



RESOLUTION No. 22-550

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

RESOLUTION APPROVING AMENDMENT NO. 2 TO THE CONTRACT BETWEEN THE COUNTY OF NEVADA AND DOKKEN ENGINEERING INC., FOR ENGINEERING AND DESIGN SERVICES FOR THE SOUTH YUBA RIVER AT NORTH BLOOMFIELD ROAD BRIDGE REPLACEMENT PROJECT, – BRLO 0517 (078) – COUNTY PROJECT NO. 224027 (DISTRICTS AND IV)

WHEREAS, the County of Nevada entered into a contract with Dokken Engineering Inc., on December 2, 2014, by Resolution 14-529 for a contract totaling \$635,045.59 for engineering and design services for the South Yuba River at North Bloomfield Road Bridge Replacement Project; and

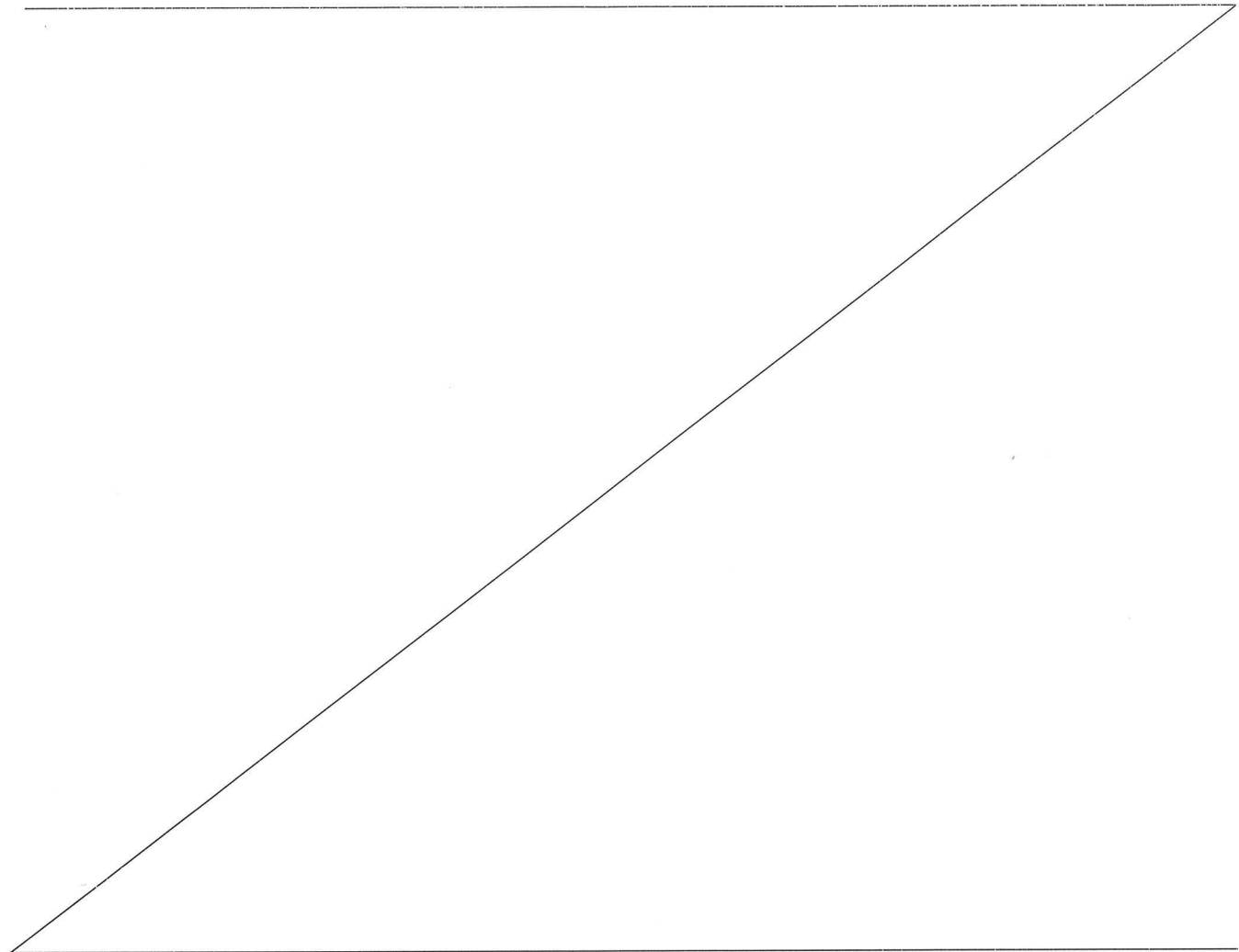
WHEREAS, on December 17, 2019, the Nevada County Board of Supervisors approved resolution 19-641, extending the contract length by 5 years to conclude on December 31, 2024; and

WHEREAS, this amendment will modify the scope of work to reflect a change in the project from a bridge rehabilitation project to environmental services associated with a bridge replacement project; and

WHEREAS, there is no change to the project budget for this modification; and

WHEREAS, there is sufficient budget available in the Road Capital Improvement Fund 1114-30154-702-3000-540712 and a budget amendment is not necessary.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Nevada County Board of Supervisors approves Amendment No. 2, attached hereto, to the professional services contract by and between the County of Nevada and Dokken Engineering, Inc., and the Chair of the Board of Supervisors is hereby authorized to execute Amendment No. 2.



