

AGENDA ITEM 2 A
Action Item

MEMORANDUM

DATE: April 2, 2026

TO: El Dorado County Transit Authority

FROM: Erik Bergren, Planning and Marketing Manager

SUBJECT: El Dorado Hills Park and Ride and Cambridge Road Park and Ride Improvements Design and Engineering Services

REQUESTED ACTION:
BY MOTION,

1. **Award Contract for the Performance of El Dorado Hills Park and Ride and Cambridge Road Park and Ride Improvements Design and Engineering Services per Request for Proposals # 26-01**
2. **Approve Purchase Order 31196 in the Amount of \$483,982.00**
3. **Authorize the Executive Director to Enter Into a Contract with Dokken Engineering for Design & Engineering Services as Outlined in Dokken Engineering's Proposal Dated March 23, 2026**
4. **Authorize Executive Director to Approve a Contingency of 10% above the Purchase Order Amount**

BACKGROUND

The improvement of both the El Dorado Hills Park and Ride and the Cambridge Road Park and Ride is included in the El Dorado Transit Capital Improvement Plan (CIP) as Project No. 22-02 (3) and 25-03, respectively. The CIP is being presented during this Board Meeting as Item 2B and copies of the projects are included within this agenda. The El Dorado County Transit Authority (El Dorado Transit) published a Request for Proposals (RFP) for Design & Engineering Services for both Park and Ride Improvements together in early February.

At the El Dorado Hills Park and Ride, this project would provide engineering plans, specifications and estimates to repave the existing lot; reconstruct the transit passenger plaza; renew landscaping, striping and signage; and improve bicycle and pedestrian connections.

At Cambridge Road Park and Ride, this project would provide engineering plans, specifications and estimates to build a transit center, bus loop with loading bay, parking lot resurfacing and striping and landscape improvements. Both capital improvement projects are included in the El Dorado Transit Park and Ride Master Plan which was adopted by the El Dorado Transit Board on February 1, 2024.

DISCUSSION

In response to the RFP, Transit received one (1) compliant proposal from Dokken Engineering by the March 23, 2026, deadline, with a Cost Proposal in the total amount of \$483,982.00. Other engineering firms were aware of the RFP deadline but elected not to submit due to staffing issues and project timing.

El Dorado Transit staff and the project consultant, Feild & Associates, are currently reviewing the proposal made by Dokken and expect revisions and potential cost reductions, especially in the Optional tasks section.

Staff recommends that the Board award the contract for the performance of El Dorado Hills Park and Ride and Cambridge Road Park and Ride Improvements Design and Engineering Services per RFP # 26-01 to Dokken Engineering, approve Purchase Order 31196 in the amount of \$483,982.00, authorize the Executive Director to enter into a Contract with Dokken Engineering for Design & Engineering Services with the form and content of the Contract being subject to review and approval by the El Dorado Transit Legal Counsel, and authorize the Executive Director to approve a contingency of 10% above the purchase order amount.

FISCAL IMPACT

Costs associated with this purchase order were accounted for in the Capital Improvement Plan (CIP) so no additional fiscal impact is being reported.

EL DORADO COUNTY TRANSIT AUTHORITY
6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454
(530) 642-5383

PURCHASE ORDER NO. 31196

THIS NUMBER MUST APPEAR ON ALL INVOICES,
 PACKING LISTS, PACKAGES, AND BILLS OF LADING.

DATE: 04/02/26

ACCOUNT: 9910.10 Cambridge Road Park & Ride
 9910.36 El Dorado Hills Park & Ride

CLASS: 601
 CLASS: 600

TO:
 DOKKEN ENGINEERING
 110 BLUE RAVINE ROAD, SUITE 200
 FOLSOM, CA 95630

SHIP & INVOICE TO:
EL DORADO COUNTY TRANSIT AUTHORITY
6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454

Contact: LINDSAY KATT

Vendor Phone No: (916) 858 - 0642

Fax No: (916) 858-0643

PROMISED DELIVERY DATE		TERMS: NET 30		
		F.O.B. DESTINATION		
QTY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED TOTAL
		CAMBRIDGE ROAD AND EL DORADO HILLS P&R IMPROVEMENT		
1		TASK 1: PROJECT MANAGEMENT AND MEETINGS	\$44,413.00	\$44,413.00
1		TASK 2: PRELIMINARY ENGINEERING	\$65,858.00	\$65,858.00
1		TASK 3: SURVEY/MAPPING & GEOTECH	\$63,585.00	\$63,585.00
1		TASK 4: IMPROVEMENT PLANS, CONTRACT SPECIFICATIONS, AND ESTIMATE (PS&E)	\$221,739.00	\$221,739.00
1		TASK 5: LANDSCAPING AND IRRIGATION DESIGN	\$50,568.00	\$50,568.00
1		TASK 6: BIDDING & CONSTRUCTION SUPPORT SERVICES	\$37,819.00	\$37,819.00
I hereby certify that this purchase order is in accordance with procedures in the purchase manual governing of such items for El Dorado County Transit Authority.			SUBTOTAL	\$483,982.00
			SHIPPING	\$0.00
			SALES TAX	\$0.00
			TOTAL	NTE \$483,982.00
PURCHASING AGENT				

PLEASE NOTE CONDITIONS ON REVERSE SIDE

"This Purchase Order expressly limits acceptance to the terms and conditions stated herein, set forth on the reverse side and any supplementary or additional terms and conditions annexed hereto or incorporated herein by reference. Any additional or different terms and conditions proposed by seller are objected to and hereby rejected."

GENERAL CONDITIONS

1. The El Dorado County Transit Authority (El Dorado Transit) is exempt from payment of Federal Excise Tax unless otherwise noted. Federal tax should not be included in any prices herein.
2. In the event goods are not delivered as specified here, El Dorado Transit reserves the right to cancel this purchase order.
3. Unless otherwise specified, all deliveries are F.O.B. destination. C.O.D. deliveries shall not be accepted.
4. Non-delivery within the time specified may result in cancellation in whole or in part of this purchase order. Vendor may be held liable for damages caused to El Dorado Transit as a result of said non-delivery. El Dorado Transit may, by written notice of default to the vendor, terminate any (resulting) order in whole or in part should vendor fail to deliver within the time specified, or fail to deliver in strict conformance to specifications set forth by El Dorado Transit. In the event of such termination, El Dorado Transit reserves the right to purchase or obtain the supplies or services elsewhere. In case of default by vendor, El Dorado Transit may procure the articles or service from other sources and may recover the loss occasioned thereby from any unpaid balance due the vendor or by proceeding against performance bond of vendor, if any, or by legal process against vendor. The prices paid by El Dorado Transit shall be considered the prevailing market price at the time such purchase is made.
5. Changes in price or quantity of items purchased herein shall not be allowed without prior written authorization by El Dorado Transit.
6. Vendor's shall indemnify and defend El Dorado Transit against and hold harmless from any and all loss, damage and liability for damages, including attorney's fees and other costs of defense incurred by El Dorado Transit, whether for damage to or loss of property, or injury to or death of person, including property of El Dorado Transit and injury or death of El Dorado Transit's officers, agents and employees, which shall in any way arise out of or be connected with Vendor's operations hereunder, unless such damage, loss, injury or death shall be caused solely by the negligence of El Dorado Transit.
7. This purchase order may not be assigned in whole or in part without the prior written consent of El Dorado Transit.
8. In the performance of this purchase order, agents and employees of the vendor shall act in an independent capacity and not as officers, employees or agents of El Dorado Transit.
9. Payment shall be made 30 days after El Dorado Transit's receipt of itemized invoices submitted in duplicate at prices specified herein, less applicable deductions also provided herein.
10. Payment shall not be made until such time as purchase order delivery is completed to the satisfaction of El Dorado Transit.
11. El Dorado Transit requires all vendors to place the highest importance on health and safety for all work performed on behalf of El Dorado Transit. Vendor shall, at all locations where work is to be performed on behalf of El Dorado Transit, comply with all applicable federal, state, and local fire, safety and health statutes, ordinances, codes, and regulations, as well as the rules, policies, and orders of any applicable regulatory entity or agency, at Vendor's sole cost and expense. Vendor shall ensure that all of its employees, agents, and representatives are knowledgeable of all safety, fire, and health requirements and regulations applicable to the work performed on behalf of El Dorado Transit.

REQUEST FOR PROPOSALS FOR
**DESIGN & ENGINEERING SERVICES FOR
EL DORADO HILLS & CAMBRIDGE ROAD
PARK & RIDE IMPROVEMENTS**



**MARCH 23, 2026
PREPARED BY**



March 23, 2026

EL DORADO COUNTY TRANSIT AUTHORITY

El Dorado Transit
6565 Commerce Way
Diamond Springs, CA 95619
Attn: Erik Bergren, Planning and Marketing Manager

**RE: Request for Proposals for Design & Engineering Services
for El Dorado Hills & Cambridge Road
Park & Ride Improvements**

PROJECT MANAGER & KEY CONTACT	
Lindsay Katt, PE Project Manager	
Address:	110 Blue Ravine Road, Suite 200 Folsom, CA 95630
Tel:	(916) 858-0642
Fax:	(916) 858-0643
Email:	lkatt@dokkenengineering.com

Dear Mr. Bergren & Selection Committee:

These Park & Ride facilities play an important role in supporting regional transit access, and the proposed improvements present an opportunity to enhance safety, operational efficiency, and the overall user experience for transit riders. Dokken Engineering is pleased to submit this proposal to provide design and engineering services for the **El Dorado Hills Park & Ride Improvements** and **Cambridge Road Park & Ride Improvements** on behalf of the El Dorado County Transit Authority (EDCTA).

