

**AMENDMENT NO. 4 TO**  
**NAPA COUNTY AGREEMENT NO. 240200B**  
**PROFESSIONAL SERVICES AGREEMENT**

**THIS AMENDMENT NO. 4 TO AGREEMENT NO. 240200B** (Amendment No. 4) is made and entered into as of this 10th day of September 2024, by and between NAPA COUNTY, a political subdivision of the State of California (COUNTY) and Kimley-Horn and Associates, Inc., a North Carolina Corporation whose business address is 2121 S. El Camino Real, Suite 550, San Mateo, CA 94430, hereinafter referred to as “CONTRACTOR.” COUNTY and CONTRACTOR are collectively referred to in this Amendment No. 4 as “Parties.”

**RECITALS**

**WHEREAS**, COUNTY and CONTRACTOR entered into Agreement No. 240200B (Agreement) on November 7, 2023, for CONTRACTOR to prepare environmental and bid documents, assist with right-of-way acquisition, and provide other professional services related to a segment between Yountville and St. Helena of the Napa Valley Vine Trail (Vine Trail), a cycling and pedestrian pathway; and

**WHEREAS**, the services to be provided by CONTRACTOR are divided into twelve tasks, only the first seven of which (Task Nos. 1-7) are funded and authorized by COUNTY to commence; and

**WHEREAS**, the Parties amended the Agreement on December 28, 2023, to allow CONTRACTOR to prepare plat maps, for use in discussions with property owners about obtaining access for the Vine Trail, work which is currently included in Task No. 9; and

**WHEREAS**, the Parties amended the Agreement on April 9, 2024, to allow CONTRACTOR to support preparing a Safe Streets and Roads for All grant application, collect bicycle and pedestrian counts for grant applications, value engineer the cost estimate, perform additional utility mapping, and prepare alternatives exhibits for use in discussions with property owners along the Vine Trail; and

**WHEREAS**, the Parties amended the Agreement on May 24, 2024, with a budget increase of \$178,111.68 to allow CONTRACTOR to support preparing an environmental impact report (EIR) for the Project instead of the mitigated negative declaration (MND) in the Agreement; and

**WHEREAS**, the Parties desire to amend the Agreement to allow CONTRACTOR to support preparation of an Active Transportation Infrastructure Investment Program (ATIIP) grant application, perform additional traffic data collection and property boundary work, participate in stakeholder meetings, expand the Natural Environment Study and wetland survey for an alternative alignment, revise the Area of Potential Effect Map to comply with new Caltrans

requirements, design additional railroad crossings, and prepare the 65% plans, specifications and estimate (Task 10); and

**WHEREAS**, the estimated cost of preparing the grant, environmental, and design documents is \$1,761,756.35; and

**WHEREAS**, COUNTY and CONTRACTOR now wish to amend the Agreement to update the scope of work and compensation rates.

### **TERMS**

**NOW, THEREFORE**, for good and valuable consideration, the sufficiency of which is hereby acknowledged, the Parties hereby amend Agreement No. 240200B as follows:

1. Paragraph 2 "Scope of Work" is hereby amended to read in full as follows:

**Scope of Work.** CONTRACTOR shall provide COUNTY those services set forth in Exhibit "A," Exhibit "A-1," Exhibit "A-2," and Exhibit "A-3" attached hereto, in accordance with the RFP and CONTRACTOR's proposal, incorporated by reference herein. Because the funds necessary to complete the project have not been secured, the Scope of Services for this Agreement currently consists only of Tasks 1 through 7 as set forth in CONTRACTOR's proposal, excluding any optional tasks, preparation of the plat maps described in Task 9, preparation of an EIR, preparation of the 65% PS&E in Task 10, and additional grant support in Task 12. COUNTY and CONTRACTOR intend to amend this Agreement to add the remaining tasks as funding for the services becomes available. CONTRACTOR shall perform the services in accordance with the "schedule of work" set forth in CONTRACTOR's proposal, as adjusted by the dates COUNTY and CONTRACTOR amend the Agreement to add the remaining tasks in CONTRACTOR's proposal.

2. Paragraph 3 "Compensation" is hereby amended to read in full as follows:

**Compensation.**

(a) Rates. In consideration of CONTRACTOR's fulfillment of the promised work, COUNTY shall pay CONTRACTOR at the hourly billing rates set forth in Exhibit "B," Exhibit "B-1," Exhibit "B-2," and Exhibit "B-3" attached hereto and incorporated by reference herein.

(b) Expenses. Travel and other expenses will be reimbursed by COUNTY upon submission of an invoice in accordance with Paragraph 4 at the rates and/or in accordance with the provisions set forth in Exhibit "B," Exhibit "B-1," Exhibit "B-2," and Exhibit "B-3."

(c) Maximum Amount. Notwithstanding subparagraphs (a) and (b), the maximum payments under this Agreement shall not exceed FOUR MILLION, ONE HUNDRED AND EIGHTY THOUSAND, SIX HUNDRED AND TWENTY-EIGHT DOLLARS AND FIFTY CENTS (\$4,180,628.50), consisting of FOUR MILLION,

NINETY-ONE THOUSAND, NINE HUNDRED AND NINETY-THREE DOLLARS AND FIFTY-ONE CENTS (\$4,091,993.51) for Tasks 1 through 7, the plat maps described in Task 9, and the 65% design in Task 10, and EIGHTY-EIGHT THOUSAND, SIX HUNDRED AND THIRTY-FOUR DOLLARS AND NINETY-NINE CENTS (\$88,634.99) for expenses; provided, however, that such amounts shall not be construed as guaranteed sums, and compensation shall be based upon services actually rendered and reimbursable expenses actually incurred.

(d) Annual Appropriation of Funds. CONTRACTOR acknowledges that the term of this Agreement may extend over multiple County fiscal years, and that compensation under this Agreement is contingent on the Board of Supervisors appropriating funding for this Agreement for those fiscal years. This Agreement may be terminated at the end of the fiscal year for which sufficient funding is not appropriated and authorized. COUNTY is not obligated to pay CONTRACTOR, nor is CONTRACTOR obligated to provide further services, if sufficient funds have not been appropriated and authorized by the Board of Supervisors.

