CALAVERAS COUNTY WATER DISTRICT

120 Toma Court • P O Box 846 • San Andreas, CA 95249 • (209) 754-3543

REQUEST FOR PROPOSAL

Design/Engineering Services for
Copper Cove / Poker Flats
Lift Station 12 & 13 Bypass / Force Main and
Lift Station 6, 8, 15 & 18 Renovations / Replacement
CIP #15076 / #15080
Issued: May 25, 2017

INTRODUCTION

The Calaveras County Water District is requesting proposals for engineering services for design of a new 6 or 8-inch, 5,200-ft force main and renovation of four (4) dry pit, steel "can" style lift stations in the Copper Cove and Poker Flat subdivisions at Lake Tulloch near Copperopolis, CA. The project has several objectives including eliminating a section of existing force main crossing underwater through a cove within Lake Tulloch, reducing the risk of sewer spills where possible by bypassing sewer flows away from existing lift stations situated along the edge of the lake, and eliminating potential hazards (confined space, atmospheric, arc flash) associated with the existing dry pits with a strong preference to convert these lift station to a wet pit configuration with submersible pumps and above ground electrical systems. The project has challenges in terms of right-of-way, and property easements and encroachments, which are very limited and restrictive in many cases. Also, the project must be designed to allow construction to proceed according to a sequence that keeps existing pumping, motor controls and electrical facilities in service and operational alongside new construction and upon startup permits the eventual demolition, removal and abandonment of obsolete facilities.

The District is proposing this project be structured into three (3) schedules as listed below:

SCHEDULE	DESCRIPTION
A	5,200'± Force Main / O'Byrnes Ferry Rd and Conners Estates Dr. (Bypassing Lift Stations LS-12 & LS-13)
B	Lift Station LS-6 & LS-8 Renovations/Replacement
C	Lift Station LS-15 & LS-18 Renovations/Replacement (and 750'± Force Main)

All of the above schedules are to be designed under a single design contract with the intention of being publicly bid together for construction. Schedules 'A' and 'B' are inter-related projects that must be constructed in coordination with each other. Also, the District would like to move forward with Schedule 'C' as an additive bid item, which depending on bid results and financial constraints may proceed to construction.

SCHEDULE 'A'- FORCE MAIN / LIFT STATION 12 & 13 BYPASS

The Schedule 'A' force main project will serve the existing Poker Flats subdivision on the north shore of Lake Tulloch. As shown in Figure 1, currently sewage is conveyed through a series of lift stations LS-6, LS-8, LS-12, and LS-13 situated along the edge of Lake Tulloch within the subdivision and eventually flows to LS-40, a main lift station at the west end of Conner Estates Drive. Between LS-8 to LS-12, an existing 6-inch force main passes underwater through a cove of Lake Tulloch and poses a potential risk of a line break and spill of raw sewage into the lake, which serves as a regional public water supply. To abandon the submerged section of force main, a new 6 or 8-inch 5,200-ft force main is proposed at the periphery of the subdivision routed along O'Byrnes Ferry Road and Conner Estate Drive directly from LS-6 to LS-40. As an ancillary benefit, the new force main will bypass and significantly reduce sewage flows to LS-8, LS-12 and LS-13, which lessens the risk of accidental sewage overflows and spills due to system failures and other emergencies. The remaining localized sewer system flows into LS-8 will be conveyed in the reverse direction back to LS-6 via a new 1,000-ft / 3 to 4-inch diameter parallel force main to be constructed along Brett Harte Drive, which would be included in the design.

In the preliminary design study, the consultant will need to review and make recommendations for the proposed alignment, size, capacity and other criteria for the new force main. The hydraulic design much be matched with the lift station design requirements to provide an optimal solution considering headloss, power use, and efficiency while still routinely providing sufficient sweeping velocity to keep the force main clean. As a preliminary estimate the new force main should be sized to convey peak sewer flows from LS-6, which has two pumps rated 400-gpm each and at buildout expected to serve 508 single family residential units.

