

**AMENDMENT NO. 1
OF
NAPA COUNTY AGREEMENT NO. 190001B PROFESSIONAL SERVICES
AGREEMENT**

THIS AMENDMENT NO. 1 OF NAPA COUNTY AGREEMENT NO. 190001B is made and entered into retroactively as of the 1st day of July, 2024, by and between NAPA COUNTY, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and BIGGS CARDOSA & ASSOCIATES, INC a California corporation whose business address is 865 THE ALAMEDA, SAN JOSE, CALIFORNIA 94126-5515, hereinafter referred to as "CONTRACTOR";

RECITALS

WHEREAS, COUNTY entered into Napa County Agreement No. **190001B** with CONSULTANT on July 1, 2018 (the "Agreement"), to obtain specialized services, as authorized by Government Code section 31000, in order to provide civil, structural, traffic, and geotechnical engineering services; right-of-way acquisition; and construction support; and

WHEREAS, the parties now desire to amend the Agreement to extend the term of the Agreement and to increase the maximum compensation amounts payable to CONTRACTOR by \$75,032 from \$1,033,285 to \$1,108,317 to provide additional civil engineering, structure/bridge design, right of way engineering, traffic engineering, utilities design, environmental services, permitting, hydraulics/hydrology, geotechnical engineering, right of way acquisition, bid support, construction support, and local assistance program funding assistance, etc. for the Garnett Creek Bridge Br. No. 21C0042 Bridge Replacement Project, RDS 16-16; and

WHEREAS, CONTRACTOR is willing to provide such specialized services to COUNTY under the terms and conditions set forth herein; and

TERMS

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, COUNTY and CONSULTANT hereby amend the Agreement as follows:

1. Paragraph 1 of the Agreement is amended in its entirety to read in full as follows:

Term of the Agreement. The term of this Agreement shall commence on July 1, 2018 and shall expire on June 30, 2019, unless terminated earlier in accordance with Paragraphs 9 (Termination for Cause), 10 (Other Termination) or 23(a) (Covenant of No Undisclosed Conflict); except that the obligations of the parties under Paragraphs 7 (Insurance) and 8 (Indemnification) shall continue in full force and effect after said expiration date or early termination

in relation to acts or omissions occurring prior to such dates during the term of the Agreement, and the obligations of CONTRACTOR to COUNTY shall also continue after said expiration date or early termination in relation to the obligations prescribed by Paragraphs 15 (Confidentiality), 20 (Taxes) and 21 (Access to Records/Retention). The term of this Agreement shall be automatically renewed for an additional year at the end of each fiscal year, under the terms and conditions then in effect, not to exceed **ten** additional years, unless either party gives the other party written notice of intention not to renew no less than thirty (30) days prior to the expiration of the then current term. For purposes of this Agreement, "fiscal year" shall mean the period commencing on July 1 and ending on June 30.

2. Paragraph 2 of the Agreement is amended in its entirety to read in full as follows:

Scope of Services. CONTRACTOR shall provide COUNTY those services set forth in Exhibit "A" as modified by Amendment No. 1 including its ATTACHMENTS 1 and 2, attached hereto, in addition to the RFQ and CONTRACTOR's proposal, incorporated by reference herein.

3. Paragraph 3(a) of the Agreement is amended in its entirety 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 rates set forth in Exhibit "B" as modified by Amendment 1 including its ATTACHMENTS 1 and 2, attached hereto and incorporated by reference herein, for the respective services described therein. The consideration to be paid to CONTRACTOR as provided herein, shall be in compensation for all of CONTRACTOR's expenses incurred in the performance hereof, including travel and per diem, unless otherwise expressly so provided.

4. Paragraph 3(c) of the Agreement is amended in its entirety to read in full as follows:

Compensation.

(c) Maximum Amount. Notwithstanding subparagraphs (a) and (b), the maximum payments under this Agreement shall be a total of ONE MILLION ONE HUNDRED EIGHT THOUSAND THREE HUNDRED SEVENTEEN DOLLARS (\$1,108,317) provided, however, that such amounts shall not be construed as a guaranteed sum, and compensation shall be based upon services actually rendered and reimbursable expenses actually incurred. Each task set forth in Amendment 1 shall be subject to the maximum not to exceed fee for the task as set forth respectively in Attachment 1, and Attachment 2, unless prior written consent to exceed a task fee has been authorized in writing by the Project Manager. Any approval by the Project Manager to exceed a task fee

shall not alter the maximum payments for services and expenses under this Agreement.

5. Amendment 1 attached hereto, is hereby added to and incorporated into the Agreement.
6. Except as provided in Paragraphs 1-5, above, all other provisions of the Agreement shall remain in full force and effect as previously approved.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

BIGGS CARDOSA & ASSOCIATES, INC

By 
ROY M. SCHNABEL, PRESIDENT

By 
DANIEL B. DEVLIN, SECRETARY

"CONTRACTOR"

NAPA COUNTY, a political subdivision
of the State of California

By _____
ANNE COTTRELL, Chair
Board of Supervisors

"COUNTY"

<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>May 20, 2025</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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865 The Alameda
San Jose, CA 95126-3133
Telephone 408-296-5515
Facsimile 408-296-8114

May 15, 2025
2018200

Mr. James Reese, PE
Napa County Public Works
1195 Third Street, Suite 101
Napa, CA 94559