3. This Amendment No. 4 represents all the changes to the Agreement agreed to by the parties. No other enforceable oral representations or other agreements have been made by the parties except as specifically stated herein. All other provisions of the Agreement not addressed in this Amendment No. 4 shall remain in full force and effect.

4. This Amendment No. 4 may be executed in counterparts, which when taken together, shall constitute a single signed original as though all parties had executed the same page.

*[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]*

**IN WITNESS WHEREOF**, the parties hereto have executed this Amendment No. 4 to Napa County Agreement 240200B as of the date written on the first page of this Amendment.

KIMLEY-HORN AND ASSOCIATES, INC.

Signed by:  
By: Randy Durrenberger  
87AA3BC01CBB41A...  
RANDY DURRENBERGER  
Sr. Vice President

DocuSigned by:  
By: John Pulliam  
21C0A49EFE2E415...  
JOHN PULLIAM, Assistant Secretary

NAPA COUNTY, a political subdivision of the State of California

By: \_\_\_\_\_  
JOELLE GALLAGHER, Chair  
Board of Supervisors

<p>APPROVED AS TO FORM Office of County Counsel</p> <p>By: <u>Ryan FitzGerald (e-sign)</u> Deputy County Counsel</p> <p>Date: <u>August 29, 2024</u></p>	<p>APPROVED BY THE NAPA COUNTY BOARD OF SUPERVISORS</p> <p>Date: _____</p> <p>Processed By: _____</p> <p>Deputy Clerk of the Board</p>	<p>ATTEST: NEHA HOSKINS Clerk of the Board of Supervisors</p> <p>By: _____</p>
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## Exhibit A-3

### RDS 23-19 NVVT Y to SH Amendment 4 Scope of Services

Work to be performed by Napa County staff include the following:

1. Participate in meetings with Caltrans, City of St. Helena, Napa Valley Wine Train, California Public Utilities Commission (CPUC), utility companies, etc.
2. Review and comment on studies, reports, plans, specifications, and estimates.
3. Prepare Board Letters to adopt a mitigated negative declaration, approve easement agreements, authorize to advertise, and award the construction contract.
4. Submit requests for authorization and other exhibits to Caltrans.
5. Sign utility agreements.
6. Send letters to tribes as required by Assembly Bill 52 and execute agreements.
7. Mail notices to property owners.
8. Send payments to the title company.
9. Sign and pay fee for regulatory permit applications.
10. Approve the Stormwater Pollution Prevention Plan (SWPPP) and other documents required in the State Water Resources Control Board (SWRCB) in SMARTS.
11. Review, comment on and approve for construction the bid documents.
12. Hire a separate construction management consultant to provide resident engineering, material testing and biologist services.

This amendment proposes to complete additional tasks from the original scope of work for the Project, funding work in Tasks 1, 2, 3, 5, 10, and 12. Scope has been revised to reflect the current proposed project improvements. Additional proposed work is included in the various tasks of the original contract scope. This amendment also provides funding for geotechnical work previously approved in the scope of the original contract.

The key project components of the scope of services shall follow the Caltrans Work Breakdown Structure (WBS) and are as follows:

- Task 1: Project Management for PA&ED Phase
- Task 2: Data Collection
- Task 3: Project Study Report / Project Development Support (PSR/PDS)
- Task 4: Engineering Studies and Project Report
- Task 5: Environmental Studies and Draft Environmental Document
- Task 6: Circulate Draft Environmental Document
- Task 7: Final Environmental Document
- Task 8: Project Management for ROW, PSE and DSDC Phases
- Task 9: Right-of-way Acquisitions (ROW)
- Task 10: Plans, Specifications, and Estimates (PS&E)
- Task 11: Design Services During Construction (DSDC)
- Task 12: Local Assistance Procedures Manual Compliance

The description for the key project components that the consultant shall complete are described below:

## RDS 23-19 NVVT Y to SH Amendment 4 Scope of Services

### **TASK 1: PROJECT MANAGEMENT FOR PA&ED PHASE**

#### **Task 1.1.1 Additional External Coordination**

There have been more requests for meetings by the client team than originally scope and included in our original fee, such as meetings with property owners and two rounds of five stakeholder meetings. This task provides additional scope and budget to continue participating in coordination calls and other meetings, as requested and directed by the client.

### **TASK 2: DATA COLLECTION**

#### **Task 2.2.1 Additional Traffic Studies Scope**

Traffic Data Collection for Bicycle/Ped and Intersection:

In original scope of consultant team has proposed 10 study intersections for data collections based on previously proposed alignment. However based on input from the county, coalition and Caltrans, team has collected additional 15 intersection data to support funding needs and address traffic operations at additional intersections. With additional intersections, total study intersections are added up to 25 intersections.

Consultant team will summarize all the study intersections data for County and Caltrans submittal and for analysis.

Study Intersections Analysis:

After completing the data summary, consultant team will use these volumes for peak hour analysis using Synchro/SimTraffic software. Both AM/PM peak hour analysis will include the intersection level of service, delay and queue lengths for each approach. In addition to intersection analysis, consultant will also perform, signal warrant or RRFB/PHB warrant analysis at some of the intersections. All these results will be summarized prepare a memo County and Caltrans review.

