly collected counts. No new forecasting will be conducted as part of this task.

Our team will reanalyze existing conditions and design year traffic operations to determine if there have been any significant changes to the facility sizing needs based on five years of traffic growth since the previous analysis was initiated. This analysis may also include some limited analysis of additional intersections which were not included in the 2023 TOAR Addendum (e.g. intersections along Froom Ranch Road which did not previously exist) based on City input and the locations collected in the previous task. This task assumes that all Synchro, HCS, Sidra, and Travel Demand model output files produced by GHD for the TOAR will be made available for use for this analysis.

Our scope includes three virtual meetings; one to discuss the revalidation needs, one to coordinate with GHD on file transfer

needs, and one to review our findings.

Task 6.3.3 - Future Compatibility Assessment

This task will take the work of the previous two tasks one step further and evaluate the traffic compatibility of the proposed interchange design with the previously considered options for providing ramps to and/or from US 101 southbound. Prior planning documents identified a need for access to the southbound freeway at Prado Road to relieve traffic stress off Madonna Road and Los Osos Valley Road. This task will re-analyze the interchange with up to two southbound ramp configurations to determine if the currently proposed design is compatible with potential future needs. This analysis will be focused on ultimate roadway sizing needs, intersection spacing, traffic operations, and queueing which may result from the addition southbound US 101 access.

This work will inform the Value Analysis Investigation to ensure that the interchange as proposed does not preclude the ability to address potential future traffic needs. The southbound ramp options were not analyzed in the TOAR and this analysis is meant to determine if the additional southbound freeway access may be warranted before the project design year. This analysis assumes using the analysis files obtained as part of previous task as a starting point for analysis. New forecasts will be developed as part of this task to include the southbound ramp access as well as any additional land uses near the interchange which may not have been previously considered. This task is not meant to be used for final concept development or environmental clearance for the southbound freeway access. This analysis is specifically meant to determine if there are any modifications to the currently proposed design which would allow for this future option and how likely it is that this option will be needed by the design year. If the southbound ramps are found to not be needed, this report could also help inform which aspects of the design could be modified to save on cost for not needing to account for this additional infrastructure.

Our scope includes four virtual meetings; one to discuss alternatives for evaluation, one to discuss preliminary results, and two to discuss comments and review final results.

TASK 6.3 (OPTIONAL) DELIVERABLES:

- Updated 2024 traffic count sheets
- Draft and Final Memorandum of Findings – comparing previous 2019 counts with the 2024 counts
- Draft and Final Memorandum summarizing the revised existing conditions and design year analysis
- Draft and Final Report summarizing the findings of the FCA

TASK 6.4 - LEED/ENVISION/GREENROADS MEMORANDUM OF FEASIBILITY

During the Public Meeting for Phase I, our team will discuss ways to incorporate sustainable elements into the project and reduce greenhouse gas emissions during construction. This collaborative effort with the City, Caltrans, and the public will help define and establish sustainability goals, priorities, preferred alternatives, and develop feasible designs for the project. A pre-assessment checklist will be used to quickly compare project alternatives before key project decisions have been finalized. Establishing goals and priorities will help determine which sustainability rating system(s) would be appropriate to select for this project, and that will be further developed in Phase II.

After the public meeting, and the development of the pre-assessment checklist, our team will prepare a Memorandum to discuss the feasibility of incorporating these elements, recommend the most applicable sustainability rating system, likelihood of obtaining certification from the program and our team's recommendation for Phase II.

TASK 6.4 DELIVERABLES:

- Administrative Draft and Draft LEED/Envision Memorandum (PDF)

TASK 6.5 - SUSTAINABILITY MEMORANDUM

The Consor team will prepare a Sustainability Memorandum that describes material types, construction techniques, traffic control, and other methods to reduce greenhouse gas (GHG) emissions and limit environmental impact during

construction. The Sustainability Memo will incorporate required mitigation measures identified in the January 2023 Initial Study – Mitigated Negative Declaration (IS-MND) for the US 101/Prado Road Interchange Project, the project's adopted Mitigation Monitoring and Reporting Program and Environmental Commitments Record, BMPs from Caltrans' GHG Reduction Measures Toolbox (June 2021), and any applicable conditions of approval from the City of San Luis Obispo and Caltrans.

The Sustainability Memo will list applicable methods to limit environmental impacts, including how implementation of mitigation, conditions, and BMPs will be monitored during construction. The administrative draft Sustainability Memo will be submitted to the City for preliminary review and revised in response to one round of comments as part of Phase I. Subsequent revisions will be addressed in Phase II.

TASK 6.5 DELIVERABLES:

- Administrative Draft and Draft Sustainability Memorandum (PDF)

Task 7.0 - Schematic Aesthetic Development

Apexx will lead the development of the aesthetic features for the Prado Road corridor. Consor and Wallace Group's landscaping team will be assisting Apexx in this effort.

TASK 7.1 - DEVELOP RENDERINGS (3 CONCEPTS): BRIDGE, ROADWAY, SIGNAGE, LANDSCAPE

Prior to developing the conceptual renderings, our team will meet with the City and Caltrans (including Caltrans Landscape Architectural Functional Unit) to brainstorm ideas for possible themes and aesthetic treatments for the bridge and retaining structures and railings, roadway enhancements including bicycle, pedestrian, and median hardscape/landscape treatments, plant palettes and locations, and lighting. This meeting will help set the vision for the corridor. After meeting with the City and Caltrans, the team will create three (3) concept alternatives based on the City and Caltrans direction with input from the design team. One of the concepts will be Alternative 3A as discussed in the Project Understanding and Approach. The development of the renderings will include:

- Creating a digital 3D model of surrounding site for rendering purposes.
- Creating conceptual designs of railings, abutment, piers, lighting, superstructure type, texture, and color.
- Producing renderings showcasing each alternative for team discussion during progress meetings. Renderings will be provided in JPEG, PNG, or PDF format at a resolution equal to 24"x36" at 300 DPI. All renderings and 3D modeling will be developed in Revit.

These renderings will be presented to the public for review and comment during the Public Meeting identified in Tasks 1.6 and 9.0. The team will utilize diagrams, renderings, animations, and drawings to illustrate the concepts to the public and solicit comments and feedback for a preferred option or direction.

TASK 7.2 - MEETING - CITY AND CALTRANS

The team will meet with representatives from the City and Caltrans after the draft renderings have been developed to gather input and consensus. We assumed two virtual meetings will be required to achieve consensus.

TASK 7.3 - DRAFT AESTHETIC REPORT

The aesthetic theme for the corridor will be documented in an Aesthetic Report. The report will document the process the team followed, and the decisions made and agreed upon by the team, the City and Caltrans. Feedback received from the public will also be documented in the report. The draft renderings will be included, as well as an estimate of the construction costs associated with the aesthetic treatments.

TASK 7 DELIVERABLES:

- Attendance, Agenda, and Meeting Notes at Pre-rendering virtual meeting with City and Caltrans
- Draft 3D renderings for three (3) concepts

- Attendance, Agenda, and Meeting Notes for two virtual (2) meetings with City and Caltrans
- Draft Aesthetics Report (PDF)

Task 8.0 – Utility Coordination - Phase I

Consor will provide utility coordination by working with the utility agencies identified in the survey mapping completed as part of Task 4 of the project. Consor will coordinate potential utility relocations (underground, wet and dry utilities) needed to construct the project.

Consor will follow Caltrans Local Assistance Procedures Manual (LAPM) Chapter 14 guidelines for the utility coordination for the project. During this task, we will focus on positively locating the utilities and begin coordinating with the City staff for the wet utilities and the dry utilities for undergrounding. The utility coordination will continue in Phase II of the project.

TASK 8.1 - "A" LETTERS

Consor will prepare Utility Verification Letters ("A" Letters) for each of the identified utilities. The "A" Letters will notify the utility company of the project and project limits, schedule and expectations. A color-coded plan showing existing and proposed right-of-way lines and existing and proposed utility facilities with the project improvements shown will be attached to the "A" letters. We will also include a conflict map identifying impacted utilities. The "A" Letter will request as-built or Atlas maps for the impacted utilities and determination of prior rights.

"A" Letters can be provided to the City in MS Word format for placement on City Letterhead and signed by the City Project Manager and mailed, or Consor can place the letters on our letterhead and sign them. If the City chooses to sign the letters the contact information in the letter will be Consor's Utility Task Lead.

TASK 8.2 - MEETINGS WITH AFFECTED UTILITIES (2 MEETINGS PER UTILITY, INCL CITY WET UTILITIES. 1 IN PERSON, 1 VIRTUAL)

Following the preparation and the utilities receipt of the "A" letters, Consor's Utility Task Lead will attend an in person informational meeting out on site with all of the affected utilities. This meeting will be an opportunity to walk through the project impacts, timeline, goals, and verify utility alignments. The Utility Task Lead will schedule individual meetings with each affected utility to answer specific questions and discuss relocation options.

Consor's wet utility task lead will meet in person once and once virtually with City staff to discuss the wet utility relocations specifically.

TASK 8.3 - POTHOLE EXHIBITS (2)

Consor will prepare exhibits depicting locations of potholing to be conducted by the City's contractor. The pothole exhibits will be prepared once as-built and atlas plans have been received from those utilities that are underground. The maps will be the same color coded maps used for the "A" Letters and will show locations of the requested pot holing. We will submit a draft of the exhibits to the City for review and comment. We will address the City's comments and submit a final exhibit. Our scope assumes that the City will be coordinating potholing, traffic control, and all permits necessary for the potholing activities. We recommend that the locations and depths of the utilities determined during the potholing be surveyed. Our team can provide that service if desired.

TASK 8.4 - UTILITY COORDINATION - DRY UTILITIES TO UNDERGROUND

The City desires to underground the overhead utilities along Prado Road, Elks Lane, and along the west side of US 101 in the area of the new overcrossing. Our scope assumes that the distribution electric line to the north of the project crossing US 101 will not be underground. Consor's Utility Task Lead will be coordinating with the affected utilities to discuss options for the undergrounding. Those utilities crossing US 101 (overhead along the southside of Prado Road) can be placed in conduits in either the barrier rail or deck of the new overcrossing structure. The overhead lines along the north side of Prado Road that terminate at the northbound ramp termini can be placed in a joint trench in the new

roadway. The lines running overhead along the existing Elks Lane can also be placed in a joint trench. These alternatives will be discussed and coordinated with the affected utilities.

Our task lead will meet with the affected utilities two (2) times (virtually) during this task to determine right-of-way needs.

TASK 8 DELIVERABLES:

- Preparation of "A" Letters
- Attendance, Agendas, Meeting Notes and Action Items for Two (2), one in person and one virtual, with affected utilities. Including City Wet Utilities
- Pot Hole Exhibits (Draft and Final) (PDF)
- Attendance, Agendas, Meeting Notes and Action Items for Two (2), two virtual meetings with Underground Utilities

Task 9.0 – Bridge Type Selection

TASK 9.1 – PRE-TYPE SELECTION SUBMITTAL TO OSFP

Four weeks prior to submitting the draft Type Selection Report, Consor will prepare a Bridge Site Data Submittal Package (BSDS) and submit along with the Foundation Boring Plan and Draft Bridge Design Hydraulics Report to Caltrans according to the Office of Special Funded Project (OSFP) Guide.

TASK 9.2 – TYPE SELECTION REPORT

Consor will prepare a Type Selection Report for the bridge and retaining wall structures associated with the new Prado Road Interchange. It is assumed one comprehensive report will be developed to include all the structures.

The Type Selection Report will contain a General Plan, a General Plan Estimate, a draft Foundation Plan for each alternative for the structure, along with a memorandum addressing geotechnical, aesthetic, environmental and cost issues as outlined in the OSFP Memo 4-2 and Caltrans Memos to Designers 1-29. A structures type recommendation will be included in the report. It is assumed no more than two alternatives will be investigated. The bridge structure types assumed to be evaluated include cast-in-place post-tensioned concrete box girder and precast prestressed concrete wide flange girder. Retaining wall structure types assumed to be evaluated include Caltrans Standard Type 1 and Mechanically Stabilized Embankment.

For each bridge alternative evaluated, consideration shall be given to structure depths, clearance over US 101, falsework requirements, slope stability (abutments), and constructability. The structure foundations shall be discussed with the geotechnical engineer to determine foundation type. The evaluation shall identify traffic handling and falsework assumptions (as required). Any required construction staging and the dimension of any required falsework openings will be shown on the General Plan. The choice of structure type shall be based on criteria outlined in Caltrans Bridge Design Aids and Memo to Designers. Estimates will be prepared for all alternatives and will be included in the Report. The following shall be indicated on the General Plan:

- Structure length, width, depth, and type
- Railing, including temporary K-rail
- Stage construction information, as required
- Type of foundation assumed
- Falsework assumptions if required
- Aesthetic requirements which affect cost of structure
- Roadway widths
- Estimated construction costs

TASK 9.3 – DRAFT TYPE SELECTION REPORT SUBMITTAL TO CITY

Consor will submit the Draft Type Selection Report including attachments to the City for review and comment.

TASK 9.4 –TYPE SELECTION REPORT SUBMITTAL TO CALTRANS & TYPE SELECTION MEETING

Upon receiving approval from the City on the Type Selection Report, Consor will submit the report to Caltrans in order to schedule a Type Selection Meeting as per the guidelines outlined in the OSFP Guidelines. Consor will present the structure at a Type selection Meeting. The Project Manager, Deputy Project Manager, Bridge Project Engineer will attend the Type Selection meeting in person. The Project Geotechnical and Hydraulics Engineers will attend virtually.

After receiving all comments from the meeting, Consor will revise the General Plans and General Plan Estimates for Structure and walls as well as the Type Selection Report.

TASK 9 DELIVERABLES:

- Pre-Type Selection Submittal to OSFP including BSDS, draft Foundation Boring Plan, & draft Hydraulics Report
- Draft Type Selection Report to City
- Final Draft Type Selection Report to City
- Draft Type Selection Report to Caltrans
- Schedule, prepare, attend Type Selection Meeting with Caltrans
- Finalize Type Selection Meeting Notes
- Finalize Type Selection Report and submit to City and Caltrans

Task 10.0 - Public Outreach - Phase I

Verdin Marketing will be leading the Consor team's Public Outreach efforts for the Prado Road Interchange project. The team will work with the City to tailor a Communications Plan to achieve the City's goals for communicating with the Public.

As part of this task, the team will hold an immersion session with the City, SLOCOG, and Caltrans to discuss the needs and deliverables, determine metrics, and gather input to inform the Communications Plan .

A project-specific Communications Plan for Phase I and II will be prepared as part of this task. The Communication Plan will be submitted to the City for their review and approval before finalizing.

Verdin will update the City's existing Prado Interchange illustration, Fact Sheet and FAQs based on the Consor design team's proposed modifications, with City and Caltrans concurrence.

Talking points for key staff to respond to questions from the media and the public will be developed as part of this task.

TASK 10.1 - PUBLIC MEETING - VA RECOMMENDATIONS

This task includes Verdin's support of the design team's Public Meeting. Attendance and preparation for the public meeting for the technical design team is included in Task 1.0 for Phase I. As part of this task, Verdin will complete the following:

Announcement, coordination and facilitation of one public meeting to present the recommendations of the Value Analysis task to the public. This effort includes:

- One press release and media outreach to get coverage before and after public meeting
- Utilizing the City's email program, send a branded email to residents and businesses
- Creation of signage, comment cards, updates to fact sheet/ FAQs. Printing not included.
- Presentation and display coordination for the meeting
- Coordination and facilitation of public meeting to present the findings of the Value Analysis. Our team recommends that the public meeting be held at the City Corp Yard on Prado Rd.