Subject: Greenwood Avenue Bridge over Garnett Creek, Napa County, CA
Additional Services Request No. 1
[Update of Phase 1; Project Administration/Management, Preliminary Engineering Design,
HBP Reprogramming of Revised Project Alternative, and Revised Environmental Scope]

Dear Mr. Reese:

Additional Service Request Background Information:

The project consists of replacing the existing masonry arch bridge at Greenwood Avenue over Garnett Creek (the bridge) in Napa County (County) on a new alignment. The existing bridge was severely damaged in 2014 South Napa County earthquake. Subsequent inspection by Caltrans Structure Maintenance and Investigations determined the general condition of the bridge to be unsafe and structurally inadequate and recommended immediate closure of the bridge. The purpose of the project is to reopen the bridge and provide safe crossing across the Garnett Creek. The project was initially programmed as a replacement on a new (straightened) alignment with Caltrans. However, this alternative did not consider that the bridge was listed on the National Register of Historic Places which required assessment of project alternatives that would preserve the historic asset. The replacement alternative also did not consider the local public's strong inclination to maintain and not replace the existing bridge. After studying various alternatives including replacement on a separate alignment, and retrofit & rehabilitation of the existing structure, the County reconsidered and redirected the project to be a retrofit & rehabilitation project. Biggs Cardosa subsequently needed to perform the following additional Preliminary Engineering Design, Environmental Documents, and Technical Studies services associated with changes in project design direction and requirements while performing Phase 1 scope of work:

1. Additional engineering to accommodate a change of the originally proposed bridge replacement project on a straightened alignment alternative, to perform additional project configuration alternative studies to accommodate 1-lane/2-way traffic configuration as well as to accommodate historic bridge requirements and MASH Barrier compliance, to reprogram the project as a HBP replacement project on the existing alignment.
2. Additional engineering to update the Geometric Approval Drawings (GADs) and Structure Type Selection Report and obtain concurrence from Caltrans.
3. Additional engineering and environmental services to coordinate with Caltrans and streamline the Environmental Documents and Technical Studies approach to determine the revised environmental requirements and update the required environmental documents, to prepare and submit revised Preliminary Engineering Services (PES) form, to perform reconnaissance level field survey, to complete the new environmental studies and reports such as Aquatic Resources Delineation (ARD) Report, a combined Archaeological Survey Reports/Extended Phase I Exploration (ASR/XPI), a Supplemental Extended Phase I Exploration (Supplemental XPI)

and a Historic Resources Evaluation Report (HRER) required by the revised PES for National Environmental Policy Act (NEPA) clearance.

4. Additional Phase 1 Project Administration and Management required for coordination, meetings, project programming, document administration, and invoicing induced by the changes in project direction outlined above and resulting extended project design schedule.

HBP Reprogramming of Revised Project Alternative

Caltrans initially programmed the project as Bridge Replacement project under the Highway Bridge Program (HBP). However, after resubmittal of the Structure Type Selection Report, Caltrans District Local Assistance in July 2021 suggested that the project to be reprogrammed as rehabilitation since the Structure Type Selection Report is proposing to retrofit and rehabilitate the existing bridge instead of replacing it. To reprogram the project as rehabilitation, Biggs Cardosa coordinated with Caltrans DLA and attended meeting Caltrans Structure Local Assistance. Additionally, Biggs Cardosa prepared signature ready LAPG Exhibit 6A, 6B and 6D to request reprogramming of the project in September 2021, which was not included in the original scope of work. In April 2022, Caltrans Structures Local Assistance requested meeting with the Caltrans District and the County to discuss reprogramming of the project. Caltrans subsequently revised their decision and required the project to be reprogrammed as a Replacement on the existing alignment with a single lane bridge. Following discussion with Caltrans in April 2022, Biggs Cardosa then prepared signature ready LAPG Exhibit 6A, 6B and 6D in July 2022, and again revised and resubmitted the Structure Type Selection Report in August 2022, which is considered out-of-scope work. The retrofit and rehabilitation strategy consisted of providing scour countermeasures to protect the existing masonry stone arch bridge and to prevent it from collapsing in the event of scour. However, in July 2022, Caltrans District confirmed that Scour Countermeasures are not eligible for reimbursement under HBP for the Bridge Replacement project. Therefore, the Structure Type Selection Report was revised to eliminate proposed scour countermeasures.

Preliminary Engineering Design

The original scope of work consists of evaluating the feasibility of a bridge retrofit alternative and a bridge replacement alternative within the County's current right-of-way. The County previously determined that a bridge replacement on a different alignment outside of the County's Right-of-Way was impractical and infeasible and would not need to be evaluated. However, during preliminary engineering, the County requested to also evaluate the feasibility of a Bridge Replacement on an off-set alignment alternative and of a Bridge Rehabilitation/Retrofit to accommodate pedestrians and bicycles alternative. Per the County's request, Biggs Cardosa evaluated the feasibility of four alternatives, instead of two, and submitted the feasibility study to the County in May 2019.