Local Team – Dokken Engineering has enjoyed providing EDCTA design services for the Zero Emission Bus Parking Lot Improvements and we would like to offer you a **locally based team** to provide you with an even higher level of service. Each one of our Dokken team members assigned to this project works from our Folsom office which is just 15 minutes from the El Dorado Hills site and 18 minutes from the Cambridge Road site. We offer a team with experience both with EDCTA, El Dorado County, and Public Facilities.

Experienced Project Manager – Dokken’s proposed Project Manager, Lindsay Katt, PE, has decades of experience managing and designing projects throughout California, including El Dorado County. Lindsay aggressively manages project schedules, keeps clients informed of progress, collaborates with multiple stakeholders, and delivers high quality projects within budget and on schedule. As Project Manager, Lindsay will be present at all meetings requested by EDCTA and will be fully involved in project development and management on a day-to-day basis.

Trusted Subconsultants – Dokken’s team includes trusted subconsultants that we have worked with on several projects. **UNICO Engineering, Inc.** will provide surveying and right of way mapping, **Geocon Consultants, Inc.** will provide Geotechnical field explorations and pavement recommendations, **Enterprise Engineering, Inc.** will provide design of electric vehicle (EV) charging stations and lighting as well as assistance with PG&E Coordination, the **HLA Group** will provide aesthetic and architectural design of the El Dorado Hills bus shelter, and **Callander** will provide landscaping and irrigation design (as an optional task).

Dokken certifies that we are not in litigation that may have a significant and adverse impact on the ability to perform services for EDCTA, and we have the resources, expertise, and commitment to complete all components of the project in a timely and competent manner, as outlined in the Scope of Work. We are very excited for the opportunity to continue working with El Dorado County Transit Authority and assist with the design and engineering services for the El Dorado Hills & Cambridge Road Park & Ride Improvements.

Sincerely,

DOKKEN ENGINEERING

John A. Klemunes, Jr., PE

President & Principal in Charge

(916) 858-0642 | jklemunes@dokkenengineering.com

Lindsay Katt, PE

Project Manager

(916) 858-0642 | lkatt@dokkenengineering.com

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Experience

ABOUT DOKKEN ENGINEERING

Founded in 1986, Dokken is a multi-discipline, transportation engineering firm specializing in all phases of project development, including preliminary engineering, feasibility studies, PSRs, PA&EDs, PS&Es, and construction management for public agency clients. During the past 39 years, we have developed an exceptional depth of experience and expertise, having engineered and obtained environmental compliance on more than 3,000 infrastructure projects, including more than 2,500 federally funded projects including **EDCTA, El Dorado County, Placer County, Nevada County, City of Sacramento, City of Elk Grove**, and many other cities, counties, and municipal and joint agencies in California.

Dokken works almost exclusively with public agencies, including cities, counties, and municipal and joint agencies. Many of our staff were previously employed with local or resource agencies and continue to have strong working relationships with those entities. Through this combined experience, we thoroughly understand the circumstances of our client's projects and meet their needs by developing the best approach and innovative solutions for project delivery. **As a result of our collective experience, we save our clients valuable time and money in delivering their projects.**

FIRM RESOURCES & CAPABILITIES

Dokken employs a diverse group of **over 170 civil, bridge, structural, traffic, hydraulics/hydrology, and drainage designers, as well as environmental planners, community outreach experts, funding, right of way specialists, and support personnel** who together provide seamless and cost-effective project delivery. With the majority of project work being performed by one firm, under one roof, project coordination and communication is maximized. Dokken has worked extensively with Caltrans throughout California on projects involving design oversight, Local Assistance, and Caltrans staff augmentation. We are very familiar with Caltrans' Highway Design Manual, Standard Plans and Specifications, and LAPM. In addition, our in-house right of way team has significant knowledge and experience with the Uniform Relocation Act.

Asphalt Renovation & Electrical Infrastructure Experience

Dokken has extensive experience in the design and preparation of plans, specifications, and estimates (PS&E) for asphalt pavement renovation, parking lot improvements, and associated electrical infrastructure. Our team routinely evaluates existing pavement conditions and develops rehabilitation strategies such as mill and overlay, full-depth reclamation, and localized pavement repairs to extend pavement life and improve functionality.

In addition to pavement improvements, Dokken's Traffic Engineering team, in collaboration with our electrical subconsultant EEI, has designed electrical conduit layouts and installations for parking lot lighting and electric vehicle (EV) charging stations. Our team coordinates underground conduit routing, panel and service connections, lighting pole foundations, and integration with EV charging equipment while ensuring compliance with applicable electrical codes and accessibility requirements. Through close coordination with utility providers, EEI, and project stakeholders, we deliver efficient, constructible designs that support safe, well-lit parking facilities and the growing demand for EV infrastructure.

DOKKEN FAST FACTS

Prime Consultant: Dokken Engineering, Inc.

Headquarters:
110 Blue Ravine Road, Suite 200
Folsom, CA 95630
Tel: (916) 858-0642
Fax: (916) 858-0643

Branch Offices:
2192 Civic Center Drive
Redding, CA 96001

1450 Frazee Road, Suite 100
San Diego, CA 92108

101 Pacifica, Suite 350
Irvine, CA 92618

Business Classification: Corporation

Year of Incorporation: 1986

Number of Employees: 173

Our Applicable Services:

- Project Management
- Park & Ride Design
- Roadway & Bridge Design
- Bike/Pedestrian Facilities
- Trail & SRTS Design
- Water Resources
- Multi-Agency Coordination
- Utility Coordination
- Public Outreach
- Stakeholder Coordination
- Construction Support
- Environmental Permitting & Mitigations
- Right of Way Acquisition & Relocation Assistance
- Transportation Planning & Funding Assistance
- 3-D Modeling & Photo
- Simulation/Renderings

www.dokkenengineering.com

FINANCIAL RESPONSIBILITY

Dokken is a growing, financially responsible firm with the majority of our business coming from repeat clients. Dokken is financially sound and has no long-term debt. We promptly pay our subconsultants and vendors, evidenced by our Class 1 credit ratings (indicating lowest risk) with Dun & Bradstreet Credibility Corp (DUNS #15 020 9971). For all our 39 years in business, we have maintained insurance coverage that exceeds industry standards through reputable insurance companies with the highest A.M. Best ratings.

In-House Expertise

With numerous technical specialties under one roof, project coordination and communication are maximized. Some of our key services include the following:

Civil Design | Roadway and complete streets design is an integral component of Dokken's services. From local roads to freeways and interchanges, our engineers design simple and complex roadway widenings, interchanges, new roads, realignments, and extensions, as well as bike and pedestrian pathways/trails, aesthetic landscaping and hardscaping, sidewalks, utility relocations, bus stop/pullouts, complete streets, pavement rehabilitation, roundabouts, and intersection signalization. Over the past 39 years, Dokken has designed thousands of miles of roadway and highway throughout California.



Park & Ride Design | Dokken has successfully planned and designed numerous park & ride facilities for local agencies throughout California, ranging from small rural commuter lots to larger urban transit hubs integrated with highway and interchange improvements. Our experience includes site selection studies, feasibility analyses, conceptual and final design, grading and drainage plans, ADA-compliant pedestrian access, lighting and security enhancements, bus loading zones, and traffic circulation improvements. We coordinate closely with transit agencies, Caltrans, and local jurisdictions to ensure seamless connectivity and compliance with applicable standards. By emphasizing efficient layouts, safety, low-maintenance materials, and cost-effective construction solutions, Dokken delivers park & ride facilities that enhance mobility, encourage multimodal transportation, and serve the long-term needs of the community.



Drainage Design | Dokken employs professional engineering staff with extensive experience in all aspects of hydrology, hydraulics, drainage design, and stormwater quality compliance. These staff members, including QSD/QSP certified professionals, are experts in assessing drainage issues, conducting analyses, and coordinating with other disciplines to develop balanced, cost-effective solutions. Through the application of spread analysis, inlet efficiency, culvert and storm drain analysis, open channel design/hydraulic modeling, and detention basin design, our drainage/hydraulic designs keep roadways and public areas free of flooding. Our team has provided hydrology, hydraulics, drainage design, and stormwater quality compliance for various public agency infrastructure projects such as detention & retention basins, storm drains, bio swales, culverts, drainage ditches, and slope stabilization. Dokken's staff propose solutions that are easy to maintain and are appropriate to the project environment.



Lighting & Electrical Design | Dokken has designed over 300 traffic signals and modifications, and as many lighting systems for freeway interchanges, large arterials, collectors and urban city streets and intersections, as well as parks, rural intersections, and historic downtowns. Dokken has designed and modified traffic signal systems as part of road and bridge projects and as standalone projects. Our signal design engineers are familiar with Caltrans Traffic Signal and Electrical Design Guide, the California MUTCD, Caltrans 2025 Standard Plans and Specifications, the Caltrans HDM, and AASHTO publications.