PASSED AND ADOPTED by the Board of Supervisors of the County of Nevada at a regular meeting of said Board, held on the 25th day of October, 2022, by the following vote of said Board:

Ayes: Supervisors Heidi Hall, Edward Scofield, Dan Miller, Susan K. Hoek and Hardy Bullock.
Noes: None.
Absent: None.
Abstain: None.

ATTEST:

JULIE PATTERSON HUNTER
Clerk of the Board of Supervisors

By: 


Susan K. Hoek, Chair

10/25/2022 cc: DPW*
AC*(hold)

11/9/2022 cc: DPW*
AC*(Release)
DE*

**AMENDMENT NO. 2 TO THE CONTRACT WITH
DOKKEN ENGINEERING INC.**

THIS AMENDMENT is executed this 25th day of October, 2022, by and between DOKKEN ENGINEERING, Inc., and COUNTY OF NEVADA. Said Amendment will amend the prior agreement between the parties entitled "Professional Engineering Services for the South Yuba River at North Bloomfield Road Bridge Replacement Project" executed on December 2, 2014, by Resolution No. 14-529.

WHEREAS, the parties desire to amend the scope of work as detailed on Exhibit A2; and

WHEREAS, there are no additional changes to the contract; and

WHEREAS, this amendment shall be effective when signed by both parties.

NOW, THEREFORE, the parties hereto agree as follows:

1. The original scope of work is amended to include Exhibit "A2" attached.
2. That in all other respects the prior agreement of the parties shall remain in full force and effect except as amended herein.


COUNTY OF NEVADA

BY: 
Chair, Board of Supervisors

ATTEST:

By: 
Clerk of the Board of Supervisors

CONTRACTOR:

By: 
Vice President



**EXHIBIT A2 – AMENDMENT 2 SCOPE OF SERVICES,
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EXHIBIT A2 – AMENDMENT 2 SCOPE OF SERVICES, FOR EDWARDS CROSSING BRIDGE REPLACEMENT EIR

Revised September 22, 2022

Amendment No. 2 to the Contract between Nevada County and Dokken Engineering (Dokken) deletes the remaining activities from Phase 1, "Development and Approval of Rehabilitation Concept" and Phase 2, "Environmental and Final Design (of the rehabilitation concept)". This amendment completely replaces Tasks 1 through 16 of the original contract and begins with Task 17.

The purpose of this amendment is to modify the scope of the project from rehabilitation of the existing steel arch to replacement of the existing crossing with a new one. This scope includes fully evaluating two crossing locations with a CEQA EIR and a NEPA EA/FONSI. The scope for preliminary engineering and environmental evaluations are being revised to evaluate two new replacement alternatives. With the complexity of dual NEPA agencies (Caltrans and BLM) and the limited budget of the original contract we do not anticipate that the existing budget amount will be adequate to complete the Final EIR, two NEPA approvals and help the County negotiate the alternative selection process with Caltrans. Therefore, our scope Tasks 24 and 25 have been identified with (As Budget Allows). A future amendment may be necessary to complete the final EIR and assist the County in negotiating the final alternative with Caltrans Local Assistance.

A future Amendment No. 3 is anticipated for Right of Way, Final Design, and Permitting, following the completion of this Environmental Phase and selection of the project alternative. Then a future Amendment No. 4 is anticipated for design support during the construction phase of the project. These activities cannot be correctly scoped or estimated at this time, as the scope of these services will vary with the selected alternative.

TASK 17 PROJECT MANAGEMENT

Dokken Project Management includes regular in-person meetings, presentation of work products, development and monitoring of action items, monthly progress reports, work progress monitoring, budget monitoring, coordination and communication.

The Dokken Project Manager will work closely with the County Project Manager and continuously inform the County Project Manager of all project activities. The duration of the project management effort is expected to be continuous through completion of the contract.

The following project management tasks are budgeted to extend through the Environmental Phase of the project.

Task 17.1 Project Management

Coordination – Close contact will be maintained between the Project Manager, all sub-consultants, the County Project Manager, project personnel, and stakeholder agencies. The Project Manager will act as the principal liaison between Nevada County and our staff at Dokken.

Communication – Effective communication through in-person visits, focused meetings, telephone calls and e-mails to the County will be performed to discuss specific project issues by the Project Manager. Regular communication with team members, the County and other agency personnel will be facilitated through the Project Manager.

Progress Reports will be submitted monthly to Nevada County. These reports will include the work performed during that period, a discussion of issues/decisions, recommendations to address issues, budget status, and anticipated work for the following month. The progress report will be submitted with the monthly invoice.



Dokken will provide and maintain a detailed Milestone Schedule. The Milestone Schedule is a simple one page schedule to assist in project communication.

Dokken will coordinate with all major stakeholders to obtain their support or acceptance of the project. Stakeholder coordination is anticipated to include:

- Property Owners
- US Forest Service
- County Sheriff
- Caltrans Environmental
- Utility Companies
- Fire Departments
- State Parks
- Caltrans District 3 (Local Assistance)
- Caltrans HQ Structures
- Bureau of Land Management

Periodic Project Delivery Team (PDT) meetings will be held with County staff and other representatives, as necessary, to discuss work progress, decisions made, schedule and considerations for the County. Status meetings will be held at the County. Dokken will prepare the meeting agenda, distribute the agenda prior to the meeting, arrange for appropriate participants to attend, and prepare and distribute the meeting minutes to the participants within five working days after the meeting.