#### **2.3.1 Supplemental Topographic Survey and Boundary Work (RSA+)**

RSA+ will expand the previously completed survey to include:

a. Topo and boundary for Railroad Ave. / Fulton Ln. as shown on Exhibit A attached, including:

- Adams St. / Railroad Ave. - curb ramps,
- Survey Railroad Ave. from Adams St. to Fulton Ln.,
- Survey Fulton Ln. from Railroad Ave. to the train tracks, and
- ROW on Fulton Ln. on both sides of the road from Railroad Ave. to the Wine Train tracks.
- ROW on Railroad Avenue at the corners for curb ramp replacement.

b. Topo and boundary on the NB side of SR 29, as shown on Exhibit B attached, from south of Inglewood Ave. (STA 54+00) to STA 64+00.

c. Expand Bale Slough Topographic survey to west side of tracks as shown on the attached Exhibit C.

d. Rail Crossing Topo Expansion at Bella Oaks Lane, Pratt Avenue, and Neibaum Lane for the

## RDS 23-19 NVVT Y to SH Amendment 4 Scope of Services

railroad crossings design.

e. Optional Alignments – extend the survey 15 feet further into the following properties: Donovan, Gregory (APN 027-047-009), Hooper, Mathew (APN 027-470-014), Samir, George (APN 027-470-015), and Loufas, John/Rakos Effie (APN 027-470-011).

### **TASK 3: PROJECT STUDY REPORT / PROJECT DEVELOPMENT SUPPORT (PSR/PDS)**

#### **Task 3.1.1 Support for Public Engagement and Stakeholder Outreach**

The County has requested significantly more support from the design team for public engagement and stakeholder outreach. This work includes engineering analysis and preparation of exhibits to respond to property owner requests, including preparation of engineering concepts for use in discussions with property owners, field visits to meet with property owners, preparing for and leading additional engagement/public outreach meetings, support to the client for other outreach and engagement activities, and other work, as requested by the client, to support the client in their outreach and engagement with the community and property owners. This includes substantial time for engineering staff to prepare and analyze alternative engineering concepts, prepare conceptual cost estimates, and other engineering tasks to support the requests from the client related to property owner coordination.

### **TASK 5: ENVIRONMENTAL STUDIES AND DRAFT ENVIRONMENTAL DOCUMENT**

#### **Task 5.2.3a Expanded Natural Environmental Study**

The Area of Potential Effect (APE) for the project has expanded since the Jurisdictional Determination (JD), dated July 21, 2023, was prepared for the project. Specifically, the APE around Bale Slough has expanded. As Bale Slough is a jurisdictional water and the project proposes a crossing that requires placement of a span bridge over and associated foundations near Bale Slough, it is critical to understand the boundaries of Bale Slough within the APE to accurately account for impacts to jurisdictional waters in NEPA and CEQA documents and permit applications. Thus, additional fieldwork to delineate Bale Slough within the APE and revisions to the JD are required, and additional work to the NES to incorporate this additional area is necessary.

#### **5.2.4a Expanded Wetlands Delineation**

LSA will expand their wetland delineation and corresponding technical study work at Bale Slough to include the optional bridge alignment to the west of the rail line. Kimley -Horn will work with LSA to delineate Bale Slough within the expanded APE. Results of this additional delineation will be incorporated into the Natural Environment Study (NES) for the project.

#### **Task 5.2.17 Additional APE Revisions**

Based on the call with Caltrans on July 2, 2024, the design team will revise the APE map to comply with the directions from Caltrans.

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**Task 5.2.18 Farmlands Form NRCS-CPA-106**

The Preliminary Environmental Study (PES) Letter issued by Caltrans on February 23, 2024 requires the preparation of the United States Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) Form CPA-106 to summarize project impacts related to the conversion of farmland. This form requires consideration farmland impacts under the project as proposed and under any additional alignments. Based on the project description approved on June 11, 2024, the project includes four (4) options that must be accounted for in the form as additional alignments. In order to calculate the impacts to farmlands of the additional alignments without over counting, Kimley-Horn will create a GIS file that separates out the options from the project alignments such that the additional alignments can be substituted for the main alignment in the form and accurately calculate the agricultural impacts for each alignment. Kimley-Horn will prepare Form CPA-106 to account for the project alignment and the four (4) options, which would result in the consideration of five (5) alignments total in the form.

**TASK 10 – PLANS, SPECIFICAITONS & ESTIMATES (PS&E)**

The County of Napa is requesting services for the below listed tasks. This Consultant will not commence this work until the Project has secured Project Approval and received authorization to begin from the County of Napa.

**TASK 10.1 - Prepare Base Maps and Plan Sheets for PS&E Development**

Activities by the Consultant to support PS&E development shall consist of the following:

Diagnostic Team Coordination

Kimley-Horn will provide coordination with the key agencies and stakeholders, which include the CPUC, Caltrans, NVWT, County of Napa and the local agencies. The coordination efforts will include the preparation, submittal, and distribution of the various design packages, managing the reviews, scheduling and facilitating Diagnostic Team meetings, attending field review meetings, and preparing draft and final notes from the Diagnostic Team meetings and field review meetings.

Our team has reviewed in detail the proposed trail route, specifically where the trail crosses the railroad tracks, or where the trail will have an impact to the crossings, and prepared a summary of those crossings (see table below). Our scope includes the design of eight (8) at-grade rail crossings.

Crossing Name	DOT Crossing #	Notes
Pratt Avenue (perpendicular)	751452H	<ul style="list-style-type: none"><li>• Single track</li><li>• Unsignalized</li><li>• Trail crosses tracks to the south of Pratt Avenue</li><li>• Install crosswalk across Pratt Avenue west of tracks</li><li>• Need to control bikes and peds from entering crossing on the exit side of the tracks</li><li>• Requires new track panels for trail crossing</li><li>• CPUC will likely require new active warning devices (CPUC No. 8) for the trail crossing the tracks</li><li>• Assume a new traffic signal for the trail with railroad preemption and preemption calculations</li></ul>