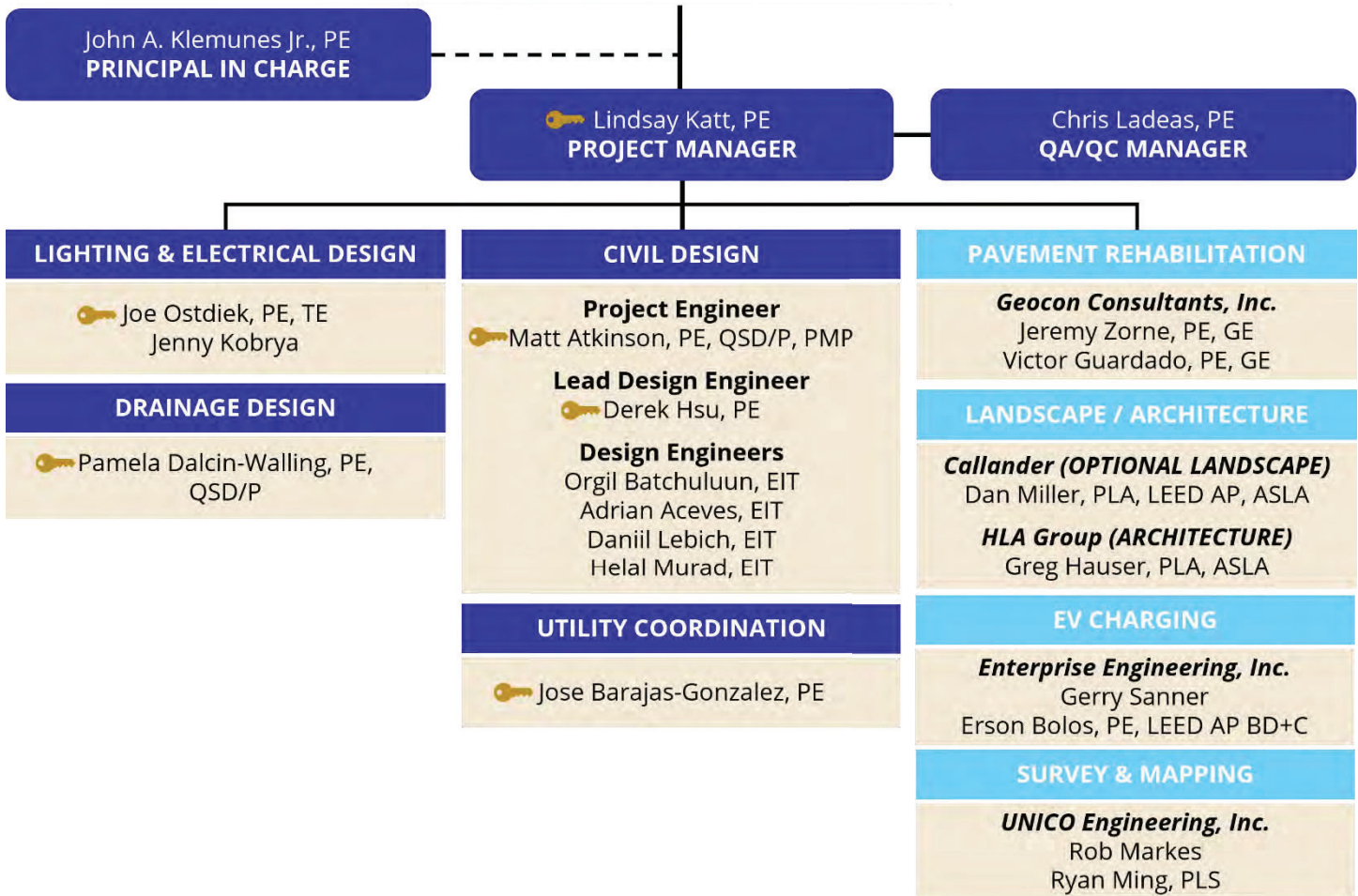
Utility Coordination | Utility coordination and relocation design can often cause significant delays in the project schedule. Beginning discussions with the various utility companies early and often is key to maintaining the project schedule, and for preventing any costly change orders during final design and construction. A critical aspect of the utility process that many designers overlook is the coordination with individual property owners that are served. At Dokken, we work closely with the property owners to coordinate any necessary short-term utility shutdowns of their services associated with the utility relocation process. We are very familiar with the Caltrans utility process ensuring compliance with all federal requirements.



ORGANIZATION CHART

Dokken has assembled a highly qualified team to provide the design and engineering services needed to EDCTA for the El Dorado Hills & Cambridge Road Park & Ride Improvements. Presented below is our team organizational chart led by our **Project Manager, Lindsay Katt, PE**. Resumes for our Key Staff can be found on page 4.

Key Staff are indicated by this symbol. 



TRUSTED SUBCONSULTANTS

FIRM NAME	ROLE
Geocon Consultants, Inc.	Pavement Rehabilitation
Callander	Landscaping and Irrigation (Optional)
HLA Group	Architectural/Aesthetics (Transit Shelter)
Enterprise Engineering, Inc.	EV Charging
UNICO Engineering, Inc.	Survey & Mapping

Lindsay Katt, PE

PROJECT MANAGER

Education

2002, BS Civil Engineering, University of California, Davis

Registration

2005, CA Professional Civil Engineer, #C68432

Experience

22 years (14 w/ Dokken)



Ms. Lindsay Katt is a California registered engineer with 22 years of experience in the delivery and design of transportation projects, including the Highway Bridge Program. She serves in a variety of project roles, including Project Manager, Project Engineer, Senior Roadway Designer, Quality Control Manager, Independent Design Checker, Technical Specifications Writer, Estimator, Resident Engineer, QA/QC Engineer, and Construction Inspector. Lindsay has served in these roles on a wide range of projects including ADA improvements, highway interchanges, road widenings, intersection improvements, bridge replacements, bridge seismic retrofits, emergency storm damage repairs, bicycle, and pedestrian facilities, retaining walls, and highway bypasses. She has a clear working knowledge of commonly used standards for roadway design within California, the environmental and right of way processes.

Lindsay has worked on the following similar projects:

- West Linda SRTS | Yuba County | Project Manager
- Cambridge Road at US-50 Ramp Improvement and Park & Ride | El Dorado County | Project Engineer
- Beale Expressway | Yuba County | Project Manager
- Missouri Flat Rd/US50 IC | El Dorado County | Project Engineer **Including Shopping Center Parking Lot Improvements*
- SYTIA Comprehensive Implementation Strategy | Placer, Sutter, and Yuba Counties | Project Engineer
- SR-12/26 Intersection Improvements | Calaveras County | Project Engineer
- Horseshoe Bar Rd/I80 IC | Placer County | Project Engineer
- SR-88 Pine Grove Corridor Improvement | Amador County Transportation Commission | Project Engineer **Including Business & School Parking Lot Improvements*

Matt Atkinson, PE, QSD/P, PMP

PROJECT ENGINEER

Education

2010, BS Civil Engineering, California State University, Sacramento

Registration

2021, CA QSD/QSP #27777

2020, Project Management Professional, #2774911

2013, CA Professional Civil Engineer, #C82099

Experience

16 years (13 w/ Dokken)



Mr. Matt Atkinson has 16 years of experience in planning, design, and delivery of transportation projects, including major corridors, roads, bridges, pedestrians, transit, interchanges, and freeway projects. His experience includes the preparation of Feasibility Studies, Project Reports, Schematics, Environmental Document coordination, PS&E bid documents, and construction support. In addition to working for Dokken he gained public experience serving as a Project Manager for the Texas Department of Transportation (TxDOT) at the Dallas District Headquarters in the Advance Project Development, where he managed large corridor projects through the PA&ED phase. Matt is familiar with both FHWA and Caltrans operations and procedures.

Matt has worked on the following similar projects:

- US-50/Western Placerville Interchanges | Placerville, CA | Project Engineer
- EDCTA Steam Cleaner Design | El Dorado County | Design Engineer
- SR-88/Pine Grove Corridor Improvements | Amador County | Project Engineer
- Citrus Heights Bus Pull-Outs | Citrus Heights, CA | Design Engineer
- SR-28/Kings Beach Commercial Core Improvements | Kings Beach, CA | Design Engineer
- Arlington Left-Turn Lane | Plumas County | Task Order Manager & Project Engineer
- Bilby Road & Big Horn Extensions | Elk Grove, CA | Project Engineer

Derek Hsu, PE

LEAD DESIGN ENGINEER

Education

2023, MS Transportation Civil Engineering, California State University, Sacramento

2021, BS Civil Engineering, California State University, Long Beach

Registration

2025, CA Professional Civil Engineer, #C98400

Experience

5 years (All w/ Dokken)



Mr. Derek Hsu is an Associate Engineer with experience in various aspects of transportation design, including quantities, utility coordination, drainage, signing, and pavement delineation. Involved in several Plans, Specifications, and Estimate (PS&E) packages, he has developed a familiarity in both Caltrans and local agency guidelines. Derek specializes in 3D modeling and is proficient in both AutoCAD Civil 3D and MicroStation V8i design software.

Derek has worked on the following similar projects:

- Sly Park Boat Launch Facility Upgrades | El Dorado County | Design Engineer
- West Linda Comprehensive Safe Routes to School | Yuba County | Design Engineer
- Pope Street Safe Routes to School | Calaveras County | Design Engineer
- Auburn Boulevard Complete Streets – Revitalization Phase 2 | Citrus Heights, CA | Design Engineer
- I-80 Auxiliary Lanes | Placer County | Design Engineer
- Sutter Bike Path Gap Closure | Yuba City, CA | Design Engineer
- Crescent Mills and Arlington | Plumas County | Design Engineer
- SR-99/Pelandale Avenue Interchange | Modesto, CA | Design Engineer
- Union Pacific Railroad Corridor Feasibility Study | Yuba City, CA | Design Engineer

Jose Barajas, PE

UTILITY COORDINATION

Education

2017, BS Civil Engineering, California State University, Chico

Registration

2025, CA Professional Civil Engineer, #C97513

Experience

9 years (All w/ Dokken)



Mr. Jose Barajas is a Utilities and Roadway Design Engineer with recent and relevant utility coordination, design, Caltrans utility package approvals and construction

coordination. Jose has assisted in federally funded projects and is very familiar with the Utility Certification process which includes preparation of documents in accordance with Caltrans' Right of Way Manual and the Local Assistance Procedures Manual (LAPM). He also has experience in utility relocations and being a liaison between Counties and the utility owners. His expertise also consists of leading quality assurance for utility relocations and being an effective liaison between the contractor and Resident Engineer. He has performed roadway engineering tasks including roadway geometric design, drainage design, traffic control design, quantity calculations, and cost estimating.