The new force main alignment is proposed to start at lift station LS-6, follow Bret Harte Drive and Jimmy Way, cross Poker Flat Road, turn and head northwest along O'Byrnes Ferry Road and continue west on Conner Estates Drive and terminate at LS-40. While Poker Flat Road is more narrow and congested, it may be considered as an alternative alignment to O'Byrnes Ferry Road. During the design process, the consultant must be cognizant of and actively engaged in the effort to identify necessary easements and encroachments and resolve right of way issues impacting and restricting the proposed alignment. This effort may include obtaining encroachment permits, outreach to applicable property owners and homeowners associations, coordination with Cal-Tel, PG&E and other utilities, conducting surveys to verify property lines, utility easements and lot setbacks, and other similar tasks. The plans must allow for the on-going operation of the existing sewer force main during construction, implement any temporary facilities as may be needed, and the subsequent method of abandonment of the existing submerged force main upon project completion.

SCHEDULE 'B' – LIFT STATION 6 & 8 RENOVATIONS

Both LS-6 and LS-8 shown in Figure 1 are to be replaced in conjunction with the new force main described above. The design effort is to include civil, site grading, drainage, paving, demolition, mechanical, piping, structural and geotechnical. The existing lift stations LS-6 and LS-8 were originally built in 1973 as part of Unit 2 of the Poker Flats, Lake Tulloch Shore subdivision and receive sewer flows from approximately 508 homes including gravity sewer and pumped flows from lift stations LS-1 through LS-9. Both existing LS-6 and LS-8 are duplex dry well "can" type lift stations with 7.5 HP motors and firm pumping capacities of approximately 375-gpm at 40-ft TDH. The District staff regularly enters the dry cans to perform routine operations and maintenance tasks, but does so by confined space entry and atmospheric monitoring. Both existing sites are small, congested and present design challenges. The Consultant will need to give substantial consideration to evaluating the site plan and specific layout of each new lift station with significant input and comments obtained from operations and maintenance staff. Also, retaining walls may be needed to maximize use of limited right-of-way.

The District believes a new high lift station is best situated at the existing LS-6 site at the intersection of Sunrise Road and Brett Harte Drive (versus LS-8 site) and would pump directly to LS-40 via the new 5,200-ft force main. Given the length of this force main, a surge tank may be needed at LS-6. The estimated total dynamic head (and horsepower) required for 6 and 8-inch force mains at 400-gpm peak flow are 195-ft TDH (60± HP) to 125-ft TDH (35± HP), respectively. Once reconfigured LS-8 will only serve an estimated 142 homes and have low lift pumps under 100-gpm capacity; also, to convey flow from LS-8 to LS-6, a new 1,000-ft / 3 or 4-inch diameter parallel force main is proposed along Brett Harte Drive.

A duplex wet well configuration with submersible pumps (typically Flygt), fixed base elbows, stainless steel guild rails, lift chains, etc. is assumed for the new lift stations. The District has used fiberglass wet wells successfully in 5', 6', 8' and 10' diameters. In retrofit applications, the thin wall fiberglass has advantage it can often be set inside an older wet well or abandoned dry pit and annular space grouted with cement slurry. A precast concrete circular wet wells with heavy duty continuous PVC liner, e.g. Ameron T-LOCK may be considered if project constraints suggest it is a more feasible and efficient option. The new wet wells would be design according to Hydraulic Institute (HI) standards and working volume (between start and stop levels) based on a maximum of 15 starts per hour or less as recommended by the pump manufacturer. Inlet piping into the wet well must accommodate both incoming gravity sewer and pumped flows. The discharge piping would have for each pump dedicated air relief, check and gate valves located in a separate vault adjacent to the wet well. All access hatches are to be heavy duty H20 traffic rated, torsion assisted opening double leaf design. The design should evaluate features such as mixers, mix flush valves, and recirculation manifolds to control the formation and accumulation of surface grease blankets.

Currently, LS-6 and LS-8 have separate main electrical services rated 3-phase, 240-volt, 100 amps (delta), but a common standby generator at LS-6 supplies backup power for both lift stations via a buried conduit in Bret Harte Drive. The District proposes to convert both lift stations to 3-phase 480-volt and to upgrade the LS-6 electrical service for larger horsepower, high lift pumps. The improvements will include a new transformer, service entrance panel, underground conduits, new conductors, pads and vaults. A new larger standby generator (i.e. Kohler) and automatic transfer switch will be used to supply backup power for both LS-6 and LS-8 again from a single source. The Consultant should consider feasibility for LS-8 and LS-6 to be served together by a common main PG&E electrical service versus two independent services. The Consultant will assist in applying for PG&E service upgrades by provide necessary electrical load calculations and verifying size/amps for the new main service(s). The exact layout for service entrance panels has not yet been decided but may include an entrance section, main breaker, metering, automatic transfer switch, and distribution breakers in an outdoor NEMA 3R enclosure.