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Crossing Name	DOT Crossing #	Notes
		<ul style="list-style-type: none"> <li>Will require a Field Diagnostic meeting and subsequent GO 88-B application</li> </ul>
Fulton Lane (perpendicular)	751451B	<ul style="list-style-type: none"> <li>Single track</li> <li>Unsignalized</li> <li>Trail runs along the east side of the tracks</li> <li>Install crosswalk on east side of tracks across Fulton Lane</li> <li>CPUC may require new crosswalk to be signalized.</li> <li>Assume a new traffic signal with bike signals for the crosswalk</li> <li>May require full signalization with railroad preemption</li> <li>Will require a Field Diagnostic meeting and subsequent GO 88-B application</li> </ul>
<del>Adams Street</del>	<del>751448T</del>	<ul style="list-style-type: none"> <li><del>Single track</del></li> <li><del>Unsignalized</del></li> <li><del>Adams intersects with Railroad Avenue</del></li> <li><del>AADT on Adams=3500 (2021)</del></li> <li><del>Install crosswalk east side of track across Railroad Avenue</del></li> <li><del>CPUC may require new crosswalk to be signalized.</del></li> <li><del>Assume a new traffic signal with bike signals for the crosswalk</del></li> <li><del>May require full signalization with railroad preemption</del></li> <li><del>Will require a Field Diagnostic meeting and subsequent GO 88-B application</del></li> </ul>
<del>Zinfandel Lane</del>	<del>751421J</del>	<ul style="list-style-type: none"> <li><del>Single track</del></li> <li><del>Unsignalized</del></li> <li><del>Zinfandel intersects with SR 29</del></li> <li><del>AADT on Zinfandel=2900 (2021)</del></li> <li><del>Trail runs on the west side of SR 29</del></li> <li><del>Install crosswalk across SR 29, south side on Zinfandel Lane to the tracks</del></li> <li><del>Add new track panels for the pedestrian crossing</del></li> <li><del>Install active warning device (CPUC No. 8)</del></li> <li><del>CPUC may require the new crosswalk to be signalized</del></li> <li><del>Key issue is controlling bikes and peds from crossing tracks when a train is approaching</del></li> <li><del>Assume a new traffic signal with railroad preemption</del></li> <li><del>Will require a Field Diagnostic meeting and subsequent GO 88-B application</del></li> </ul>
<del>Manley Avenue (perpendicular)</del>	<del>751402E</del>	<ul style="list-style-type: none"> <li><del>Single track</del></li> <li><del>Unsignalized</del></li> <li><del>Trail crosses tracks south of Manley Lane</del></li> <li><del>Add new track panels</del></li> <li><del>Will need to install new active warning devices (CPUC No. 8) for the new trail crossing the tracks</del></li> <li><del>Will require a Field Diagnostic meeting and subsequent GO 88-B application</del></li> </ul>
<del>Bella Oaks Lane (perpendicular)</del>	<del>751401X</del>	<ul style="list-style-type: none"> <li><del>Single track</del></li> <li><del>Unsignalized</del></li> <li><del>Bella Oaks intersects with SR 29</del></li> </ul>

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Crossing Name	DOT Crossing #	Notes
		<ul style="list-style-type: none"> <li>Trail crosses tracks south of Bella Oaks Lane</li> <li>Add new track panels</li> <li>Will need to relocate the existing automatic gates or add new automatic gates for the new trail crossing</li> <li>The existing RR cabinet will need to be relocated</li> <li>Will require a Field Diagnostic meeting and subsequent GO 88-B application</li> </ul>
Dwyer Road (perpendicular)	751387E	<ul style="list-style-type: none"> <li>Single track</li> <li>Unsignalized</li> <li>Trail runs along east and west sides of tracks</li> <li>Trail crosses tracks from NW to SE quadrants</li> <li>Propose to install crosswalk across Dwyer Road on the east side of the tracks</li> <li>Add new track panels to the north of Dwyer Road</li> <li>Install active warning device (CPUC No. 8) for the trail crossing of the tracks</li> <li>CPUC may require new crosswalk across Dwyer Road to be signalized</li> <li>Will require a Field Diagnostic meeting and subsequent GO 88-B application</li> </ul>
Madison Street (parallel)	751384J	<ul style="list-style-type: none"> <li>Single track</li> <li>Unsignalized</li> <li>Trail runs along east side of tracks</li> <li>Propose to install crosswalk across Madison Street on the east side of the tracks</li> <li>CPUC may require new crosswalk across Dwyer Road to be signalized</li> <li>Key issue is controlling bikes and peds from crossing tracks when a train is approaching</li> <li>Will require a Field Diagnostic meeting and subsequent GO 88-B application</li> </ul>

The following additional crossings have been identified as needed and will be included in the construction contract documents:

- Oakville Grade Road (parallel)
- Whitehall Lane (modification to existing bike crossing)
- Niebaum Lane (parallel)
- Private road crossing at Rutherford (perpendicular)

As part of preparing the design of the above crossings, we anticipate that up to three (3) of them may need to be new at-grade rail crossings. If more than three (3) new at-grade crossings are necessary, additional fee may be necessary.

#### Preliminary Design

Our team will utilize the conceptual layouts as the basis for the Preliminary Design, with modifications to add additional details on the layout of the proposed improvements with critical

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and key features that impact construction (e.g., poles, utility boxes, drainage culverts, and right-of-way). The preliminary designs will be prepared for the initial field diagnostic meetings at each of the crossings.

### **TASK 10.2 - Updated Traffic Data Analysis**

Consultant shall prepare a TMP Report summarizing the key findings of the TMP review and will include projects in construction or planned for construction that will overlap with the construction of the Project.

#### **Task 10.2 Deliverables:**

- Preliminary TMP Report (65% Submittal) (5 hardcopies and “pdf” copy)

### **TASK 10.4 - Prepare Pathway PS&E (65%)**

#### **65% Design**

The 65% PS&E documents will be a full detailed design set incorporating the comments on the 35% Preliminary Design. The plans will include utility information (as received from the utility companies), sidewalk and pedestrian crossing design details such as grading information, proposed traffic signal cabinets, poles and pedestrian signals, equipment and conductor schedules, proposed streetlight conduits and pullboxes, pavement delineations, striping, and signage. All striping and signage will be per Caltrans standards and CA MUTCD requirements. Kimley-Horn will prepare and submit a Lighting Photometric Analyses to confirm the need for and placement of new streetlights.

