



# CITY OF CALISTOGA

## Proposal for FAIR WAY EXTENSION CLASS I MULTI-USE BIKE PATH

September 6, 2013

Presented to:  
City of Calistoga  
Attention: Lynn Goldberg  
1232 Washington Street  
Calistoga, CA 94515



SCOPE FOR CALISTOGA FAIRWAY PROJECT

1. **PROJECT MANAGEMENT.** We will provide overall Project Management services. These services include:

General Project Management – This task includes the time required for the Project Manager, with administrative assistance, to administer the project contract, coordinate personnel, prepare and maintain the project schedule, and prepare invoicing.

QA/QC – Each of our submittals will be reviewed by personnel not directly involved with the project to ensure that City quality standards are met. We utilize senior level staff for all submittal reviews, and clearly communicate project requirements to the entire project team so all team members understand the project expectations. *The fee for this work is built into the relevant tasks below.*

Project Update Meetings – We will attend project update meetings and submit monthly progress reports. We also budgeted for one public workshop/presentation if requested.

2. **PRELIMINARY HYDRAULIC ANALYSIS.** We will review the plans, reports and calculations previously prepared by Riechers Spence for the Palisades project to determine if the proposed improvements can be implemented for the project. It is known that a 54 inch diameter pipe is suggested for Merchant Ditch, however we will need to analyze the slope of the ditch designed in the report and compare that to the upstream and downstream elevations for this section of proposed alignment. The results of this study will be summarized in a memo to the City.

Additionally we will provide calculations for the proposed pipe/culverts proposed to check that they will convey the flow proposed for the ultimate build-out as stated in the drainage report mentioned above.

3. **CONCEPTUAL ALIGNMENT (35% CONSTRUCTION PLANS).** We will prepare two conceptual alignment plans for the bike path alignment between Lincoln Street (Highway 29) and the path terminus to the south at the baseball field and Washington Street. The alignment options will be as follows:

- a. Option 1 - Starting at Lincoln Street, the path will culvert over the existing ditch adjacent to the railroad cars and head south along the ditch. Once past the railroad cars the path will head west and be alongside the existing ditch and continue south to the existing daycare. The path will run along the east side of the daycare and will culvert over the existing ditch. Once past the daycare, the path will leave the ditch and be adjacent to the ditch on the west side down to the baseball field and then head further west to connect to Washington Street.

- b. Option 2 – Starting at Lincoln Street, the path will culvert over the existing ditch adjacent to the railroad cars and head south along the ditch. Instead of leaving the ditch as in option 1 above, the path will stay over the ditch along the entire reach past the daycare. Once clear of the daycare the path will merge west and ultimately onto Washington Street at the same terminus as mentioned in option 1 above.

The Conceptual Alignment options will be prepared in AutoCAD format at a scale of approximately 1" = 30' (except otherwise noted) based on the concepts developed.

Upon completion of the two conceptual options we will prepare two separate preliminary engineer's opinions of probable construction costs. These estimates along with the conceptual plan options will be presented to the City for selection of a preferred alignment.

Once a concept is chosen we will further revise the Conceptual Plans to include the following sheets:

- a. Final Geometric (Layout) Plans. Design Development geometric drawings will be prepared depicting the preferred trail alignment. The conceptual geometrics will be shown in plan view on the base maps, showing centerlines and edges of the trail. Centerline data such as curve radius will also be shown. Centerline profiles will not be prepared for the initial concepts; however, critical clearance requirements will be identified.
- b. Preliminary Grading. We will consider grading limits, tree protection and other implications while preparing the layout plans. Based on the geometric plans, we will prepare a preliminary grading plan. This will include an evaluation of alternatives for water-quality BMPs, if required.
- c. Typical Sections. Typical cross sections and details will be developed for the pathway and roadway crossings. We will explore trail sections and surface materials that can accommodate the anticipated users of bicyclists and pedestrians

The completed conceptual plans (35%) will be submitted to the City for review.