For LS-6 and LS-8, each lift station should be equipped with separate, independently operating motor controls including variable frequency drives, PLC and SCADA. The District has standardized on Altivar VFD's, Modicon PLC's and other components for the panel. Each panel should have ancillary 120 volt transformer and single phase distribution. In the Copperopolis area, electrical panels may be exposed to hot summers and consideration given to the operating temperature, derating variable frequency drives, and adding AC units to cool panels. The aesthetics of the site improvements and especially of electrical equipment and panels will be of importance to the community. All outdoor panels should be weather wrapped NEMA 3R custom panels with a clean uniform appearance manufactured by a single shop/integrator (e.g. TESCO). If possible at LS-6 site, an option may be to install motor controls in a small air conditioned masonry building (panel spacing per NEC). Instrumentation will include pressure measurement, level transducers, backup floats, and MiniCAS II or equal monitoring relay (stator windings overheating and leakage sensor). LS-6 should be equipped with a magnetic flow meter located in a separate vault.

SCHEDULE 'C' – LIFT STATION 15 & 18 RENOVATIONS

Lift stations LS-15 and LS-18, shown in Figure 2, are situated on the west shore of Lake Tulloch and constructed between 1970-75. LS-15 at the south end of Lakeshore Drive once served the entire east shore of Lake Tulloch, Units 1 and 2, via an underwater force main, now abandoned and no longer in service. LS-15 now serves 122 lots (many with accessory dwellings) along Lakeshore Drive and Pueblo Trail and may add 23 lots for Tuscany Hills in the future. LS-15 has two 450-gpm, 40-HP pumps that discharge to LS-16 via a 6" 3,000'± force main along Lakeshore Drive. LS-16 serves 251 lots by gravity sewer and pumped from LS-15 and LS-17. Also, LS-16 has two 450-gpm, 60-HP pumps that discharge to LS-18 via 8" 1275'± force main on Kiva Drive. Given that LS-16 is situated at lake edge near a boat ramp, the District proposes to reduce flows to LS-16 by pumping directly from LS-15 to LS-18. In this case, LS-16 would serve 129 lots versus 274 lots. To reach LS-18 from LS-15, the existing 6" force main on Lakeshore Drive would be extended 750' uphill along Kiva Drive. LS-18 serves 462 lots with another 23 lots added by Tuscany Hills in the future (via LS-15), and it is equipped with two 500-gpm, 100-HP pumps conveying sewage to the wastewater plant via an 8" 1750'± force main along Kiva Drive.

At this time, the District is considering replacement of LS-15 and LS-18, for several reasons including age and condition of facilities and because of weekly confined space entries to service pumps, motors and electrical controls. Initially, the project was defined to replace and move all electrical motor control panels above ground, but staff stated a strong preference to entirely eliminate the dry wells. Therefore, the District is looking at replacing the lift stations in a duplex wet well configuration with submersible pumps and all new mechanical and electrical systems (motor controls, VFD's, HVAC, PLC, SCADA, etc.). The existing main electrical services for LS-15 and LS-18 are 3-phase, 240-volt, 400-amp Delta and 3-phase, 480-volt, 400-amp, 3 wire Delta, respectively. For design, the electrical services and standby generators should be considered for replacement based on age, condition, exposure, location, voltage and electrical loads. The District anticipates electrical panels will be outdoor NEMA 3R weather wrapped, but consider small electrical buildings if able to secure sufficient property. Again, aesthetics are important and outdoor electrical panels should have a clean, uniform, uncluttered appearance; motor controls will need AC cooling and potentially derating of VFD's.

Both LS-15 and LS-18 will have similar design features as described for LS-6 and LS-8, such as fiberglass wet well, stainless steel guide rails, piping, valves, flow meter, traffic rated hatches, etc. The design must consider the overall site plan including layout of wet wells, electrical panels, vaults, grading, drainage, paving, fencing, piping and other civil improvements. Also, it may be possible that existing overflow tanks at LS-15 and LS-18 can be refurbished and utilized in the new design. A significant challenge will be the land/property issues for new construction, while keeping the existing lift stations in service. Currently, LS-15 and LS-18 are located along the property line between adjacent lots within 15' wide utility easements. Although much of the existing electrical and mechanical equipment is below ground in dry wells, the sites are still very congested by existing above ground facilities leaving little room for modifications and improvements. Given the site constraints, the consultant will have to take a fresh look at, explore and fully vet options for replacing LS-15 and LS-18 during preliminary design.