Jose has worked on the following similar projects:

- West Linda Comprehensive Safe Routes to School | Yuba County | Design Engineer
- Pope Street Safe Routes to School | Calaveras County | Design Engineer
- Auburn Boulevard Complete Streets Revitalization Phase 2 | Placer County | Design Engineer
- On-System Road Rehabilitation Project | Paradise, CA | Design Engineer
- Sutter Bike Path Gap Closure | Yuba City, CA | Design Engineer
- UPRR Corridor Multi-Use Path Conversion Planning & Feasibility Study | Yuba City, CA | Design Engineer
- McHenry Avenue Widening | Modesto, CA | Design Engineer

Joe Ostdiek, PE, TE

LIGHTING & ELECTRICAL DESIGN

Education

1999, BS Civil Engineering, California State University, San Jose

Registration

2009, CA Professional Traffic Engineer, #TR2508
2003, CA Professional Civil Engineer, #C65334
American Traffic Safety Systems Traffic Control Supervisor (with CA Module)

Experience

27 years (24 w/ Dokken)



Mr. Joe Ostdiek is a Senior Signal and Lighting Design Engineer with 27 years of experience in the design of traffic signals, street lighting systems, ramp metering systems, fiber optic and ITS.

Joe is well versed in the Caltrans Electrical Systems Design Guide, the IES Roadway Lighting Manual and Caltrans Standard Plans and Specifications. As a registered Traffic Engineer Joe is an expert in signing and striping requirements as outlined in the CAMUTCD and has designed over 300 traffic signals throughout the State. Joe also has extensive knowledge and experience with ADA and California Accessibility Standards. As the manager of Dokken's Electrical Design Team, Joe leads the traffic signals and lighting design for all of Dokken's roadway, interchange, bridge, and trail projects.

Joe has worked on the following similar projects:

- EDCTA EV Bus Parking Lot Improvements | El Dorado County | Lighting & Electrical Design
- MTS South Bay Maintenance Facility, Iris Rapid Charging Infrastructure, Phase 1 | San Diego, CA | Lighting & Electrical Design
- Broadway Crosswalk Improvements | Placerville, CA | Lighting & Electrical Design
- Oroville Transit Center | Oroville, CA | Lighting & Electrical Design
- SR-28/Kings Beach Commercial Core Improvements | Placer County | Signals & Electrical Design
- West Capitol Avenue Streetscape Improvements | West Sacramento, CA | Lighting & Electrical Design
- SR-12/26 Intersection Improvements | Calaveras County | Lighting & Electrical Design

Pamela Dalcin-Walling, PE, QSD/P

DRAINAGE DESIGN

Education

1991, BS Civil Engineering, University of California, Davis

Registration

2011, CA QSD/QSP #21440
1994, CA Professional Civil Engineer, #C52187

Experience

35 years (16 w/ Dokken)



Ms. Pamela Dalcin-Walling is a California registered Professional Engineer with 35 years of experience in the management, delivery and design of roadway and drainage facilities for transportation, environmental, and water

resources projects. Pamela is a hands-on project manager with a thorough understanding of Caltrans and regulatory agency processes. Pamela's technical expertise includes the application of hydrology, hydraulics, and related computer models to the design of drainage facilities for roadways, bridges, and highways as well as for environmental documents.

Pamela has worked on the following similar projects:

- EDCTA Steam Cleaner Design | El Dorado County | Project Engineer
- Citrus Heights Bus Pull-Outs | Citrus Heights, CA | Project Manager
- Valley Springs School Safety Improvements | Valley Springs, CA | Project Manager
- 34th Street Pavement Rehabilitation | Sacramento, CA | Project Manager
- San Andreas Pope Street and Safe Routes to School | Calaveras County | Project Manager
- Urban Core Bike & Pedestrian Connectivity | Sacramento, CA | Project Manager
- Laguna Creek & Whitehouse Creek Multi-Functional Corridor Project | Elk Grove, CA | Project Manager
- Harvest Valley Safe Routes to School | Menifee, CA | Project Manager
- Romoland Elementary Safe Routes to School | Menifee, CA | Project Manager
- On-Call Engineering Services | Elk Grove, CA | Task Order Manager

Detailed Scope of Work and Management Approach

PROJECT UNDERSTANDING

Dokken understands that the El Dorado County Transit Authority (EDCTA) is seeking professional design and engineering services to support improvements at two key transit facilities: the **El Dorado Hills Park & Ride** and the **Cambridge Road Park & Ride**. These facilities serve as important access points for regional transit services and play a vital role in supporting commuter travel within El Dorado County and connections to the greater Sacramento region. The Dokken Team conducted site visits, reviewed EDCTA's Park and Ride Master Plan, and believe that we have a solid understanding of the needs at each of the Park and Ride lots.

The **Cambridge Road Park & Ride** is located at the Cambridge Road/US Highway 50 Interchange in Cameron Park, immediately north of the westbound offramp. The Cambridge Road Park & Ride was constructed in 2007, and in later years was partially restriped to address ADA concerns. The lot holds a total of 66 spaces including four ADA spots. There is no charging infrastructure for EVs. Just north of the lot along the sidewalk adjacent to a bus pullout, there is a conventional bus shelter, a bench, and three bike lockers. The geometry of the bus pullout is designed for one bus, but two transit buses often do their best to share the space due to overlapping bus routes. While conducting a field review, our team spoke with a transit driver named Mike, he confirmed that two



buses are often in the bus pullout area which creates site issues for the buses pulling into traffic. Mike also stated that occasionally a third bus utilizing the park and ride lot and overlaps the other two, this third bus services the Sacramento/South Lake Tahoe Connector Route. On weekdays the Cambridge Rd Park and Ride is served by EDCTA's Route 40 Cameron Park and the Route 50 Express. Until recently, this stop served EDCTA's Commuter Route, however this stop was moved to the Bass Lake Road Transit stop. The stop is served eastbound in the morning and westbound in the afternoon by the Sacramento/South Lake Tahoe Connecting Bus, weather permitting.

The Cambridge Rd Park and Ride has lighting and cameras throughout the lot, including the shelter. The lighting appears to be high pressure sodium light bulbs. The existing pavement is in decent condition save for several lengths of wide cracking. The cracking is wide enough, such that crack treatment is not likely to be successful and would require portions of digouts. Throughout the lot, there is only hardscape features with no shading trees. The parking lot drainage consists of two inlets, and one overside drain. The existing overside drain appears to be no longer operating, as the drainage from this area has begun draining over the side of the lot pavement just uphill from the overside drain.

El Dorado Hills & Cambridge Road Park & Ride Improvements



This unplanned concentration of drainage has caused the degradation of the pavement at the eastern edge of the lot and erosion of the underlying soil. There is a 6-foot wide, ADA-compatible sidewalk along Cambridge Road that ends at the north limits of the bus pullout and ties into the US 50 off-ramp intersection with an ADA ramp and crosswalks to the south. Along the southern edge of the lot, a short concrete block retaining wall separates the grades of the westbound off-ramp and the Park and Ride. The retaining wall appears in good condition but does have a few missing or damaged blocks that should be repaired. We also noted that at the northeast corner of the parking lot, there is a locked portable toilet or "porta-potty". We were able to confirm in our discussion with the transit driver that this bathroom is for transit driver use.

The **El Dorado Hills Park & Ride**, constructed in 1994, is located near the Town Center of El Dorado Hills south of US Highway 50 at the corner of Latrobe Road and White Rock Road. The El Dorado Hills Park and Ride has 123 parking spots, including four ADA spots. The lot also has four motorcycle parking spots. The ramps accessing the ADA spots are not ADA compliant. There are also two EV parking spots, however the chargers are not up to current standards, and one charger appears to not be currently operational. At the east side of the lot along Post Street is a bus pullout with five benches and four shelters of mixed design. At the southeast corner of the



lot, there are multiple bike racks and five bike lockers. There are ADA-compliant sidewalks along White Rock Road and Post Street with push buttons for pedestrians crossing the street. A Class 1 multi-use trail runs along White Rock Road south of the Park and Ride lot. Lighting and cameras are installed throughout the lot. Lighting here also appears to be high pressure sodium bulbs. There is minimal landscaping and tree shading with multiple drainage inlets. It appears there once was more landscaping based on visible irrigation lines, but this landscaping may have been abandoned due to drought policies. The pavement is worn with some areas of significant failure cracking. During a sight visit on a warm dry day there appeared to be possible signs of water coming up through the pavement,

mostly in the southern portion of the lot. This could be caused by ground water or poor drainage. The El Dorado Hills Park and Ride lot is the last stop on the EDCTA's commuter service enroute to Sacramento. As described in the Park and Ride Master Plan, the El Dorado Hills Park and Ride has been the most popular stop among commuter service passengers.