TASK 10.2 - MEETING MINUTES AND COMMENT MATRIX

After the Public Meeting, Verdin and the design team will follow up with a meeting report with a summary of public engagement and comments/questions, the creation of a database for future outreach, and suggestions for project

refinements based on public input.

As an option, the team can videotape the public meeting for posting on the City's Prado Interchange website to ensure information and ability to comment is inclusive of all audiences.

TASK 10.3 - LOCAL RESIDENCE OUTREACH - MASS MAILERS (2)

Our team envisions that one mailer to all residents and businesses within the immediate area (anticipated to be a .5 mi radius from US 101/Prado interchange site, to include San Luis Ranch neighborhood and Madonna Plaza on west side of US 101, and businesses/residents at So. Higuera and Prado on east side of US 101) announcing the upcoming Public Meeting. Our scope assumes the City will print and mail the mailer.

A second mass mailer could either be specific to businesses in the area with a business focused Fact Sheet. Alternatively, the second mass mailer could be a recap and a link to view meeting (if the City authorizes the videotaping of the meeting). The mailer would be sent to the same audience that received the public meeting announcement. Our scope assumes the City would print and mail the mailer.

TASK 10.4 - PRESS RELEASES (3)

One press release would be prepared to get coverage for the Public Meeting to discuss the Value Analysis findings. A second press release would be prepared as a recap of the public meeting, and a third would be prepared to announce a planned event or as story generation, as appropriate.

TASK 10.5 - MEDIA MANAGEMENT

Our team recommends providing an outreach to the media at the start of the project to inform them of the project timeline, scope and plans to ensure channels of communication remain open.

It is recommended that the media be updated regularly; Verdin is also available to develop additional press releases and media relations for unplanned eventualities where media and public information is needed. Depending on the amount and level of effort additional scope may be required.

TASK 10.6 - CITY OF SLO WEBPAGE MONTHLY UPDATES

The team will provide monthly updates to the City's Prado Road Interchange Project webpage. The existing webpage is housed on the City's website with general information on the project. We will start by updating the current illustration, Fact Sheet, and FAQ's, and noting the updated project timeline and public meeting dates and information. It is assumed that 12 updates will be completed during Phase I.

TASK 10.7 - PROJECT BOARDS FOR OUTREACH MEETINGS (3 EVENTS, 4 BOARDS EACH)

The Consor team will provide project boards showing renderings of the proposed project improvements, including aesthetic treatments, landscaping (planting palettes), and hardscape options. The boards can also include project timelines, extents of flooding, location of stormwater quality/treatment areas, and utility relocations. It is anticipated that the aesthetic content for these boards or other media will be similar to those created as part of Task 7.0.

These boards/graphics/renderings will be prepared to support the public meeting and two other events like Farmer's Market or placement at City offices.

Our scope includes the development, printing and mounting of four boards for three separate events. It also assumes that at least two of the boards will be reused at the three events for a total of eight boards.

TASK 10 DELIVERABLES:

- Final Phase I Communications Plan
- Draft Phase II Communications Plan

- Updated Prado Interchange Illustration, Fact Sheet, FAQs
- Talking points for Key Staff
- Attendance at Public Meeting (Verdin only)
- Public Meeting Report (PDF), including comment matrix
- Two mass mailers (PDF)- City to print and mail
- Three press releases
- Twelve (12) City of SLO Prado Road Interchange Project webpage updates
- Eight (8) project information boards/graphics/renderings

Task 11.0 - Advisory Body Assistance

The Prado Road Interchange is a significant project for the San Luis Obispo community. Therefore, as the design progresses it is important to check in with City advisory bodies to inform them of the progress and provide them with the opportunity to provide input. During this Task, the Consor team will attend meetings, provide preparation sessions with staff, provide technical content for staff reports, and support City staff. Our scope assumes that the team will attend four (4) Advisory Body meetings. The renderings, conceptual exhibits, and technical content will be developed in various other Tasks in Phase I.

TASK 11.1 - ATTEND FOUR (4) MEETINGS IN PERSON

The Consor Project Manager, Deputy Project Manager, Bridge Project Engineer will be in attendance at four Advisory Body meetings throughout Phase I. The Advisory Bodies could be Planning Commission (PC), Architectural Review Committee (ARC), Chamber of Commerce, Downtown SLO, or the City Council.

TASK 11.2 - LEAD PREP MEETINGS WITH STAFF (8)

Team preparation is important for presentations at committee meetings. The Consor team will lead preparation meetings with City and Caltrans staff prior to committee or council meetings. These meetings will be virtual. We will attend two preparation meetings for each of the four (4) meetings. The meetings will focus on walking through the presentation and discuss questions and issues that could be raised and our team's responses.

TASK 10.3 - PREPARE TECHNICAL CONTENT FOR STAFF REPORTS (4)

The Consor team will provide technical content for the City led staff reports for the Advisory Body meetings. The technical content will focus on project schedule, project costs, design decisions, aesthetic features, project layout, planting palettes, landscape and hardscape elements, bike and pedestrian features. Our team will provide renderings and conceptual plans prepared in previous tasks.

TASK 11.4 - COMMENT RESPONSE TO EACH MEETING (4)

Our goal in attending the Advisory Body meetings will be to answer questions from the committee members. However, there could be some comments or questions that cannot be effectively answered without additional analysis. Our team will document comments, questions and requests made during the meetings. We will prepare a memorandum documenting the comments and our team's responses to those comments. In the memorandum, our team will identify requests that can be incorporated within the scope and fee and those elements that will necessitate a scope and fee revision.

TASK 11 DELIVERABLES:

- Attendance at four (4) Advisory Body Meetings (in person)
- Preparation and Attendance at a total of eight (8) preparation meetings for Advisory Body meetings (virtual)
- Technical Content for four (4) staff reports (Word)
- Preparation of four (4) comment response memorandums (PDF)

Task 12.0 - 50% Submittal

The 50% Submittal will be based on the preferred alternative determined from the Value Analysis. For scoping purposes, we have assumed that Alternative 3A is the preferred alternative. Our team will advance the conceptual drawings to a 50% level.

TASK 12.1 - 50% ROADWAY, SIGNAL, AND LIGHTING PLANS

The 50% plans will include the following sheets:

- Horizontal Alignment
- Vertical Alignment
- Preliminary Right-of-Way
- Preliminary Drainage Design Concept
- Preliminary Storm Water Temporary/Permanent Treatment Concept
- Preliminary Traffic Handling/Stage Construction Plan
- Preliminary Landscape Concept Plan
- Preliminary Signal and Lighting

The 50% plans will be prepared in English units and will follow City and Caltrans standards. The design detailed on the plans will address horizontal and vertical alignment, ADA compliance, limits of cut and fill, right-of-way limits (existing and proposed), utilities, proposed drainage, traffic signals, and lighting, traffic handling/ stage construction.

TASK 12.2 - 50% STRUCTURE PLANS

The General Plans for the three bridges (Prado Mainline Bridge, Northbound off-ramp, and Northbound on-ramp) will be updated to include comments received through the Type Selection process. General Plans will be updated and finalized for retaining walls for the preferred wall type based on the approved Type Selection Report. Preliminary foundation sizes, locations, and depths will be determined. We anticipate the following sheets will be prepared for the 50% submittal:

Prado Road Mainline Bridge Sheets

- General Plan (1)
- Structure Plan (2)
- Foundation Plan (2)
- Abutment Layouts (2)
- Abutment Details (2)
- Retaining Wall Layout (4)
- Bent Layouts (3)
- Bent Details (2)
- Typical Section (2)
- Girder Layout (3)
- Barrier Details (1)

Prado Road/US 101 Off-Ramp Bridge Sheets

- General Plan (1)
- Foundation Plan (1)
- Abutment Layouts (1)
- Abutment Details (1)
- Retaining Wall Layout (2)
- Retaining Wall Details (1)
- Bent Layouts (2)
- Bent Details (2)

- Typical Section (1)
- Girder Layout (1)
- Barrier Details (1)

Prado Road/US 101 On-Ramp Bridge Sheets

- General Plan (1)
- Foundation Plan (1)
- Abutment Layouts (1)
- Abutment Details (1)
- Retaining Wall Layout (2)
- Retaining Wall Details (1)
- Bent Layouts (2)
- Bent Details (2)
- Typical Section (1)
- Girder Layout (1)
- Barrier Details (1)

TASK 12.3 - 50% DRAINAGE AND STORMWATER PLANS

Preliminary Stormwater Treatment Design and Water Pollution Control Design will be included. Plan sheets showing the type, size and location of the Stormwater Treatment elements will be shown as part of the 50% plans. The preliminary layout of the roadway drainage system will be shown on the 50% plans. Initial pipe locations and pipes will be delineated on the plans.

TASK 12.4 - 50% LANDSCAPE PLANS

Based on the design criteria and concept approved in during the Value Analysis and Design Charrettes, we will prepare preliminary planting and irrigation plans in general conformance to City, and Caltrans standards. Planting Plans will provide plant schedule, planting types, sizes, quantities, and locations. A draft Tree Protection and Replacement Plan will be prepared for review and approval. Preliminary erosion control hydroseed mix designs and notes will be developed for use in the erosion control plans. Irrigation plans will provide the irrigation mainline and equipment types but will not include valve layout and water demand calculations at this level of design.

TASK 12.5 - 50% WET UTILITY PLANS

The Consor team has assumed the Sewer Main will be relocated to follow the new Elks Lane and the Water Main will also be relocated. This scope may be revised depending on the outcome of the Value Analysis and Utility Meetings with City Staff. The 50% plans will include Plan and Profile sheets for the Sewer Main and Water Main relocations.

TASK 12.6 - ENGINEER'S ESTIMATE

A preliminary Engineer's Opinion of Probable Construction Cost will be prepared based on the 50% plans. Preliminary quantities will be taken. A contingency of 25% and an escalation of 5% per year will be utilized. Relevant unit bid information will be acquired from Caltrans "As-Bid" databases and adjusted as deemed appropriate to better represent anticipated project costs.

TASK 12.7 - MEETINGS WITH 3RD PARTY REVIEWER

The City will be contracting separately with a 3rd party to review the 50% submittal. Our team will meet virtually with the 3rd party reviewers and the City to review the submittal and subsequent comments. We envision the first meeting will be a walk-through of the prepared plans, including discussing assumptions and design decisions agreed on. The second meeting will focus on a review of the comments provided and our team's responses. The third meeting will be prior to our final 50% submittal to discuss the 3rd party's final comments and how our team will address those comments. At each

submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 12.8 - RESPONSE TO COMMENTS (2)

A Draft 50% Submittal will be made to the City and Caltrans for their review. Our team has assumed we will receive consolidated comments. We will address these comments and submit a Draft Final 50% submittal, which will be reviewed. Upon receiving the second set of consolidated comments, the team will address the applicable comments and submit a Final 50% submittal. At each submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 12 DELIVERABLES:

- Draft, Draft Final, and Final 50% Plans (PDF)
- Engineer's Opinion of Probably Construction Cost (PDF, Excel)
- Attendance at three (3) plan review meetings (virtual)
- Two (2) Comment Tracking Matrices (PDF, Excel or Word)

Task 13.0 - Phase I Finalization

TASK 13.1 - SCOPING DOCUMENT - PHASE I

At the conclusion of Phase I, the team will prepare a technical memorandum summarizing the design criteria for the project, a list of design exceptions, not already identified previously, findings and decisions made during the Value Analysis, Geotechnical findings, Stormwater and Drainage design decisions, wet utility relocations, recap of Public Meeting and Advisory Body comments, and recommendations for LEED/Envision and Sustainability improvements to be incorporated into the project. This document will serve as the basis for the Scope of Work for Phase II.

TASK 13.2 - PHASE II SCOPE, SCHEDULE, FEE

Upon completion of the Scoping Document Memorandum, the Consor team with the City and Caltrans input, will review the Scope, Schedule and Fee for Phase II. We will work with the team to revise to our original scope, including deliverables and provide it to the City for their review and approval. Once the revised scope has been approved, the fee will be modified to match the approved scope of work. A schedule will be prepared for Phase II during this task.

TASK 13 DELIVERABLES:

- Phase I Scoping Document Memorandum (PDF)
- Draft and Final Scope of Work, Schedule and Fee (Phase II)

PHASE II - PS&E DEVELOPMENT

The following scope for Phase II is based on Consor's Alternative 3A being the preferred alternative. At the conclusion of Phase I, the scope for Phase II will be updated accordingly.

Task 14.0 - Project Management and Meetings - Phase II

TASK 14.1 - PROJECT MANAGEMENT

Consor will perform the activities necessary to plan, direct, and coordinate the work on this phase of the project. Consor will provide project management for each task for the entire duration of the agreed upon schedule. Consor assumes the duration of work for Phase II will not exceed 36 months.

Consor will submit monthly progress reports outlining all activities for which expenses are submitted. All activities will be itemized by task and will be consistent with the agreed upon Scope of Services. Progress Reports will include the following:

- Status of work completed to date
- Expense allocation by task
- Work anticipated to be completed in the next reporting period
- Identification of project issues, actions to resolve those issues, and the responsible party to drive resolution

Project Correspondence and Project Files: All correspondence by and between Consor, the City, other agencies and parties will be recorded and filed for complete record keeping. Meeting notes, telephone record logs, incoming/outgoing correspondence, and all deliverables will be logged and filed. Any outside correspondence will be coordinated with and approved by the City's project manager. Project files will comply with the Caltrans uniform filing system as outlined in the Project Development Procedures Manual: This will facilitate transmitting the Project History File to the City during the future close out phase of the project. Consor will provide weekly updates on progress to the City Project Manager. These updates will take the form of either e-mails or virtual meetings depending on the need for information.

Design Decision Log: Consor will disseminate up-to-date information to the project team at the PDT meetings. A Design Decision log will be prepared for items such as requests for information, documentation of decisions made as the project progresses in development, and deliverable status.

Caltrans Quantitative Risk Register: Throughout the project development process the Consor team will maintain a risk register that complies with Caltrans latest guidance.

TASK 14.2 - CLIENT FOCUS MEETINGS

Consor assumes monthly technical coordination meetings will be needed with the City and other outside agencies for a total of thirty-six (36) meetings. These meetings will focus on project status updates, items requiring City input and direction. We have assumed that these meetings will be held virtually.

TASK 14.3 - PDT/COORDINATION MEETINGS (CALTRANS) (15)

PDT meetings will be scheduled every other month and held via telephone or video conference with the goal of keeping the project on track and to keep the City and Caltrans informed of the status of the project. Two of these meetings would focus on the coordination and review of the Caltrans permanent changeable message sign project. Consor assumes that PDT meetings will be one-hour in duration. This scope assumes a total of fifteen (15) PDT meetings.

TASK 14.4 - PROJECT SCHEDULE UPDATES

Consor will update a project schedule at major milestones and at least every six months. The schedule will be developed using MS Project. The schedule will indicate critical path activities and major milestone deliverables.

TASK 14.5 - CITY COUNCIL MEETING

The Consor team will attend one City Council meeting to present an update on the project. The Project Manager, Deputy

Project Manager, Bridge Project Engineer, Roadway Project Engineer, and Bridge Architect will attend and present an update and project status to the Council. We anticipate that the meeting will focus on the corridor aesthetics, hardscape, landscape, overall look and feel of the improvements. In addition, we will provide an update to the project timeline and project costs. We will be available to answer the Council's and public's questions about the improvements.