Task 17.2 Quality Assurance / Quality Control

The Project Manager or Environmental Manager will perform a quality review of all project correspondence and reports. This includes all products prepared by our subconsultants. In addition, the Project Manager will be responsible for the quality control for all products submitted to the County.

The Environmental Manager will be responsible for quality review of all environmental studies, reports and documents as part of Tasks 19, 20 and 25.

Task 17.3 Coordination with Bureau of Land Management

Dokken will coordinate with the BLM the rehabilitation measures planned and the timing of the work. Dokken will prepare an exhibit for the BLM to show the work proposed, the limits of the work, and their jurisdiction. We will keep the BLM informed of the progress of the project.

Task 17.4 Coordination with State Parks

Dokken will coordinate the rehabilitation measures planned and the timing of the work with State Parks. Dokken will prepare an exhibit for State Parks to show the work proposed, the limits of the work, and their jurisdiction. We will keep State Parks informed of the progress of the project.

Deliverables – Task 17

- Monthly Progress Report and Invoice
- Schedule and Updates
- Meeting Agendas and Minutes
- QC of products



TASK 18 PUBLIC OUTREACH

Task 18.1 Informative Outreach Material

Material in electronic and hard copy formats will be created that includes information about the approach and egress for each alternative, bridge designs, parking to access the South Yuba River, and timelines. Informational material will be designed to be easily understood and relevant to residents, fire personnel, recreational users, and public officials. Fact sheets, maps, and other outreach documents will also be available on the project website.

Means of communication include the following.

- Project information emailed to stakeholders
- Project fact sheets and maps
- Project website updates

Task 18.2 Key Stakeholder Outreach

Dokken will schedule one-on-one meetings, make phone calls, and/or send emails to key stakeholders. This will provide stakeholders information on the update project and the opportunity for various interests to comment on, question, and/or endorse the project. Stakeholders include:

- Residents, including the South Yuba River Citizens League (SYRCL)
- Recreational users
- Nevada County Consolidated Fire District
- Department of Forestry and Fire Protection (Cal Fire)
- South Yuba River State Park
- Bureau of Land Management (BLM)

Task 18.3 Public Meetings

Two Notice of Preparation (NOP) public meetings will also be coordinated by Dokken: one at the County BOS of chambers in Nevada city and the second in North Bloomfield.. Meetings will provide participants the opportunity to learn about the project through a presentation, maps, and fact sheets, as well as to ask questions and provide comments on the project scoping. Another presentation will be prepared for a public meeting to be held during circulation of the environmental document in Task 20.5.

TASK 19 ENVIRONMENTAL TECHNICAL STUDIES

Task 19.1 PES Form Approval

Dokken will respond to comments from the County and Caltrans on the Draft PES Form. The draft PES Form will be revised and resubmitted to Caltrans to secure approval.

Task 19.2 Natural Environment Study (NES)

Dokken will conduct field surveys and extensive literature research to assist in determining the existence or potential occurrence of sensitive plant and animal species on the Project site or in the vicinity. Literature under review will include federal and state lists of sensitive species and current database records, including the California Natural Diversity Data Base (California Department of Fish and Wildlife [CDFW], 2019) and the California Native Plant Society's Electronic Inventory of Rare and Endangered Vascular Plants of California (Skinner, et al., 2004). In accordance with Caltrans guidelines, a list of threatened and endangered species known in the Project vicinity will be obtained from the United States Fish and Wildlife Service (USFWS).

Dokken biologists will conduct biological fieldwork in order to assess the presence/absence of sensitive biological resources (e.g., species or habitats), and to determine the potential for occurrence of such resources that may not be detectable when the fieldwork is conducted. During site visits, it was determined that the Project site may potentially support sensitive plant and animal species including, but not limited to, the California red-legged frog (*Rana draytonii*), a USFWS threatened species, foothill yellow-legged frog (*Rana boylei*), a CDFW Candidate Species, and Cantelow's lewisia



(*Lewisia cantelovii*), a CNPS 1B.2 species within the Project site. In addition, the project is located within Critical Habitat for the CRLF. Therefore, a focused amphibian survey will occur. For optimal results, Dokken will conduct fieldwork appropriate to the season and completing plant surveys during the blooming season. This will maximize our ability to detect and positively identify sensitive species.

Dokken will prepare a Caltrans formatted NES that will include a description of the field methods used and the results of the biological assessment of the Project area. The report will list plant and animal species present, along with a general description of the plant communities occurring within the Project area. If any sensitive resources are found, Dokken will prepare an exhibit showing the location of the resource and include this exhibit in the NES. The NES will also identify and assess Project impacts on the existing biological resources, including any sensitive species. Avoidance, minimization and/or mitigation measures will be included to reduce all potential impacts to a less than significant level.

Task 19.2.1 Focused Amphibian Surveys

Depending upon the results of the focused amphibian surveys, a CDFW Section 2081 Incidental Take Permit may be necessary. Dokken will work closely with CDFW to prepare an Incidental Take Permit application which will include attendance at meetings, coordination with the Project team, calculations of impacts, responses to information requests, and research of mitigation options. Dokken will make revisions as necessary and will secure the 2081 Incidental Taker Permit for the County. The Section 2081 application fee is not included in Dokken's scope and it is assumed that it will be paid by the County.