4. **UTILITY RESEARCH**. Using the concept alignment prepared above, we will coordinate with the utility agencies within the project's influence. We will identify each agencies' requirements for construction, temporary access and permanent access. This includes review of the power poles and their requirements if they are to be removed.
5. **ENVIRONMENTAL ASSISTANCE**. We will assist the Environmental Consultant as needed to prepare exhibits, answer questions and provide narratives for the environmental documents.
6. **65% PLANS, SPECIFICATIONS, & ESTIMATE (PS&E)**. After approval of the 35%-level design by the City, we will prepare 65%-level documents (plans, specifications, and engineer's estimate). We will respond to all 35% design review comments and appropriate revisions

shall be made to the 65%-level documents. This submittal will include cost estimates and special provisions. The special provisions will be prepared in English units using the Caltrans 10-section format, including the latest Caltrans Standard Special Provisions available. The State of California Standard Plans and Specifications for Construction of Local Streets and Roads shall be used as the basis for project specifications. Plans will be produced on City title blocks if requested. Specifically this task will include at a minimum:

- a. Respond to 35% Design Comments. The Consultant will respond to all 35% design review comments and appropriate revisions will be made to the 65% submittal.
  - b. Bike Lane Layout. Plans will include geometrics, signage, striping and markings. The layout of the bike lane will conform to the approved preliminary bike lane design and the sheet layout will be same as that for 35% Plans.
  - c. Grading and Drainage Design. We will prepare a grading and drainage design. Plans will include proposed grading, demolition and erosion control measures. The plan will also include water-quality BMPs if required.
  - d. Typical Sections. We will provide typical sections where required to convey the design intent.
  - e. Incorporate Environmental Mitigation Measures. We will review the Environmental Mitigation Measures to ensure that the PS&E incorporates these measures.
7. **100% PS&E.** We will prepare final construction documents (plans, specifications, and engineer's estimate) will incorporate all 65%-level PS&E comments from the City.

Not included in this scope of services:

1. Potholing – It is assumed no underground utilities will be conflicting with the path. Utilities near the project will be reviewed but if potholing is required additional scope will be required.
2. Geotechnical survey – It is assumed that existing geotechnical reports/data from the existing path extending from Washington to Dunaweal and the current sewer relocation project will have sufficient information for the geotechnical requirements for this project.
3. Full hydraulic analysis of Merchant Ditch – No hydraulic or hydrologic analysis will be run as part of this scope. If larger studies are needed, additional fee may be required.
4. Additional topographic and boundary survey – If additional topographic and/or boundary survey is needed based on a new alignment option and sufficient survey and/or boundary data is not available, additional scope and fee will be required to obtain this data.
5. Arborist Report
6. Right-of-Way and/or easement acquisition
7. Caltrans permitting – It is assumed the project will remain outside of Caltrans right-of-way.
8. Stormwater Pollution Prevention Plan – It is assumed the project area is less than one acre.
9. Landscape Architecture including pathway fixtures and lighting
10. Power pole relocation plans



**Calistoga Fairway Project**  
**City of Calistoga**  
**September 6, 2013**

Tasks	RSA * - Labor							Other Direct Costs	Total Labor Costs	Total Hours	TOTAL FEE
	Ryan Gregory Principal \$190	Jeremy Sill Project Manager \$160	Design Engineer \$150	Draftsperson \$130	RSA Clerical Clerical \$75						
	2013 Hourly Rates										
Task 1: Project Management	4	8						\$2,040	12	\$2,040	
Task 2: Preliminary Hydraulic Analysis	1	4	5					\$1,580		\$1,580	
Task 3: Conceptual Alignment (35% Construction Plans)	6	20	30	24	2			\$12,110		\$12,410	
Task 4: Utility Research		2	4					\$920	6	\$920	
Task 5: Environmental Assistance		8	2	2				\$1,840		\$1,840	
Task 6: 65% PS&Es	3	16	40	42				\$14,590	101	\$15,090	
Task 7: 100% PS&Es	2	8	16	12				\$5,620		\$6,120	
	16	66	97	80	2			\$38,700	261	\$40,000	
	SUB TOTAL										
	TOTAL										\$40,000