It is assumed that the Consor team with the City will provide a short presentation to the City Council. Our team will take notes during the presentation and note action items and comments made.

TASK 14.6 - QA/QC

As required by the COOP Agreement between the City and Caltrans a QMP must be prepared for each component phase, Consor will develop, establish, and keep updated a project specific Quality Management Plan (QMP) that will include procedures and timetables for conducting independent quality reviews for all reports, plans, estimates, and design documents. A big part of our team's QMP will be supplemented by Brian Ray of Sunrise Transportation Strategies. Brian will be providing his expertise to the roadway geometrics of the interchange. This will:

- Permit adherence to the QMP by both Consor and our subconsultant team throughout the course of this phase of work
- Initiate and document quality reviews and address corrective actions
- Conduct quality audits to ensure quality control procedures are strictly followed and properly documented.
- Perform a thorough review and verification of corrections by an independent reviewer

TASK 14 DELIVERABLES:

- Attendance, Meeting Agendas and Notes for Client Focus Meetings (36)
- Attendance, Meeting Agendas and Notes for PDT Meetings (15)
- Design Decision Logs
- Updated Risk Register
- Monthly Progress Reports and Invoices
- Project Schedule (at milestone submittals and at least every 6 months) in Microsoft Project and PDF Format
- Attendance, presentation materials, and notes for one (1) City Council Meeting
- Project Correspondence
- Compliance Assistance as Needed

Task 15.0 - Grant Assistance (Phase II)

Grant support efforts during Phase II of the project development, assumed to be years 2 through 4, will comprise an annual update of the funding scan/funding strategy in which it will be amended to address changes to the mix of suitable programs as well as a reevaluation of the Project's alignment with the funding program's sought-after outcomes and merit criteria.

TASK 15.1 - YEARLY GRANT OPPORTUNITY/APPLICATION MEMO

Each year AECOM will update the Grant Opportunity Memo and spreadsheet to include revisions to funding programs that are suitable for the project. The team will continue to meet with City, Caltrans and SLOCOG to review the latest funding scans and strategies. We have assumed three (3) virtual meetings as part of this task.

TASK 15.2 - GRANT APPLICATION ASSISTANCE

Additional grant application support during Phase II will be analogous to that performed in Phase I and it is assumed that one grant application will be developed each year for a total of three (3). Some core material from the first grant application can be repurposed across subsequent grant applications, though the application could vary significantly from previous if seeking funding for only specific components of the Project. Project positioning and supporting analytics will

need to be updated for each application.

TASK 15 DELIVERABLES:

- Three (3) Grant Opportunity Memo (Word and Excel)
- Attendance at three (3) virtual meeting
- Three (3) Grant Applications (PDF)

Task 16.0 - Utility Coordination (Phase II)

Consor will continue to provide utility coordination by working with the utility agencies identified in the survey mapping completed as part of Task 4 of Phase I and those identified in Task 8 of Phase I of the project. Consor will coordinate potential utility relocations (underground, wet and dry utilities) needed to construct the project.

Consor will follow Caltrans Local Assistance Procedures Manual (LAPM) Chapter 14 guidelines to prepare a Utility Report of Investigation (Exhibit 14-E). The ROI package shall include:

- Color-coded plan showing existing and proposed right-of-way lines and existing and proposed utility facilities
- Utility Agreement per LAPM 14-B
- Reports of Investigation for each impacted utility requiring relocation submitted to the City and Caltrans prior to requesting the utility to relocate
- A conflict map identifying impacted utilities
- Relocation plan prepared by the project engineer or Utility
- Itemized estimate of City relocation costs

Per LAPM Chapter 14 requirements, the ROI will be submitted to Caltrans for approval prior to submitting the Right-of-Way certification.

TASK 16.1 - MEETINGS WITH AFFECTED UTILITIES (2 MEETINGS PER UTILITY, INCL CITY WET UTILITIES. 1 IN PERSON, 1 VIRTUAL)

As a continuation of the Utility Coordination in Phase I, Consor's Utility Task Lead will will meet with the dry utilities one more time on site and one additional times virtually to discuss the status of the relocation, answer questions regarding relocation costs and timing.

Consor's wet utility task lead will meet in person once and once virtually with City staff to discuss the wet utility relocations specifically.

TASK 16.2 - UTILITY COORDINATION - DRY UTILITIES TO UNDERGROUND

Our task lead will meet with the affected utilities three (3) times (two in person and one virtually) during this task to determine right-of-way needs. Our team will work with the utility companies to provide a sketch to Wallace Group for the preparation of legal descriptions and exhibits for the utility agreements and recordation.

The utility company will complete the design of the utilities' undergrounding for temporary and permanent relocation. Consor will provide input and review to these design plans so that they are coordinated with the overall project design and wet utility relocations.

TASK 16.3 - REVIEW MEETINGS (5 MEETINGS WITH EACH AFFECTED UTILITY INCL CITY UTILITIES)

The Consor Utility Task Lead and Wet Utility Task Lead will lead five (5) virtual meetings with each affected utility. Agendas, meeting notes, including action items with due dates will be prepared for each meeting. The focus of these meetings will be to check in on the relocation plans' progress, provide comments, and discuss resolution to comments with the utility companies.

TASK 16.4 - "B" LETTERS

The "B" Letters serve as a liability determination for each utility company. These letters can be prepared on City letterhead and City signature or on Consor letterhead and signature. We will include our Reports of Investigation for each impacted utility requiring relocation.

TASK 16.5 - UTILITY AGREEMENT PREPARATION

Consor will prepare draft utility agreements for each impacted utility and coordinate issues as necessary to obtain signed agreements from each utility. The agreements will be prepared per LAPM Chapter 14 Exhibit 14-F.

TASK 16.6 - "C" LETTERS

Consor will issue Notice to Owner ("C" Letters) to all impacted utilities that will clearly define the impacted facility and the required completion date for all relocation activities. Notice to Owners shall be prepared per LAPM Chapter 14 Exhibit 14-D.

TASK 16.7 - UTILITY AGREEMENT SIGNATURES

Consor will work with the utility companies and the City and Caltrans to obtain signatures on the Utility Agreements. This task includes one (1) meeting with each impacted utility to discuss comments and requested revisions to the utility agreements. This task assumes two revisions to each of the Utility Agreements.

TASK 16 DELIVERABLES:

- Preparation of ROI package
- Review and Comments of Undergrounding Relocation Plans (Temporary and Permanent) – Three rounds of review
- Attendance, Agendas, Meeting Notes, and Action Items for Two (2) (one in person, one virtual) with each impacted utility, including City Wet Utilities.
- Attendance, Agendas, Meeting Notes, and Action Items for Three (3) (two in person, one virtual) with each of the dry utilities to be undergrounded)
- Attendance, Agendas, Meeting Notes, and Action Items for Five (5) virtual meetings with each impacted utility, including City wet utilities.
- Preparation of "B" Letters
- Administrative Draft, Draft, Draft Final, and Final Signed Utility Agreements
- Preparation of "C" Letters

Task 17.0 - ROW Coordination

TASK 17.1 - FINAL ROW NEEDS MAP (INCL UNDERGROUND UTILITIES)

Consor will develop a map showing the areas needed for permanent and temporary rights-of-way. The map will identify visually the areas and include a table indicating property owner, APN, area of temporary and area of permanent. The map will include the needs for utility relocations including undergrounding We will prepare a draft, draft final, and final needs map for City and Caltrans review and comment.

Task 17.1.1 - Legal Descriptions and Exhibit Maps

Based on the Final ROW needs map, Wallace Group will provide legal descriptions and exhibit maps for needed the project's right of way and easement acquisitions. For budgeting purposes, we have assumed that up to 15 legal descriptions and exhibit maps will be required. This includes one (1) draft submittal, responding to one (1) set of unified comments, and delivering one signed and sealed submittal.

TASK 17.2 - SURVEY STAKING OF POTENTIAL ROW TAKES

Our team will provide field staking for the proposed right of way takes. We will coordinate with the City prior to the field

staking to determine which proposed takes require staking and how the staking should appear, if any particulars are required. As this effort will take place often on private property, we will closely coordinate and schedule these activities while communication with the City. Upon completion of the field work we will provide the City with a point plot showing the locations of the stakes. For budgeting purposes, we have included three field survey days and associated office support to complete this task. We have also assumed that this task will not require staking on existing property lines and will not therefore require a possible record of survey map and setting monuments.

TASK 17.3 - PROPERTY OWNER INTRODUCTION MEETINGS (2 PER OWNER)

Hamner, Jewell & Associates (HJA) will support the Consor team with the right-of-way acquisition process. HJA will first contact property owners with an introductory letters and proactive outreach by telephone to schedule introductory meetings in person with each property owner. The first meeting will be held early in the design process and a right of way agent will present the plans and discuss the project with the owners and gather any questions or concerns which can be communicated back to the design team. The second set of meetings with each property owner will be preceded by a Notice of Decision to Appraise letter. These meetings will include the property owner, the appraiser and a right of way agent which will give the owner an opportunity to present background information about their property to the appraiser.

TASK 17.4 - APPRAISALS

Due to the general value of commercial land in the area and the proposed impacts, we believe we will need to obtain appraisals and appraisal reviews for each property requiring purchase of right-of-way. If any of the required areas fall under the expected value of $10,000 once we receive final project plans and area calculations, then we can certainly conduct a waiver valuation to value those non-complex acquisitions to save on project time and budget. Appraisal preparation process then includes the following steps:

- Appraiser will review title information pertaining to respective ownerships and will review project plans and other pertinent information relative to the parcel.
- Appraiser will review the proposed acquisition deed to evaluate the rights being acquired, including permanent and temporary easement rights.
- Appraiser will inspect each property personally with the owner and right of way agent and document the inspection with photographs for use in the report.
- Appraiser will inventory all improvements affected by the proposed acquisition, including notes on their manner of disposition (i.e., pay-for and remove vs. restoration by project contractor).
- Appraiser will analyze any severance damages, determine whether curable or incurable, and gather data to support the conclusion. This process may involve obtaining bids from specialists for cost to cure work or using industry standard references for establishing replacement and restoration costs.
- Appraiser will perform market research to support the selected appraisal methodologies and will document and confirm comparable sales information.
- Appraiser will prepare a narrative appraisal report that conforms to the Uniform Standards of Professional Appraisal Practice (USPAP). The appraisal study and report are intended to serve as an acquisition appraisal and will be prepared in a summary format consistent with the specifications for narrative appraisal reports.
- Upon completion of the appraisal report, HJA coordinates a formal appraisal review by an independent appraiser in accordance with federal regulations.
- HJA reviews and analyzes the completed appraisal reports carefully for accuracy and logic; forward the appraisals to the client for review after this internal quality control and assessment process is completed.

TASK 17.5 - DRAFT OFFER PACKAGES

Once the appraisal process is complete, appraisals are reviewed and pre-approved by the City, and review appraisals done per federal guidelines, we would then prepare offer packages for each owner that will include an offer letter,

Appraisal Summary Statement, proposed Right of Way Agreement, and Deed. These documents would be presented to the City for your review and pre-approval prior to presenting offers to property owners.

TASK 17.6 - ATTEND TWO (2) CITY COUNCIL CLOSED SESSION MEETINGS (OFFERS)

Consor's project manager and HJA project management will attend two (2) City Council closed session meetings to assist the City in presenting the offer packages for preapproval by City Council. We will be prepared to answer any questions about the appraisal, the right of way acquisition process and how we plan to address owner or Council concerns about the project's right-of- way impacts, if necessary.

TASK 17.7 - PROPERTY OWNER OFFER MEETINGS (2 PER OWNER)

Once offers are City approved and the City sets just compensation by signing the appraisal summary statements, HJA Right of Way Agents will present purchase offers in person to each property owners. If owners do not sign at offer presentation, we will set a follow up meeting in person to follow up on the owner's consideration of the offer. We will continue to coordinate with each owner in person, by phone, email or whatever method each owner prefers until we are able to reach amicable agreements and collect owner signatures on the Agreement, deed and any additional documentation that may be needed based on the specifics of the property. We will coordinate and work closely with the City and project team to ensure that all agreements and negotiations are preapproved before accommodating changes to the initial offers. For purchase efforts that do not culminate in mutually acceptable amicable agreements, we can amend our scope and fee to coordinate with the City Attorney's office with any required Necessity Hearing scheduling.

TASK 17.8 - ATTEND TWO (2) CITY COUNCIL CLOSED SESSION MEETINGS (AUTHORIZE PAYMENT)

Consor's project manager and HJA project management will attend two (2) City Council closed session meetings to assist staff in presenting final settlements for approval by City Council. We will be prepared to answer any questions about negotiations and support any settlements with data and reason.

TASK 17.9 - ROW AGREEMENTS AND CREATE ESCROW ACCOUNTS

The Consor team will work with First American Title Company in San Luis Obispo on processing all escrows. For those owners who reach final agreements, we would process all documents for necessary approvals and coordinate escrows, title insurance, and closings. It is always our goal to reach cooperative agreements
in lieu of eminent domain litigation on the City's behalf. We have a great track record of successfully reaching agreements on the agency's behalf, minimizing or eliminating the need for eminent domain action.

TASK 17 DELIVERABLES:

- Draft, Draft Final and Final Right-of-way needs map (PDF)
- One draft submittal of legal descriptions and exhibit maps
- One signed and sealed submittal of legal descriptions and exhibits map
- Field staking of right of way takes
- Point plot exhibits showing the right of way take stake locations.
- Attendance and meeting notes at two (2) meetings with impacted Property Owners
- Appraisals for each permanent take of right-of-way (estimate 15 parcels)
- Draft Offer Packages (estimate 15 packages)
- Attendance at two (2) City Council closed session meetings (offers)
- Attendance and meeting notes at two (2) meetings with impacted Property Owners to present offers
- Attendance at two (2) City Council closed session meetings (authorize payment)
- Creation of Escrow accounts (estimate 15 accounts)

Task 18.0 - 65% PS&E Package

TASK 18.1 – 65% ROADWAY DESIGN AND PLANS

Consor will prepare design plans based on the approved 50% Plans developed in Phase I. The Title Sheet will include the appropriate City project identification, as well as a sheet schedule, a vicinity map, the project legend, general notes, project control points, and appropriate signature approval blocks. The roadway Typical Section Sheet will include the roadway structural section as designed, and the recommendations of the Geotechnical Report indicating the R-value. Plan, Profile, and Superelevation sheets will be produced. The plan view will delineate the general roadway improvements and pavement dimensions. Geometric information, tied to the project control points, will be shown to sufficiently describe both the horizontal and vertical alignments. Utility locations, re-grading and conforming details will be shown. Roadway design will be performed in AutoCAD Civil 3D highway design package utilizing Caltrans drafting standards. Plan sheets will be prepared in AutoCAD (DWG) file format. Details necessary to construct the roadway, including grading, drainage, pavement structural sections, etc. will be developed.