Task 19.3 Biological Assessment and Agency Consultation

Dokken will prepare a Biological Assessment to document potential effects to California red-legged frog (CRLF). Consistent with Section 7 of the Endangered Species Act, a Biological Assessment will be prepared to initiate consultation with the United States Fish and Wildlife Service (USFWS) for the CRLF. This task will include attendance at meetings, coordination with the Project team, responses to information requests, research of mitigation options, and preparation of the Biological Assessment report. Dokken has experience with Section 7 consultation of this species and the regulatory requirements of USFWS.

After the Biological Assessment is approved by Caltrans and submitted for review and concurrence at USFWS, Dokken will provide environmental support to ensure that the Section 7 Consultation process is completed on schedule. Section 7 Consultation will address potential impacts to CRLF specimens during construction as well as potential direct and cumulative impacts within the Project area to CRLF Critical Habitat. Modification of the design or construction methodology may become part of the avoidance and minimization strategy to ensure that potential impacts to the protected species are reduced to the greatest extent possible. At the completion of the consultation process, USFWS will each issue a Biological Opinion for CRLF. For any State listed species, a Section 2081 Incidental Take Permit will be obtained, or a consistency determination will be acquired through the CDFW Section 2080.1 process.

Task 19.4 Water Quality Assessment

Dokken will prepare a Water Quality Assessment Report to evaluate potential effects the Edwards Crossing Bridge Replacement Project may have on the South Yuba River. The report will provide data on the water resources in the project area, review the natural setting, and assess potential water quality impacts.

Task 19.5 Hazardous Waste ISA

Dokken's hazardous waste specialist will prepare an ISA to identify all documented hazardous waste sites located within the Project study area, as well as facilities located within the Project study area that store, transfer, or utilize large quantities of hazardous materials. Dokken will conduct an agency records search to identify all hazardous waste sites located within the Project study area and classified as a hazardous waste site under state law. Dokken will conduct a visual survey of the Project area via available public access to identify any obvious area of hazardous waste contamination. If hazardous waste sites are identified within the Project study area, Dokken will determine the potential impact to the Project and identify subsequent procedures to determine the extent of contamination and remediation requirements. Further testing of paint chips will be performed to identify if lead abatement work will be required on the truss.



Task 19.6 Visual Impact Assessment

The initial rehabilitation project received a Score of 18 on the Visual Impact Assessment (VIA) Checklist, which indicates a Minor Level of visual impact. However, the new project is much broader in scope and proposes two different alternatives. Therefore, a new Visual Impact Assessment was completed with a Score 25, requiring an Advance/Complex VIA. This technical report will assess how visual changes as a result of the Project could impact viewer groups. The VIA report will include an inventory, including photograph documentation, of the following existing conditions: viewpoints; notable visual resources; the vividness, intactness, and unity of the project area; and the site's landscape units. Photographs will be taken to be used in the analysis and be used for visual renderings to be included in the VIA.

Task 19.7 Cultural Resources

Dokken shall prepare documentation in accordance with Section 106. This work shall include the efforts to record archaeological and historical resources identified within the study area. A Historic Property Survey Report (HPSR) will be prepared to identify and evaluate each cultural resource in the Project area and evaluate the potential for impacts this Project could have on those resources. The bridge was built in 1904 and is eligible for inclusion in the National Register of Historic Places.

Research – A cultural resource records search will be conducted at the North Central Information Center, located in Sacramento. The records search will provide information on known cultural resources and on previous cultural resources investigations within a one-mile radius of the Project area. Data sources that will be consulted at the Information Center include archaeological site and artifact records, historic maps, reports from previous studies, and the state's Historic Resource Inventory, which contains listings for National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

Field Survey – Dokken will conduct a systematic field survey of portions of the APE that are not obscured by asphalt/concrete, specifically focusing on the South Yuba River banks and terraces. The ground surface will be visually examined by an archaeologist for evidence of prehistoric (Native American) or historic (non-Native American) archaeological materials and other potential historic resources (e.g., buildings, bridges, railroads, mines, or canals). To meet State standards, any previously unrecorded resources identified during the survey will be recorded on State of California DPR 523 forms.

Task 19.7.1 Area of Potential Effects (APE) Map

Dokken will coordinate with Caltrans cultural staff to develop an APE Map for review and approval. Dokken will start with the previously approved APE and, if necessary, will revise it based on any changes in the Project design/construction methods. This APE will determine the limits of field surveys and report documentation.

Task 19.7.2 Historic Property Survey Report/Archaeological Survey Report

All cultural resource efforts will be completed in compliance with Section 106 of the National Historic Preservation Act (NHPA) and will follow the requirements set forth in the Caltrans Environmental Handbook Volume II, Cultural Resources and the Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the administration of the Federal-aid Highway Program in California. A Caltrans format HPSR will be prepared to document all cultural findings and conclusions based on the reports below.

A Dokken archaeologist will prepare the Archaeological Survey Report (ASR) according to Caltrans specifications. This report will describe: 1) the results of Native American Consultation, 2) research and field methods used in identifying cultural resources, 3) the archaeological and historic resources identified in the Project vicinity, and 4) the potential of the Project to adversely impact any archaeological or historic resources.