Kimley-Horn will not proceed with 65% design for those segments of the trail where the alignment has not been confirmed by the County. The options for those segments will be prepared and shown at a 35% level.

For the installation of new traffic signals and streetlights, Kimley-Horn will coordinate with PG&E on obtaining new electrical service points, include applications for new electrical service points.

Kimley-Horn will develop the 65% technical specifications to include the required provisions, including the complete bid list and bid item descriptions, language for agency coordination, and the construction timeline (working days). Kimley-Horn will prepare an engineer’s estimate based on the 65% design with appropriate contingencies.

For the Draft PS&E (65% submittal), Consultant shall prepare, coordinate and submit Design Plans for the sheet sets outlined in the following sections in English units for the highway design prepared by Caltrans, and assure that interface information is provided with Caltrans. The drawings are to be in CADD format and must be in compliance with Caltrans current CADD Users Manual and current Drafting and Plans Manuals. For the 65% submittals, Consultant will coordinate with Caltrans on any needed SSPs and BEES bid items and quantities associated with work outlined in the following sections. The consultant shall use the technical specifications

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from past County project to prepare the Draft 65% Technical Specifications for all work shown on the plans and in the cost estimate. The consultant shall confirm that the quantities, units of measure and other information is consistent on the 65% PSE so that there only minor comments on the 95% Technical Specifications. The plan set may include, but is not limited to, the following:

- Construction Details
- Construction Area Signs Plans
- Survey Control Plans
- Demolition Plans (assume most demolition is shown on the Plan and Profile sheets)
- Typical Sections
- Water Pollution Control Plans
- Hydrology and Hydraulic Reports
- Civil Plans and Profiles
- Erosion and Sediment Controls Plans
- Signing and Striping Plans
- Electrical Plans
- TMP Report
- Utility Service Agreements and Plans
- Grading Plans (assume most grading is shown on the Plan and Profile sheets)
- Cross Sections (showing existing and proposed grades only, every 50')
- Drainage Plans (assume most drainage is shown on the Plan and Profile sheets)
- Drainage Layout Plans
- Drainage Profiles (assume most drainage profiles are shown on Plan and Profile sheets)
- Drainage Details
- Drainage Quantities
- Subsurface Drainage System
- Pavement Delineation and Signage Plans
- Traffic Control Plans
- Pedestrian Crossing Signal Plans
- Rail Crossing Plans
- Updated Storm Water Data Report (SWDR)
- Supplemental Design Standards Decision Document (DSDD)

### **Task 10.4 Deliverables:**

- Draft PS&E (65%)

### **TASK 10.6 - Structures PS&E (65% submittals)**

For the Structures PS&E, Consultant shall prepare, coordinate and submit Structure Plans and Calculations for creek crossing structures required for the bicycle facility and assure that interface information is provided with Caltrans and the County. The drawings are to be in CADD format and must be in compliance with Caltrans current CADD Users Manual and current Drafting and Plans Manuals. For the 65% submittals, Consultant will coordinate with Caltrans

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on any needed SSPs and BEES bid items and quantities associated with work outlined in the following sections. The consultant shall use the technical specifications from past County project to prepare the Draft 65% Technical Specifications for all work shown on the plans and in the cost estimate. The consultant shall confirm that the quantities, units of measure and other information is consistent on the 65% PS&E so that there only minor comments on the 95% Technical Specifications.

- Foundation Plans
- Geotechnical Report
- Structure Plans and Details
- Retaining Wall Plans and Details
- Trail Structure Plans
- Structure Technical Specifications and Estimate

### Retaining Walls

Two locations were identified where retaining walls are anticipated. At this time Kimley-Horn is assuming that Caltrans Standard Plan Type 1 retaining walls will be utilized but will have to be modified to account for increased PGA in exceedance of the 0.6g of the Standard Plan Design criteria.

Kimley-Horn will evaluate the required design heights for the seismic load case to account for the increase in PGA above 0.6g and will provide modifications to the Standard Plans as required. It is assumed up to 4 design heights will need to be evaluated, and one design sheet will be provided.

It is assumed that a Type Selection Report (TSR) will not be required for the project retaining walls.

In the event that the above assumption is incorrect and amendment to capture the additional effort will be submitted for review and acceptance.

Comments received at each milestone submittal will be addressed in subsequent milestone submittals.

### Assumptions:

- No architectural treatment is included in this scope of work.
- Type Selection Report for modified Type 1 Retaining Walls will not be required
- Up to 4 design heights will be evaluated for increased PGA above 0.6g.
- If Additional walls designs are necessary beyond what is identified above we will prepare and submit an amendment for the additional effort.

### Bridges

The project includes ~~four~~ new ~~creek/drainage~~ bridge crossings identified as part of this project. The following outlines the proposed improvements.

- ~~1. Bridge No. 21-0016 Sulphur Creek Bridge. Reconstruct Concrete Bridge Railing to accommodate the proposed 9ft wide path. Note this structure was originally constructed in 1910 and widened in 1975.~~

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~~2.1.~~ At approximate station 339+00 of the proposed alignment, at Bale Sough, there are two options for the trail resulting in two different bridge lengths. One would be a new 90ft long bridge is proposed. For At this location option the proposed path is located between SR29 and the railroad Tracks with minimal space. A clear distance, from the centerline (CL) of the railroad tracks and the proposed new crossing, of 10 ft is required. This requirement may require a reduced path width at this location. An optional alignment of the trail would place the bridge to the west of the railroad tracks, resulting in a longer structure of approximately 120 feet.

~~3.2.~~ At approximate station 245+00 of the proposed alignment a new 40ft long bridge ~~is proposed or a new culvert is proposed.~~

~~4.3.~~ At approximate station 176+00 of the proposed alignment, at Kalon Creek, a new 75ft long bridge is proposed or a culvert extension.

~~5.4.~~ At approximate station 170+00 of the proposed alignment, a new 35ft long bridge or a new culvert is proposed.