The roadway design will be prepared in accordance with City Standards and the Caltrans Highway Design Manual. All plans will be signed by the civil engineer (registered in the state of California) in responsible charge of the design. Our team estimates the project plans to consist of the following Roadway, Drainage, Stormwater Treatment, Signal/Lighting, Wet Utility Plan Sheets

- Title Sheet- 1
- Typical Cross Sections- 5
- Project Control- 5
- Layout- 12
- Profile and Superelevation Diagram- 7
- Construction Details- 14
- Contour Grading- 12
- Erosion Control Plans and Quantities- 12
- Drainage Plans- 12
- Drainage Profiles- 16
- Drainage Details- 4
- Drainage Quantities- 2
- Utility Plans- 9
- Construction Area Signs- 1
- Stage Construction Plans- 5
- Traffic Handling Plans, Details and Quantities- 28
- Pavement Delineation Plans, Details and Quantities – 12
- Slurry Seal Limits Plans- 2
- Sign Plans, Details and Quantities- 10
- Summary of Roadway Item Quantities- 2
- Lighting, Signal Modification and Electrical Plans, Details and Quantities- 28
- Landscape and Irrigation Plans, Details and Quantities- 28

TASK 18.2 - 65% DRAINAGE AND STORMWATER PLANS

The 50% drainage and stormwater plans will be updated to incorporate comments and revisions from Phase I. HDR will lead the revisions to these plans. The team will coordinate the location of the existing and relocated utilities with HDR to avoid conflicts with the roadway drainage system and the location of the stormwater treatment areas.

TASK 18.3 - 65% WET UTILITY PLANS

Our scope assumes that the existing sewer line located within existing Elks Lane will be relocated along the new Elks Lane alignment. We have also assumed that the water line in Elks Lane will be relocated as well. Plan and Profile sheets will be advanced based on comments from the City water and wastewater staff and detail sheets will be created. Both will be included in the 65% plans submittal.

TASK 18.4 - 65% BRIDGE AND RETAINING WALL PLANS

Consor will prepare structural design calculations on the preferred bridge and adjacent walls alternative identified in the approved Bridge Type Selection Report. The design will be prepared in accordance with the Caltrans Bridge Design Manuals and Load Resistance Factor Design following AASHTO LRFD Bridge Specifications, 8th Edition with the California Amendments. For seismic design, Caltrans Seismic Design Criteria (Version 2.0) will be followed. Other references that Consor will follow are Caltrans Division of Structures “Bridge Memo to Designers”, “Bridge Design Aids”, “Bridge Design Details” and the “Office of Specially Funded Projects Information and Procedure Guide”. Our partner Apexx will prepare detailed plans for the preferred aesthetic treatments on the bridge elements as part of this task. Our team estimates the project plans to consist of the following Structure Plan Sheets:

Prado Road Mainline Bridge Sheets

- General Plan (1)
- Deck Contour (1)
- Structure Plan (2)
- Foundation Plan (2)
- Abutment Layouts (2)
- Retaining Wall Layout (4)
- Retaining Wall Details (6)
- Abutment Details (3)
- Bent Layouts (3)
- Bent Details (3)
- Typical Section (2)
- Girder Layout (3)
- Girder Details (4)
- Barrier Details (1)
- Aesthetic Details (4)
- Log of Test Boring Details (1)

Prado Road/US 101 Off-Ramp Bridge Sheets

- General Plan (1)
- Deck Contour (1)
- Foundation Plan (1)
- Abutment Layouts (1)
- Retaining Wall Layout (2)
- Retaining Wall Details (2)
- Abutment Details (2)
- Bent Layouts (2)
- Bent Details (2)
- Typical Section (1)
- Girder Layout (1)
- Girder Details (1)

- Barrier Details (1)
- Aesthetic Details (2)
- Log of Test Boring Details (1)

Prado Road/US 101 On-Ramp Bridge Sheets

- General Plan (1)
- Deck Contour (1)
- Foundation Plan (1)
- Abutment Layouts (1)
- Retaining Wall Layout (2)
- Retaining Wall Details (2)
- Abutment Details (2)
- Bent Layouts (2)
- Bent Details (2)
- Typical Section (1)
- Girder Layout (1)
- Girder Details (1)
- Barrier Details (1)
- Aesthetic Details (2)
- Log of Test Boring Details (1)

TASK 18.5 - 65% LANDSCAPE PLANS

The 50% Landscape plans will be advanced to a 65% level based on the preferred alternative determined in Phase I. Planting and irrigation plans, details, and notes in general conformance to City, Caltrans, standards, and formatting, as applicable will be updated. Planting Plans will provide plant schedule, planting types, sizes, quantities, and locations. We will include a Tree Protection and Replacement Plan to meet the project's needs in this submittal as well. Updated erosion control hydroseed mix designs and notes for use in the erosion control plans will be provided. Irrigation plans will provide irrigation equipment types, layout, and water demand calculations as required for landscape water efficiency ordinances and Caltrans review. The irrigation plans development will assume that a point of connection is available for use.

TASK 18.6 - TECHNICAL SPECIFICATIONS LIST

Consor will use the most current version of the Standard Special Provisions available from Caltrans and will edit the Standard Special Provisions to meet the requirements for this specific project. The special provisions document will be developed using Microsoft Word and edited and complied according to Caltrans standards. Our assumption is the project would be advertised, awarded and administered by the City and as such the City would provide the front end boiler plate for the project prior to the 90% PS&E submittal.

TASK 18.7 - 65% ENGINEER'S ESTIMATE

An Engineer's Opinion of Probable Construction Cost will be prepared as part of the 65% submittal. One set of quantities for the roadway, structures, drainage, stormwater treatment, lighting and signals, landscaping, and wet utilities will be completed. Unit prices will be assigned utilizing Caltrans bid data, recent City bid data, and our judgement. Caltrans BEES items will be used.

TASK 18.8 - DRAFT FINAL BRIDGE DESIGN HYDRAULICS REPORT

HDR will update the San Luis Obispo Creek hydraulic analysis developed for the Preliminary Floodplain and Bridge Design Hydraulic Study (BDHS) Report, using the 65% design information, including documenting Project impacts on the floodplain. HDR will update the bridge scour analysis to determine the scour potential according to the methodology specified in the

FHWA HEC-18 and HEC-20 manuals. HDR will make recommendations on the need for scour countermeasures for the proposed improvements per the FHWA HEC-23 and Caltrans' HDM.

TASK 18.9 - DRAFT FINAL STORMWATER DATA REPORT

A Stormwater Data Report will be prepared and will summarize the Project impacts on water quality and recommended BMPs. We will propose the permanent stormwater treatment BMPs for the Project. The report will be based on the Phase I report and will be updated with the development of the PS&E. HDR will perform detailed calculations to prepare the design and detail usage of the treatment BMPs.

TASK 18.10 - DRAFT DRAINAGE REPORT

The team will review and research available data on the existing and proposed drainage facilities and will prepare design calculations to assess the capacity of the proposed drainage systems. A Drainage Report will be prepared to evaluate the hydrologic and hydraulic conditions of the proposed drainage systems to accommodate the proposed Project improvements. The report will document the hydrologic and hydraulic design criteria as well as the procedures used for the drainage design.

The results and design recommendations will be summarized in the Drainage Report, which is expected to include the following:

- Evaluation of the existing conditions, including:
  - Research into downstream controlling conditions for locations where the Project connects directly to off- site storm drains,
  - Evaluation of inlet interception capacities for systems impacted by the Project, and
  - Hydraulic analyses of proposed hydraulic conditions for systems impacted by the Project;
- Identification of drainage deficiencies;
- Evaluation of spread widths at proposed inlets;
- Improvements to address drainage deficiencies; and
- Drainage mapping.

TASK 18.11 - DRAFT FINAL FOUNDATION AND GEOTECHNICAL REPORT

The geotechnical services for Phase II will include a Geotechnical Design Report (GDR), Foundation Report (FR) for both the Earth Retaining Structures and the US 101 OC/Ramp structures. This is consistent with Caltrans project requirements.

Task 18.11.1 - Draft Geotechnical Design Report (GDR)

This work will include planning, field exploration, laboratory testing, and performing geotechnical analyses for preparation of the GDR. Field exploration will also be performed under this task for the proposed earth retaining structures and overcrossing structure and ramps. The scope of the field exploration and testing programs assumes that the work will be performed under a single mobilization and effort.

- *Submit a Field Exploration Plan* showing the locations and depth of borings and describing the field work to be performed. Prepare and submit a Caltrans Encroachment Permit (Dual Permit) application for work within the Caltrans right-of-way that will address field work. An encroachment permit will also be submitted for work within the City of San Luis Obispo right-of-way. Prepare a health and safety plan (HASP) for the field work, visit the site to mark the locations of borings and contact Underground Services Alert (USA) to mark utilities prior to beginning the field exploration program. Yeh will then coordinate field exploration with the drilling and traffic control subcontractors, update the encroachment permit from Caltrans or the City if needed, obtain well permits for applicable borings from San Luis Obispo County.
- *Perform a field exploration program* for the proposed improvements. Traffic control will be provided by a

subcontractor (Avila Traffic Safety of Atascadero, California)

- *Unusual and special conditions;* will follow the Caltrans and City approved traffic control plan(s). It is anticipated that lane closures on Prado Road and Elks Lane will be needed and shoulder closures along US 101 will be performed. Drilling will be subcontracted to Britton Exploration of Los Gatos, California. Britton will provide track-mounted drill rigs equipped with hollow-stem augers, mud rotary and rock coring equipment to perform the drilling depending on the location of the borings. Borings will be sampled with Standard Penetration Test, California Modified, and Shelby Tube samplers. Rock coring using HQ-size core barrels will be used once bedrock is encountered. Yeh will log the borings and recover soil and rock samples for laboratory testing. The field exploration is expected to occur over a period of 30 working days. The table below summarizes proposed borings for the project. Yeh will coordinate with Rincon for sampling of soil for ADL testing where practicable.
- *The final depths and numbers of borings* may be varied depending on the field conditions encountered and the proposed design layout for Alternative 3A. Borings will be backfilled with cement bentonite grout and capped with rapid setting concrete colored black or as approved by the Caltrans Permit Engineer if they are within the pavement. Borings within the City right-of-way will be backfilled with either native cuttings or cement bentonite grout per County well permit standards. Excess cuttings will be drummed and temporarily stored near the site and then hauled off for disposal.
- *Perform laboratory tests* for soil classification, grain size, strength, compaction, corrosivity, consolidation, and R-values on selected samples recovered from the borings.
- *Yeh will review the data* obtained from the field exploration and laboratory testing, perform preliminary geotechnical analyses, and prepare a draft Geotechnical Design Report (GDR) for the design of the embankments, roadway improvements, pavements, and storm water infiltration. The report will include the project understanding, work performed, and a description of the subsurface conditions encountered, boring logs, laboratory test results, and graphics showing the site and boring locations. The report will provide conclusions and recommendations regarding:
  - Project description;
  - Geotechnical exploration and laboratory testing;
  - Geotechnical conditions including:
    - Site geology;
    - Surface conditions;
    - Subsurface conditions encountered;
    - Groundwater; and
    - Seismic hazards evaluation including site seismic and ground motion parameters developed from ARS-online, seismic parameters for slope stability analyses, as well as potential for fault rupture, liquefaction, and liquefaction induced lateral spreading.
  - Geotechnical analyses and design recommendations for:
    - Soil and rock engineering properties;
    - Geotechnical model and analyses performed;
    - Suitability of the native soil materials encountered for reuse on-site;

LOCATION	NO. BORINGS/DEPTHS	PURPOSE	NOTES
Pavement borings — various locations	Up to 6 borings @ 5 and one to 20 ft.	Measure existing pavement sections, subgrade sampling	Traffic control = lane closure as needed
Earth Retaining Structures: NB Off-Ramp, West: 190 ft long NB Off-Ramp, East: 190 ft long NB On-Ramp, West: 230 ft long NB On-Ramp/Auxiliary Lane: 1,600 ft long	6 borings @ 40 ft.	Exploration for Earth Retaining Structures	Traffic Control = Lane or Shoulder Closure; Monitoring wells will be installed in two of the borings with pressure transducers to record groundwater levels during design
Overcrossing Structure/Ramps: 4 Abutments and 10 Bents	14 borings @ 150 ft.	Exploration for Overcrossing Structure	Traffic Control = Lane or Shoulder Closure
Infiltration Test Borings	6 borings up to 10 ft.	Exploration and Infiltration Testing for Storm Water Basins	No Traffic Control

- Subgrade conditions encountered in roadway areas, suitability to support pavements, and for subexcavation and stabilization of the subgrade, if needed;
- Site preparation for embankment fill and pavement areas;
- Allowable slope inclinations for cut slopes and embankments;
- Erosion and drainage requirements for cut and fill slopes;
- Earthwork factors for on-site materials used as compacted fill;
- Overhead sign foundations (if needed);
- Corrosion considerations for culverts and other concrete substructures;
- Stormwater infiltration data;
- Structural section for asphalt pavements based on R-value testing and provided traffic indices;
- Notes for Specifications or reference to standard specifications for materials discussed in the report (compacted fill, asphalt concrete, base and subbase courses, bedding, pipe zone, and trench backfill); and
- Notes for Construction and special provisions regarding temporary slopes, reuse of excavated onsite soil or rock for retaining walls, and groundwater.

Task 18.11.2 - Draft Foundation Report (FR) for Earth Retaining Structures

Yeh will prepare a draft Foundation Report (FR) for the design of earth retaining structures (ERS) for the project. The scope is based on Consor's Alternative 3A and may need to be updated as needed at the end of Phase I. Field exploration and laboratory testing for the proposed ERS will be performed under task 17.11.1. The report will provide conclusions and recommendations regarding:

- Project description including location, wall heights and types;
- Geotechnical exploration and laboratory testing;
- Geotechnical conditions including:
  - Site geology;

- Surface conditions; and
- Subsurface conditions encountered;

> Groundwater;
> As-built data;
> Corrosion considerations for the proposed retaining walls;
> Scour;
> Seismic hazards evaluation including ground motion parameters developed from ARS-online, seismic parameters for slope stability analyses, as well as the potential for fault rupture, liquefaction, liquefaction induced lateral spreading, and seismic slope instability;
> Geotechnical recommendations including:

- Geotechnical design parameters;
- Subexcavation and foundation soil stabilization for retaining wall areas, if needed;
- Suitable foundation and design recommendations for the proposed retaining walls based on the preferred wall type. Spread footing data tables (if needed) for the proposed walls including factored bearing resistance for the Strength and Extreme limit states as well as settlement due to net bearing pressure for the Service limit state. Net allowable bearing resistance versus footing width for service state limit;
- Notes for Specifications and Construction or reference to standard specifications for materials discussed in the report (compacted fill, foundation preparation).

Task 18.11.3 - Draft Foundation Report (FR) - US 101 OC/Ramps at Prado Road

Yeh will prepare a draft Foundation Report (FR) for the design of the US 101 overcrossing structure and ramps. Field exploration and laboratory testing for the proposed overcrossing and ramp structures will be performed under task B1. The report will provide conclusions and recommendations regarding:

> Project Description including location, bridge type, and foundation type(s);
> Geotechnical exploration and laboratory testing;
> Geotechnical conditions including:

- Site geology;
- Surface conditions; and
- Subsurface conditions encountered;

> Groundwater;
> As-built data;
> Scour data;
> Corrosion test results for the bridge designer use with Caltrans design methods to select cement type, minimum cement contents, and cover, and the need for protective coatings on reinforcement bars;
> Seismic information including ground motion parameters developed from ARS-online, seismic parameters for slope stability analyses and abutment design, as well as the potential for fault rupture, liquefaction, liquefaction induced lateral spreading, and seismic slope instability;
> Design recommendations for the selected bridge foundation type such as spread footings, driven piles, rock-socketed and/ or cast-in-drilled hole piles, as needed;

- Shallow foundation design plots of bearing resistance versus footing width, and tabulated foundation data and bearing elevations (if needed.)
- Deep foundation design plots of bearing resistance versus pile depth for requested pile diameters, pile data table, minimum pile embedment and diameter, pile spacing and group effects, and specified pile tip elevation for load

demands provided by others (if needed);
- Recommended input parameters and p-y curve models for use with deep foundation analyses by the bridge designer (if needed);

> Notes for Specifications and Construction including anticipated pile driving and/or CIDH drilling conditions as well as temporary shoring.