Task 19.8 Native American Coordination

Dokken will contact the Native American Heritage Commission. The commission will provide a list of Native American groups to contact regarding this Project. With County approval, Dokken will contact each tribe via certified mail. After 28



days, Dokken will follow up via telephone with those groups that have not responded to the initial letter. Dokken will document all Native American consultation efforts.

Task 19.9 Noise Study Report

The Edwards Crossing Bridge Replacement may be considered a Type I project under the 2011 Caltrans Noise Analysis Protocol because the alternatives considered would result in substantial horizontal shift and road realignment. Dokken Engineering noise specialists Dokken will prepare a Noise Study Report consistent with the Caltrans Noise Analysis Protocol (May 2011) and Technical Noise Supplement (TeNS) to address traffic noise impacts that assesses the project's potential effects on the future noise conditions. Sensitive noise receivers include recreational users immediately adjacent and below where the bridge replacement would occur. Due to the relatively low ADT, no substantial noise impacts are anticipated.

Ambient noise level measurements will be conducted to establish the existing noise environment at representative receptor locations. Short-term (15-minute) noise level measurements will be made at up to two locations to document the existing noise environment and to calibrate the traffic noise model.

Noise impacts from construction sources will be analyzed based on the equipment expected to be used, length of a specific construction task, equipment power type (gasoline or diesel engine), horsepower, load factor, and percentage of time in use. The construction noise impact will be evaluated and the frequency of occurrence at adjacent receptor locations. Analysis requirements will be based on the sensitivity of the project study area and local noise ordinances.

The Federal Highway Administration (FHWA) Traffic Noise Model (TNM), Version 2.5, will be used to evaluate the traffic noise levels associated with the Existing, Future No Build, and Build Alternative. Model input data include peak-hour traffic volumes, vehicle mix among autos, medium and heavy trucks, vehicle speeds, ground attenuation factors, and roadway configurations. Existing roadway traffic noise will be calculated as baseline conditions, using concurrent traffic counts obtained during ambient noise level measurement. The future traffic conditions will assume either the worst-case traffic condition or the projected traffic volumes provided in the traffic study, whichever is lower.

Task 19.10 Finding of Effect/Memorandum of Agreement (Dokken Review)

As part of the Section 106 documentation for this Project, Dokken and GPA will prepare a Finding of Effect to be included with the HRER. This report will document an extensive historic group outreach process to include interested parties, evaluation of any feasible avoidance alternatives, and how the proposed Project would impact the bridge as a historic resource. As a result, a Memorandum of Agreement will be prepared between the County, Caltrans, and SHPO to document concurrence for the Project despite unavoidable adverse effects. The Memorandum of Agreement will also outline any measures to be taken to lessen potential impacts to the historic resource. These measures might include a detailed recordation of the resource or design features on the rehabilitated bridge.

Task 19.11 Individual Section 4(f) Evaluation

The Project is within the South Yuba River State Park, which is protected under Section 4(f) of the Department of Transportation Act (DOT Act) of 1966. The proposed Project qualifies for a Programmatic Section 4(f) Evaluation, as the proposed Project is an FHWA Project that necessitates the use of a historic bridge. Dokken will update the previously prepared programmatic Section 4(f) submittal to document the Project's potential impacts to Section 4(f) resources and will incorporate measures to minimize harm to the South Yuba River State Park with the two alternatives.

TASK 20 DRAFT CEQA/NEPA ENVIRONMENTAL DOCUMENT

Task 20.1 CEQA EIR Notice of Preparation (NOP)

A Notice of Preparation (NOP) for the EIR will be circulated to responsible agencies. The NOP will provide the Responsible Agencies with sufficient information describing the Project, the location of the Project, and possible environmental impacts of the proposed Project. The NOP will be certified mail to each responsible agency as well as every federal



agency that is involved in approving or funding the Project. Additionally, each Trustee Agency responsible for natural resources affected by the Project will also be mailed a copy of the NOP.

Task 20.2 Blank

Task 20.3 AB 52 Native American Consultation

Pursuant to California Public Resources Code 21084, projects must include early consultation with California Native American tribes and consideration of Tribal Cultural Resources (TCRs). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification or proposed projects within their traditionally and culturally affiliated area. Dokken will prepare the project notification letters for County signature and will prepare all communication documents necessary for coordination during the AB 52 consultation process. Dokken will also prepare a consultation log that details certified mailing dates, responses, meeting notes, records of conversation, TCR identification, and coordination regarding any avoidance, minimization, or mitigation measures, should TCRs be identified within the project limits.

Task 20.4 Draft CEQA Environmental Impact Report and MMRP

Consistent with CEQA regulations, Dokken will prepare a draft Environmental Impact Report using the environmental analysis prepared in the environmental technical studies. The Environmental Impact Report will evaluate the existing environmental resources and identify any potential impacts associated with construction of the Project. The technical studies will identify any potential impacts and appropriate mitigation measures will be included in the Environmental Impact Report which would reduce those impacts to a less than significant level and identify any impacts which cannot be reduced to a less than significant level.

Dokken will prepare the EIR for public review. The EIR has a critical objective of providing a means by which the general public and responsible agencies can participate in the environmental process by providing written comments on environmental and Project issues addressed in the EIR.