SCOPE OF WORK

The District is open to Consultant's recommendations in terms of adding or amending specific tasks but believes the following scope of work to be generally appropriate:

1) Preliminary Design: The Consultant shall prepare technical memorandums for Schedules 'A', 'B' and 'C'. For Schedule 'A', alternatives and selection of a preferred force main alignment should be identified considering water main separation, utility conflicts, traffic and community impacts, piping materials, hydraulics, and other engineering requirements. All memo's should have a constraints summary addressing environmental, geotechnical, right-of-way and other foreseen issues. For Schedules 'B' and 'C', separate memo's should discuss alternatives and recommendations for replacing each lift station, quantify service connections, estimate peak flows, assess how lift stations operate together in aggregate (e.g. LS-15, LS-16 & LS-18 and LS-6, LS-7, LS-8, LS-9 & Conners) and any problems, provide hydraulic analysis/profiles and pump selections, estimated motor horsepower and electrical loads, include scaled preliminary site plans and layouts for each lift station showing all improvements (civil, mechanical, electrical, main service, motor controls, generators, etc.). Also, the proposed force main extension along Kiva Drive to LS-18 from LS-15 should be evaluated for Schedule 'C'.

2) Environmental/CEQA: The District acts as lead agency, and it is assumed that the project may be classified as an exemption under CEQA. The Consultant should recommend a project approach (exemption, IS/ND or IS/MND) for CEQA and documentation such that it is defensible if challenged. A scope of work and fee may consist of field visits to check for and eliminate possibility of any biological, historical and cultural resources, potentially preparing tribal notification letters and consultation, and as an optional task completing an initial study checklist. The District does not anticipate any streams or wetlands will be encountered or require permits. Given the scale and cost of the proposed improvements, the District suggests officially adopting the CEQA exemption by Board resolution and filing exemption with State Clearinghouse.

3) Land Survey: For Schedules 'A', 'B' and 'C', the Consultant shall be responsible for land and topographic surveys and establishing controls in NAD83 and NAVD88 datum. All survey work shall be performed under direction of a registered land surveyor. Unless otherwise prequalified by the District, the Consultant shall subcontract work to Lee Nordahl Land Surveying, 6625 Stabulis Rd., Valley Springs, CA 95252, Phone: (209) 772-2931. The survey for the various lift stations and proposed force mains should include property lines/corners, easements, setbacks, roads, edge of paving, driveways, structures, buildings, manholes, vaults, pads, panels, walls, trees, utilities, poles, traffic signs, fences, slopes, curbs, drop inlets, culverts, and other facilities. The survey limits may need to encompass and capture a larger area under consideration for relocating and situating new facilities and can be discussed further at the pre-proposal job walk. Also, survey effort shall be made to capture hydraulic data points needed to calculate static and total dynamic head, prepare system curves and hydraulic profiles.

4) Property/Right-of-Way: The Consultant should confirm District's right-of-way for property on which facilities are to be constructed for Schedules 'A', 'B' and 'C' and that new facilities are placed within utility setbacks, easements, roads, or property owned by/dedicated to the District. The District is open to looking at potentially acquiring more property or easements if owners are cooperative and willing to negotiate (avoiding eminent domain) a fair market value that is not cost prohibitive. Any acquisitions/negotiations would have to be initiated early-on and resolved before starting 50% design, and the Consultant has no guarantee additional property can be made available. The District can provide a staff member to assist with miscellaneous assignments such as preparing letters of inquiry for prospective properties, obtaining title reports, scheduling meetings related to property issues, but the Consultant must be actively engaged in the process and its design implications. Also, for public and private roads, the Consultant should file an encroachment permit application with County public works and similarly coordinate with the Poker Flats and Conner's Estates homeowner associations about road encroachments. As an optional task, public outreach to the homeowners associations may be critical to project success.