~~6.5.~~ At approximate station 140+00 of the proposed alignment, at Lincoln Creek, a new 70ft long bridge is proposed. An optional design includes an extension of the existing corrugated metal pipe (CMP) culverts.

~~The bridge modification will include evaluation of the bridge for relocation of the existing concrete barrier railing, preparation of necessary design calculations and plans. It is anticipated that 5 bridge sheets will be necessary for this structure.~~

The five new path structures, identified above (~~12-56~~), have been scoped to include three single span prefabricated steel truss bridges, and two culvert extensions. Abutment design and calculations for each of the three new bridges will be provided, and a total of 7 design sheets are anticipated for each bridge structure.~~are anticipated to be single span prefabricated steel truss bridges. Abutment design and calculations for each of the five new bridges, will be provided. a total of 7 design sheets are anticipated for each bridge structure,~~ including:

- General Plan Sheet
- Notes and Details
- Foundation Plan
- Abutment 1 Layout
- Abutment 2 Layout
- Pile Details Sheet
- Abutment Details Sheet

It is assumed that new culverts or culvert extensions will be able to utilize either Caltrans Standard Plans or County Standards for the extension of the existing culvert or for a new culvert and that structural calculations and plans will not be necessary for these structures.

Comments received at each milestone submittal will be addressed in subsequent milestone submittals.

Assumptions:

- ~~The five new Bridges shall be prefabricated design and construction.~~

## RDS 23-19 NVVT Y to SH Amendment 4 Scope of Services

- The three new Bridges shall be prefabricated design and construction.
- The two new culverts or extension of an existing culvert will be able to be addressed with either Caltrans Standard Plans or County Standards and no structural calculation or plans will be prepared for these structures.
- Foundations for the abutments are assumed to be deep Cast-in-Drilled-Hole (CIDH) Concrete piling.
- If additional bridges are added to the project or if prefabricated steel bridges are not used, we will prepare an amendment to address the additional Scope of Work.

### **Task 10.6 Deliverables:**

- 65% Draft Retaining Wall Plans.
- 65% Draft Bridge Plans.

## **TASK 12 – LOCAL ASSISTANCE PROCEDURES MANUAL COMPLIANCE/ FUNDING ASSISTANCE**

The Consultant shall provide local programs assistance to the County to develop the Project in accordance with the requirements presented in the current Local Assistance Procedures Manual (LAPM), such as project development, environmental approval, standards for design, right-of-way acquisition, and project bidding and construction. The Consultant shall prepare all of the required local programs forms, including the scope/cost/schedule change, request for authorization to proceed with right-of-way, right-of-way certification, request for authorization to proceed with construction, and project closeout forms.

The Consultant will provide the County with “signature-ready” exhibits / forms to be signed before forwarding to Caltrans.

The County will submit an Active Transportation Program (ATP) Grant in early June 2024. The consultant will assist the County by providing technical information necessary for the application and reviewing the traffic safety portion of the application, such as “Part A4: Project Details”, “Part B: Narrative Questions #3 and #5”, and “Part C: Application Attachments Project Estimate”.

### **Task 12.4 Additional Grant Support**

Kimley-Horn provided additional support for Active Transportation Infrastructure Investment Program (ATIIP) grant applications beyond the original budget. This included preparation and review of grant materials, as directed by the client.

**COUNTY OF NAPA**  
**Napa Valley Vine Trail**

Kimley-Horn and Associates, Inc.												
Name		John Pulliam	Emily Mohney	Peter Meyerhofer	Sr. Professional IV	Sr. Professional III	Sr. Professional II	Sr. Professional I	Professional I	Analyst	Technical Support	Project Support
Category/Title		Project Manager	Deputy PM / Engineering Lead	Principal-in-Charge/ Tech Advisor								
191.24%	Overhead%											
190.79%	Overhead, w/o FCOM											
10%	Fee%											
Project Management for the PA&ED Phase (13 Months)												
Task 1	1.1.1	60	60	\$236,30	\$440,31	\$383,42	\$321,41	\$264,97	\$214,71	\$56,97	\$34,11	\$148,52
	Additional External Coordination											
Task 2	1.1.1		60									
	Data Collection											
2.2.1	Additional Traffic Studies Scope											
2.3.1	Supplemental Topographic Surveys and Boundary Work											
Task 3	3.1.1	70	90									
	Project Report/Project Development											
3.1.1	Support for Public Engagement and Stakeholder Outreach											
Task 5	5.2.1a	8	18									
	Environmental Studies and Draft Environmental Documents											
5.2.3a	Expanded Natural Environmental Study											
5.2.4a	Expanded Wetlands Delineation											
5.2.17	Additional APE Revisions											
5.2.18	Fairlands Form NRCs-CPA-106											
Task 10	10.1	24	220	6	74	83	172	218	960	1,400	400	100
	Plans, Specifications and Estimates (PS&E)											
10.1	Prepare Base Maps and Plan Sheets for PS&E Development											
10.2	Updated Traffic Data Analysis											
10.4	Prepare Pathway PS&E (65% and 95%)											
10.4.1	Draft PS&E (65%)	24	220	6	70	4	172	48	950	1,100	400	100
	Savings from removing Crescent											
10.8	Structures PS&E (65% and 95% submittals)											
10.6.1	Draft Structures PS&E (65%)											
	Structures reduction in scope (65%)											
Task 12	12.4	10	8									
	Local Assistance Procedures Manual Compliance/Funding Assistance											
12.4	Additional Grant Support											
		10	8									
		172	396	6	74	163	182	358	1,632	2,366	440	120
	TOTAL HOURS											
	Subtotal Labor:	\$57,750.44	\$84,068.37	\$1,777.77	\$32,582.98	\$62,497.76	\$58,496.27	\$94,858.50	\$297,816.72	\$350,713.92	\$48,074.76	\$17,942.99
Other Direct Costs												
Subconsultants												
LSA, Associates, Inc. (Task 5.2.4a, Amendment)												
Parikh Consultants (DBE)												
RSA+ Engineers (Original Scope)												
RSA+ Engineers (Amendment, Task 2.3.1)												
VSCE (DBE)												
AMENDMENT 4 TOTAL												
\$ 1,761,756.33												