Task 20.5 Public Circulation of EIR and Public Hearing

Dokken will prepare the requisite public notices and hard copies of the document and technical studies for distribution of the EIR. Dokken will coordinate the preparation of the distribution list consistent with Nevada County requirements.

During circulation of the draft environmental document, Dokken will coordinate with the County to hold a public hearing to answer questions and address concerns. Post cards containing specific information related to the Project and the public meeting will be mailed to local residents within the vicinity of the Project site. At the County's discretion, signage that advertises the public meeting can also be provided at the Project site to notify motorists that use the North Bloomfield Road Bridge, but do not live in the immediate vicinity. Dokken will prepare exhibits, facilitate the meeting, conduct set up/cleanup activities, and compile public comments for the County's use.

TASK 21 ENGINEERING SUPPORT

Task 21.1 Location Hydraulic Study

Field Reconnaissance - WRECO will conduct a field reconnaissance to assess the existing conditions in the vicinity of the Project site. The field reconnaissance will be conducted on the same day as the Project coordination meeting.

Hydrologic Analysis - WRECO's preliminary research of the Federal Emergency Management Agency's (FEMA) Flood Insurance Study (FIS) indicated that there are no detailed studies available for the bridge. WRECO will coordinate with the County to confirm the most recent river hydrology. Assuming there is no available recent hydrologic data, WRECO will perform hydrologic analyses using the following two methods: 1) USGS Regional Regression Method and 2) Flood-Frequency Analysis using data from the USGS gaging station No. 11417500. WRECO will identify the appropriate design floods (usually the 50-year flood), base flood (100-year flood), flood of record (if possible), and the overtopping flood.

Hydraulic Analysis - WRECO will perform hydraulic analysis to determine the design flow characteristics for the existing condition and the proposed bridge alternatives. The hydraulic model of choice will be the U.S. Army Corps of Engineers'



HEC-RAS Model. WRECO will coordinate with the Project Team to obtain the surveyed channel cross sections for setting up the hydraulic model. WRECO will evaluate the freeboard, and overtopping and stage increases using the 50- and 100-year frequencies as required by Caltrans and County, the agencies with jurisdiction in this Project area.

Location Hydraulic Study - Because the Project will involve some degree of encroachment on the base floodplain of the South Yuba River, Federal guidelines require that a Location Hydraulic Study and Floodplain Evaluation Report Summary be prepared to supplement the environmental document.

WRECO will prepare a Draft Floodplain Evaluation Report Summary to discuss the results of the analysis and compare the impacts/risks of the proposed Project. This report will be submitted to the County and Caltrans for review. Comments on the draft report will be addressed, and the report will be updated and finalized.

Task 21.2 Supplemental Topographic Surveys

Nevada City Engineering (NCE) will perform supplemental field surveying by means of a Total Station Survey (TSS) to gather any additional existing topography of the bridge site needed to complete the Environmental process.

Land surveys will be tied to the California Coordinate System (CCS83) and based horizontally on the North American Datum of 1983 (NAD83); and vertically on the National Geodetic Vertical Datum of 1988 (NGVD88), in the project area.

Task 21.3 Traffic Counts

The County will prepare a memorandum that documents the traffic counts performed in 2018 at the site. The memo will include a brief traffic forecasting section project the current count data to year 2040 using a simplistic growth approximation felt appropriate by the County. (Likely 1 to 3% range for the growth projection.)

Task 21.4 Alignments and Profiles for Alternatives

Dokken will progress the roadway alignments for the two replacement alternatives to a 30% design level. A profile will be designed to conform to the surveyed existing terrain and maintain parking and access to the old bridge for pedestrian and cycle use. With the 30% alignment and profile, Dokken will establish the limits of grading and retaining walls required for the detailed environmental analysis in this very steep river canyon. A large exhibit of each alternative will be prepared for use in meetings and reports. The exhibit will assist stakeholders and meeting participants in understanding the project alternatives in detail.

Task 21.5 Parking Evaluation in the State Park

Dokken will prepare an evaluation of the during construction and completed project parking scenarios for both alternatives. The evaluation results will be included in a constructability summary and in the environmental document.

Deliverables – Task 21

- Location Hydraulic Study
- Summary of Floodplain Encroachment Form
- Supplemental Topographic Surveys
- Alignment for 2 Alternatives
- Profile for 2 Alternatives
- Parking Evaluation for 2 Alternatives

TASK 22 PRELIMINARY RIGHT OF WAY

Dokken will research property ownership in the vicinity of the two project alternatives.



TASK 23 BLANK

TASK 24 BLANK

TASK 25 BRIDGE ALTERNATIVES ENGINEERING

Task 25.1 Advance Planning Studies

Dokken will prepare the Structure Advance Planning Studies for the preferred bridge concepts for each alternative to be shared at the NOP meetings.

Task 25.2 Construction Access, Details and Impacts Exhibits

Dokken will prepare a construction access plan for Alternatives 1 and 2. The construction access plan for Alternative 2 (1000' upstream alternative) anticipates cutting in a construction road to north side of the river to the location of the arch rib thrust foundation or vertical pier. Grading details for this temporary access road will be developed as well as a temporary trestle across the South Yuba River to construct the arch rib thrust block foundation on the south bank. Additional grading and access will be designed at the switchback location to accommodate some staging and handling of materials from above the arch at that location.