5) Geotechnical: The Copperopolis region is underlain by bedrock some weathered able to be excavated with heavy equipment and other less weather, more solid requiring controlled blasting to remove it. Given depth of excavation for new wet well structures, it may be advisable to consult a geotechnical engineer to evaluate site conditions and potentially do exploratory borings. As an optional task, the Consultant shall propose a scope and fee to provide a geotechnical study for the project. The District would like to engage with local professionals and has previously worked with Condor Earth Technologies of Sonora, California.

6) Electrical Design: For Schedules 'B' and 'C', the design should be prepared under direction of a registered electrical engineer. Unless otherwise prequalified by the District, the Consultant should retain ATEEM Electrical Engineering, 3841 N Freeway Blvd #145, Sacramento, CA 95834, Phone: (916) 457-8144 or EETS, Inc. 6060 Sunrise Vista Drive, Suite 3450, Citrus Height, CA 95610, Phone: (916) 242-9125. The electrical design shall include assessment and design of main service entrance panels, standby generators, automatic transfer switches, motor controls, variable frequency drives, conduit and wiring schedules, lighting, HVAC, PLC, SCADA, data radio and antennas installations, and instrumentation. The Consultant shall prepare detailed, scaled electrical site plans for each lift station. For the rehabilitation/replacement project consideration must be given to both new facilities and potential reuse and/or demolition and abandonment of existing facilities. The design of electrical buildings may be identified as a separate, optional task. All work to conform to current edition of NFPA 70, National Electrical Code NEC and NFPA 70E Arch Flash, as applicable. The consultant shall prepare necessary electrical load calculations and design the main electrical services and panels in coordination with District and PG&E staff and according to PG&E Electric Service Requirements of the most recent edition of the Greenbook.

7) Drawings: Deliverables shall include 50%, 90% and 100% drawings. All bid Schedules 'A', 'B' and 'C' should be organized into a single plan set with common general sheets (cover sheet, index, vicinity map, general notes, pipe schedule, etc.). To aid in delineating each schedule, organize drawings into discrete, clearly identifiable separate groups in sequential order with no mixing/commingling among the various schedules. Standard details may be handled/organized in an efficient method to avoid duplication. The drawings for force mains should have standard plan and profile sheets and for lift stations should have all the necessary standard disciplines, e.g. civil, structural, demolition, mechanical, electrical, and instrumentation. For proposals submit a recommended list of drawings for Schedules 'A', 'B' and 'C', and identify any optional task. Provide five (5) sets of half scale (11x17) drawings for 50%, 90% and 100% deliverables. Also, with 100% deliverable, provide one (1) full size (22x34) set for checking prior to reproduction.

8) Project Manual: The Consultant will prepare a project manual including front end documents, bid schedules, technical specifications, and appendices. The District will provide Engineers Joint Contract Documents Committee (EJCDC) boilerplate front end documents, which consist of items such as bid documents, bond forms, contract/agreement, general conditions, and supplementary conditions, etc. The Consultant will need to prepare bid schedules, measurement and payment, sequence of work, notice inviting bids, etc. The bid item descriptions should be sufficiently detailed and clearly breakout the project into discrete items of work for measurement and payment with no overlapping or duplicative work. For each bid item, extents of measurement and payment should be identified by cross referencing applicable sheets and/or specific grid range on the sheet corresponding to each bid item; likewise, bid items should cross reference the relevant, corresponding sections within the technical specifications. The District prefers items as unit price work or in combination with lump sum items. Prepare Schedule 'A' and 'B' as base bid, and Schedule 'C' as additive bid item. Appendices may be issued/distributed for bid on CDROM in an organized electronic format include items such as encroachment permits, CEQA documents, SWPP/BMP plans, geotechnical reports, etc.

9) Meetings/Site Visits: The Consultant shall prepare agenda, schedule and conduct periodic project meetings with District staff including meetings for kickoff, review of the preliminary engineer's report, review of each deliverable, and one PowerPoint presentation to the Board of Directors. The Consultant shall otherwise plan for a reasonable number of progress/office meetings, field meetings and site visits to carry out each task and assure coordination of work and communication with the District and all the various sub-consultants, professionals, utilities, government agencies, homeowners, and other stakeholders. Site visits will be needed to coordinate work, understand site conditions, confirm assumptions, identify constraints, etc.