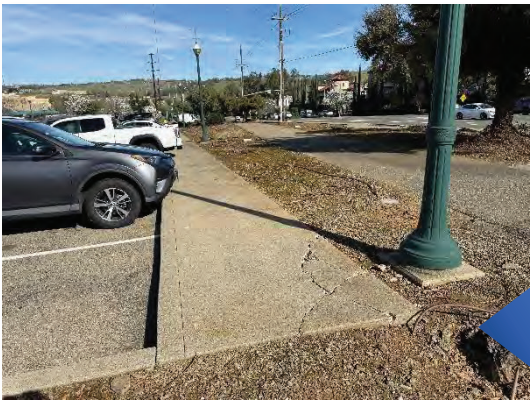


PROJECT APPROACH

The proposed improvements are intended to enhance the functionality, safety, and long-term sustainability of these Park & Ride locations while supporting evolving transit needs, including improved passenger amenities, enhanced circulation for buses and vehicles, and upgraded site infrastructure. Based on the conceptual layouts provided in the RFP attachments, the goals identified in EDCTA's Park & Ride Master Plan, and observations during site visits, Dokken understands that the project will include improvements related to pavement rehabilitation, bus access and circulation, passenger waiting areas, parking layout, lighting infrastructure, and designing for emerging transportation technologies such as electric vehicle charging.

El Dorado Hills Park & Ride

At the **El Dorado Hills Park & Ride** site, improvements are anticipated to focus on pavement rehabilitation, maximizing the efficiency of the parking spaces, upgrades to ADA accessibility, additional EV charging stations, drainage improvements, and the addition of an architectural pedestrian shelter with aesthetic appeal that will tie into the themes of the Town Center. Dokken has developed two alternatives for the El Dorado Hills Park & Ride. In Alternative 1 on page 11, by making the circulation through the parking lot directional and switching to diagonal spaces, an additional seven spaces can be gained in the lot. Per *US Department of Energy, EV Charging Station Building Standards*, the lot would include seven EV charging stations, two of which would be ADA spaces. There would also be an additional five standard ADA spaces for a total of seven ADA spaces, and a total of 130 parking spaces. Alternative 2 on page 12, maintains the existing circulation and parallel parking. Alternative 2 would replace the diagonal parking spaces and motorcycle parking area with a landscaped area. Eliminating this area of parking prevents vehicles from stopping and making maneuvers immediately upon entering the lot, making circulation more efficient, and this does however reduce the total number of parking spaces from 123 to 114.



Both Alternatives include improving drainage by adding a perforated longitudinal pipe through the southern section of the parking lot to address the poor drainage contributing to pavement failure. Both alternatives will also include a section of full depth pavement dig out and replacement to address the pavement failures, pavement rehabilitation treatment for the remainder of the lot, upgraded lighting, and landscaping. We also noticed during our site visit that some portions of the sidewalk along the southern edge of the lot have failed, this would be repaired as well. While we understand EDCTA has removed the vacant

parcel east of the El Dorado Hills Park and Ride facility as part of the improvement plan, if funding to purchase this parcel becomes available through a TIRCP grant or other source, we can certainly add these improvements into our scope of work.

Cambridge Park & Ride

At the **Cambridge Park & Ride** site, the lot would be completely redesigned to relocate the bus circulation from adjacent to the street to within the park and ride lot. We propose bringing the buses through a turnaround within the lot in a counterclockwise circulation. The counterclockwise circulation prevents entering and exiting buses from overlapping and eliminates the crosswalk within the bus turnaround. For our concept design shown on page 13, we ran both the 35-foot Transit bus as well as the 45-foot bus used on the SAC/SLT Connector route. The wide cracked areas of pavement would be repaired with pavement digouts and there would be pavement rehabilitation throughout the remainder of the lot. The design would include two EV charging stations, per standard. Drainage patterns would change with the addition of new hardscape features. The ultimate outfall location would be maintained (and reconstructed) with additional inlets throughout the lot as needed. The concrete masonry block wall would be repaired as needed. Lighting would be upgraded and shade trees and landscaping would also be included if EDCTA wished to include this.

Utility Coordination

Another important element of the project will be **coordination with Pacific Gas & Electric (PG&E)** and other stakeholders to support the design and placement of electrical infrastructure associated with parking lot lighting and EV charging facilities. A guy-anchored utility pole at the Cambridge Rd Park and Ride will also likely require relocation to allow room for bus circulation. Dokken understands that utility coordination is often critical to maintaining project schedules and will proactively work with PG&E and EDCTA to ensure infrastructure requirements are addressed early in the design process. While we know PG&E will be the major utility that will be coordinated with for this project, we will go through our standard utility investigation process and confirm that there are no further utilities impacted. While our site visits did show other utilities in the vicinity, we do not anticipate any other significant utility impacts.



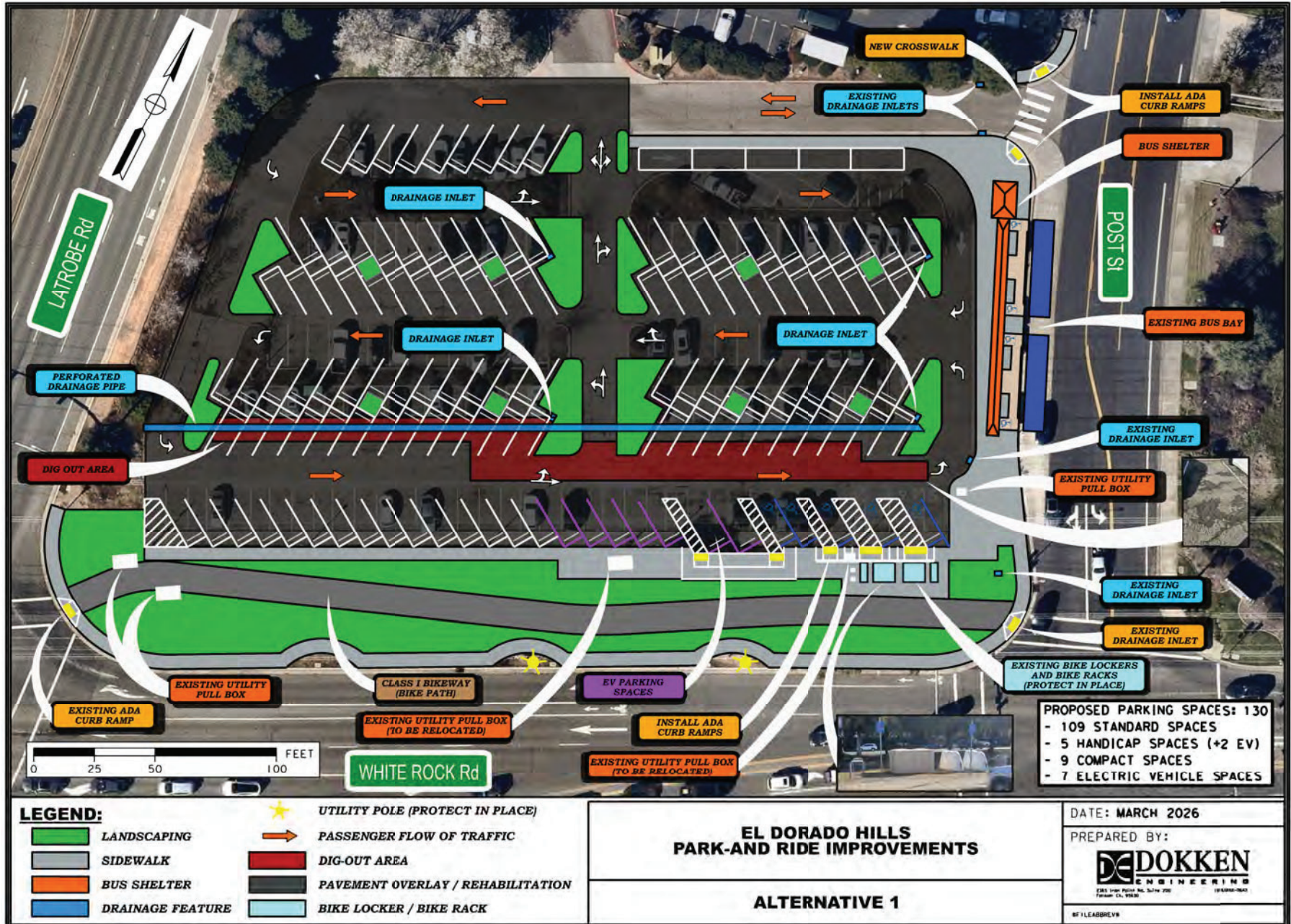
Electric Vehicle Charging

The Dokken Team will provide the design and installation plans of seven Level 2 EV chargers at El Dorado Hills Park & Ride and two Level 2 EV Chargers at Cambridge Road Park & Ride. The Team will also provide site lighting at the El Dorado Hills Park & Ride (including lighting of the new bus shelter) and site lighting for Cambridge Rd Park & Ride. Our Team will coordinate with PG&E for an upgraded electrical service at El Dorado Hills and a new electrical service at Cambridge Road.