After the feasibility study, the County selected the bridge rehabilitation/retrofit alternative for the project. The proposed project includes rehabilitation of the existing masonry stone barriers. The existing masonry stone barriers were previously severely damaged by the 2014 South Napa Earthquake and require rehabilitation. Because the project has been programmed with and will be funded by Federal Highway Administration's (FHWA) Highway Bridge Program (HBP), the bridge barrier rehabilitation is required to comply with the Manual for Assessing Safety Hardware (MASH) criteria. The existing masonry stone barriers are currently not compliant with the MASH criteria and is required to be replaced

or modified. However, because replacement of the existing masonry stone barriers would likely result in a Finding of Adverse Effect under Section 106 because the existing bridge is listed in the National Register of Historic Place the County ruled out the barrier replacement option and inquired about constructing new MASH compliant barriers on the outside of existing masonry stone barriers. However, Caltrans Structure Local Assistance (SLA) stated that constructing MASH Complaint barriers on the outside of existing masonry stone barriers is not acceptable because MASH approved bridge barriers would need to be the first obstacle of which the vehicle would be in contact. Based on the coordination with the Caltrans, the County opted to include the MASH compliant barriers on the inside of the existing masonry stone barriers. Biggs Cardosa performed extensive research, including coordination with out-of-state Department of Transportation (DoT) to find a suitable MASH compliant barriers which would not result in Findings of Adverse Effects and would maintain minimum of 15'-0" clear travel width.

AASHTO minimum design criteria requires minimum of 18'-0" travel width, and Napa County Road and Street Standards require a minimum travel width of 20'-0". The existing bridge consists of a substandard 17'-0" wide traveled way accommodating two-way traffic. Per Bridge Inspection Report, current traffic configuration on the existing bridge is classified as 1-lane/2-way. Adding MASH compliant barriers on the inside would further reduce the travel width of the bridge to 15'-0" and would not meet the minimum design criteria. At County's request, Biggs Cardosa evaluated various bridge widening alternatives to meet the minimum design standards. Our original scope only includes evaluating the feasibility of bridge replacement and bridge retrofit/rehabilitation and does not include evaluating various widening alternatives. After evaluating various widening alternatives, in addition to the rehabilitation and retrofit, the County, after coordination with Caltrans Architectural Historian on August 28, 2019, gave direction to widen the bridge to provide sufficient travel width for the two-way traffic. Per County's direction, we had prepared the Geometric Approved Design (GAD) and Structure Type Selection Report. The County submitted Type Selection Report to Caltrans for approval on May 21, 2020. The Structural Type Selection Report proposed retrofitting, rehabilitation, and widening the existing bridge to meet the current design standards.

After the Structural Type Selection Report was submitted to Caltrans for approval, the County requested Biggs Cardosa to revisit the widening of the bridge, which is considered additional out-of-scope work. To help reduce the cost and potential construction difficulties of this project, the County emailed Biggs Cardosa on July 29, 2020, to evaluate the possibility of not having to widen historic masonry arch bridge (which requires special masonry units and workmanship to maintain the historic integrity of the structure), and changing the project to simply maintain the existing one-lane/two-way traffic configuration across the bridge and not widen the bridge. On July 30, 2020, County requested a meeting with the County management to further discuss following:

- Obtaining design exception for non-MASH compliant barriers and keeping the existing masonry stone barriers
- Convert the existing bridge to one-lane yield control bridge
- MASH compliant barrier alternatives

During the meeting on July 31, 2020, and during follow-up coordination, the County requested Biggs Cardosa to coordinate with Caltrans District Local Assistance to confirm the viability of maintaining existing traffic configuration from a HBP programmatic point of view. In addition, the County also

requested BKF to study feasibility of maintaining the existing 1-lane/2-way traffic configuration from the engineer perspective. On August 12, 2020, Caltrans DLA, SLA and Architectural Historian suggested that maintaining the existing 1-lane/2-way traffic configuration should not be a concern from a programmatic perspective. After the meeting with Caltrans DLA, BKF prepared various alternatives and revised a design memorandum for maintaining the existing traffic configuration. On September 4, 2020, Biggs Cardosa and BKF presented these alternatives to the County. Following the presentation, County requested the design memorandum to be revised. Preparing the revised design memorandum and addressing County's comments was not included in the original scope of work and considered additional effort.

Maintaining the existing traffic configuration and reduced travel width of 15'-0" requires a Design Exception from the Napa County Fire and Emergency Department as well as from Napa County Public Works Department. After coordination with Caltrans and reviewing the proposed solutions, County directed Biggs Cardosa to prepare the design exception and a Public Outreach Information Sheet, which was not included in the original scope of work and considered additional effort. After receiving the design exception from the Napa County Fire and Emergency Department and the Napa County Public Works Department, the County directed the design team to revise the Structure Type Selection Report on 9/24/2020. Per County's direction, Biggs Cardosa and BKF revised the Geometric Approved Design (GAD) and Structure Type Selection report and submitted to Caltrans for approval on 11/12/2020.

After a draft Type Selection Report was submitted to Caltrans in May 2020, County requested the following additional tasks be performing which were not included in the original scope of work and considered additional effort:

- Attending a meeting with County on July 31, 2020, to discuss maintaining existing traffic configuration
- Attending a meeting with Caltrans DLA, SLA, and architectural historian on August 12, 2020
- Preparing feasibility and viability of maintain existing 1-lane/2-way traffic configuration
- Presenting the design alternatives to the County to maintain existing traffic configuration
- Update the traffic memorandum and revising it per County's comments
- Preparing Design Exceptions for approval from Napa County Fire and Emergency Department and from Napa County Public Works Department
- Preparing Public Outreach Information Sheet
- Revising and resubmitting GAD and Structure Type Selection Report to Caltrans for approval

Revised Environmental Scope

The project was initially programmed as a replacement on a new alignment with Caltrans. Based on the initially proposed project, the County performed PES in November 2015. There have been several changes in the project scope of work since the PES was completed in 2015. Per discussion with Caltrans in July 2022, the project now proposes to replace the existing bridge on the current alignment, while maintaining the existing historic structure. Since there have been substantial changes in the project, the County requested updating the PES to reflect the proposed project. The revised PES consists of several reports which were not included in the original PES and the original scope of work. To date, the team has initiated preparation of some technical studies, including Natural Environment Study (NES), Traffic

and Noise Memo, Water Quality Memo, and Cultural Resources coordination and documentation, but completion of these studies had been on hold until the Type Select Report and roadway traffic configuration was finalized. Several of the memos are no longer required by the updated PES, however, a substantial amount of the reports was already completed.

