

**EBKI REQUEST FOR PROPOSALS (RFP) 2025-04
TO PROVIDE DESIGN ENGINEERING SERVICES
FOR THE PREPARATION OF PLAN, SPECIFICATIONS AND ESTIMATES (PS&E)**

I. INTRODUCTION

The Ewiiapaayp Band of Kumeyaay Indians is soliciting proposals from qualified firms for design and engineering services of a 3.79 road rehabilitation project located within the boundaries of the Big Ewiiapaayp section of the Ewiiapaayp Indian Reservation, located near Alpine in San Diego County, California. The project is funded by the Bureau of Indian Affairs (BIA) High Priority Project and the Federal Highway Administration, Department of Transportation (DOT) PROTECT program grants. The project is locally significant and once completed, will expand access to tribal lands which are currently unsafe to travel and provides a critical evacuation and access route facilitating safer ingress and egress for first responders while reducing the travel time to community and health care services.

II. BACKGROUND

The Ewiiapaayp Band of Kumeyaay Indians (the “EBKI” or “Tribe”) is a federally recognized Indian tribe listed pursuant to 25 U.S.C. 479a-1 (Title 1 of Pub. L. 103-454, Nov. 2, 1994, 108 Stat. 4791), which notice published the current list of “Indian Entities Recognized and Eligible to Receive Services from the United States Bureau of Indian Affairs”, formerly known as the “Cuyapaipe Band of Mission Indians” or the “Cuyapaipe Community of Diegueno Mission Indians of the Cuyapaipe Reservation, California.” The Ewiiapaayp Band of Kumeyaay Indians is listed by the Internal Revenue Service as tax exempt in Revenue Procedure 2002-64, § 3.01., Indian Tribal Entities That Exercise Governmental Functions for Purposes of Title II Pub. L No. 97-473, dated October 21, 2002, on page 719, listed as the “Cuyapaipe Community of Diegueno Mission Indians of the Cuyapaipe Reservation, California.”

The EBKI Reservation consists of two non-contiguous land sections. The large section (Big Ewiiapaayp section of the Ewiiapaayp Indian Reservation) is approximately 5,460.13 acres. The land lies in the Laguna Mountains located in the southeastern portion of San Diego County, 74 kilometers east of San Diego and 1.6 kilometers southeast of Mount Laguna, and within 15 miles of the Mexican Border. The Ewiiapaayp Indian Reservation is served by roads listed in the National Tribal Transportation Facility Inventory (NTTFI). These road segments include Thing Valley Road (known to the Tribe as Long Canyon Rd); Canebreak Rd; Housing Loop Road (known to the Tribe as Pinto Loop Rd); Water Tank Access Rd; and Ceremonial Grounds Rd.

The Project is a road segment 3.79 miles long on Thing Valley Road, identified as Route 18, Sections 20 and 40 in the National Tribal Transportation Facility Inventory (NTTFI), (See Exhibit 1, Project Location Maps). Thing Valley Road is located at the northwest corner in the Big Ewiiapaayp, with the last half mile overgrown from disuse after the U.S. Forest Service closed the road at the Reservation boundary in the 1940s to prevent Reservation use across the Pacific Crest Trail. The existing roadway surface is in poor condition, has no wearing surface, and has significant horizontal and vertical curves and limited sightlines. Current conditions include severe rutting which limits access by any vehicle. Access to the Reservation is periodically cut off by wildfires, rainstorms and snowstorms, and has limited the tribe’s ability to effectively use

its land for building homes, limited access to its lands for trust resource management activities, prevented delivery of basic materials and supplies, and precluded economic development efforts. Thing Valley Rd extends at the Reservation's northwest boundary to roads known as Thunder Valley Road and Forest Road

III. PROJECT DESCRIPTION

The Consultant is to prepare 100% design, engineering plans, and construction documents for a “shovel-ready” road rehabilitation project. The planning efforts are specific to the road rehabilitation of a 3.79-mile segment on Thing Valley Road in the Big Ewiiayaap Section of the reservation as shown in Exhibits 1 and 2. The primary objective of this project is to comprehensively assess the current condition of Thing Valley Road, develop a detailed road rehabilitation/full depth reclamation plan.