TASK 18.12 - SOIL AND GROUNDWATER MANAGEMENT PLAN

This task includes developing a soil sampling plan, conducting sampling and analysis of the soil and preparing a soil and groundwater management plan. These scope items are necessary to comply with Hazard Mitigation Measures HAZ-1 and HAZ-2 of the approved IS-MND. This task will be led by Rincon with Yeh providing the drilling for the soil sampling.

A Soil Sampling Work Plan (Work Plan) for evaluating shallow soil (i.e., 3 feet below ground surface [bgs] or less) for aerially deposited lead, organochlorine pesticides (OCPs), herbicides, and arsenic in accordance with Hazard Mitigation Measures HAZ-1 and HAZ-2 in the IS-MND will be developed and submitted to the City and Caltrans for review and approval. The Work Plan will detail the proposed sampling locations, depths, and laboratory analytical testing. The Work Plan will also include a health and safety plan (HASP), which will outline the procedures that Ricon field personnel will follow to minimize the potential for health and safety hazards during the course of work to be performed. The need for this plan is mandated by federal law.

Soil sampling and analysis will be done in accordance with an approved Soil Sampling Work Plan. Rincon will provide qualified personnel to collect soil samples for environmental analysis from the 32 proposed geotechnical borings and to advance and collect soil samples from one additional hand auger boring to a depth of 3 feet bgs.

It is assumed that soil sampling and analysis required in the Work Plan will include the following:

> Advancing one boring to 3 feet bgs using a stainless-steel hand auger.
> Collection of soil samples at 0.5, 1.0, and 3.0 feet bgs from up to 32 soil borings that will be advanced at the project by others as part of a geotechnical investigation.
> Analysis of up to 66 soil samples for total lead by United States Environmental Protection Agency (USEPA) test method 6020; 33 soil samples for OCPs by USEPA test method 8081A and herbicides by USEPA test method 8151A; and eight soil samples for total arsenic by USEPA test method 6020 on a standard 10 business day turnaround time.
> Additional analysis of up to 15 soil samples for soluble lead by the Waste Extraction Text for the Soluble Threshold Limit Concentration or by the Toxicity Characteristic Leaching Procedure on a standard 10 business day turnaround time.
> Environmental sampling activities will not exceed 13 field days.
> Samples collected at 3.0 feet bgs will be held at the laboratory and analyzed, if needed based upon the results of the shallower soil samples. Costs for analysis of these samples is not included in this estimate.

A Soil Sampling and Analysis Report summarizing the results of the field activities performed and including tabulated data, figures, and recommendations for additional assessment or remediation of impacted soil identified during the investigation, if applicable will be prepared. The Soil Sampling and Analysis Report will be submitted to the City and Caltrans for preliminary review and revised in response to up to two rounds of consolidated comments.

In accordance with Hazard Mitigation Measure HAZ-1 and HAZ-2 and based on the location of the project within a known tetrachloroethylene (PCE) groundwater plume, the team will prepare a Soil and Groundwater Management Plan (SGMP) for the project that will include measures for the on-site handling and management of impacted soils, groundwater, or other impacted wastes, if encountered, and for reducing hazards to construction workers and off-site receptors during construction. The SGMP will establish remedial measures and/or soil and groundwater management practices to ensure construction worker safety, the health of future workers and visitors, and prevent the off-site migration of contaminants from the site. These measures and practices may include, but are not limited to:

- Stockpile management, including stormwater pollution prevention and the installation of best management practices;
- Collection of and analyzing groundwater samples during dewatering;
- Proper transportation and disposal procedures of impacted soil, groundwater, or other impacted materials in accordance with applicable regulations, including California Code of Regulations (CCR) Title 22;
- Monitoring and reporting; and
- A health and safety plan for contractors working at the site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection and outlines proper soil and groundwater handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

The SGMP will also serve as a contingency plan to address potential impacts related to known petroleum pipelines present on the project in accordance with Hazard Mitigation Measure HAZ-3.

The SGMP will be submitted to the City and Caltrans for preliminary review and revised in response to up to two rounds of consolidated comments,. Subsequent to the approval of the City and Caltrans, the SGMP will be submitted to the California Department of Toxic Substances Control (DTSC) for their review and approval prior and revised in response to up to one round of comments from the DTSC.

TASK 18.13 - RESPONSE TO COMMENTS (2)

A Draft 65% Submittal will be made to the City and Caltrans for their review. Our team has assumed we will receive consolidated comments. We will address these comments and submit a Draft Final 65% submittal, which will be reviewed. Upon receiving the second set of consolidated comments, the team will address the applicable comments and submit a Final 65% submittal. At each submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 18.14 – CALTRANS 65% CONSTRUCTABILITY REVIEW

We will coordinate with Caltrans design oversight staff to schedule and conduct the Caltrans 65% Constructability Review. This task includes meeting coordination, attendance, presenting the project at the meeting, producing meeting notes and developing a response to comments.

TASK 18.15 - 65% SUBMITTAL TO OSFP

Consor will assemble and submit the 65% plans to Caltrans OSFP for review. Submittals and review duration is expected to be in accordance with the OSFP Information and Procedures Guide.

TASK 18.16 - REGULATORY PERMITTING

Consor and Rincon will take the lead in assisting the City to obtain necessary permits for the project. We will prepare draft permit applications/notifications including supporting graphics and technical write-ups, attend agency meetings, as required, prepare meeting materials, and provide general regulatory and technical advice.

Based on our understanding of the project, we assume that the following permits will be required for this project: LSAA from CDFW and WDRs Permit from RWQCB. We also assume, based on review of the Natural Environment Study and IS-MND, that a Habitat Mitigation and Monitoring Plan (HMMP) will be required

to address minor impacts to riparian vegetation. Other possible permits necessary may include a Nationwide Permit (NWP) from the United States Army Corps of Engineers and filing notification of the project with the RWQCB or submittal of an application for Water Quality Certification if the applicable NWP is not pre- certified. This may also trigger the need for federal Endangered Species Act consultation(s) with the United States Fish and Wildlife Service and/or National Marine Fisheries Service. At this time, however, we assume that all work would occur outside federal jurisdiction.

TASK 18 DELIVERABLES

- Draft, Draft Final and Final 65% Plans (Roadway, Structures, Drainage, Stormwater treatment, Signals/Lighting, Landscape, Wet Utilities, Aesthetic Details) (PDF)
- Comment Response Matrix (2)
- Engineers Opinion of Probable Cost
- List of Caltrans Technical Special Provisions Draft Final Bridge Design Hydraulics Report (PDF)
- Draft Final Stormwater Data Report (PDF)
- Draft Drainage Report (PDF)
- Draft Geotechnical Design Report (GDR) (PDF)
- Draft Foundation Reports (FR) for ERS and US 101 OC/Ramps (PDF)
- Draft and Final Soil Sampling Work Plan (PDF)
- Draft and Final Soil Sampling Analysis Report (PDF)
- Draft and Final SGMP (PDF)
- 65% Caltrans Constructability Review Submittal
- 65% Submittal to Caltrans OSFP
- Completed permit application forms and exhibits as noted above (i.e., LSAA notification and WDRs Permit application).
- Draft and final HMMP.
- Meeting(s) minutes with regulatory agencies and the City

Task 19.0 - Final Aesthetic Development

This task includes finalizing the Aesthetic vision for the Prado Road corridor and gaining consensus for that vision from City staff, Caltrans, and the City Advisory Boards, such as the Architecture Review Committee, City Planning Commission, Downtown SLO, and the Chamber of Commerce.

TASK 19.1 - FINAL RENDERINGS OF AESTHETIC TREATMENTS

During Phase I, the vision for the corridor will have been determined through input from City staff, Caltrans and the Public. Items such as Aesthetic Lighting, Decorative treatments for Bridge Supports and railings, Hardscape and Landscape for the roadway medians and buffer areas, and decorative and contrasting elements applied to the sidewalks and bicycle paths will have been incorporated into renderings. During this task, the renderings will be finalized. We will produce a Draft Final Rendering of the preferred alternative to present to City Staff, Caltrans, and City Advisory Bodies. Our scope assumes that the preferred option determined in Phase I will not require significant revisions as part of this task. The construction plans and details for the treatments will be developed as part of the various PS&E packages as part of Phase II.

TASK 19.2 - CITY/CALTRANS REVIEW MEETING (1)

The team will meet with City and Caltrans staff to review the Draft Final renderings of the preferred alternative. It is assumed that Caltrans Landscape Architects will be in attendance at this meeting.

TASK 19.3 - ADVISORY BODY PRESENTATION AND RENDERINGS

Our team will prepare a presentation to be shown to a maximum of four (4) Advisory Board Meetings. The presentation would be similar to the one given at the public meeting and Advisory Body meetings in Phase I. Although the graphics would be updated to the preferred alternative. It is anticipated that Apexx would present the Vision for the corridor and the technical team would be there as support. We have assumed that the aesthetic treatments would be presented at the Advisory Body meetings discussed in Task 22.

TASK 19.4 - FINAL AESTHETIC REPORT

Upon receiving comments from City and Caltrans staff and City Advisory Board members, we will address the feedback and

update the Aesthetics Report prepared in Phase I. Renderings and cost estimates will be updated as well as documenting the feedback received. Our scope assumes two rounds of consolidated comments on the Final Aesthetics Report.

TASK 19 DELIVERABLES

- Final Renderings for Preferred Alternative
- Attendance, Agenda and Meeting Notes for one meeting with City Staff and Caltrans Staff
- Presentation development for City Advisory Body meetings
- Draft Final and Final Aesthetic Report (PDF)

Task 20.0 - 90% PS&E Submittal

TASK 20.1 - INDEPENDENT STRUCTURES CHECK

Consor will address comments from the 65% submittal and update the PS&E accordingly. Once comments have been incorporated, Consor will perform an independent design check of the structure plans in conformance with usual Caltrans bridge design procedures. The check will involve a completely independent analysis of the project using the unchecked bridge detailed plans and 65% roadway plans by a licensed engineer that has not been intimately involved in the design.

The independent check engineer will prepare an independent set of calculations. A plan set will be marked up following Consor's QA/QC Manual. Based upon the independent check and agreement to revisions by the checker and designer, the plans will be revised. Independent check comments are summarized, and resolutions are documented.

TASK 20.2 - 90% ROADWAY, SIGNAL/LIGHTING DESIGN & PLANS

After the 65% review is completed and all comments have been compiled, Consor will make necessary revisions to the roadway plans in accordance with those comments and prepare a response to all comments following the required format used in Caltrans review processes.

Once comments from the 65% submittal have been incorporated, Consor will perform an independent check of the roadway plans. An engineer that has not been involved in the design will perform a completely independent analysis of the project details using the 65% plans. This is an important part of the team's QA/QC Plan.
Based upon the independent check and agreement to revisions by the checker and designer, the plans will be revised. The Project Manager will ensure that all comments are adequately addressed and resolved.

TASK 20.3 - 90% DRAINAGE AND STORMWATER PLANS

Drainage and Stormwater treatment plans will be updated to incorporate comments from the 65% review. A review of the plan sheets will be completed to verify conflicts with underground utilities have been minimized or avoided.

TASK 20.4 - 90% WET UTILITY PLANS

The Consor Wet Utility Team will advance the plans forward to 90% completion. Modifications will be incorporated into the plans. A Senior level engineer will review the wet utility plans to look for conflicts with other project elements and perform an independent check of the design details.

TASK 20.5 - 90% STRUCTURES PLANS

After the 65% review is completed, comments from the City and Caltrans have been compiled and the independent structures check comments have been reconciled Consor will make necessary revisions to the structure plans in accordance with those comments and prepare a response to all comments.

TASK 20.6 - 90% LANDSCAPE PLANS

Following the conclusion of the 65% review meeting Wallace Group will work with the project team to produce a Comment Resolution form which will assemble the written/reconciled 65% PS&E comments received. Designers will record responses

to comments as well as record final dispositions that verify final dispositions have been implemented.

The 65% plans will be updated to a 90% submittal level based on appropriate written comments received in the prior submittal. Comments are expected to be refinements of prior work/ concepts and new or significant concept revisions are not expected or included in this scope of work.

An internal QA/QC review will be completed for the submittal and these records will be made available. Following the incorporation of applicable revisions and final design edits the bid documents will be stamped draft 90% and presented.

TASK 20.7 - 90% AESTHETIC FEATURE PLANS

The aesthetic features plans that were prepared during the 65% plan tasks will be updated based on comments received from the City and Caltrans. A review of the aesthetics plans will be completed as part of this phase to assess the constructability of the aesthetic features.

TASK 20.8 - DRAFT TECHNICAL SPECIFICATIONS

Consor will prepare edited Technical Special Provisions utilizing the 90% project plans. The special provisions will be prepared in accordance with the most current version of the Caltrans Standard Specifications..

TASK 20.9 - 90% ENGINEER'S ESTIMATE AND JUSTIFICATION MEMORANDUM

Two independent sets of quantity calculations will be prepared by individuals experienced in this work. The quantity calculations will be organized and detailed for use by field inspectors during construction. Standard Caltrans summary sheets will be used for quantity calculations, aiding in facilitating the review process and use by the construction personnel. Bridge quantity estimators must agree within tolerances prescribed in Chapter 11 of the Caltrans Bridge Design Aids Manual. Any deviations will be resolved and the Marginal Estimate sheet will be prepared. Unit prices will be applied to each contract item resulting in the Engineer's Estimate of Probable Construction Cost (Estimate). Prices used will be based on the latest available data from the City and Caltrans, reflecting the location of the project and the quantity of each item. The estimate will be segregated into two categories: roadway and bridge. Non-participating costs, if federal funds will be used, will also be segregated. Five percent of the total estimate will be added for contingencies, per current Caltrans guidelines, and an additional City contingency will be added to effectively administer the project.

Consor will prepare a brief memorandum describing fluctuations to the costs associated with the project between 65% and 90% submittals. We will document the process used for determining the quantity of items and include the back up information regarding the unit prices for each item. This information will be summarized in a Justification Memorandum and submitted with the 90% Engineer's Opinion of Probable Construction Costs.

TASK 20.10 - FINAL BRIDGE HYDRAULICS, STORMWATER DATA, DRAINAGE REPORTS

This task includes our team preparing responses and incorporating revisions, as appropriate, to the Bridge Design Hydraulics, Stormwater Data, and Drainage Reports. Our scope includes two rounds of comments from the City and Caltrans.

TASK 20.11 - FINAL GEOTECHNICAL REPORT (GDR), FOUNDATION REPORT (FR) AND LOG OF TEST BORINGS

Task 20.11.1 Final Geotechnical Design Report (GDR)

The final Geotechnical Design Report (GDR) incorporating review comments, as appropriate from the City , and Caltrans. It is not anticipated that the final report would incorporate evaluating additional alternatives, information or recommendations for improvements that are not described in this proposal. Up to two rounds of review are anticipated for the deliverable.