The project is also subject to compliance with Section 106 of the National Historic Preservation Act (NHPA). Caltrans, acting on behalf of FHWA, will comply with Section 106 under the January 2014 First Amended 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 (Caltrans Section 106 PA). This scope of work has been prepared assuming that a Finding of No Adverse Effect with Standard Conditions: the use of the Secretary of Interior's Standards for the Treatment of Historic Properties is the appropriate document for compliance with Section 106.

As a result of recent regulatory agency coordination, additional effort and documentation related to biological, cultural, and community outreach are anticipated to be required to support NEPA and CEQA approval. Finally, the duration of the project development phase of the project has extended beyond what was originally anticipated, resulting in additional expenditures for project management and meeting attendance beyond what was included in GPA's contract.

Additional Phase 1 Project Management and Administration

The project was first awarded to the prime and structures consultant, Biggs Cardosa Associates in April 2018, and the contract agreements were signed in the July 2018. The original scope of work included in the executed contract agreements anticipated that the Preliminary Engineering (design and bid support) phase of the project would be completed by April 2019, and the final design would commence by May of 2019. However, the Phase 1 schedule was delayed resulting in the need for additional Project Management and Administration consisting of coordination, meetings, project programming, document administration, and invoicing induced by the changes in project direction outlined below, and an extended project design schedule.

- 1) The requirement to perform a feasibility study of various alternatives, including widening the existing bridge
- 2) The requirement to revise and resubmit the Structure Type Selection Report to maintain existing bridge width
- 3) The requirement to reprogram the project as retrofit/rehabilitation in 2021
- 4) The requirement to revise and reprogram the project back as a replacement in 2022
- 5) The requirement to perform a Supplemental Extended Phase I exploration.
- 6) Because the additional Preliminary Engineering Design required, the Preliminary Engineering phase needs to be extended beyond the expiration term of Biggs Cardosa's Professional Services Agreement No. 190001B of June 30, 2024.

SCOPE OF WORK

Because of the abovementioned circumstances, the following additional design engineering services is required for the Greenwood Avenue Bridge over Garnett Creek Project. The additional effort required involves the following subtask effort breakdown:

Task 1: Preliminary Engineering Design, Environmental Documents, and Technical Studies

Subtask 1.1.1: Project Administration/ Budgeting/ Cost Accounting

- Preparing, reviewing, and submitting invoices
- Administering and managing project budget and scope

Subtask 1.1.2: Coordination Meetings

- Facilitate meetings with the County to coordinate design alternatives to maintain existing 1-lane/2-way traffic configuration and MASH compliant barrier options
- Perform internal design meetings to coordinate design alternatives to maintain existing 1-lane/2-way traffic configuration and MASH compliant barrier options
- Facilitate meetings with the Caltrans DLA, Environmental and SLA to discuss maintain existing 1-lane/2-way traffic configuration and MASH compliant barrier options
- Facilitate meetings with Caltrans DLA, Environmental, and SLA to determine viability from programmatic standpoint in 2021 and 2022
- Facilitate meetings with Design Team to coordinate and complete Supplemental XPI field Exploration and update Revised ASR/XPI Report

Subtask 1.1.3: Project Schedule

- Revise project schedule to submit with revised Type Selection Report

Subtask 1.1.4: Local Program Compliance / Funding Assistance

- Coordinate with Caltrans DLA, SLA and the County for reprogramming of the project as rehabilitation and then again as replacement on the existing alignment
- Prepared LAPG Exhibits 6A, 6B, and 6D for reprogramming of the project as rehabilitation and then again as replacement on the existing alignment

Subtask 1.3.1: Roadway Approval Drawings

- Project Management, Coordination, and Meetings
- Prepare feasibility Analysis of Maintain Existing 1-lane/2-way Traffic Configuration
- Prepare Design Exception to Maintain Existing 1-lane/2-way Traffic Configuration
- Revise Geometric Approved Drawing

Subtask 1.3.4: Traffic Memorandum

- Update Traffic Memorandum for Maintaining the Existing 1-lane/2-way Traffic Configuration

Subtask 1.3.5: Bridge Strategy Report / Type Selection Memorandum

- Project Management, Coordination, and Meetings
- Research suitable MASH compliant barriers likely to have Findings of No Adverse Effects
- Prepare exhibits with various barrier rehabilitation alternatives

- Evaluate Feasibility of Bridge Replacement on an offset alignment and the Bridge Rehabilitation/Retrofit for pedestrian/bicycle use
- Evaluate various widening alternatives
- Update Structural General Plan Alternatives
- Update Bridge Type Selection Report for rehabilitation and then again for replacement on existing alignment