The successful bidder will prepare a design and engineering package, including 100% engineering (construction) plans for improving the 3.79-mile road segment as described above, making it full width (24') wherever feasible and paved with an all-weather aggregate surface, with a stabilized road base and a selected surface course. The PS&E package must be completed no later than June 30, 2026.

IV. DESIGN CONSIDERATIONS

Transportation infrastructure stands to be particularly impacted by the effects of climate change as it is more vulnerable to run-off and flooding during storms, mudslides, and wildfires. A sustainable and cost-effective road improvement method will produce a durable foundation that will support traffic loading without rutting, potholing, or wash boarding. Stabilizing the base reduces premature failure and ensures that the surface course and road remain in good functional condition for much longer. The surface course protects the stabilized base by preventing surface deterioration, such as erosion and raveling, and stopping harmful moisture from penetrating into and weakening the base. This moisture penetration reduction greatly extends the base material's performance life, especially in areas prone to freeze-thaw cycles. The surface increases driver safety by creating a dust-free, bound surface with good skid resistance.

EBKI strives to combine traditional knowledge and new sustainable approaches to address climate change and related impacts. It is the goal of the EBKI Council to build roadways using lower-carbon pavement and construction materials. Wherever possible, the design will incorporate finite material that is reusable, repairable, recyclable, and recoverable. EBKI requests the vendor package contemplate the installation of a Full Depth Reclamation process for a stabilized road base and a selected surface course as the strategy to withstand the most extreme use and weather while maintaining a long service life at an effective and efficient cost. The FDR process transforms existing asphalt concrete (AC) pavement and underlying granular material into a homogeneous stabilized base for a new pavement surface layer. This strategy addresses critical engineering and field work challenges associated with pavement rehabilitation. It allows for the reuse of 100% existing in-situ materials to achieve a reliable and consistent strength component. FDR is considered a roadway rehabilitation strategy but may

be suitable for pavement rehabilitation as a roadway maintenance or capital preventive maintenance activity. FDR is particularly effective as treating pavement with base failure; The FDR section creates a bound impermeable base section that resists water intrusion and weak subgrade conditions. Low R-value and high PI material can be successfully mitigated as part of the FDR.

V. SCOPE OF SERVICES

The following description of work defines the general project requirements. Associated tasks and provisions necessary for a complete project but not specifically defined herein are to be addressed in the proposal and undertaken within the proposed “Not to Exceed” contract fee. The scope of work generally includes:

(a) Task 1. Project Management

- (1) Attend a pre-design (kick-off) meeting with EBKI staff after the award of contract to conduct introductions, discuss scope of work, information needed from various EBKI departments, overall schedule and the implementation process.
- (2) Coordinate bi-weekly progress conference calls with EBKI staff to update EBKI of the project progress, and schedule status. This is also a time for the Consultant to ask any questions to EBKI or bring up any design issues encountered.
- (3) Coordinate meetings to review the preliminary design, 60%, 90% and 100% submittals with EBKI staff.
- (4) Provide a detailed project schedule with continuous updates, and executive summary of project status to be submitted with each monthly invoice.
- (5) Maintain continuous awareness of the status of each task as it proceeds and make provisions to expedite and resolve any difficulties that may impede progress.
- (6) Prepare and submit quarterly project progress reports and reimbursement request packages to EBKI throughout the design phase.

(b) Task 2. Preliminary Engineering

- (1) Environmental. The project is assumed to be a categorical exemption.
- (2) Field Assessment: Conduct a thorough field assessment to identify and document the existing issues, including uneven terrain and drainage problems.
- (3) Soil Analysis: Reservation soils information is available in the EBKI Forest Management Plan¹, in the EBKI Integrated Resources Management Plan 2025², and at Soil Survey Geographic (SSURGO) database for San Diego County, California, USA³. Consultant shall review this report and recommend if any additional supplementary soil analysis is needed to complete the necessary repairs. If such analysis is needed, provide a separate cost for this task.
- (4) Right-of-Way. All work is within EBKI property. No right-of-way services needed.
- (5) Review base data documents including as-built improvement plans, utility

¹ EBKI Forest Management Plan, Soils, p. 12 – 15.

² EBKI Integrated Resources Management Plan, p. 23 – 27.