Task 20.11.2 Final Foundation Report (FR) for Earth Retaining Structures

The final Foundation Report incorporating review comments, as appropriate from the City, and Caltrans for the ERS on the project. It is not anticipated that the final report would incorporate evaluating additional alternatives, information or

recommendations for improvements that are not described in this proposal. Up to two rounds of review are anticipated for the deliverable.

Task 20.11.3 Final Foundation Report (FR) for US 101 Overcrossing at Prado Road

The final Foundation Report for the US 101 overcrossing structure at Prado Road incorporating review comments, as appropriate from the City, and Caltrans. It is not anticipated that the final report would incorporate evaluating additional alternatives, information or recommendations for improvements that are not described in this proposal. Up to two rounds of review are anticipated for the deliverable.

Task 20.11.4 Log of Test Borings (LOTB)

Yeh will prepare and submit a Log of Test Borings (LOTB) sheets including layout sheet(s) of the borings (using the project stationing and plans provided by the client) and boring profile sheets in accordance with Caltrans guidelines. Draft and final versions of the project LOTB's will be submitted. The plan can be presented on the City's project border if requested. LOTBs for the earth retaining structures and overcrossing structure and ramps will be provided.

TASK 20.12 - LEED/ENVISION SUBMISSION PACKAGE

Based on the determination of the Feasibility Memorandum and Public Input from Phase I, the Consor team will prepare a submission package for either LEED or Envision or Greenroads for evaluation of the sustainability of the project. We will submit a draft copy of the package for the City to provide comments. Those comments will be incorporated as appropriate and a final submittal package will be provided to the City for submission. Each program has a cost to submit, and these costs are not included in this scope of work.

TASK 20.13 - SUSTAINABILITY MEMORANDUM

The Sustainability Memorandum that was prepared during Phase I will be updated to reflect the approved project and discuss material types, construction techniques, and traffic control that have been incorporated into the project to reduce GHG emissions and limit environmental impact. A draft final report will be submitted to the City for comment. Comments will be incorporated as appropriate and a final report will be submitted.

TASK 20.14 - RESPONSE TO 3RD PARTY REVIEW COMMENTS AND MEETINGS (3)

The City will be contracting separately with a 3rd party to review the 90% submittal. Our team will meet virtually with the 3rd party reviewers and the City to review the submittal and subsequent comments. We envision the first meeting will be a walk-through of the prepared plans, technical special provisions, and estimate, including discussing special details, specifications or items. The second meeting will focus on a review of the comments provided and our team's responses. The third meeting will be prior to our final 90% submittal to discuss the 3rd party's final comments and how our team will address those comments. At each submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 20.15 - RESPONSE TO CITY/CALTRANS REVIEW COMMENTS (2)

A Draft 90% Submittal will be made to the City and Caltrans for their review. Our team has assumed we will receive consolidated comments. We will address these comments and submit a Draft Final 90% submittal, which will be reviewed. Upon receiving the second set of consolidated comments, the team will address the applicable comments and submit a Final 90% submittal. At each submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 20.16 – CALTRANS SAFETY REVIEW

We will coordinate with Caltrans design oversight staff to schedule and conduct the Caltrans Safety Review. This task includes meeting coordination, attendance, presenting the project at the meeting, producing meeting notes and developing a response to comments.

TASK 20.17 – CALTRANS 90% CONSTRUCTABILITY REVIEW

Consor will utilize our in-house construction management staff to perform a comprehensive constructability review on the 90% plans. We will coordinate with Caltrans design oversight staff to schedule and conduct the Caltrans 90% Constructability Review. This task includes meeting coordination, attendance, presenting the project at the meeting, producing meeting notes and developing a response to comments.

TASK 20.18 – PREPARE WORKING DAY CONSTRUCTION SCHEDULE

Consor will prepare a construction schedule to estimate the number of working days to be included in the construction contract. The schedule will be done using Microsoft Project, unless the City prefers another format. The schedule will also be provided to the Resident Engineer for their use during construction.

TASK 20.19 - 90% SUBMITTAL TO OSFP

Consor will assemble and submit the 90% PS&E (Initial PS&E) to Caltrans OSFP for review. Submittals and review duration is expected to be in accordance with the OSFP Information and Procedures Guide.

TASK 20.20 PEER REVIEW CALTRANS SIGN STRUCTURE PS&E PACKAGE

Caltrans will be preparing a PS&E package for the construction of a new permanent changeable message sign near the Prado Road Interchange project. As part of this task, Consor will conduct a peer review of Caltrans 90% PS&E package for the improvements. We have anticipated two reviews of Caltrans' package.

TASK 20 DELIVERABLES

- Half Size (11x17) 90% Plans
- 90% Technical Special Provisions
- Design and Independent Check Calculations
- 90% Engineer's Opinion of Probable Construction Cost and Justification Memorandum
- Final Bridge Design Hydraulics Report (PDF)
- Final Stormwater Data Report (PDF)
- Final Drainage Report (PDF)
- Final Geotechnical Design Report (GDR)
- Final Foundation Report (FR) for Earth Retaining Structures
- Final Foundation Report (FR) for US 101 Overcrossing at Prado Road
- Draft and Final LEED/Envision submittal package (PDF)
- Draft final and Final Sustainability Memorandum (PDF)
- Attendance at three (3) virtual meetings with City 3rd Party Review consultant
- Response to Comment Forms – 3rd Party Review
- Response to Comment Forms – City and Caltrans Review
- Working Day Construction Schedule
- Quantity Calculations and Independent Quantity Calculations
- Quantity Summary Sheets
- QA/QC Documentation including Independent Design Check
- Caltrans Safety Review Documentation
- Caltrans Constructability Review Documentation
- Draft and Final 90% Submittal to OSFP
- Two reviews of Caltrans 90% Sign PS&E package

Task 21.0 - 100% PS&E Submittal

TASK 21.1 - 100% ROADWAY, SIGNALS/LIGHTING, DRAINAGE, STORMWATER TREATMENT, LANDSCAPE, WET UTILITIES, AESTHETIC DETAILS & STRUCTURE PLANS

The 90% plans will be revised based on comments received from the 90% submittal and reviewed for compatibility between portions of work and design disciplines, including a Road Plan Review as described in the Caltrans Memo to Designers 2-25. YEH will also review plans, specifications and provide general consultation within the proposed level of effort to check whether the recommendations of the geotechnical report were incorporated into the design and construction documents, and to assist with preparation/verification of the geotechnical aspects of the specifications. Consor will perform a QA/QC review prior to the submittals listed above being transmitted to the City, and Caltrans. The review of the Draft PS&E will be performed by a senior level engineer for uniformity, compatibility, and constructability. Separate QA/QC reviews will be done for the on the entire PS&E package. Consor will incorporate comments and submit 100% plans to the City and Caltrans.

TASK 21.2 - DRAFT FINAL TECHNICAL SPECIFICATIONS

Consor will update the 90% Technical Special Provisions as necessary based on comments received and changes made for the 100% project plans. It is assumed the City will perform a final review on Boilerplate language and provide any updated language that needs to be incorporated.

TASK 21.3 - ENGINEER'S ESTIMATE AND JUSTIFICATION MEMORANDUM

Consor will update the 90% construction Cost Estimate as necessary based on comments received and changes made for the 100% project plans. We do not anticipate there to be appreciable changes in the item costs at the 100% submittal. However, if due to delays in the project or unforeseen circumstances beyond the control of Consor, we will update the Justification Memorandum to provide reasons for the cost revisions.

TASK 21.4 – RESIDENT ENGINEER FILE

Consor will prepare the resident engineer (RE) file according to Chapter 15 of the Caltrans Project Development Procedures Manual (PDPM). Consor will also utilize PDPM Appendix GG to ensure all items are included in the RE file as appropriate for the project. The RE file will include any pertinent project data required to administer the construction contract. The information will be compiled in two separate binders, one for the City and one to be passed onto the resident engineer in the field administering the construction contract.

TASK 21.5 - RESPONSE TO CITY/CALTRANS REVIEW COMMENTS (2)

A Draft 100% Submittal will be made to the City and Caltrans for their review. Our team has assumed we will receive consolidated comments. We will address these comments and submit a Draft Final 100% submittal, which will be reviewed. Upon receiving the second set of consolidated comments, the team will address the applicable comments and submit a Final 100% submittal. At each submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 21 DELIVERABLES

- Response to Comments Forms – City and Caltrans review
- 11"x17" project plans (PDF)
- Draft special provisions (PDF)
- Engineer's estimate and (PDF)
- Cross-sections at 50-foot intervals
- QA/QC Documentation
- Roadway earthwork calculations

- Resident Engineer File (PDF)

Task 22.0 - Final PS&E Package

TASK 22.1 - STAMPED AND SIGNED PROJECT PLANS

The100% plans will be revised based on comments received from the 100% submittal. Each plan sheet will be electronically stamped and signed by the Engineer/Architect in Responsible Charge of the elements contained on the specific sheet.

TASK 22.2 - STAMPED AND SIGNED TECHNICAL SPECIFICATIONS

The technical special provisions will be electronically stamped and signed by the Engineer/Architect in responsible charge for the development of the various specifications section. Stamped and signed specifications will be submitted to the City and Caltrans.

TASK 22.3 - ENGINEER'S ESTIMATE AND JUSTIFICATION MEMO

Consor will update the 100% construction Cost Estimate as necessary based on comments received and changes made for the 100% project plans. We do not anticipate there to be appreciable changes in the item costs at the Final submittal. However, if due to delays in the project or unforeseen circumstances beyond the control of Consor, we will update the Justification Memorandum to provide reasons for the cost revisions.

TASK 22.4 - RESPONSE TO CITY/CALTRANS REVIEW COMMENTS (1)

A Draft Final Submittal will be made to the City and Caltrans for their review. Our team has assumed we will receive one set of consolidated comments. We will address these comments and submit a Final Stamped and Signed PS&E submittal. At each submittal, our team will prepare a comment response form. The form will include the location of the comment, a summary of the comment, who is responsible for the response, and the response to the comment.

TASK 22 DELIVERABLES

- Response to Comments Form – City and Caltrans review
- Stamped and Signed project plans (PDF)
- Stamped and Signed special provisions (PDF and MS Word)
- Engineer's Estimate and Justification Memorandum (PDF)

Task 23.0 - Advisory Body Assistance - Phase II

As the design progresses it is important to check in with City advisory bodies to inform them of the progress and provide them with the opportunity to provide input. During this Task, the Consor team will attend meetings, provide preparation sessions with staff, provide technical content for staff reports, and support City staff. Our scope assumes that the team will attend four (4) Advisory Body meetings. The renderings, conceptual exhibits, and technical content will be developed in various other Tasks in Phase II.

TASK 23.1 - ATTEND FOUR (4) MEETINGS IN PERSON

The Consor Project Manager, Deputy Project Manager, Bridge Project Engineer will be in attendance at four Advisory Body meetings throughout Phase II. The Advisory Bodies could be Planning Commission (PC), Architectural Review Committee (ARC), Chamber of Commerce, Downtown SLO, or the City Council.

TASK 23.2 - LEAD PREP MEETINGS WITH STAFF (8)

Team preparation is important for presentations at committee meetings. The Consor team will lead preparation meetings with City and Caltrans staff prior to committee or council meetings. These meetings will be virtual. We will attend two preparation meetings for each of the four (4) meetings. The meetings will focus on walking through the presentation to be made and discuss questions and issues that could be raised and our team's responses.

TASK 23.3 - PREPARE TECHNICAL CONTENT FOR STAFF REPORTS (4)

The Consor team will provide technical content for the City led staff reports for the Advisory Body meetings. The technical content will focus on project schedule, project costs, design decisions, aesthetic features, project layout, planting palettes, landscape and hardscape elements, bike and pedestrian features. Our team will provide renderings and plans prepared in previous tasks.

TASK 23.4 - COMMENT RESPONSE TO EACH MEETING (4)

Our goal in attending the Advisory Body meetings will be to answer questions from the committee members. However, there could be some comments or questions that cannot be effectively answered without additional analysis. Our team will document comments, questions and requests made during the meetings. We will prepare a memorandum documenting the comments and our team's responses to those comments. In the memorandum, our team will identify requests that can be incorporated within the scope and fee and those elements that will necessitate a scope and fee revision.

TASK 23 DELIVERABLES

- Attendance at four (4) Advisory Body Meetings (in person)
- Preparation and Attendance at a total of eight (8) preparation meetings for Advisory Body meetings (virtual)
- Technical Content for four (4) staff reports (Word)
- Preparation of four (4) comment response memorandums (PDF)

Task 24.0 - Public Outreach - Phase II

At the beginning of Phase II, Verdin and the Consor team will review the Draft Communications Plan (Phase II) and update to align with the goals of the City for communications for Phase II.

TASK 24.1 - PROJECT BRIEF AND FACT SHEET

The project Fact Sheet and FAQs that were developed in Phase I will be updated to reflect the input and direction of the Prado Interchange project as it moves forward.

TASK 24.2 - PUBLIC MEETING

A public meeting will be held during the development of the 90% PS&E package. The meeting will focus on updating the public on the project timeline, including when construction activities are likely to start, the impacts to traffic during construction, and the final design elements.

The public meeting will be attended by the Project Manager, Deputy Project Manager, Bridge Project Engineer, Utility Coordinator, Landscape Architect, Bridge Architect and Verdin Marketing staff.

As part of this task, the team will complete the following:

- Announcement, coordination and facilitation of one public meeting to present an update to the public. This effort includes:
  - One press release and media outreach to get coverage before and after public meeting
  - Utilizing the City's email program, send a branded email to residents and businesses
  - Updated signage, comment cards, updates to fact sheet/ FAQs. Printing not included.
  - Presentation and display coordination for the meeting
  - Coordination and facilitation of public meeting to present an update on the project. Our team recommends that the public meeting be held at the City Corp Yard on Prado Rd.

After the Public Meeting, Verdin and the design team will follow up with a meeting report with a summary of public engagement and comments/questions, the creation of a database for future outreach, and suggestions for project

refinements based on public input.

As an option, the team can videotape the public meeting for posting on the City's Prado Interchange website to ensure information and ability to comment is inclusive of all audiences.

TASK 24.3 - LOCAL RESIDENT OUTREACH - MASS MAILERS (2)

Our team envisions that one mailer to all residents and businesses within the same area as Phase I public meeting, plus any additional addresses gathered from public comment cards, website inquiries, etc. Our scope assumes the City will print and mail the mailer.

A second mass mailer could either be specific to businesses in the area with a business focused Fact Sheet. Alternatively, the second mass mailer could be a recap and a link to view meeting (if the City authorizes the videotaping of the meeting). The mailer would be sent to the same audience that received the public meeting announcement. Our scope assumes the City would print and mail the mailer.

TASK 24.4 - PRESS RELEASES (8)

One press release would be prepared to get coverage for the Public Meeting to provide an project update. Seven additional press releases are included to coincide with planned events, and to communicate project milestones or unplanned eventualities.

TASK 24.5 - MEDIA MANAGEMENT

Our team recommends providing a continuation of outreach to the media to inform them of the project timeline, scope and plans to ensure channels of communication remain open throughout the final design phase.

Verdin will update the talking points developed for key staff as part of Phase I.

It is recommended that the media be updated regularly; Verdin is also available to develop additional press releases and media relations for unplanned eventualities where media and public information is needed. Depending on the amount and level of effort additional scope may be required.