This level of detail regarding the construction impacts will be required by the EIR/EA. With the design of the access road, Dokken will quantify and describe the temporary impact areas.

Task 25.3 Estimate Bridge Construction Cost and Design Cost for Project Report

Dokken will prepare a rough construction cost estimate for the two alternative locations. Including unique costs for difficult access, limited work space and steep terrain.

Task 25.4 Provide Engineering Support for Completion of Draft EIR/EA

Dokken bridge and roadway engineers will provide additional work descriptions, editing and calculations to support completion of the Draft EIR for circulation. The EIR requires greater levels of engineering detail than Initial Studies typically utilized for bridge replacement projects. Among the detailed information often requires would be things like specific write ups on the types of equipment required for the bridge construction, definition of haul routes to the site from the SR-49, Tyler Foote Road, N. Bloomfield Road routes, number of days for various construction operations – just as a few examples.

Deliverables – Task 25

- Alternative Exhibits
- Bridge Advance Planning Studies
- Rough Bridge Construction Cost Estimate for 2 Alternatives
- Engineering Detail descriptions for EIR

**TASK 26 BLANK****TASK 27 ALTERNATIVE SELECTION SUPPORT (AS BUDGET ALLOWS)****Task 27.1 Alternative Selection Support**

Following circulation of the environmental document, a joint workshop with Nevada County, State Parks, BLM, Nevada County Consolidated Fire, CalFIRE and Caltrans District 3 Local Assistance will be arranged to select the preferred project alternative. This will be the time to make the critical choice between building Alternative 1 or 2.

Dokken will create exhibits and handouts for the workshop so that the alternatives can be discussed from the standpoint of cost, bikes and pedestrians, evacuation safety, firefighting accessibility, public input, park use and environmental impacts. Both alternatives carried through the environmental document will have a very large exhibit prepared for discussion in the meeting. Each alternative exhibit will show the alignment and the typical section features desired, parking, roadway curves, and river crossing concepts. The workshop handout will include an agenda and informational summaries for the workshop topics listed above.

Following the workshop, the selected project exhibit will undergo several coordination iterations with County and Caltrans to ensure acceptance by both parties. This exhibit, along with the notes from the workshop will define "The Project" for the final design phase of the project and the completion of project approval.

TASK 28 FINAL CEQA EIR AND EA/FONSI (AS BUDGET ALLOWS)**Task 28.1 Respond to Comments on CEQA EIR**

At the close of the 45 day public review period for the EIR, Dokken will meet with County staff to review any comments on the EIR that were received, and to discuss potential responses to these comments.

Dokken will then formulate responses to the comments on the EIR. Once a response to each comment has been completed, it will be submitted to the County for review. The County's direction will be incorporated into each response write up and the comments and responses will become an appendix in the Final EIR document.

Task 28.2 Final CEQA EIR, Finding of Fact, Statement of Overriding Consideration

Dokken will draft findings of fact pursuant to State CEQA Guidelines Section 15091 for each of the significant effects identified in the Final EIR. The findings will describe the effect, cite one or more applicable findings under Section 15091, and describe the evidence that supports the selected findings. The findings will also explain why other Project alternatives have been found infeasible by the County. Dokken will coordinate the drafting of these findings with County staff.

Additionally, Dokken will prepare a Statement of Overriding Considerations to address any significant effects of the Project that are unavoidable, explaining the economic, legal, social, technological, or other benefits of the Project that outweigh its unavoidable environmental impacts. The statement will be based on substantial evidence in the record. Dokken will work with the County in preparing the findings and statement of overriding considerations.

Dokken will prepare a Mitigation Monitoring and Reporting Plan, also known as an Environmental Commitment Record by Caltrans, to ensure that the environmental measures contained in the final EIR are properly implemented. The Mitigation Monitoring and Reporting Plan will be included as an appendix in the final EIR. This Mitigation Monitoring and Reporting Plan will be useful during final design, permitting, and construction of the Project as it is a summary of all avoidance, minimization, and mitigation measures developed during the environmental process. The final EIR will incorporate the response to comments and Mitigation Monitoring and Reporting Plan.



Dokken will file a Notice of Determination with Nevada County's Recorder's Office within 5 days of approval of the Final EIR (pursuant to CEQA guidelines). Filing of the Notice of Determination will require payment of Fish and Game Fees pursuant to Fish and Game Code Section 711.4, which will be required for inclusion with the 1602 permit application.

Task 28.3 NEPA EA/FONSI – Caltrans

As the Project will be funded through the Federal Highway Bridge Program, the Project will be subject to NEPA compliance with Caltrans as the NEPA lead agency. Due to analysis of multiple alternatives, Dokken has determined an Environmental Assessment (EA) under NEPA would be the appropriate level document.

Dokken will prepare a Draft NEPA EA in coordination with Caltrans environmental staff pursuant Caltrans annotated EA outline. The NEPA EA will include sections addressing Human Environment, Physical Environment, Biological Environment, and Cumulative Impacts in relation to the proposed project. The EA will determine if the Project will have any significant impacts on the environment under Federal standards, identify potential mitigation measures for such impacts, and will ensure these measures reduce all impacts below a level of significance for NEPA.