[illegible]

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#4124470.0 – 12  
July 8, 2024

Kimley Horn and Associates, Inc.  
Attn: Michael Mowery  
2121 S. El Camino Real, Suite 550  
San Mateo, CA 94403

c/o: John Pulliam and Emily Mohney  
[John.Pulliam@kimley-horn.com](mailto:John.Pulliam@kimley-horn.com)  
[Emily.Mohney@kimley-horn.com](mailto:Emily.Mohney@kimley-horn.com)

RE: Vine Trail Yountville to St. Helena  
Addendum #1 (#4123047.0)

Dear Michael:

The purpose of this letter is to provide a first addendum to our original Agreement dated November 13, 2023. The additional scope of services and associated fees are as follows:

### **Additional Scope of Services**

A. Consultant agrees to perform the following additional scope of services:

- 2.5 **Supplemental Topographic Survey and Boundary Work for 65% Design.** RSA+ will expand the previously completed survey to include:
  - a. Topo and boundary for Railroad Ave. / Fulton Ln. as shown on Exhibit A attached, including:
    - i. SR 29 / Adams St. - curb ramps,
    - ii. Adams St. / Railroad Ave. - curb ramps,
    - iii. Survey Railroad Ave. from Adams St. to Fulton Ln.,
    - iv. Survey Fulton Ln. from Railroad Ave. to the train tracks, and
    - v. ROW Fulton Ln. on both sides of the road from Railroad Ave. to the Wine Train tracks.
  - b. Topo and boundary on the NB side of SR 29, as shown on Exhibit B attached, from south of Inglewood Ave. (STA 54+00) to STA 64+00 and at the intersection of SR 29 and Adams St.
  - c. Expand Bale Slough Topo per the attached Exhibit C.
  - d. Rail Crossing Topo Expansion at Bella Lane, Pratt Ave, and Neibaum Ln.
  - e. *Optional Alignments* – extend the survey 15 feet further into the following properties:
    - i. Hooper, Mathew (APN 027-470-014), Samir, George (APN 027-470-015), and Loufas, John/Rakos Effie (APN 027-470-011).

### **Additional Fee**

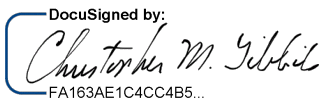
We will provide these services on a "Time and Materials" (T&M) fee basis as follows:

Task 2.5...Supplemental Topographic Survey and Boundary Work for 65% Design.....(T&M).....\$65,000\*

Please sign in the space provided below to indicate your concurrence with this first addendum to our original Agreement. Please feel free to call should you have any questions.

Sincerely,

**Agreed:**

DocuSigned by:  
  
FA163AE1C4CC4B5...

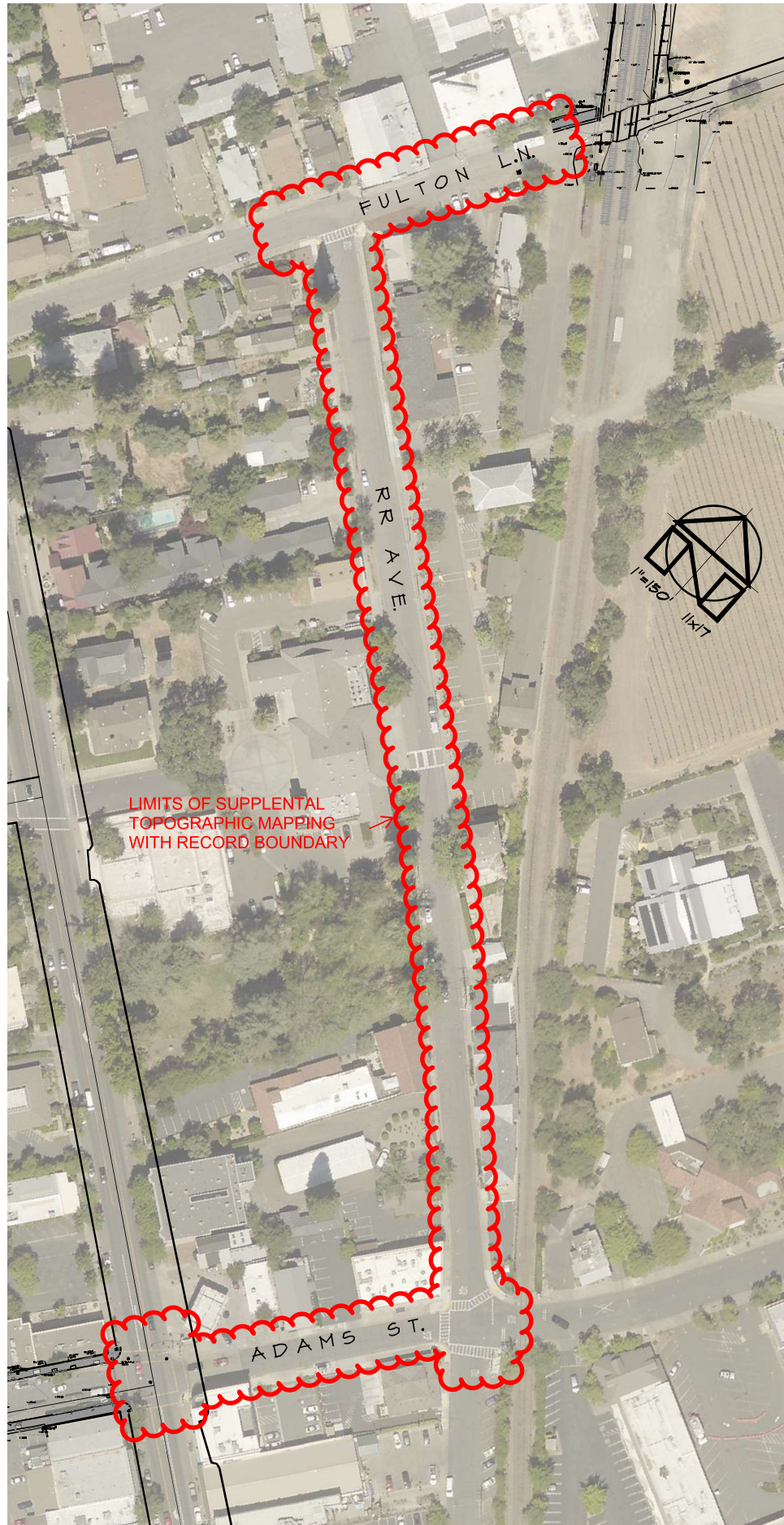
Christopher M. Tibbits, PE, LS  
Principal + Vice-President  
RCE 59361 / PLS 8585