## CITY OF CALISTOGA PROPOSAL FOR CALISTOGA FAIRWAY PROJECT

### EXECUTIVE SUMMARY

This executive summary is intended to introduce the contents of this proposal and highlight the reasons why this team is *uniquely* qualified to deliver engineering services for the construction plans for a 0.6 mile segment of the Bay Area Ridge Trail and Napa Valley Vine Trail, commonly known as the “Fairway Extension” in the City of Calistoga.

RSA has a 33-year track record of success in performing civil engineering projects for private and public clients in the County of Napa. The firm has very recent experience designing and overseeing construction of several of the region’s bikeway projects as described further below

This highly-qualified team provides all the experience and manpower needed to get this project done. What makes the team *uniquely* qualified is:

**1** RSA has completed several recent bikeway projects in the area like this one. They recently completed the design of the Grizzly Island Bike Trail project on Highway 12 for City of Suisun City and the Yountville Mile project on Highway 29 for the Town of Yountville. Both projects required Caltrans and regulatory agency permitting and intense coordination between Client, project team and agencies. Currently, RSA is working on the Solano Avenue, St. Helena and Calistoga sections of the Vine Trail requiring similar levels of coordination. The successful outcome of these projects can be attributed to RSA’s ability to manage the multitude of moving parts and work well with agencies, navigate their processes, and build a relationship of buy-in and cooperation.

**2** RSA Staff and team members are local. This local team that has been assembled also has the highest qualifications. Work will be performed out of RSA’s Napa office located only a short drive from Calistoga. Being local, the team has a greater understanding of specific issues that are important to the community; practical “boots on the ground” experience; familiarity with local materials suppliers and contractors; and a greater depth of experience in working with agency staff. Team members are also bike riders and local residents with a vested interest in improving the County where they live and work.

**3** RSA has an *extraordinary* level of understanding of the project area. The firm has been recently working on the Vine Trail Calistoga section from Oat Hill Mine Road to Bothe Park and as such is intimately familiar with the site and has an unmatched understanding of the constraints and opportunities. With this head start, the team will provide the most cost-effective services and the most value.



## CITY OF CALISTOGA PROPOSAL FOR CALISTOGA FAIRWAY PROJECT

### BACKGROUND INFORMATION

RSA is an established and dynamic consulting engineering firm serving Northern California and specializing in planning, civil engineering and surveying services. Founded in 1980, the firm has completed countless civil engineering projects within Napa County for both the public and private sectors. The firm has focused its efforts on the County of Napa over the last 33 years and has worked on a majority of the development and infrastructure projects in the area, all of which have involved the design and construction of public improvements and infrastructure.

RSA consists of 30+ staff, 27 of which are professional and technical personnel. RSA's municipal work is delivered by the firm's public projects division, led by Principal Ryan Gregory and Project Manager Jeremy Sill. This division provides full-range and turn-key consulting services to public agencies and has recent experience providing design, full PS&Es, construction management and inspection services to local public agencies including the County of Napa, NCTPA, the Cities of Napa, St. Helena and Suisun City and the Town of Yountville. RSA is currently under four (4) on-call contracts: with the City of Napa for Surveying and Engineering and with NCTPA for Planning and Engineering. This division knows how to work with public agency staff, understands the type and quality of deliverables they expect and has a quality assurance program built to ensure that expectations are met.

The recent work experience of the division includes a variety of projects for local public agencies. RSA's services have ranged from surveying and preliminary design to PS&Es and inspection for transportation and utility-related projects. Several of these projects have been bike trails like this one. This includes the ARRA-funded "Yountville Mile" stretch of the Vine Trail, *which was designed and put out to bid in 3.5 short months*, and the Grizzly Island Bike Trail in the City of Suisun City completed under a similarly constrained schedule which is just wrapping up construction. The firm is also currently preparing PS&Es for the extension of the bike trail north of the Yountville Mile and the Solano Avenue section of the Vine Trail as well as providing preliminary design and CEQA/NEPA services for St. Helena and Calistoga sections of the Vine Trail.