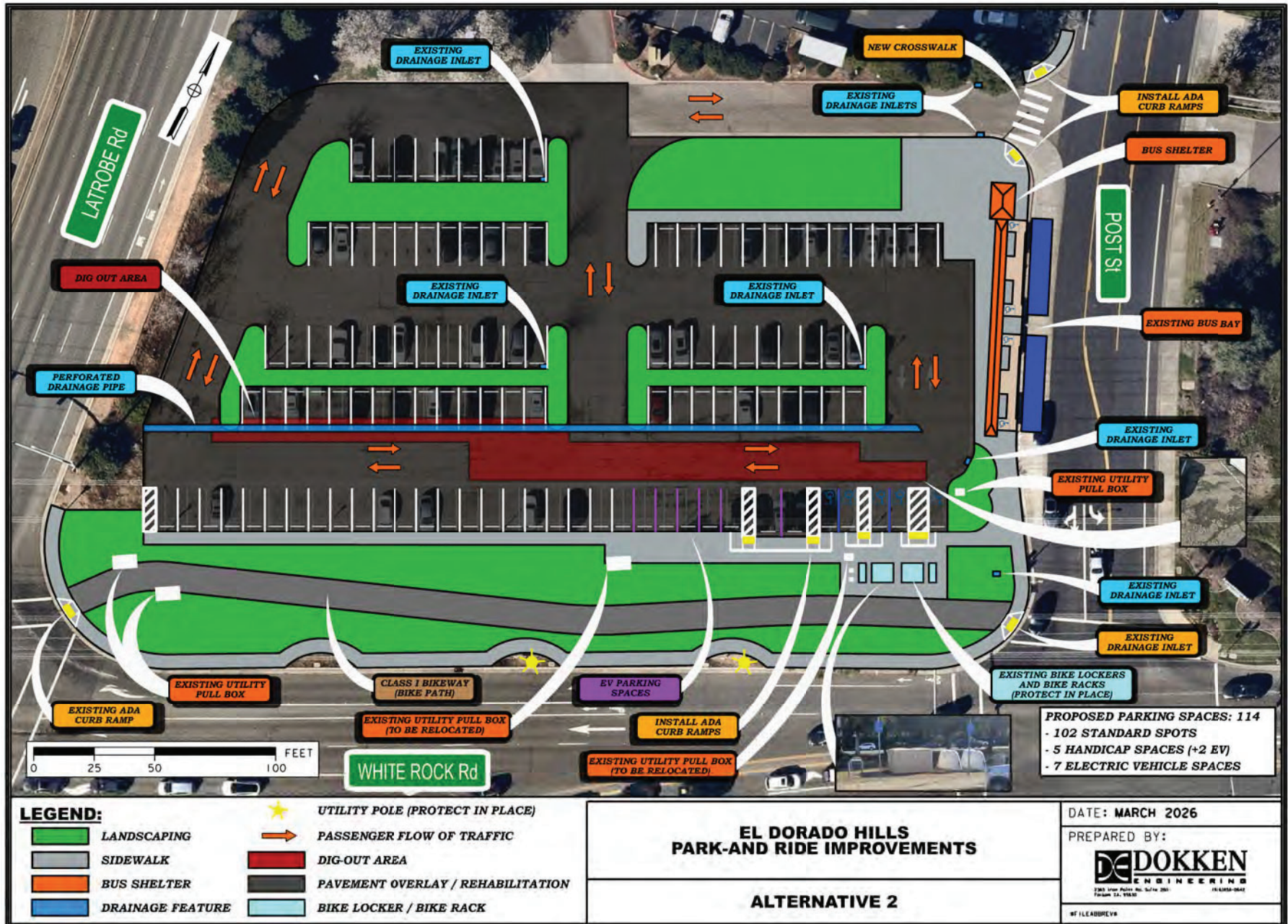
Design & Construction Documents

Dokken recognizes that a key component of the project will be the development of design documents that are practical, cost-effective, and ready for construction bidding. This includes preparing design drawings and specifications through progressive levels of development, beginning with preliminary design concepts and advancing through detailed construction documents. The design process will include preparation of a preliminary construction cost estimate, refinement of project scope to align with available funding, and final construction documents suitable for competitive bidding.

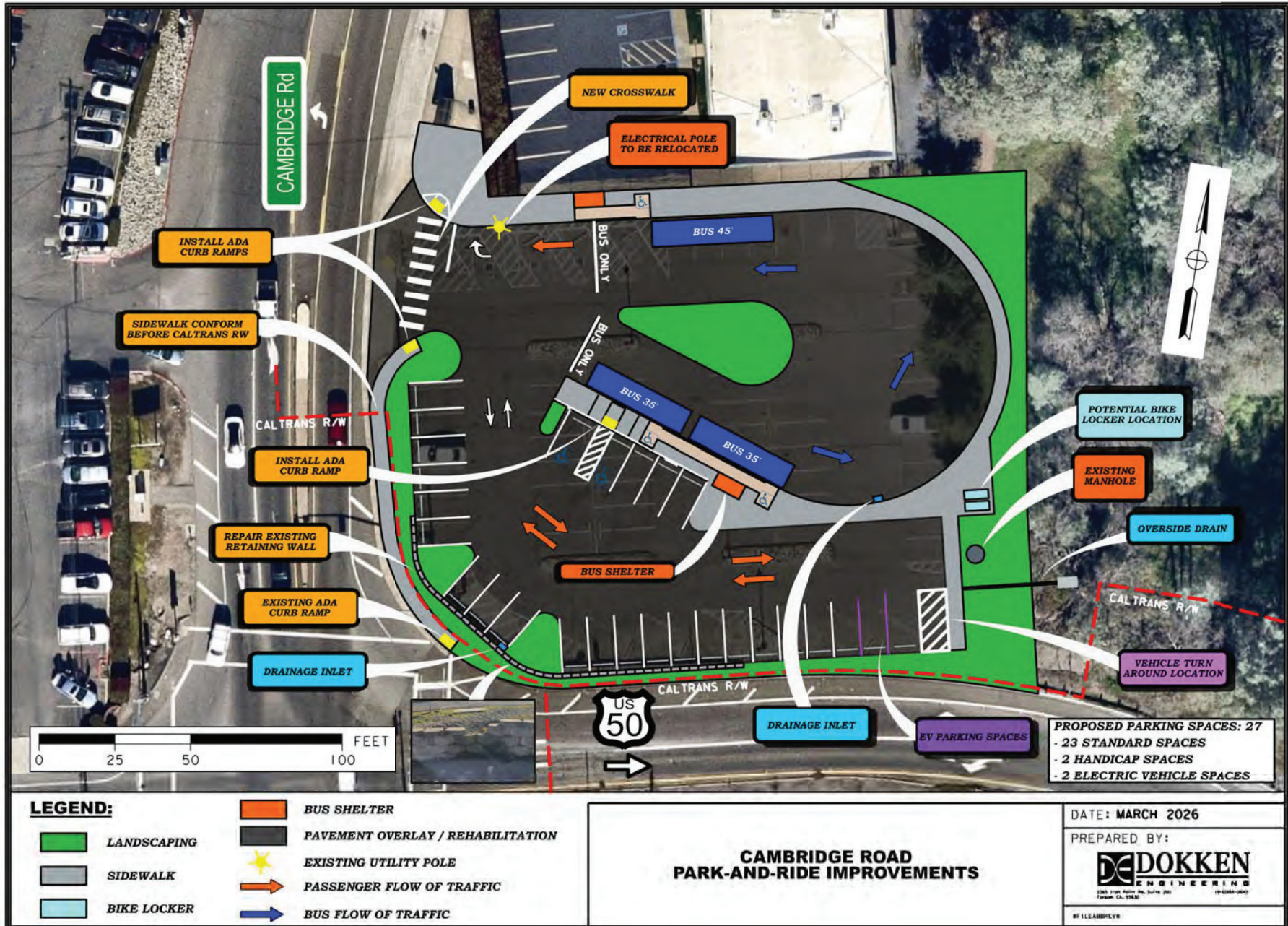
El Dorado Hills Park and Ride - Alternative 1



El Dorado Hills Park and Ride - Alternative 2



Cambridge Road Park & Ride



PROJECT MANAGEMENT APPROACH



Leading our team and coordinating our team's resources is **Project Manager, Lindsay Katt, PE**. Lindsay brings 22 years of transportation engineering and project management experience.

Her experience includes managing on-call contracts; preparation of Project Study Reports and Project Reports; Environmental Document coordination; and PS&E bid documents. Lindsay is an expert in the preparation of geometric plans and specifications for highway systems, conventional roadways, and site related improvements, such as bikeway planning and design, right of way engineering, and traffic control.

Lindsay is dedicated to ensuring the scope of services she commits to are completed timely, professionally, and within budget. She accomplishes this by preparing a detailed project schedule and empowering her team to maintain said schedule and budget from concept through completion.

Lindsay maintains clear and effective communication with the client, her team, and all project stakeholders, thus ensuring all correspondence, reports, and plans are completed in a timely manner.

Since many of our specialty services are in-house, like environmental and right of way, it makes communication and collaboration among team members easy and efficient. Our key staff members can walk to each other's offices and discuss project ideas and challenges, resolving potential issues quickly.

Our project management philosophy is to treat every client as if they are our only client. For us, project management means contract compliance, meeting budgets and schedules, maintaining accurate file systems, and assembling the appropriate team to do the job. It means monitoring subconsultant work, progress reporting, and assisting our clients with the hundreds of details involved with project delivery.

Dokken uses a consistent project management approach on all projects. It is our goal to be an extension of EDCTA staff, with our team providing the resources and tools necessary to deliver the project with minimal EDCTA oversight.