Subtask 1.4.2: Biological Resources

- Perform reconnaissance level field visit to supplement surveys performed in 2019
- Update Biological Survey Area (BSA), if required
- Update Natural Environment Study (NES)
- Prepare Aquatic Resources Delineation (ARD) Report

Subtask 1.4.3: Cultural Resources (APE, HPSR, APE/XPI, HRER, SOIS and FOE)

- Update Evaluation of Garnett Creek Bridge from Cultural Resources Perspective
- Prepare Findings of Effect Memo
- Attend meeting with Caltrans PQS and coordinate with Caltrans SCO and SHPO
- Prepare ASR/XPI Proposal
- Perform XPI field Exploration
- Prepare ASR/XPI Report
- Perform Supplemental XPI field Exploration
- Prepare Revised ASR/XPI Report

Subtask 1.4.8: Community and Land Use Memorandum

- Prepare more comprehensive Community and Land Use Memorandum

Subtask 1.4.14: Preliminary Environmental Study (Form)

- Coordinate with the design team and Caltrans
- Prepare PES form

Proposed Additional Budget

As there has been significant on-going scope of work changes from the onset of the project during Task 1: Preliminary Engineering Design, Environmental Documents, and Technical Studies when most of the project budget had not yet been expended, the County requested that these out-of-scope work items be tracked and not submitted as individual Additional Services Requests, and the County paid project invoices as received including for performing the out-of-scope work up until the Professional Service Agreement contract term on June 30, 2024. Subsequent to the contract term date, a contract term extension to perform the following remaining tasks are needed to obtain Caltrans environmental approval for the proposed Type Selected project:

Subtask 1.1.1: Project Administration/ Budgeting/ Cost Accounting

- Preparing, reviewing, and submitting invoices for contract extension period
- Administering and managing project budget and scope for contract extension period

Subtask 1.1.2: Coordination Meetings

- Facilitate meetings with Design Team to coordinate and complete Supplemental XPI field Exploration and update Revised ASR/XPI Report

Subtask 1.1.4 Local Program Compliance / Funding Assistance

- Facilitate meetings with County to coordinate and update HBP project funding documents and exhibits

Subtask 1.4.3: Cultural Resources (APE, HPSR, APE/XPI, HRER, SOIS and FOE

- Perform Supplemental XPI field Exploration
- Prepare Revised ASR/XPI Report

As the County's intent is to extend the contract and revise the scope of work to only include the remaining work required to obtain Caltrans Environmental approval for the proposed Type Selected project, this Additional Service Request (ASR) only includes the additional work required to extend the contract to manage, coordinate and perform the supplemental XPI field survey and update the Revised ASR/XPI Report required to obtain Caltrans Environmental approval of the Type Selected project.

The role of Biggs Cardosa is the prime and structures consultant, and the role of GPA is the Environmental and Permitting Consultant. We propose that the additional budget required to perform the extra work associated with **Additional Services Request No. 1 to be \$75,032** broken down by consultant as follows:

➤ Greenwood Avenue Bridge over Garnett Creek Project	FEE
○ Biggs Cardosa (See Attachment 1 for task/hourly breakdown)	\$29,335.00
○ GPA (See Attachment 2 for task/hourly breakdown)	\$45,697.00
TOTAL ADDITIONAL BUDGET PROPOSED	\$75,032.00

If approved, the additional budget of **\$75,032.00 along with a minimum 6-month contract term extension** for Greenwood Avenue Bridge over Garnett Creek **Amendment 1** will be added to the current Contract Agreement budget as follows.

PHASE 1: PRELIMINARY DESIGN, ENVIRONMENTAL DOCUMENTS AND TECHNICAL STUDIES

➤ Contract Agreement (July 1, 2018)	
▪ Phase 1 NTE Fee	\$522,150.00
▪ Phase 1 Direct Expenses	\$ 92,748.00
➤ <u>Greenwood Ave Bridge over Garnett Creek Amendment No. 1 Fee</u>	<u>\$ 75,032.00</u>
PHASE 1 BUDGET:	\$ 689,930.00

PHASE 2: ENGINEERING DESIGN (PS&E), R/W SERVICES & CONSTRUCTION BID SUPPORT

➤ Contract Agreement (July 1, 2018)	
▪ Phase 2a NTE Fee	\$ 312,417.00
▪ Phase 2a Direct Expenses	\$ 28,220.00
▪ Phase 2b NTE Fee (R/W Appraisal & Acquisitions)	\$ 45,750.00
▪ <u>Phase 2b Direct Expenses (R/W Appraisal & Acquisitions)</u>	<u>\$ 32,000.00</u>
PHASE 2 BUDGET:	\$ 418,387.00
TOTAL BUDGET:	\$1,108,317.00

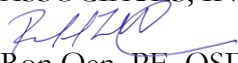
We look forward to continuing to work with you on this project. Should you have any questions or require any additional information, please do not hesitate to contact me on my cell phone at (408) 781-4549, or by email at roen@biggscardosa.com.

Enclosure:

- Attachment 1 – Biggs Cardosa Additional Service Request No. 1 Fee Breakdown 05/15/25
- Attachment 2 – GPA Additional Service Request No.1 Proposal 05/15/25

Sincerely,

BIGGS CARDOSA
ASSOCIATES, INC.