TASK 24.6 - CITY OF SLO WEBPAGE QUARTERLY UPDATES

As the plans are being developed in Phase II, there may not be enough content to warrant monthly updates to the City of SLO Prado Interchange webpage. Our team is recommending that the website is updated quarterly during Phase II.

TASK 24.7 - PROJECT BOARDS FOR OUTREACH MEETINGS (8 EVENTS, 4 BOARDS)

The Consor team will provide project boards showing renderings of the final project improvements, including aesthetic treatments, landscaping (planting palettes), and hardscape options. The boards can also include project timelines, extents of construction, traffic patterns during construction and utility relocations. It is anticipated that the aesthetic content for these boards or other media will be similar to those created as part of Task 18.0. These boards/graphics/renderings will be prepared to support the public meeting and seven other events like Farmer's Market, groundbreaking, Advisory Body meetings or placement at City offices.

Our scope includes the development, printing and mounting of four boards for seven separate events. It also assumes that at least two of the boards will be reused at the seven events for a total of sixteen boards.

TASK 24 DELIVERABLES

- Final Communications Plan (Phase II)
- Updated Prado Interchange Illustration, Fact Sheet, FAQs
- Talking points for Key Staff
- Attendance at Public Meeting (Consor and Verdin)

- Public Meeting Report (PDF), including comment matrix
- Two (2) mass mailers (PDF)- City to print and mail
- Eight press releases
- Twelve (12) City of SLO Prado Road Interchange Project webpage- Quarterly
- Sixteen (16) project information boards/graphics/renderings

Task 25.0 - Phase II Finalization

TASK 25.1 - SCOPING NARRATIVE - DESIGN CRITERIA/ DESIGN DECISION DOCUMENT

At the conclusion of Phase II, the team will update the Scoping Narrative prepared at the end of Phase I. The document will summarize the design criteria for the project, a list of design exceptions, not already identified previously, findings and decisions incorporated in the final PS&E package, Geotechnical recommendations, Stormwater and Drainage design decisions, wet utility relocations, recap of Public Meeting and Advisory Body comments. The RE Pending file developed in Phase II will be an attachment to the Scoping Narrative document. This document will serve as the basis for the Scope of Work for Phase III.

TASK 25.2 - PHASE III SCOPE, SCHEDULE, FEE

Upon completion of the Scoping Narrative Memorandum, the Consor team with the City and Caltrans input, will review the Scope, Schedule and Fee for Phase III. We will work with the team to revise to our original scope, including deliverables and provide it to the City for their review and approval. Once the revised scope has been approved, the fee will be modified to match the approved scope of work.

TASK 25 DELIVERABLES

- Phase II Scoping Narrative Memorandum (PDF)
- Draft and Final Scope of Work and Fee (Phase III)

PHASE III - BID ADVERTISEMENT AND AWARD PHASE ADMINISTRATION

The following scope for Phase III is based on Consor's estimate for a typical level of effort for a project of this size and complexity. It is assumed that the City will be responsible for the advertisement and award of the construction contract. At the conclusion of Phase II, the scope for Phase III will be updated accordingly.

Task 26.0 - Advertising Preparation

The City will be responsible for the advertisement and award of the construction contract for the Prado Road Interchange. The Consor team will provide the City with a list of potential contractors that have the experience and capability to perform a similar type of work as the Prado Road Interchange project.

During Phase II, the Consor team will deliver an RE pending file, Quantity Calculations (both sets), roadway design cross sections. In addition to these items, we will provide the City with bridge deck four scales as necessary for the completion of the bridge deck grades.

Survey notes and monumentation data will be provided. The data will be sufficient for a licensed surveyor to locate monuments to recreate the rights-of-way.

TASK 26 DELIVERABLES

- Bridge Deck 4-Scales (PDF)
- Survey notes and monumentation data

Task 27.0 - Bid and Award Phase Assistance

TASK 27.1 - REVIEW AND RESPOND TO RFI'S DURING BIDDING

During bidding Consor has assumed up to ten (10) Request for Information (RFI) and one (5) Addendum may be required. If additional RFI's or addendums are needed the scope and fee will need to be revisited. Consor will prepare responses within 5 business days.

Due to the indeterminate nature of this work, we has budgeted a total of 120 hours for this task.

TASK 27.2 - ANALYSIS OF BIDS, BID PROTEST SUPPORT, AND AWARD SUPPORT

Consor will review the received bids. We will consolidate the bids into one spreadsheet to easily compare the bids side by side with the Engineer's Estimate. We will review the bids for mathematical errors and unusual unit prices. Our review will focus on the bid items and costs. It is assumed that City Legal Staff will review the validity of bonds, DBE good faith efforts, and other associated bid forms.

If there is a bid protest, Consor will review the protest and provide our recommendation on the validity of the protest. Our review will focus on the elements of the protest that are technical in nature and will not focus on the quality of the lowest responsible bidder's submittal package (i.e. DBE good faith effort).

The Consor project manager and deputy project manager will attend one (1) City Council meeting for the award of the construction contract. We will prepare the technical portion of the presentation as it relates to the project's construction. For example, we will focus on items such as traffic control and handling, duration of construction, and anticipated impacts of the construction on the community. The recommendation for award and funding for the construction will be addressed by City staff. We will prepare meeting notes summarizing the questions, comments and action taken by City Council.

TASK 27.3 - PRECONSTRUCTION SUPPORT

Given the size of the Prado Road Interchange project, it is assumed that the City will be looking for a consultant that specializes in Construction Management (CM). Consor will be available to review and provide comments on the City prepared Request for Proposal for CM services, review proposals received and participate in interviews as requested by the

City.

The Consor deputy project manager, bridge project engineer, roadway project engineer, wet utility task lead, and utility task lead, will attend the Pre-construction meeting in person. Other team members can be available virtually as necessary. This meeting will be led by the City's CM consultant. We will be available to answer technical questions as they relate to the project. Consor staff will participate in four (4) preparatory meetings virtually before the Pre-construction meeting. During the preparatory meetings, we will provide input to the CM consultant on critical items during construction, including utility relocation.

TASK 27 DELIVERABLES:

- Response to ten (10) Requests for Information
- Preparation of five (5) Addenda
- Bid comparison spreadsheet and assessment
- Assistance with Bid Protect, if required
- Attendance and meeting notes at one (1) City Council Meeting
- Review of City prepared RFP for CM services
- Review of CM consultant proposals and participation in CM interviews
- Attendance at four (4) Pre-construction preparation meetings (virtual)
- Attendance at Pre-construction meeting with CM consultant and contractor

Project Number: Project Number Project Name: Prado Road Interchange

Task No.	TASKS	Principal In Charge	Project Manager	Deputy PM	Principal Engineer	Bridge Project Engineer	Professional Engineer	Professional Engineer	Principal Engineer	Senior Engineer	Professional Engineer	Engineering Designer	Student Intern	Senior CAD Designer	CAD Technician	Project Accountant	Principal Engineer	Principal Engineer	Principal Engineer	Engineering Designer	Engineering Designer	Engineering Designer	CAD Technician	Project Coordinator	Cost Estimator
		MLR	RBL	DBM	GRY	SAM	AMH	BCH	MAS	SeEn	PrEn	EnDe	StIn	CADm	CADt	AdAs	EK	JT	LS	XX	KM	RB	PSK	ER	BG
No.	Initial Hourly Rate	$116.66	$125.00	$88.03	$96.32	$90.58	$53.33	$59.51	$88.58	$87.02	$61.82	$45.28	$21.85	$57.00	$41.50	$40.00	$82.96	$92.79	$86.54	$42.07	$38.94	$57.48	$43.58	$50.48	$85.87
	Phase I Value Analysis, Survey, Hydraulic Study and Geotechnical Investigation																								
1.0	**Project Management and Meetings (Phase I)**																								
1.1	Project Management	8	60													16		24						120	
1.2	Kick off Meeting		8	8		12	12	12											8		4				
1.3	Client Focus Meetings		24	24		24	24	24									4								
1.4	PDT/Coordination Meetings (Caltrans)		24	24		24	24	24									4								
1.5	Project Schedule Updates		6	12																					
1.6	Public Meeting		8	8		16		8									4								
1.7	QA/QC				60	16	16					16													
1.8	Encroachment Permits - Caltrans and City			8				24																	
2.0	**Grant Assistance**																								
2.1	Applicable Grant Opportunity Memo		12																						
2.2	Grant Application Assistance		24																						
3.0	**Project Vision and Handoff**																								
3.1	Previous Work Inventory			4		4	8	24																	
3.2	Handoff Meetings		4	6		6	6	12																	
3.3	Handoff Memorandum			12		12	16	16																	
4.0	**Surveying/Topographic Mapping**																								
4.1	Field work/ Topographic data collection			4		4	16	24							16										
4.2	Right-of-Way, Boundary, and Easement Surveys			4		4	4	8																	
4.3	Road Alignments			4		4	4	24																	
5.0	**Design Technical Reports**																								
5.1	Geotechnical Design and Materials Report			4		12	8	8																	
5.2	Structures Preliminary Geotechnical Reports (SPGR)																								
5.2.1	Draft SPGR - Earth Retaining Structures			2		12	24																		
5.2.2	Draft SPGR - Bridges			2		12	32																		
5.3	Update Location Hydraulic Study			4		8	16																		
5.4	Drainage Impact Study Report			4		4	8	8							8										
5.5	Preliminary Floodplain and Bridge Design Hydraulic Study			4		12	16																		
5.6	Preliminary Stormwater Data Report			4		4	4	16																	
5.7	Water Quality Assessment Report			4			4	8																	
5.8	Right Of Way Needs Determination			6		4	12	16				16			16										
5.9	Right Of Way Estimating			6		4	8	8																	
5.10	Environmental Permit and Monitoring Program			6		4	8	12																	
6.0	**Value Analysis**																								
6.1	Draft Value Analysis Report		8	24		24	24	60				24						10	12	48	16				
6.1.1	Design Charrettes (City and Caltrans)		12	16		24	24	32											8						
6.1.2	Conceptual Roll Map/Bridge Advance Plans		16	40		40	40	120				120			240										
6.1.3	Renderings of Preferred Alternative		4	12		12	12	40				60		100	200										
6.1.4	Cost Estimates		6	12		24	48	60				240							4	24					
6.2	Final Value Analysis Report		6	16		8	16	40				24						10	10	32	16				
6.3	Validation of Traffic Analysis (optional)																								
6.3.1	Update Traffic Counts		4	6				4																	
6.3.2	20-Year Travel Forecast Model for Preferred Alternative		8	6				8																	
6.3.3	Future Project Compatibility		8	8				8																	
6.4	LEED/Envision Memorandum of Feasibility		4	16				16									120								
6.5	Sustainability Memorandum			8				8																	
7.0	**Schematic Aesthetic Development**																								
7.1	Develop Renderings (3 Concepts): Bridge, Roadway, Signage, Landscape		8	8		16	16	40				64			40										

Project Number: Project Number Project Name: Prado Road Interchange

Task No.	TASKS	Principal In Charge	Project Manager	Deputy PM	Principal Engineer	Bridge Project Engineer	Professional Engineer	Professional Engineer	Principal Engineer	Senior Engineer	Professional Engineer	Engineering Designer	Student Intern	Senior CAD Designer	CAD Technician	Project Accountant	Principal Engineer	Principal Engineer	Principal Engineer	Engineering Designer	Engineering Designer	Engineering Designer	CAD Technician	Project Coordinator	Cost Estimator
		MLR	RBL	DBM	GRY	SAM	AMH	BCH	MAS	SeEn	PrEn	EnDe	StIn	CADm	CADt	AdAs	EK	JT	LS	XX	KM	RB	PSK	ER	BG
No.	Initial Hourly Rate	$116.66	$125.00	$88.03	$96.32	$90.58	$53.33	$59.51	$88.58	$87.02	$61.82	$45.28	$21.85	$57.00	$41.50	$40.00	$82.96	$92.79	$86.54	$42.07	$38.94	$57.48	$43.58	$50.48	$85.87
7.2	Meeting - City and Caltrans		4	4		4	4	4																	
7.3	Draft Aesthetic Report		4	8		4	4	4																	
8.0	**Utility Coordination - Phase I**																								
8.1	"A" Letters			8				12	48			60													
8.2	Meetings with affected utilities (2 mtgs per utility, incl City wet utilities. 1 in person, 1 virtual)			40				60	60										24	6					
8.3	Pothole Exhibits (2)		4	8				40				60													
8.4	Utility Coordination - Dry Utilities to underground								60																
9.0	**Bridge Type Selection Report**																								
9.1	Pre-Type Selection Submittal to OSFP			4		24	40					24			40										
9.2	Type Selection Report			4		80	120					100	60		400										
9.3	Draft Type Selection Report Submittal to City					4	12					16			16										
9.4	Type Selection Report Submittal to Caltrans & Type Selection Meeting		4	4		60	80					80	40		24										
10.0	**Public Outreach - Phase I**																								
10.1	Public Meeting - VA recommendations																								
10.2	Meeting minutes and Comment Matrix			4				4																	
10.3	Local Residence Outreach - Mass Mailers (2)		4	4																					
10.4	Press Releases (3)		4	6																					
10.5	Media Management		4	6				8																	
10.6	City of SLO Webpage Monthly Updates		4	8		4	8	12				8													
10.7	Project Boards for Outreach Meetings (3 events, 4 boards ea)		8	24		32	64	80							40										
11.0	**Advisory Body Assistance**																								
11.1	Attend four (4) meetings in person		24	24		56		32																	
11.2	Lead prep meetings with staff (8)		16	16		8	8	8																	
11.3	Prepare technical content for Staff Reports (4)		4	16		8	16	8																	
11.4	Comment response to each meeting (4)		4	8		8	8	8																	
12.0	**50% Submittal**																								
12.1	50% Roadway, Signal, & Lighting Plans		40	80			8	240				360			500										
12.2	50% Structure Plans					60	360					100		40	1084										
12.3	50% Drainage and Stormwater Plans			24			8	80																	
12.4	50% Landscape Plans			2				4																	
12.5	50% Wet Utility Plans			4				8										8	20	48	24	24	24		
12.6	Engineer's Estimate		4	8		12	48	60				112	72						2	8					8
12.7	Plan Review meetings (3)			6		6	6	6											4	4					
12.8	Response to Comments (2)			24		24	32	60				72	24						12	24	16		16		
13.0	**Phase I Finalization**																								
13.1	Scoping Document - Final		6	24		12		8										4							
13.2	Phase II Scope, Schedule, Fee		12	24		16		8										4							
	Phase II - PS&E Development																								
14.0	**Project Management and Meetings - Phase II**																								
14.1	Project Management	8	60													36								120	
14.2	Client Focus Meetings		24	24		24	24	24									4								
14.3	PDT/Coordination Meetings (Caltrans) (12)		12	24		24	24	24									4								
14.4	Project Schedule Updates		8	28		8		8																	
14.5	City Council Meeting		8	8		14		8																	
14.6	QA/QC	24	8	16	120	16	16	16				16	16												
15.0	**Grant Assistance (Phase II)**																								
15.1	Yearly Grant Opportunity/Application Memo		12																						
15.2	Grant Application Assistance		24																						
16.0	**Utility Coordination**																								