10) Bid Period Services/Addenda/Conformed Set: For bidding, the Consultant will provide thirty (30) printed copies of the project manual (spiral bound) and full scale 22x34 drawings (printed true to scale without reduction error). The Consultant shall prepare a CD-ROM containing all files for public bidding in electronic format including project manual, drawings and appendices. Each bidder will be provided a printed copy of the project manual, drawings and CD-ROM. All printing reprographics are to be done by Consultant via ARC in Stockton, CA or Sacramento, CA. The District shall conduct the public bid and advertisement, distribute project manual and drawings to bidders, maintain plan holders list, and issue addenda and RFI's during bid period; all correspondence with bidders shall be made by the District. The Consultant shall attend pre-bid job walk, prepare addenda, answer RFI's, etc. Addenda may be to correct errors in the bid set and drawings and/or result from bidders' questions and comments. The Consultant shall provide fifteen (15) printed copies of conformed set of the project manual, 22x34 and 11x17 drawings, and updated CD-ROM containing all files and appendices.

11) Engineering Services during Construction: The Consultant shall provide a scope and fee for engineering services during construction for Schedules 'A', 'B' and 'C'. For basic services, the District has in mind a relatively simple scope to review shop drawings, answer RFI's, address questions by phone, assess engineering aspects of change orders, make a few site visits upon request, etc. Also, as an optional/supplemental scope and fee, the District has in mind a much more comprehensive level of services that adds construction management tasks and roles, such as maintaining files/records, weekly field visits and regular progress meetings, monitoring weekly activities and schedule updates (and noting concerns), maintaining daily communications and correspondence with field inspectors (during regular field visit or otherwise by phone/email), providing engineering direction to inspector/contractor as needed to quickly resolve issues, keeping District management notified and informed of schedule updates and important events (e.g. service interruptions, pending change orders, delays, traffic impacts, etc.), reviewing and signing-off on monthly progress payments prior to submission to District, preparing change orders and responding to RFI's, and other typical tasks. The District will have full time inspectors on staff at the job site daily that can be "eyes and ears" to monitor, inspection and photograph day-to-day work in coordination and communication supporting the Consultant's role. Also, the District will retain a local geotechnical lab for testing of backfill materials, soil compaction and concrete cylinders. The Consultant should provide a separate scope and fee for electrical engineering services during construction and optional task to provide electrical field inspections.

SCHEDULE

A tentative schedule is shown below for 12-months to complete design. The Consultant is asked to furnish a detailed schedule and milestones with the proposal. This timeframe may change due to property/right-of-way issues or waiting for information from PG&E for electrical services.

PHASE	DATE(S)
Issue RFP	May 25, 2017
Pre-Proposal Meeting Job Walk	June 21, 2017 (10:00 AM)
Proposals Deadline	July 14, 2017
Selection/Award Design Contract	July 26, 2017
Design Contract/Notice to Proceed	Aug 9, 2017
Complete Design	Aug 9, 2018
Bid/Award for Construction	Sep / Oct 2018
Construction	Nov. 2018 / Nov. 2019

PROPOSALS/SELECTION CRITERIA

The proposal may be in a format that best represents and demonstrates Consultant's experience, qualifications, organizational structure, team/staff members, etc. As a minimum, the District wants to see statement of qualifications, project references, scope of work, any optional tasks, detailed schedule and milestones, total fee estimate by tasks including hours and rates, and subconsultant costs/markup. Also, please provide for reference subconsultant's scope and fee for electrical engineering and environmental services. Selection criteria will be based on proposal content and presentation, qualifications and experience, project references, prior performance on other District projects, proximity to job site and travel time, accounting and utilization of staff hours, general sense of cost effectiveness and value, proposed schedule and milestones, approach to work, and other advantages/disadvantages observed in the proposal. P.E. versus E.I.T. staff hours should be equally/reasonably balanced. Also, Consultant must accept/agree to terms of District's standard Professional Services Agreement (PSA).

RECEIPT OF PROPOSALS

On or before 4:00 PM, Friday, July 14, 2017, please submit three (3) copies of proposals with separate fee estimate delivered to:

Calaveras County Water District
120 Toma Court
San Andreas, CA 95249
Attn: Tami Bennett-Kirby
Phone: (209) 754-3181
Email: TamiB@ccwd.org

Please contact Charles Palmer, District Engineer at (209) 754-3174 or charlesp@ccwd.org with information requests (RFI's) regarding this proposal.