- ◆ **"No Surprises" Communication** - Dokken maintains constant communication with our clients. Emerging issues are brought to our client's attention, along with proposed solutions.
- ◆ **Clear, Concise, and Complete Reporting** - Dokken's monthly progress reports include accomplished tasks, upcoming tasks, pending issues, and scheduled completion target dates. We coordinate and facilitate regular progress and team meetings and prepare all exhibits and handouts.
- ◆ **Project Schedule Monitoring** - Each of Dokken's projects is guided by a project baseline schedule, clearly indicating milestones, major activities, and deliverables at a level of detail appropriate to the project. The schedule drives the project, not the reverse.
- ◆ **Budget Control** - The best way to control the budget is to follow the project scope and schedule. This avoids costly overruns and extended production times. The key to preserving budgets is to start on time, get it right, and submit the deliverable on deadline.

QUALITY ASSURANCE/QUALITY CONTROL

Dokken is committed to delivering project documents whose quality exceeds industry standards. **Quality is not just a priority; it is one of our core values.**

From the project inception, QA/QC procedures will be implemented. Our procedures incorporate continuous product review cycles during plan development, as well as a series of formal review procedures completed for major project deliverables. The review of deliverables needed to satisfy the QA/QC procedure is built into our proposed schedule.



Mr. Chris Ladeas, PE, will be the **QA/QC Manager** for this project. He will ensure all deliverables are QC reviewed by a Senior Engineer prior to submittal. The documents will then be revised as needed to address the QC comments. Prior to submittal, Chris will provide quality assurance by verifying all comments were properly addressed. He will develop the Quality Management Plan which will describe the processes and the procedures, including checklists to be followed on all task orders.

Detailed Scope of Work

Dokken will provide comprehensive design and engineering services to support the improvement of the **El Dorado Hills Park & Ride (Site A)** and the **Cambridge Road Park & Ride (Site B)** facilities. Our approach is designed to ensure efficient project delivery, strong coordination with El Dorado County Transit Authority (EDCTA) staff and stakeholders such as PG&E, and the development of practical, cost-effective construction documents suitable for competitive bidding.

Dokken will manage the project through a phased design process that includes project initiation, preliminary design development, detailed design, and preparation of final construction documents. This process allows the project team and EDCTA to review key milestones, refine project scope, and confirm budget alignment prior to advancing to the next stage.

TASK 1 – PROJECT MANAGEMENT AND MEETINGS

Subtask 1.1 Meetings and Coordination

Dokken will organize, attend, and facilitate meetings to provide progress updates and coordination between stakeholders, EDCTA, and technical disciplines. For each meeting, The Dokken Team will provide meeting notices, prepare agenda / meeting materials, and prepare meeting minutes. The following meetings are anticipated for this project:

Kickoff Meeting (1): At the start of the project, Dokken will organize a kickoff meeting with all key personnel, design team members and EDCTA staff. The kickoff meeting ensures that everyone on the project team is on the same page and functioning with the same understanding regarding project delivery, schedule, coordination efforts, and execution.

PDT Meetings (4): The Project Development Team (PDT) meetings will serve as the primary forum for reviewing the status of the project and identifying and resolving project design issues. Attendees are anticipated to include EDCTA staff, Pacific Gas & Electric (PG&E), and Dokken. Throughout the anticipated duration of the project, Dokken plans to hold four (4) formal PDT meetings to review document submittals, resolve design issues, discuss EDCTA comments, discuss project progress, and address any other concerns.

Subtask 1.2 Project Administration

Dokken will monitor and control the progress of proposed services as follows: Setup a project accounting system; Prepare Monthly Progress Reports; Prepare a Quality Control Plan; Prepare, monitor, and adjust CPM Schedule monthly.

Task 1 Deliverables: Meeting Agenda; Minutes; Action Items; Progress Reports; Project Schedules; Quality Control Plan

TASK 2 – PRELIMINARY ENGINEERING

Subtask 2.1 Field Review and Data Collection

Dokken will conduct a site reconnaissance to identify and document any new/changed physical features, character, adjacent uses, and potential design constraints. Field information will be recorded using field notes and digital photos. Dokken will coordinate with EDCTA to request and obtain data related to the project site that may be beneficial to design of the improvements.

Subtask 2.2 Utility Coordination and Conflict Resolution

Dokken's utility coordination process matches the state approved process and involves sending out A-B-C letters to request as-builts for existing utility information. Follow-up letters will be mailed to each utility company with potential conflicts to facilities within the limits of the project. Dokken will meet with the utility companies (as needed) to discuss potential conflicts with the proposed improvements or service points. When utilities cannot be protected, Dokken will request relocation plans and coordinate relocation schedules. Finally, Dokken will send out Notice to Owner Letters notifying utility companies of project construction timelines to coordinate relocations or adjustments.

Subtask 2.3 Preliminary Concept Exhibits and Estimate

Preliminary Concept Exhibits will be prepared to ensure that the proposed improvements are on the correct path towards detailed designs. Dokken will prepare up to three (3) alternatives for each site. These alternatives will be presented to the project PDT to determine the preferred layout prior to proceeding to final design. After the layout is finalized, a preliminary cost estimate will be prepared to identify construction and coordination costs with contingency.

Task 2 Deliverables: Preliminary Concept Exhibits & Estimates; Utility Letters; Utility Relocation Exhibits

TASK 3 – SURVEY/MAPPING & GEOTECH

Subtask 3.1 Topographic Surveying and Mapping

Aerial and ground topographic data collection will be utilized to provide ground elevations to support 1' contours, surface evidence of utilities, including sewer and storm drain manhole dips, utility meters with identification data where available, typical planimetric features including signs, fences, walls and trees.

Subtask 3.2 Right of Way Retracement and Mapping

Mapping and documentation will be attained from the EDCTA team to survey and map all adjoining properties within the project limits. Preliminary Title Reports will be secured, as needed, for development of the right of way mapping. Field surveys will be performed to locate monuments, pins, wells, and other boundary markers necessary to resolve and map adjoining parcels.

Subtask 3.3 Geotechnical Investigation and Report

Prior to field work, the locations of the test pits will be field marked and submitted to Underground Service Alert Southern California, Dig Alert, for utility locating, as required. Geotechnical borings will be explored to make recommendations for pavement rehabilitation recommendations. The Draft Geotechnical Report will be submitted at the 60% submittal and will be finalized upon completion of the 95% submittal.

Task 3 Deliverables: Geotechnical Report (Optional); Right of Way and Topo Cad base files (Optional)

TASK 4 – IMPROVEMENT PLANS, CONTRACT SPECIFICATIONS, AND ESTIMATE (PS&E)

Subtask 4.1 60% Plans, Specifications and Estimate

The 60% design effort will include all plan sheets required for construction with a 60% level of detail. Dokken will prepare a preliminary construction cost estimate based on the 60% plans. The preliminary construction estimate will include a list of all bid items, unit cost, contingencies, and total construction cost. A preliminary specifications outline will be prepared during this phase of the project.

This task, and all subsequent PS&E tasks, will include 60% level design of the EV charging stations and site lighting at both sites, as well as the 60% design of the architectural shelter at site A.

Subtask 4.2 90% Plans, Specifications and Estimate

Dokken will review and respond to any EDCTA comments from the 60% plan submittal. Once all comments are addressed, Dokken will continue with the design effort to reach the 90% level of detail. Dokken will prepare a revised construction cost estimate based on EDCTA staff comments and the 90% plans. Any major changes in unit items or unit costs from the 60% submittal will be identified and shared with the EDCTA team. General and technical special provisions per EDCTA requirements will be prepared during this phase of the project.

Subtask 4.3 95% Plans, Specifications and Estimate

Dokken will review and respond to any EDCTA comments from the 90% plan submittal. Once all comments are addressed, Dokken will continue with the design effort to 95% level of detail. Dokken will prepare a revised construction cost estimate based on EDCTA comments and the 95% plans. Any major changes in unit items or unit costs from the 90% submittal will be identified and shared with the EDCTA team.

Subtask 4.4 Final Plans, Specifications and Estimate

After the EDCTA team completes its review of the 95% plans, Dokken will address all comments and prepare Final Signed and Sealed plans ready for bid. Dokken will review the final construction estimate with the EDCTA team and will prepare the Final Bid Schedule to be included with the final specifications. Dokken will provide AutoCAD files for all plan sheets via file share (MS-OneDrive) link.

Task 4 Deliverables: 60% PS&E Submittal; 90% PS&E Submittal; 95% PS&E Submittal; Final Submittal

TASK 5 – LANDSCAPING AND IRRIGATION DESIGN (OPTIONAL)

We noted that landscaping is mentioned in the Master Plan as one of the planned improvements, but also noted there was no mention of landscaping in the RFP. If EDCTA chooses to include landscaping in the Park & Ride site improvements, we have included a team to perform the necessary landscaping and irrigation design for both sites.

Subtask 5.1 60% Landscaping and Irrigation PS&E

The 60% design task will include all plan sheets required for construction of landscaping and irrigation with a 60% level of detail. The Team will prepare a preliminary construction cost estimate based on the 60% plans.

Subtask 5.2 90% Landscaping and Irrigation PS&E

The Team will review and respond to any EDCTA comments from the 60% plan submittal. The Team will prepare a revised construction cost estimate based on revised 90% plans. General and technical special provisions for landscaping and irrigation per EDCTA requirements will be prepared during this phase of the project.

Subtask 5.3 95% Landscaping and Irrigation PS&E

The Team will review and respond to any EDCTA comments from the 90% plan submittal. The Team will prepare a revised construction cost estimate based on revised 95% plans. Technical special provisions for landscaping and irrigation will be updated per EDCTA comments.

Subtask 5.4 Landscaping and Irrigation PS&E

After the EDCTA team completes its review of the 95% plans, the Team will address all comments and prepare Final Signed and Sealed plans ready for bid.