Ron Oen, PE, QSD
Principal | Vice President

Additional Service Request No.1 GARNETT CREEK BRIDGE (REPLACE) AT GREENWOOD AVE (BRIDGE NO. 21C-0042) Engineering and Design Services - Phase 1 <div>BCA</div> Estimate of Labor Effort & Expenses 15-May-25					BCA										Total Hours	Total Fee
					Project Management & Structural Engineering											
					Principal-in-Charge (QA)	Principal I (Project Manager)	Engineering Manager	Senior Engineer	Project Engineer	Staff Engineer	Assistant Engineer	Junior Engineer	Senior Computer Drafter	Secretarial Services		
Task Description	Staff Rate (Direct Cost Fixed Fee)	\$301	\$238	\$194	\$177	\$155	\$127	\$112	\$100	\$152	\$99		\$			
PHASE 1: PRELIMINARY ENGINEERING DESIGN, ENVIRONMENTAL DOCUMENTS & TECHNICAL STUDIES																
Task 1.1 Phase 1 Project Management																
1.1.1	Project Administration/ Budgeting/ Cost Accounting		16								4	20	\$4,199			
1.1.2	Coordination Meetings		40			40						80	\$15,722			
1.1.3	Project Schedule											0	\$0			
1.1.4	Local Program Compliance / Funding Assistance		8			24						32	\$5,629			
1.1.5	Quality Assurance											0	\$0			
Subtotal		0	64	0	0	64	0	0	0	0	4	132	\$25,551			
Task 1.2 Planning and Project Development																
1.2.1	Purpose and Need											0	\$0			
1.2.2	Research, Data Gathering, Field Assessment and Materials Testing											0	\$0			
1.2.3	Surveying (Bridge Scan, Channel Survey and Topography)											0	\$0			
1.2.4	[Intentionally Left Blank]											0	\$0			
1.2.5	R/W Mapping											0	\$0			
1.2.6	Utilities											0	\$0			
1.2.7	Base Mapping											0	\$0			
Subtotal		0	0	0	0	0	0	0	0	0	0	0	\$0			
Task 1.3 Preliminary Design Engineering / Concept Plans																
1.3.1	Roadway Approval Drawings											0	\$0			
1.3.2	Hydrology and Channel Hydraulics											0	\$0			
1.3.2a	Scour Countermeasures Recommendations for Seismic Retrofit Alternative (OPTIONAL)											0	\$0			
1.3.3	Geotechnical Studies and Preliminary Report											0	\$0			
1.3.4	Traffic Memorandum											0	\$0			
1.3.5	35% Bridge Seismic Strategy Report / Type Selection Project Memorandum											0	\$0			
Subtotal		0	0	0	0	0	0	0	0	0	0	0	\$0			
Task 6 Design Support During Construction																
Construction Support Services												0	\$0			
Subtotal		0	0	0	0	0	0	0	0	0	0	0	\$0			
Task 1.4 CEQA / NEPA Environmental Approval (Environmental Documents and Technical Studies)																
1.4.1	Project Initiation and Agency Coordination											0	\$0			
1.4.2	Biological Resources, Natural Environmental Study with Jurisdictional Delineation Forms											0	\$0			
1.4.3	Cultural Resources APE, HPSR, ASR, HRER, SOIS and FOE		4		16							20	\$3,785			
1.4.3a	Memorandum of Agreement [OPTIONAL]											0	\$0			
1.4.4	Section 4(f) Evaluation											0	\$0			
1.4.5	Water Quality Assessment Report Memorandum											0	\$0			
1.4.6	Traffic Technical Memorandum (Construction)											0	\$0			
1.4.7	Construction Noise Memorandum											0	\$0			
1.4.8	Land Use and Community Impacts Memorandum											0	\$0			
1.4.9	Visual Resources Brief Memorandum											0	\$0			
1.4.10	Equipment Staging Memorandum											0	\$0			
1.4.11	CEQA Clearance Document											0	\$0			
1.4.12	NEPA Clearance Document											0	\$0			
1.4.13	Public Meetings (OPTIONAL)											0	\$0			
1.4.14	Endangered Species Act Consultation (OPTIONAL)											0	\$0			
Subtotal		0	4	0	16	0	0	0	0	0	0	20	\$3,785			
Optional Services Subtotal		0	0	0	0	0	0	0	0	0	0	0	\$0			
Project Total Labor - PHASE 1		0	64	0	0	64	0	0	0	0	4	132	\$25,551			
Total Hours Per Consultant - PHASE 1		132										132				
Phase 1 - DIRECT EXPENSES																
Plotting, Printing, Postage, and Travel													\$0			
Archaeology Survey Report													\$0			
Construction Noise Memorandum													\$0			
Drilling													\$0			
Materials Testing: NDT, Compressive Strength, Coring, Petrographic Examination													\$0			
Material Testing Assessment: Visual Survey, Half Cell Testing													\$0			
													\$0			
													\$0			
													\$0			
													\$0			
													\$0			
													\$0			
													\$0			
Project Total Reimbursable Expenses		\$0											\$0			
PART 1: PREPARATION AND APPROVAL OF STRATEGY REPORT																
Task 1.1: Phase 1 Project Management		\$25,551											\$25,551			
Task 1.2: Planning and Project Development		\$0											\$0			
Task 1.3: Preliminary Design Engineering / Concept Plans		\$0											\$0			
Task 1.4: CEQA / NEPA Environmental Approval (Environmental Documents and Technical Studies)		\$3,785											\$3,785			
Total Project Fee Per Consultant		\$29,335											\$29,335			

CONSULTING



GARNETT CREEK BRIDGE AT GREENWOOD AVENUE BRIDGE REPLACEMENT PROJECT
PHASE 1 AND PHASE 2
AMENDMENT #2

PROJECT BACKGROUND & UNDERSTANDING

The County of Napa (County) contracted with Biggs Cardosa Associates, Inc. (BCA) under Agreement No. 190001B dated July 1st, 2018, to provide design services for the Garnett Creek Bridge at Greenwood Avenue Bridge Replacement project. GPA was subcontracted to BCA to provide environmental services, including California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation and regulatory permit acquisition. The project is also subject to compliance with Section 106 of the National Historic Preservation Act (NHPA).