Additionally, individuals from RSA are members of various Napa Valley Vine Trail Committees and have been volunteering their time to the Vine Trail Coalition since its inception. This experience results in a keen understanding of the requirements and specifications related to the planning and design of multi-use trail systems.

RSA's public projects division has ongoing, productive and excellent working relationships with local public, state and regulatory agency staff. These positive relationships extend to Caltrans and its agents of the various functional units within District 4. The positive outcomes resulting from these relationships can be found in the Firm Experience section below, where the firm's recent bikeway projects as well as other recent municipal projects are further described.



CITY OF CALISTOGA  
PROPOSAL FOR CALISTOGA FAIRWAY PROJECT

**FIRM EXPERIENCE**

**YOUNTVILLE MILE CLASS I BIKE LANE (FEDERAL)**

YOUNTVILLE, CALIFORNIA

*Date: March 2010-October 2010*

*Construction Costs: \$1.3M*

*Firm's Fee: \$140,000 (fixed scope)*

*Firm's Project Manager: Ryan Gregory, PE, LEED AP*

*Firm's Project Engineer: Jeremy Sill, PE*

*Reference: Town of Yountville*

*Graham Wadsworth*

*6550 Yount Street*

*Yountville, CA 94599*

*(707) 944-8851 p*

*gwadsworth@yville.com*

RSA completed PS&Es and Caltrans permitting for an ARRA-funded Class I Bike Trail that connected California Drive to Madison Street within the Town of Yountville and runs within the excess Caltrans right-of-way along the east side of Highway 29 and adjacent to an old rail line.

The project created a separated Class I Pedestrian and Bicycle trail that serves as an alternative to stop-controlled Washington Street. Several iterations were necessary to find the best alignment that would meet the Town's needs but also meet Caltrans requirements in order to facilitate a speedy review and meet ARRA deadlines. RSA was able to design and process plans, specifications, Caltrans funding and authorization forms & set the project to bid within 3.5 months to gain ARRA funding as well as Caltrans approvals. RSA assisted the Town through Construction assuring that the trail was built according to the plans and specifications. The new pathway, known as the "Yountville Mile", is the first branded section of the Vine Trail which will ultimately extend from Calistoga to American Canyon. RSA worked in conjunction with the Town of Yountville, Caltrans and the Vine Trail Coalition to incorporate design features, signage and amenities to showcase the trail as a model for future Vine Trail sections.



**NORTH YOUNTVILLE BIKE ROUTE (FEDERAL)**

YOUNTVILLE, CALIFORNIA

*Date: June 2010-Present*

*Construction Costs: \$130,000*

*Firm's Fee: \$40,000*

*Firm's Project Director: Ryan Gregory, PE*

*Firm's Project Manager: Jeremy Sill, PE*

*Firm's QA/QC Officer: Larry Pollard, PE*

*Reference: Town of Yountville*

*Graham Wadsworth*

*6550 Yount Street*

*Yountville, CA 94599*

*(707) 944-8851 p*

*(707) 944-9619 f*

Upon completion of the Yountville Vine Trail described above, the Town again hired RSA to design another bikeway. The Town had RSA design a route from Highway 29 at Madison Street to the eastern Town limit on Yountville Crossroad. RSA worked with Town staff to prepare conceptual plans for public review. RSA attended public review meetings and assisted the Town to modify the plan to suit the desired alternative. RSA received the Caltrans encroachment permit earlier this year and the Town recently awarded the construction contract.