***Task 5 Deliverables:** 60% Landscape & Irrigation PS&E Submittal; 90% Landscape & Irrigation PS&E Submittal; 95% Landscape & Irrigation PS&E Submittal; Final Landscape & Irrigation Submittal*

TASK 6 – BIDDING AND CONSTRUCTION SUPPORT SERVICES (OPTIONAL)

Subtask 6.1 Bidding Support Services (Optional)

Dokken will attend the Pre-Bid Meeting and will be available during the bidding phase of the project to assist the EDCTA team with providing responses to bidder inquiries and an analysis of the bids as needed. Revisions to plans as needed to adequately address bidder inquiries are included in this task along with a final compilation of post-bid and pre-construction conformed plans for records.

Pre-Bid Meeting (1): At the completion of the project, Dokken will work with EDCTA to schedule and organize a pre-bid meeting with all key personnel, prospective bidders, and stakeholder representatives on the project. The purpose of this meeting will be to review the bid package and any bidder inquiries and ensures that bidders have all received the proper bid documents and have all their questions answered.

Subtask 6.2 Construction Support Services (Optional)

Dokken will be available during the construction phase of the project to assist EDCTA with providing responses to the Resident Engineer and Contractor Requests for Information (RFIs), Contractor Submittal Reviews, and

preparation of Contract Change Orders (CCOs) as needed.

Subtask 6.3 As-Built Plan Preparation (Optional)

After construction is completed, Dokken will collect redlines from the contractor and will submit As-Built drawing to EDCTA.

***Task 6 Deliverables:** Bid Analysis; RFI Responses; Submittal Reviews; CCO Packages; As-Built Plans*

WORK HOURS

Work hours for Key Personnel, supporting personnel, and subconsultants are provided for each task as shown below.

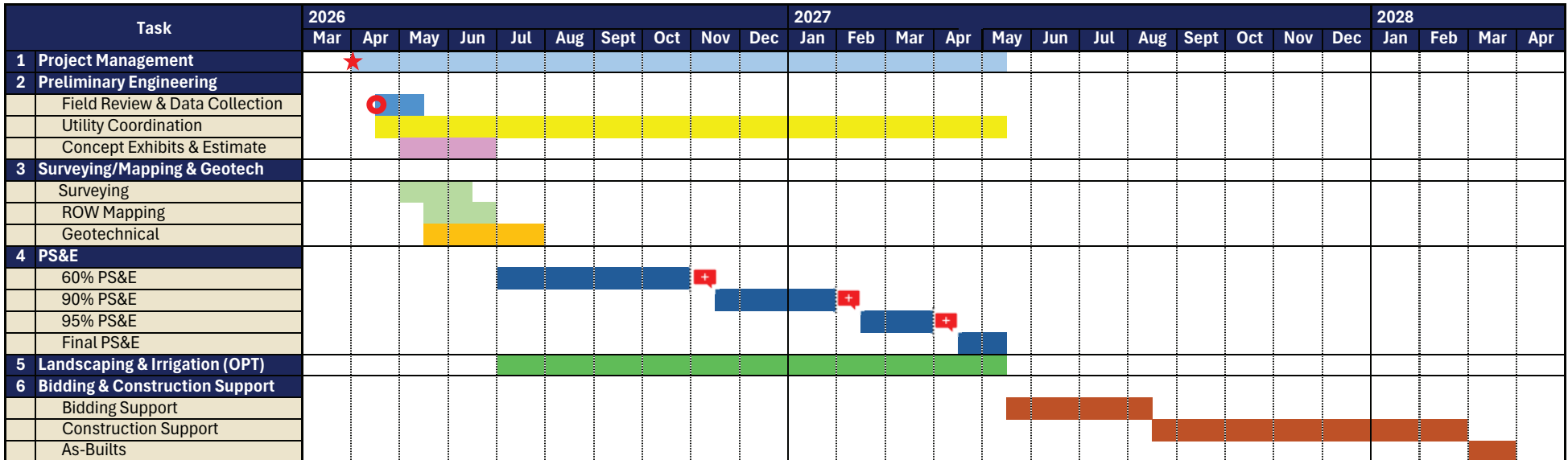
TASK	Lindsay Katt	Matt Atkinson	Derek Hsu	Jose Barajas	Joe Ostdiek	Pamela Dalcin-Walling	Chris Ladeas	Asst Eng	UNICO	GEO	CALA	HLA	EEI
TASK 1.0 - PROJECT MANAGEMENT	102	40	24	0	0	0	0	6	0	0	0	4	8
TASK 2.0 - PRELIMINARY ENGINEERING	12	18	42	24	0	0	0	108	0	0	0	58	117
TASK 3.0 - SURVEY/MAPPING & GEOTECH	6	8	16	0	0	0	0	30	90	77	0	0	0
TASK 4.0 - PS&E	58	100	230	0	20	6	16	420	0	0	0	180	247
TASK 5.0 - LANDSCAPING & IRRIGATION (OPTIONAL)	4	4	8	0	0	0	0	10	0	0	287	0	0
TASK 6.0 - BIDDING & CONSTRUCTION SUPPORT (OPTIONAL)	42	22	34	4	4	0	0	54	0	0	0	28	4
TOTAL: 2,572	222	192	354	28	24	6	16	628	90	77	287	270	376

COMPLETION OF TASKS AND TIMELINE

The schedule below details the timeline and completion of each task and highlights that **Dokken will deliver a project that can be constructed within FY 27/28 as proposed in EDCTA's CIP.**

Project Schedule

El Dorado County Transit Authority - Park and Ride Improvements



★ - Notice to Proceed ○ - Kick Off Meeting + - EDCTA Reviews

References

Dokken has the experience to deliver your project on time and within budget. The following illustrates our project experience providing similar services on comparable projects over the past five years. The references included herein will attest to our high-quality deliverables, efficient project management, and technical expertise.

MTS IMPERIAL AVENUE DIVISION ZERO EMISSION BUS OVERHEAD CHARGING, PHASE 1 SAN DIEGO, CA	
Owner & Contact San Diego Metropolitan Transit Authority Eli Belknap (619) 557-4589 eli.belknap@sdmts.com	Brief Description: Dokken led the design and implementation of scalable overhead rapid charging infrastructure to support an initial fleet of 31 battery electric buses, with a long-term transition to a fully zero-emission fleet in compliance with CARB's Innovative Clean Transit regulation. Construction of Phase 1 is planned to finish in 2026. Dokken will provide bidding support, respond to contractor submittals, and request for information until project completion. Similar Key Staff: Joe Ostdiek, PE, TE (Signals, Lighting & Striping)
US-50/PONDEROSA ROAD INTERCHANGE IMPROVEMENTS EL DORADO COUNTY	
Owner & Contact El Dorado County Jon Balzer (530) 621-5920 jon.balzer@edcgov.us	Brief Description: Dokken prepared the CEQA/NEPA documents and PS&E for the US-50/Ponderosa Road Interchange, which also included reconstruction of the Park & Ride lot in the southwest quadrant of the interchange. Dokken advanced interchange widening and roadway reconfiguration to improve traffic operations, multimodal access, and long-term capacity while maintaining the schedule through updated environmental studies and rare plant surveys. Similar Key Staff: Joe Ostdiek, PE, TE (Signals, Lighting & Striping)
SLY PARK BOAT LAUNCHING FACILITY UPGRADE EL DORADO COUNTY	
Owner & Contact El Dorado Irrigation District Andrew Shaw, PE, PMP (530) 642-4182 ashaw@eid.org	Brief Description: At the Doolittle BLF, improvements include reconfiguring the parking lot to increase vehicle and trailer capacity, as well as providing the design required for extending the existing boat ramp by approximately 160 feet to allow for year-round use during low water cycles. At the Stonebraker BLF a new boat launch turnaround area will be constructed to allow for easier backing of boat trailers, as well as additional day use areas. Similar Key Staff: Lindsay Katt, PE (QA/QC Manager), Joe Ostdiek, PE, TE (Signals, Lighting & Striping), Derek Hsu, PE (Design Engineer)
BEALE EXPRESSWAY YUBA COUNTY	
Owner & Contact Yuba County Dane Schilling, PE (530) 888-9929 dschilling@co.yuba.ca.us	Brief Description: Planning and environmental services for the Beale Expressway (formerly East Wheatland Expressway), advancing the locally funded project through PSR approval and into PA&ED to establish a secondary access route to Beale Air Force Base, reduce congestion and improve emergency access, while coordinating with stakeholders and addressing farmland and residential impacts. Similar Key Staff: Lindsay Katt, PE (Project Manager)
WEST LINDA COMPREHENSIVE SAFE ROUTES TO SCHOOL YUBA COUNTY	
Owner & Contact Yuba County Sam Bunton, PE (530) 749-5416 sbunton@co.yuba.ca.us	Brief Description: Design and coordination services for the West Linda Safe Routes to School project in the unincorporated community of West Linda, delivering phased active transportation improvements along seven roadways to improve safe access to Cedar Lane Elementary and New Life Christian School, including bike lanes, sidewalks, ADA upgrades, traffic safety enhancements, utility coordination, drainage design, and maintained property access during construction. Similar Key Staff: Lindsay Katt, PE (Project Manager), Joe Ostdiek, PE, TE (Signals, Lighting & Striping) Matt Atkinson, PE, QSD/P, PMP (Design Engineer), Jose Barajas, PE (Design Engineer), Derek Hsu, PE (Design Engineer)



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