Project Number: Project Number Project Name: Prado Road Interchange

Task No.	TASKS	Principal In Charge	Project Manager	Deputy PM	Principal Engineer	Bridge Project Engineer	Professional Engineer	Professional Engineer	Principal Engineer	Senior Engineer	Professional Engineer	Engineering Designer	Student Intern	Senior CAD Designer	CAD Technician	Project Accountant	Principal Engineer	Principal Engineer	Principal Engineer	Engineering Designer	Engineering Designer	Engineering Designer	CAD Technician	Project Coordinator	Cost Estimator
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16.1	Utility Coordination - Dry Utilities to underground								60																
16.2	Review Meetings (5 mtgs with each affected utility incl City utilities)		8	24		12	16	60	140										24	24					
16.3	"B" Letters			8				24	80																
16.4	Utility Agreement Preparation		4	12				40	120																
16.5	"C" Letters		4	8				24	60																
16.6	Utility Agreement Signatures		4	8				60	60																
17.0	**ROW Coordination**																								
17.1	Final ROW needs map (incl underground utilities)		4	12				40	40			80													
17.2	Survey Staking of Potential ROW takes																								
17.3	Property Owner Introduction Meetings (2 per owner)			16																					
17.4	Appraisals		4	16				16																	
17.5	Draft offer packages		4	8																					
17.6	Attend two (2) City Council closed session meetings (Offers)			8																					
17.7	Property Owner Offer Meetings (2 per owner)			4																					
17.8	Attend two (2) City Council closed session meetings (authorize payment)			8																					
17.9	ROW agreements and create escrow accounts			8																					
18.0	**65% PS&E Package**																								
18.1	65% Roadway Design & Plans		40	80		8	16	640				800			1200										
18.2	65% Drainage and Stormwater Plans		16	40				80				80													
18.3	65% Wet Utility Plans			16				24										16	24	40	20	24	60		
18.4	65% Bridge & Retaining Wall Plans		8	24		240	480				240	240		40	800										
18.5	65% Landscape Plans			6				12																	
18.6	Technical Specifications List			16		16	16	16										16	24	60					
18.7	Engineer's Estimate			16		12	48	80				152	72					4	4	16	8				12
18.8	Draft Final Bridge Design Hydraulics Report		4	8		12	24																		
18.9	Draft Final Stormwater Data		4	6				8																	
18.10	Draft Final Drainage Report		4	8		12	12	12																	
18.11	Draft Final Foundation and Geotechnical Report		4	8		24	48	8																	
18.12	Soil and Groundwater Management Plan			6				8																	
18.13	Response to Comments (2)		8	24		24	40	40				80			80			8	16	42	20	8	30		
18.14	Caltrans 65% Constructability Review			16		24	40	60				40			80										
18.15	65% Submittal to OSFP					16	40					40			56										
18.16	Regulatory Permitting			24				40																	
19.0	**Final Aesthetic Development**																								
19.1	Final Renderings of Aesthetic Treatments		8	16		16	16	24																	
19.2	City/Caltrans Review Meeting (1)		2	4		2		4																	
19.3	Advisory Body Presentation and Renderings		8	16		4		8						120	160										
19.4	Draft Final and Final Aesthetic Report			16		4	4	8																	
20.0	**90% PS&E Submittal**																								
20.1	Structures Independent Check					40	80			240	480	240	120												
20.2	90% Roadway, Signal, & Lighting Plans (incl Rdwy Independent Check)		40	60				200		120		600			600										
20.3	90% Drainage and Stormwater Plans		12	24				60				60			80										
20.4	90% Wet Utility Plans																	8	16	60	40	8	40		
20.5	90% Bridge Plans					40	60							20	714										
20.6	90% Landscape Plans																								
20.7	90% Aesthetic Feature Plans					8	24																		
20.8	Draft Technical Specifications		8	24		16	16	40			80							16	16	40					
20.9	Engineer's Estimate and Justification Memo		4	24		24	48	60			60	96	80					4	4	8	8				12
20.10	Final Bridge Hydraulics, Stormwater, and Drainage Reports		4	8		8	8	8																	

Project Number: Project Number Project Name: Prado Road Interchange

Task No.	TASKS	Principal In Charge	Project Manager	Deputy PM	Principal Engineer	Bridge Project Engineer	Professional Engineer	Professional Engineer	Principal Engineer	Senior Engineer	Professional Engineer	Engineering Designer	Student Intern	Senior CAD Designer	CAD Technician	Project Accountant	Principal Engineer	Principal Engineer	Principal Engineer	Engineering Designer	Engineering Designer	Engineering Designer	CAD Technician	Project Coordinator	Cost Estimator
		MLR	RBL	DBM	GRY	SAM	AMH	BCH	MAS	SeEn	PrEn	EnDe	StIn	CADm	CADt	AdAs	EK	JT	LS	XX	KM	RB	PSK	ER	BG
No.	Initial Hourly Rate	$116.66	$125.00	$88.03	$96.32	$90.58	$53.33	$59.51	$88.58	$87.02	$61.82	$45.28	$21.85	$57.00	$41.50	$40.00	$82.96	$92.79	$86.54	$42.07	$38.94	$57.48	$43.58	$50.48	$85.87
20.11	Final Geotechnical Report, Foundation Report, and LOTB		4	8		8	8	8																	
20.12	LEED/Envision Submission Package		4	12													120								
20.13	Sustainability Memorandum		4	6																					
20.14	Response to 3rd Party Review Comments and Meetings (3)		6	24		24	24	24										8	16	8					
20.15	Response to City/ Caltrans Review Comments (2)		4	16		16	16	16										4	12	16	16				
20.16	Caltrans Safety Review					12	16																		
20.17	Caltrans 90% Constructability Review		4	16		24	40	40				16													
20.18	Prepare Working Day Schedule		8	32		24	24	24																	
20.19	Draft and Final 90% Submittal to OSFP					16	48					32													
20.20	Peer Review Caltrans Sign Structure PS&E Package			24	40	16																			
21.0	**100% PS&E Submittal**																								
21.1	100% Plans		24	60		40	80	240				360		20	682			4	12	24	16	4	24		4
21.2	Draft Technical Specifications		4	16		8	8	24			40							8	16	30					
21.3	Engineers Estimate & Justification Memorandum		4	16		16	40	40				40							4	8	8				12
21.4	Resident Engineer File		4	8		4	8	24																	
21.5	Response to City/Caltrans Review Comments (2)		4	8		8	16	16										4	4	8					
22.0	**Final PS&E Package**																								
22.1	Stamped and Signed Project Plans			8		24	40	40							80			2	6	8			12		
22.2	Stamped and Signed Technical Specifications		4	8		8		8			16							8	16	30					
22.3	Engineer's Estimate and Justification Memo		4	8		8	24											2	2	8	8				12
22.4	Response to City/Caltrans Review Comments (1)		4	8		8	16					16						2	6	8					
23.0	**Advisory Body Assistance - Phase II**																								
23.1	Attend four (4) meetings in person		32	32		56		32																	
23.2	Lead prep meetings with staff (8)		16	24		8	8	16																	
23.3	Prepare technical content for Staff Reports (4)		8	24		8	8	16																	
23.4	Comment response to each meeting (4)			8		8	8	8				8													
24.0	**Public Outreach - Phase II**																								
24.1	Project Brief and Fact Sheet			6				4																	
24.2	Public Meeting		8	8		14		8																	
24.3	Local Residence Outreach - Mass Mailers (2)			4																					
24.4	Press Releases (8)			16																					
24.5	Media Management			8																					
24.6	City of SLO Webpage Monthly Updates			16																					
24.7	Project Boards for Outreach Meetings (8 events, 4 boards)		8	24				40						80	80										
25.0	**Phase II Finalization**																								
25.1	Scoping Narrative - Design Criteria/Design Decision Document		8	40		16		24																	
25.2	Phase III Scope, Schedule, Fee		16	24		16		24																	
	Phase III - Bid Advertisement and Award Administration																								
26.0	**Advertising Preparation**		4	8		8	16	16							16										
27.0	**Bid and Award Assistance**																								
27.1	Review and Respond to RFIs during Bidding		4	16		16	16	16				16			80										
27.2	Analysis of Bids, Bid Protest Support and Award Support		4	16		16	16	8				16													
27.3	Preconstruction Support			8		24	16	8																	
	Subtotal - Hours	**40**	**960**	**2018**	**220**	**1874**	**2872**	**3974**	**728**	**360**	**916**	**4584**	**484**	**420**	**7332**	**52**	**260**	**174**	**326**	**632**	**220**	**68**	**206**	**240**	**60**
	Anticipated Salary Increases																								
	Other Direct Costs																								
	Total Cost	$4,666	$120,000	$177,645	$21,190	$169,747	$153,164	$236,493	$64,486	$31,327	$56,627	$207,564	$10,575	$23,940	$304,278	$2,080	$21,570	$16,145	$28,212	$26,588	$8,567	$3,909	$8,977	$12,115	$5,152	**$1**

Prado Road Interchange

Phase 1 Fee

Date: 10/8/2024

Consor North America, Inc.

	Direct Labor:					$600,159.12
	Estimated Salary Increases for Multi-Year Project					$33,221.78
	Subtotal					$633,380.90
	Overhead (1.710):					$1,083,271.36
A.	**Labor Subtotal**					**$1,716,652.26**
	Subconsultant Costs:					
	AECOM					$126,100.00
	Apexx					$38,250.00
	Bennet					$50,285.00
	DKS					$88,460.00
	HDR					$356,385.00
	Hamner Jewell Associates					$0.00
	Rincon					$15,194.00
	Sunrise Transportation					$52,600.00
	Verdin Marketing					$45,763.00
	Wallace Group					$290,385.00
	Yeh and Associates					$46,590.00
B.	**Subconsultant Subtotal**					**$1,110,012.00**
	Other Direct Costs:					
	Travel *(@ active IRS mileage rate)*	7000	miles @		$0.670	$4,690.00
	Pier Diem/ Hotel	50	days @		$250.000	$12,500.00
	Equipment Rental and Supplies				$0.000	$0.00
	Permit Fees	0	@		$0.000	$0.00
	Vendor Reproduction					
	Vellum	0	@	$	-	$0.00
	81/2 X 11 Reproduction	0	@	$	-	$0.00
	11 X 17 Reproduction	0	@	$	-	$0.00
	Mounting Boards for Presentations	0	@	$	-	$0.00
	Newsletters (Translation and printing)	0	@	$	-	$0.00
	Subtotal Vendor Reproduction					$0.00
	Title Report	0	@	$	-	$0.00
	Miscellaneous	0		$	-	$0.00
C.	**Other Direct Cost Subtotal:**					**$17,190.00**
	Labor Subtotal A. =					$1,716,652.26
	Fixed Fee (12.0%):					$205,998.27
	Subconsultant Subtotal B. =					$1,110,012.00
	Fixed Fee (0.0%):					$0.00
	Other Direct Cost Subtotal: C. =					$17,190.00
	Fixed Fee (0.0%):					$0.00
	TOTAL =					**$3,049,852.53**

Note: Invoices will be based upon actual Consor hourly rates plus overhead at 171.03% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost. The overhead rate (ICR) shall remain fixed for the contract duration or until both parties to modify the rate in writing.

Prado Road Interchange

Phase 2 Fee

Date: 10/8/2024

Consor North America, Inc.

	Direct Labor:					$1,091,633.66
	Estimated Salary Increases for Multi-Year Project					$99,665.34
	Subtotal					$1,191,299.00
	Overhead (1.710):					$2,037,478.69
A.	**Labor Subtotal**					**$3,228,777.69**
	Subconsultant Costs:					
	AECOM					$110,350.00
	Apexx					$63,250.00
	Bennet					$137,593.00
	DKS					$0.00
	HDR					$821,725.00
	Hamner Jewell Associates					$157,505.00
	Rincon					$88,512.00
	Sunrise Transportation					$24,900.00
	Verdin Marketing					$71,715.00
	Wallace Group					$156,280.00
	Yeh and Associates					$627,642.00
B.	**Subconsultant Subtotal**					**$2,259,472.00**
	Other Direct Costs:					
	Travel *(@ active IRS mileage rate)*	10500	miles @	$0.670		$7,035.00
	Pier Diem/ Hotel	75	days @	$250.000		$18,750.00
	Equipment Rental and Supplies			$0.000		$0.00
	Permit Fees	0	@	$0.000		$0.00
	Vendor Reproduction					
	Vellum	0	@	$ -		$0.00
	81/2 X 11 Reproduction	0	@	$ -		$0.00
	11 X 17 Reproduction	0	@	$ -		$0.00
	Mounting Boards for Presentations	0	@	$ -		$0.00
	Newsletters (Translation and printing)	0	@	$ -		$0.00
	Subtotal Vendor Reproduction					$0.00
	Title Report	0	@	$ -		$0.00
	Miscellaneous	0		$ -		$0.00
C.	**Other Direct Cost Subtotal:**					**$25,785.00**
	Labor Subtotal A. =					$3,228,777.69
	Fixed Fee (12.0%):					$387,453.32
	Subconsultant Subtotal B. =					$2,259,472.00
	Fixed Fee (0.0%):					$0.00
	Other Direct Cost Subtotal: C. =					$25,785.00
	Fixed Fee (0.0%):					$0.00
	TOTAL =					**$5,901,488.01**

Note: Invoices will be based upon actual Consor hourly rates plus overhead at 171.03% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost. The overhead rate (ICR) shall remain fixed for the contract duration or until both parties to modify the rate in writing.

Prado Road Interchange

Phase 3 Fee

Date: 10/8/2024

Consor North America, Inc.

	Direct Labor:					$23,225.12
	Estimated Salary Increases for Multi-Year Project					$0.00
	Subtotal					$23,225.12
	Overhead (1.710):					$39,721.92
A.	**Labor Subtotal**					**$62,947.04**
	Subconsultant Costs:					
	AECOM					$0.00
	Apexx					$0.00
	Bennet					$0.00
	DKS					$0.00
	HDR					$23,938.00
	Hamner Jewell Associates					$0.00
	Rincon					$0.00
	Sunrise Transportation					$0.00
	Verdin Marketing					$0.00
	Wallace Group					$0.00
	Yeh and Associates					$0.00
B.	**Subconsultant Subtotal**					**$23,938.00**
	Other Direct Costs:					
	Travel *(@ active IRS mileage rate)*	0	miles @	$0.670		$0.00
	Pier Diem/ Hotel	0	days @	$250.000		$0.00
	Equipment Rental and Supplies			$0.000		$0.00
	Permit Fees	0	@	$0.000		$0.00
	Vendor Reproduction					
	Vellum	0	@	$ -		$0.00
	81/2 X 11 Reproduction	0	@	$ -		$0.00
	11 X 17 Reproduction	0	@	$ -		$0.00
	Mounting Boards for Presentations	0	@	$ -		$0.00
	Newsletters (Translation and printing)	0	@	$ -		$0.00
	Subtotal Vendor Reproduction					$0.00
	Title Report	0	@	$ -		$0.00
	Miscellaneous	0		$ -		$0.00
C.	**Other Direct Cost Subtotal:**					**$0.00**
	Labor Subtotal A. =					$62,947.04
	Fixed Fee (12.0%):					$7,553.65
	Subconsultant Subtotal B. =					$23,938.00
	Fixed Fee (0.0%):					$0.00
	Other Direct Cost Subtotal: C. =					$0.00
	Fixed Fee (0.0%):					$0.00
	TOTAL =					**$94,438.69**

Note: Invoices will be based upon actual Consor hourly rates plus overhead at 171.03% plus prorated portion of fixed fee. Subconsultant and Direct Costs will be billed at actual cost. The overhead rate (ICR) shall remain fixed for the contract duration or until both parties to modify the rate in writing.