CITY OF CALISTOGA  
PROPOSAL FOR CALISTOGA FAIRWAY PROJECT

GRIZZLY ISLAND BIKE TRAIL (*FEDERAL*)  
SUISUN CITY, CALIFORNIA

*Date: 2011-Present*

*Construction Costs: \$1.3M*

*Firm's Fee: \$240,000(fixed scope)*

*Firm's Project Director: Ryan Gregory, PE*

*Firm's Project Manager: Jeremy Sill, PE*

*Reference: City of Suisun City Public Works*

*Nick Lozano*

*701 Civic Center Boulevard*

*Suisun City, CA 94585*

*(707) 421-7344 p*

*nlozano@suisun.com*

RSA competed for and was selected/hired by the City of Suisun City to prepare PS&E's within an extremely short timeframe to meet federal and state funding deadlines. The project consisted of a 0.9-mile segment of class I trail along State Route 12. Portions of the path were within Caltrans Right of Way and Department of Fish and Game (DFG) lands. Portions of the path also abut sensitive wetland areas which require special treatment at the edges. Extensive coordination and numerous stakeholder meetings were required to agree upon the selected alignment and its impacts to the shared owners. The project also includes improvements to the City's local streets including trailheads at the main entry points. There were also aesthetic elements and amenities incorporated into the project, such as interpretive signage, monuments, benches, artwork, lighting, plazas and an outdoor classroom area. With only 4.5 months to complete the entire process through Caltrans and DFG, RSA had to be diligent in coordinating meetings and meeting all deadlines to ensure the City received funding and could complete this important project. The project finished construction and was opened in April 2013.

VINE TRAIL SOLANO SECTION  
NAPA COUNTY, CALIFORNIA

*Date: 2010-Present*

*Construction Costs: \$5.8M*

*Firm's Fee: \$110,000 (on-call)*

*Firm's Project Director: Ryan Gregory, PE*

*Firm's Project Manager: Jeremy Sill, PE*

*Reference: NCTPA*

*Herb Fredrickson*

*625 Burnell Street*

*Napa, CA 94559*

*(707) 812-0079 p*

*herbpm@att.net*

RSA has been working on the Vine Trail Solano Avenue section since joining the Vine Trail Engineering Committee back in 2008. Preliminary work included compilation of aerial photo base maps from Yountville to Redwood Road in Napa, field reconnaissance, evaluation of property ownership and consideration of likely trail alignments. In 2010, RSA competed for and was selected and hired by the County of Napa to plan and design the portion of trail from the northern limit of the City of Napa to California Boulevard in the Town of Yountville, a distance stretching 3.6 miles. RSA was selected, in large part, due to their unmatched understanding of the project alignment. The contract with the County included spring environmental studies, topographic and boundary surveys, detailed field reconnaissance, and coordination with utility owners. The project has since been shifted to NCTPA and RSA is now working for NCTPA on preparing full PS&Es and CEQA/NEPA coordination for the longer alignment of the City and County sections under the firm's on-call engineering contract with NCTPA.



CITY OF CALISTOGA  
PROPOSAL FOR CALISTOGA FAIRWAY PROJECT

VINE TRAIL CALISTOGA SECTION  
NAPA COUNTY, CALIFORNIA

*Date: 2012-Present*

*Anticipated Construction Costs: \$5.8M*

*Firm's Fee: \$190,000 (survey, 35% and CEQA)(fixed)*

*Firm's Project Director: Ryan Gregory, PE*

*Firm's Project Manager: Jeremy Sill, PE*

*Reference: Napa Valley Vine Trail*

*Philip Sales*

*1355 Felder Road*

*Sonoma, CA 95476*

*(707) 592-1601 p*

*Psales6766@gmail.com*

RSA was contacted by the Napa Valley Vine Trail in late 2012 to be the prime consultant to design the initial layout of the Calistoga section of the Vine Trail. This section of trail begins at Oat Hill Mine Road, where Silverado Trail meets Highway 29 in Calistoga and runs south into town and then southeast along Washington Street and the existing trail to Dunaweal Lane, then heads back south to Highway 29. The trail will run along the east side of Highway 29 to its eventual terminus at Larkmead Lane where the trail will cross the highway and end up at Bothe State Park. RSA is tasked to prepare the boundary and topographic surveys, CEQA/NEPA analysis and 35% design to get the project shovel-ready to be able to apply for further funding of final construction documents and construction of the trail.