By: Michael Mowery

Date

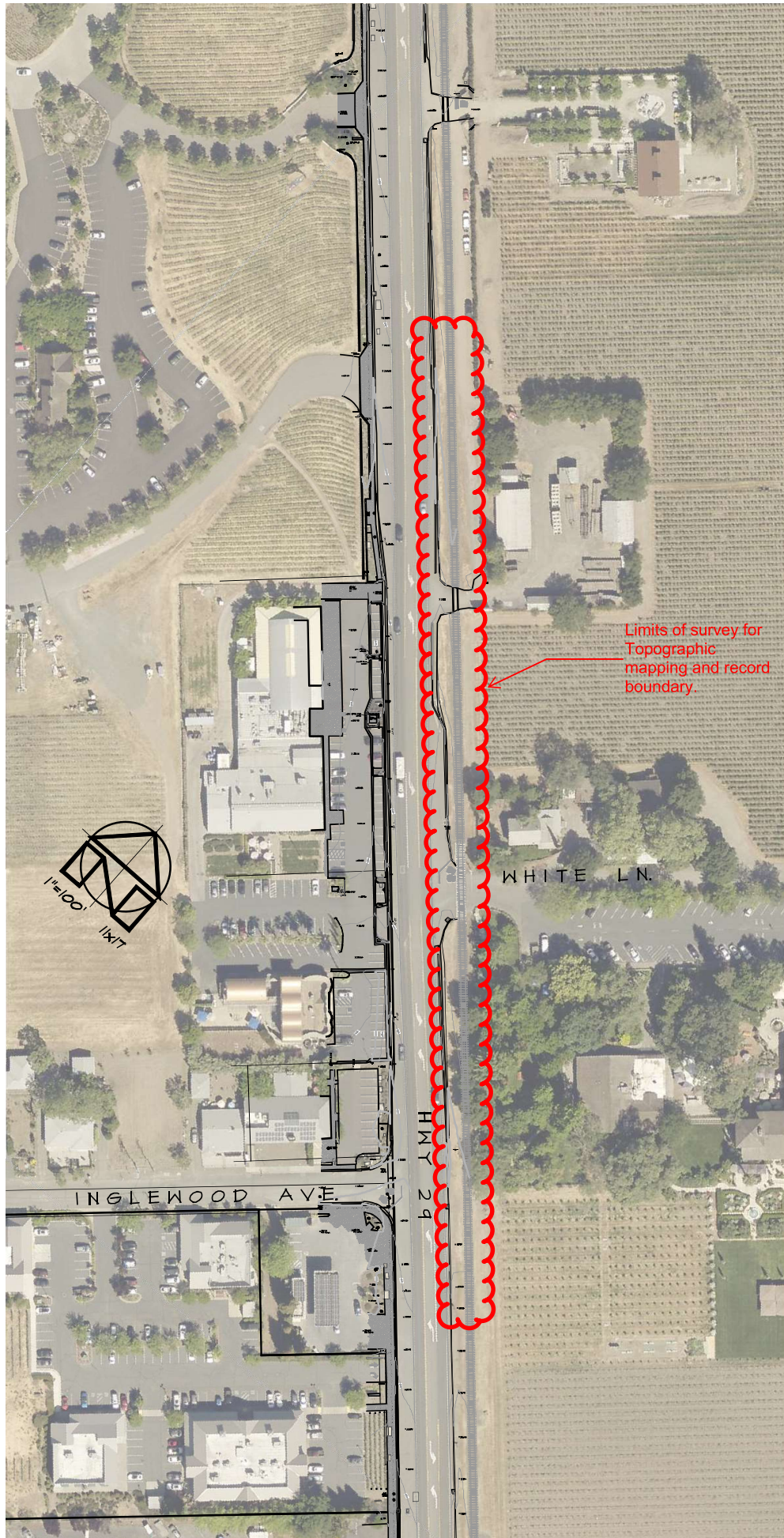
CMT/sb  
#4124470.1 – 12

# EXHIBIT A





# EXHIBIT B





## EXHIBIT C



**Certificate Of Completion**

Envelope Id: 6ECC3F0FD1E942798B1D2B7E23807C9E

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Subject: Complete with DocuSign: Amendment #4 to Agreement No. 240200B with Kimley-Horn for Vine Trail A...

Source Envelope:

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Signatures: 2

Envelope Originator:

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Initials: 0

Mandy Costello

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Envelopelid Stamping: Enabled

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Raleigh, NC 27601

Mandy.Costello@kimley-horn.com

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**Signer Events****Signature****Timestamp**


Randy Durrenberger

Randy.Durrenberger@kimley-horn.com

Sr. Vice President

Security Level: Email, Account Authentication  
(None)

Signed by:



07AA3DC01CBD41A...

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Signed: 8/29/2024 5:45:13 PM

Signature Adoption: Pre-selected Style

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John Pulliam

john.pulliam@kimley-horn.com

Security Level: Email, Account Authentication  
(None)

DocuSigned by:



21C0A49EFE2E415...

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Completed	Security Checked	8/29/2024 5:48:16 PM
Payment Events	Status	Timestamps