After being issued a Notice to Proceed in 2018, GPA initiated the preparation of technical studies and memorandums required pursuant to the Preliminary Environmental Study (PES), which was prepared by the County and approved by Caltrans in 2015. After completion of field surveys and preparation of a number of technical studies, including the Natural Environment Study, Water Quality Memorandum, and Traffic Memorandum, GPA was directed to stop work until the Type Selection Report and roadway traffic configuration was finalized. In 2023, at the request of the County, GPA prepared a revised Preliminary Environmental Study (PES) to reflect the changes in design since the original approved PES and rescope the environmental requirements for the project. The revised PES eliminated the following studies that were originally scoped: Equipment Staging Memorandum, Traffic Memorandum, Noise Memorandum, and Air Quality CO Hot Spot Analysis. However, Caltrans requested additional documentation related to biological and cultural resources, including an Extended Phase I (XPI) and standalone Aquatic Resources Delineation.

GPA organized teleconferences attended by Caltrans, BCA, and the County, held on Tuesday April 18th and August 10th, 2023, to discuss the project's environmental requirements, opportunities for streamlining, and approach to Section 106 documentation. Based on these discussions with Caltrans, GPA understands that an Environmental Assessment (EA) may be required subject to community input, and additional effort and documentation related to biological, cultural, and community outreach are anticipated to be required to support the NEPA approval. GPA's contract expired June 30, 2024. GPA continued to conduct work on this project in support of the CEQA and NEPA documentation and consultation processes until January 2025.

The enclosed scope of work outlines the tasks completed after contract expiration and additional tasks GPA will fulfill as part of the Phase I and Phase II environmental documentation for the Project. This Amendment is required to provide an additional task item, Task 1.4.3b -Caltrans Requested Additional Extended Phase I (XPI) as well as considering the documentation and consultation that was provided after expiration of the contract on June 30, 2024. Additionally, the enclosed scope and fee includes the additional project management and coordination to occur during the additional XPI.

GPA assumes a Categorical Exclusion (CE) would be the appropriate level of environmental documentation under NEPA, and an Initial Study (IS) with proposed Mitigated Negative Declaration (MND) would be appropriate under CEQA. Please note that this Amendment does not include Finding of Effect – No Adverse Effect or Phase II Archaeological Evaluation Study services.

SCOPE OF WORK

Phase I: Preliminary Engineering Design, Environmental Documents and Technical Studies

FEE	Task 1.4.1: Project and Agency Coordination
\$6,265.56	<p>GPA will continue to attend Project Development Team (PDT) meetings, including meetings with Caltrans, BCA, and/or the County, to review project design and coordinate streamlined approaches to environmental documents specifically for Biological and Cultural resources, consultation, and requirements. Additionally, due to the extension of Phase 1 tasks into the year 2025, additional project management hours are required related to project administration and cost accounting; as a result, GPA requests additional budget to accommodate additional time required to complete these continued activities.</p> <p><i>Deliverable: Project Manager and Project Director telephone participation in an additional virtual PDT or agency meetings (assuming up to 12 additional calls)</i></p>
\$3,216.70	<p>Task 1.4.2: Biological Resources</p> <p><u>1.4.2a: Natural Environment Study</u> – Work completed</p> <p>GPA updated the Natural Environment Study post approval by Caltrans and in accordance with comments received from consultation during Section 7 as well as the updated BSA. GPA prepared and submitted the NES and it was approved by Caltrans.</p> <p><i>Deliverable: One electronic copy of the Updated NES</i></p>
\$5,236.53	<p><u>1.4.2b: Aquatic Resource Delineation Report</u> – Work completed</p> <p>GPA summarized the existing regulatory setting, project area conditions, and delineated wetlands and waters of the U.S. and state in an ARD. The ARD will be used to support the regulatory permitting process. GPA prepared and submitted the ARD and it was approved by Caltrans.</p> <p><i>Deliverables: One electronic copy of the ARD</i></p> <p>Task 1.4.3: Cultural Resources (APE, HPSR, ASR/XPI, HRER, SOIS and FOE) – Work completed</p> <p>GPA submitted a draft FNAE memo that was sent to Caltrans for preliminary concurrence. Caltrans neither rejected nor approved the approach; and instead deferred to the project team, cautioning that SHPO may not accept an FNAE based on past precedent.</p> <p><i>Deliverables: One electronic copy of the FNAE</i></p>
\$16,979.75	<p><u>1.4.3b Extended Phase I (XPI)</u> – Work completed</p> <p>The original scope of work included the preparation of an Archaeological Survey Report (ASR). Due to buried site sensitivity in the project's vicinity, Caltrans requested Extended Phase I (XPI) Identification efforts. Based on coordination with Caltrans, Caltrans agreed to accept a joint ASR/XPI to reduce project delays, as the joint document would expedite excavation of the project site to detail artifacts, soil profiles, disturbances, and other observations. The joint document entailed the same level of effort as the preparation of a separate ASR and XPI but was packaged differently to streamline the cultural process. As a subconsultant to GPA, Dokken Engineering prepared an XPI Proposal documenting the proposed presence/absence excavation</p>

methodologies, placement of shovel test pits, and rationale for conducting this effort. XPI Proposal was provided to GPA, the County, and Caltrans for review and approval. It was approved, Dokken Engineering implemented the approved field methodology and documented the results in an XPI report that was attached to the ASR (or fully incorporated into the body of the ASR).