VINE TRAIL – ST. HELENA SECTION  
ST. HELENA, CALIFORNIA

*Date: 2009-Present*

*Construction Costs: \$3M (est)*

*Firm's Fee: \$120,000 (fixed scope)*

*Firm's Project Manager: Ryan Gregory, PE*

*Firm's Project Engineer: Jeremy Sill, PE*

*Reference: City of St. Helena*

*Greg Desmond*

*1480 Main Street*

*St. Helena, CA 94574*

*gregD@ci.st-helena.ca.us*

RSA is under contract with the City of St. Helena, in partnership with the Vine Trail Coalition, to perform 35% design and CEQA analysis on the section of Vine Trail running through the City of St Helena, from Chaix Lane to Deer Park Road. RSA worked with a special ad-hoc committee consisting of members of City Council, the City's General Plan Steering Committee and Vine Trail Coalition to determine a Vine Trail alignment through town. A portion of the path approximately 0.5 miles long is adjacent to railroad right-of-way and RSA was tasked with determining proximity between the rails and the path. RSA worked with the Napa Valley Wine Train to locate the path required clearances and separation clearances. RSA prepared preliminary design plans and is currently assisting with efforts to meet with affected property owners to clarify design considerations where the trail crosses private property.



CITY OF CALISTOGA  
PROPOSAL FOR CALISTOGA FAIRWAY PROJECT

WAPPO PARK / POPE STREET MULTIPURPOSE TRAIL  
ST. HELENA, CALIFORNIA

*Date: 2012*

*Construction Costs: \$70,000*

*Firm's Fee: \$12,000 (fixed scope)*

*Firm's Project Director: Ryan Gregory, PE*

*Firm's Project Manager: Jeremy Sill, PE*

*Reference: City of St. Helena*

*Debby Hight*

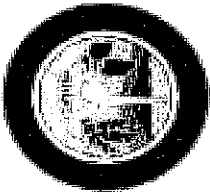
*1480 Main Street*

*St. Helena, CA 94574*

*(707)968-2658 p*

*debrah@ci.st-helena.ca.us*

RSA prepared full PS&Es for the trail connection project from Wappo Park in St. Helena to Pope Street. The City of St. Helena contacted RSA to prepare the PS&E documents within a short time frame to meet funding obligation. RSA was also retained to assist the City through the bidding process, construction contract award, and construction of the project.



**CALISTOGA FAIRWAY PROJECT  
PROJECT SCHEDULE**



ID	Task Name	Duration	Start	Finish	2013			2014				
					Sep	Oct	Nov	Dec	Jan	Feb	Mar	
1	Project Initiation	4 days	Tue 9/17/13	Fri 9/20/13								
2	Preliminary Hydraulic Analysis	5 days	Mon 9/23/13	Fri 9/27/13								
3	Conceptual Alignment	15 days	Mon 9/30/13	Fri 10/18/13								
4	Options Review by City	10 days	Mon 10/21/13	Fri 11/1/13								
5	Utility Research	5 days	Mon 11/4/13	Fri 11/8/13								
6	Prepare 35% Plans	15 days	Mon 11/11/13	Fri 11/29/13								
7	City Review	25 days	Mon 12/2/13	Fri 1/3/14								
8	Environmental Assistance	40 days	Mon 12/2/13	Fri 1/24/14								
9	Prepare 65% PS&E	20 days	Mon 1/6/14	Fri 1/31/14								
10	City Review	20 days	Mon 2/3/14	Fri 2/28/14								
11	100% PS&E	15 days	Mon 3/3/14	Fri 3/21/14								



Project: Schedule  
Date: Thu 9/5/13

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