Similar to CEQA EIR, the NEPA EA also requires a period of public circulation and comment. Additionally, the NEPA EA requires all comments solicited by the project be addressed and documented in the EA. Dokken will assist Caltrans in preparing the Final EA to include all public comments and final mitigation measures into the final version. Once the document has been finalized, a Finding of No Significant Impact (FONSI) will be drafted and released upon approval of the EA/FONSI (pursuant to NEPA guidelines). The EA will summarize the findings in the technical studies and will include a review of both state and federal standards, potential measures for any impacts, and will ensure these measures reduce all impacts below a level of significance for NEPA. The NEPA process will be completed upon obtaining Caltrans signatures on the Final EA/FONSI.

Task 28.4 NEPA EA/FONSI – BLM

As the Project will involve obtaining an encroachment permit from the Bureau of Land Management (BLM), the BLM must document how the project will impact their lands. Dokken has determined that an EA under NEPA would be the appropriate level document. Dokken will coordinate with BLM environmental staff to prepare the draft NEPA EA.

Similar to CEQA EIR, the NEPA EA also requires a period of public circulation and comment. Additionally, the NEPA EA requires all comments solicited by the project be addressed and documented in the EA. Dokken will assist BLM in preparing the Final EA/FONSI to include all public comments and final mitigation measures into the final version. Once the document has been finalized, a Finding of No Significant Impact (FONSI) will be drafted and released upon approval of the EA/FONSI (pursuant to NEPA guidelines). The EA will summarize the findings in the technical studies and will include a review of both state and federal standards, potential measures for any impacts, and will ensure these measures reduce all impacts below a level of significance for NEPA. The NEPA process will be completed upon obtaining BLM signatures on the Final EA/FONSI.

END OF AMENDMENT NO. 2.



Edwards Crossing - Bridge Replacement EIR

Exhibit B2 - Cost Estimate By Task

September 22, 2022

TASK DESCRIPTION	Project Budget	Spent to Date	Remaining Budget		
Rehabilitation Project Tasks - Original Contract					
1. Phase 1 Project Management	\$26,161.61	\$29,513.69	-\$3,352.08		
2. Surveying and Base Maps	\$15,159.91	\$15,401.27	-\$241.36		
3. Develop Rehabilitation Concept	\$121,763.97	\$167,843.21	-\$46,079.24		
4. Phase 2 Project Management and Quality Assurance	\$50,015.70	\$1,720.45	\$48,295.25		
5. Geotechnical	\$12,393.09	\$798.52	\$11,594.57		
6. Hydraulics	\$20,165.62	\$0.00	\$20,165.62		
7. Environmental Tech Studies	\$43,739.10	\$34,428.19	\$9,310.91		
8. NEPA/CEQA Environmental Studies	\$6,347.74	\$813.68	\$5,534.06		
9. Bridge Design	\$179,359.04	\$319.70	\$179,039.34		
10. Roadway Design	\$51,340.93	\$217.84	\$51,123.09		
11. Utility Coordination	\$11,403.93	\$0.00	\$11,403.93		
12. Right of Way	\$10,241.45	\$0.00	\$10,241.45		
13. Estimates and Quantities	\$25,876.80	\$0.00	\$25,876.80		
14. Special Provisions	\$34,362.91	\$0.00	\$34,362.91		
15. Permits	\$6,050.71	\$0.00	\$6,050.71		
16. Final PS&E & Bid Support	\$20,663.08	\$0.00	\$20,663.08		
Totals for Closed Rehabilitation Tasks	\$635,045.59	\$251,056.55	\$383,989.04		
Amendment 2 Credit for unperformed work on original Tasks 1 to 16			\$383,989.04		
Amendment 2, Reallocation of Budget to Bridge Replacement Tasks					
	Original Budget	Amend 2 Budget		Spent to Date	Budget Remaining
17. ADL Testing	\$0.00	\$2,900.00		\$2,898.72	\$1.28
17. PA&ED Project Management	\$0.00	\$28,000.00		\$25,405.76	\$2,594.24
18. Public Outreach	\$0.00	\$9,000.00		\$5,450.04	\$3,549.96
19. Environmental Technical Studies	\$0.00	\$200,000.00		\$179,010.42	\$20,989.58
20. Draft CEQA/NEPA Environmental Documents	\$0.00	\$71,000.00		\$53,026.98	\$17,973.02
21. Engineering Support	\$0.00	\$60,000.00		\$52,627.49	\$7,372.51
22. Right of Way	\$0.00	\$989.04		\$476.04	\$513.00
23. Blank	\$0.00	\$0.00		\$0.00	\$0.00
24. Blank	\$0.00	\$0.00		\$0.00	\$0.00
25. Bridge Alternative Engineering	\$0.00	\$12,000.00		\$11,060.67	\$939.33
26. Blank	\$0.00	\$0.00		\$0.00	\$0.00
27. Alternative Selection Support	\$0.00	\$0.00		\$0.00	\$0.00
28. Final CEQA EIR and EA/FONSI	\$0.00	\$0.00		\$0.00	\$0.00
Cost of Amendment 2 - Replacement Alternative	\$0.00	\$383,889.04		\$329,956.12	\$53,932.92

Notes: Project Changed from Rehabilitation to Replacement in December 2019
 Subconsultants progress and budgets included.
 Excess \$ spent on Task 3 due to additional bridge replacement alternatives study