³ <https://databasin.org/datasets/028d6dc1c4084aeb96099355da5bc84a/>

- information, survey information, and other available record data.
- (6) Conduct necessary field surveys to assess existing conditions of the project area.
 - (7) Develop preliminary design.
 - (8) Prepare Preliminary cost estimate (Identify special conditions that might create conflicts or change orders during construction and identify how to resolve these issues.
 - (9) Prepare Technical specifications.

(c) Task 3. Plans, Specifications & Estimate

- (1) Plans, Specifications and Estimate (PS&E) shall be provided at levels of completion of approximately 60%, 90% and 100%.
- (2) EBKI will provide review comments at the 60%, and 90% design phases.
- (3) It is expected 100% plans will be complete and include comments and input from all stakeholders and appropriate EBKI staff.
- (4) Specifications shall be furnished using the latest edition of Microsoft Word for Windows. The Consultant shall prepare the Specifications per EBKI requirements and utilizing the Standard Specifications for Public Works Construction ("Greenbook").
- (5) Estimate shall be prepared in spreadsheet format using Microsoft Excel.
- (6) The Consultant shall create a comment matrix to verify all EBKI comments are addressed with each submittal.

(d) Task 4. Submittal Format

- (1) All submittals to EBKI shall be made via electronic submittals.
- (2) All submittal shall be in pdf format.
- (3) Final submittals shall be dwg (AutoCAD) for plans with wet signed mylars, specifications in MS Word, Estimates in Excel, and all other documents in pdf.

The above tasks are provided as general guidance to the proposing firms. The proposers shall review the RFP and attached documents and any other documents for review, research and field reviews as they deem necessary, provide a detailed scope of services as part of their proposals. It is the consultant's responsibility to identify all necessary tasks and components, and provide all necessary services as required and in compliance with the Project Funding Application, Project Funding Grant Agreement, this RFP and all applicable standards and requirements, and provide EBKI with a complete set of PS&E Bid Package approved by all regulatory and involved agencies, to include, at minimum, the Bureau of Indian Affairs and Federal Highway Administration.

VI. KEY PERSONNEL

It is imperative that the key personnel providing the consulting services have the background, experience, and qualifications to complete the project. EBKI reserves the right to approve all key personnel individually for work on this contract. All key staff shall be named in the contract. After the contract is signed, the proposer may not replace key staff unless their employment is terminated or agreed upon by EBKI. EBKI must approve replacement staff before a substitute person is assigned to the Project. EBKI reserves the right to request that the proposer replace a staff person assigned to the contract should EBKI consider such a replacement to be for the good of the project.

VII. PROPOSAL REQUIREMENTS

To be considered, firms must submit a proposal that includes the following:

- (a) Executive Summary: A concise overview of your firm's understanding of the project and your proposed approach.
- (b) Firm Qualifications and Experience: Information on your firm, including experience with similar road rehabilitation projects, staffing capacity, and project management approach.
- (c) Project Team: Resumes and qualifications for all key personnel who will be assigned to this project, including project managers and subcontractors.
- (d) Detailed Work Plan: A schedule and work plan clearly identifying the tasks and timeline for each project phase.
- (e) Fee Proposal: A cost proposal outlining the total anticipated cost for the complete assessment and a schedule of hourly rates for key staff.
- (f) References: A minimum of three client references from similar projects.

VII. EVALUATION CRITERIA

Proposals will be evaluated based on the following criteria:

- (a) Relevant Experience and Expertise (30%): Demonstrated experience with similar road rehabilitation projects.
- (b) Project Approach (30%): Clarity and quality of the proposed work plan and project understanding.
- (c) Key Personnel Qualifications (20%): Experience and qualifications of the assigned project team.
- (d) Cost Proposal (10%): Overall cost-effectiveness and transparency of the fee proposal.
- (e) References (10%): Quality of references and past performance.

VIII. SUBMISSION GUIDELINES

- **Proposal Format:** Proposals must be submitted as a single electronic PDF file via email to: ceo@ebki-nsn.gov
- **Submission Deadline:** Proposals must be received no later than November 11, 2025 at 2:00pm PT. Late submissions will not be considered.
- **Questions:** All questions must be submitted in writing to the Point of Contact no later than November 10, 2025 at 2:00pm PT.