Deliverables: One electronic copy of the ASR/XPI

\$12,944.39

1.4.3c Additional Extended Phase I (XPI) - Additional Task

The original scope of work included the preparation of an Archaeological Survey Report (ASR). Due to buried site sensitivity in the project's vicinity, Caltrans has requested Extended Phase I (XPI) Identification efforts. Based on recent coordination with Caltrans, Caltrans agreed to accept a joint ASR/XPI to reduce project delays, as the joint document would expedite excavation of the project site to detail artifacts, soil profiles, disturbances, and other observations. The joint document would entail the same level of effort as the preparation of a separate ASR and XPI but would be packaged differently to streamline the cultural process.

Previous XPI efforts were conducted in accordance with the Caltrans approved XPI Proposal. An XPI Report was also prepared and submitted to Caltrans for review and comment. After review of the XPI Report, Caltrans has requested additional XPI excavation efforts to better determine whether the Project's Area of Potential Effects (APE) has disturbed or intact archaeological contexts. This information is needed to determine if the Project can proceed to a Finding of Effect – No Adverse Effect or a Phase II Archaeological Evaluation Study. As a subconsultant to GPA, Dokken Engineering will conduct additional work will consist of completing 2-3 shovel test probes (STPs) and revising the XPI Report to include the results of the additional STPs. This scope includes one round of revision to the updated XPI Report.

Deliverables: One electronic copy of the revised XPI

\$1,053.73

Task 1.4.8: Community and Land Use Memorandum – Work Completed

Based on coordination with Caltrans, the project may qualify for an Environmental Assessment (EA) subject to community input; Caltrans requested a more comprehensive and thorough memorandum to document previous and future community outreach efforts and results, including an analysis of the right of way effects on existing land use. This memorandum was completed, submitted, and approved by Caltrans.

Deliverables: One electronic copy of the Community and Land Use Memorandum

GPA proposes to perform the additional scope outlined above for a not to exceed FEE of **\$45,697** per the attached FEE BREAKDOWN.

Task ID	Task Description	Additional Funds Requested in Amendment 2
Phase I: Preliminary Engineering Design, Environmental Documents and Technical Studies		
1.3	Preliminary Design Engineering/Concept Plans	
1.3.5	35% Bridge Seismic Strategy Report/Type Selection Project Memorandum	
1.4	CEQA/NEPA Environmental Approval	
1.4.1	Project Initiation and Agency Coordination	\$6,266
1.4.2	Biological Resources, Natural Environment Study with Jurisdictional Delineation Forms	
1.4.2a	Updated Field Survey and BSA	\$3,217
1.4.2b	Aquatic Resources Delineation Report	\$5,237
1.4.3	Cultural Resources (APE, HPSR, HRER, SOIS, & FOE)	
1.4.3a	Memorandum of Agreement (OPTIONAL)	
1.4.4	Section 4(f) Evaluation	
1.4.5	Water Quality Assessment Report Memorandum	
1.4.6	Traffic Technical Memorandum (Construction)	
1.4.7	Construction Noise Memorandum	
1.4.8	Land Use and Community Impacts Memorandum	\$1,054
1.4.9	Visual Resources Memorandum	
1.4.10	Equipment Staging Memorandum	
1.4.11	CEQA Clearance Document (Initial Study)	
1.4.12	NEPA Clearance Document (CE)	
1.4.13	Public Meetings (OPTIONAL)	
1.4.14	Endangered Species Consultation (OPTIONAL)	
1.4.15	Preliminary Environmental Study (PES)	
	Escalation	
Reimbursables		
1.4.3	Archaeology Survey Report (Dokken Engineering)	
1.4.3b	Extended Phase I (XPI) (Dokken Engineering)	\$16,980
1.4.3c	Additional Extended Phase I (XPI) (Dokken Engineering)	\$12,944
1.4.7	AQ CO Hot Spot Analysis (Subconsultant)	
1.4.7	Construction Noise Memorandum (Subconsultant)	
1.4.2	California Red-legged Frog and Shrimp Protocol Surveys (Subconsultant)	
	Plotting, Printing, Postage, and Travel	
Phase I Reimbursables		
Phase I Labor		
Phase I Total		
Phase II: Engineering Design (Plans, Specifications and Estimates [PS&E]), R/W Services & Construction Bid Support		
2.3	Final Plans, Specifications & Estimates	
2.3a	Tree Removal/Protection Survey for Plans and Specifications (OPTIONAL)	
2.4	Environmental Permitting	
2.4.1	Agency Coordination and Prepare Permit Applications	
2.4.1a	Habitat Mitigation and Monitoring Plan (OPTIONAL)	
	Escalation	
Reimbursables		
	Plotting, Printing, Postage, and Travel	
Phase II Reimbursables		
Phase II Labor		
Phase II Total		
Reimbursables (TOTAL)		
Labor (TOTAL)		
Total		\$45,697