

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

404A



FORM APPROVED COUNTY COUNSEL
BY: *[Signature]* 08/21/08
DATE
MARSHAL VICTOR

FROM: TLMA - Transportation Department

SUBMITTAL DATE:
August 21, 2008

SUBJECT: Amendment Number 1 to the Engineering and Environmental Service Agreement for Winchester Road (SR-79) from Thompson Road to Domenigoni Parkway.

RECOMMENDED MOTION: That the Board ratify Amendment Number 1 to the Engineering and Environmental Service Agreement between the County of Riverside and CH2M HILL INC, and authorize the Chairman to execute the same.

BACKGROUND: On August 24, 2004, the Board of Supervisors approved an agreement with CH2M HILL INC to provide professional consulting services for the widening to four lanes and improvements to Winchester Road (SR-79) from Thompson Road to Domenigoni Parkway, which is estimated to be a \$62 million project. The agreement provided for the preparation of the project report, environmental document, plans, specifications and estimates.

[Signature]

Juan C. Perez
Director of Transportation

(Continued On Attached Pages)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 1,299,807	In Current Year Budget:	Yes
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	NO
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2008/2009
SOURCE OF FUNDS: Southwest Road and Bridge Benefit District (RBBD) 100%				Positions To Be Deleted Per A-30 <input type="checkbox"/>
				Requires 4/5 Vote <input type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE

BY: *[Signature]*
Tina Grande

County Executive Office Signature

Policy Policy

Consent Consent

Dept's Recomm.:
Per Exec. Ofc.:

Prev. Agn. Ref. 08/24/04, Item 3.82 | District: 3 | Agenda Number:

ATTACHMENTS FILED
WITH THE CLERK OF THE BOARD

3.143

Amendment 1 is now required in order to incorporate modifications to the scope of the existing CH2M HILL INC Engineering and Environmental Services Agreement for the following reasons:

The Project scope will be revised to include 3 modified Build Alternatives in addition to the No Build Alternative in the engineering and environmental analysis. In contrast to the original scope of work, these three Build Alternatives consist of different combinations of symmetrical, easterly, or westerly widenings of SR 79 in reference to the existing alignment. One of the new Build Alternatives (Alternative 4) consists of a full westerly shift of the alignment from Scott Road to Domenigoni Parkway, which has the potential for significant time and cost savings.

In addition, the scope of the contract has been modified to include a new "Gap Closure" widening project in the southern portion of the Project area. This circumstance is warranted because of the rapid development of adjacent parcels which resulted in discontinuous sections of SR-79 being widened by developers. At this time, only two sections of SR 79 are not widened south of Abelia Street. This Gap Closure project, which is under construction, will extend the four lane widening as a continuous section from Thompson to Abelia.

The scope of the contract will be further modified to separate the remainder of the project (from Abelia Street north to Domenigoni Parkway) into two separate construction packages. The exact nature of the construction staging is still to be defined as the work progresses, but the general intent is to allow the phase of the project that requires a smaller number of acquisitions (generally between Scott Road and Domenigoni Parkway) to proceed ahead of overall project completion.

The proposed changes in the Build Alternatives will require significant engineering and environmental work to revise and update the project documents. However, these costs are far offset by the benefits in time and cost savings that will be realized with this approach. A summary of these benefits is as follows:

- Costly utility relocations of overhead power lines and an underground fiber optic system (located on the east side of SR 79) can be avoided with a westerly shift alternative. The estimated cost savings is expected to be \$1,800,000 with a time savings of as much as a year in coordination efforts to get these utilities relocated.
- Up-front right-of-way acquisition costs can be significantly reduced through the negotiation of an agreement with a few major property owners that front the westerly side of the project, wherein the right-of-way may be provided in exchange for future credits against development fees.
- The Metropolitan Water District property on the east side of SR 79 can be almost completely avoided, greatly simplifying the approval process for the project and not requiring the modification of landscape mitigation measures that were constructed as part of the Diamond Valley Reservoir Project.
- With widening to one side, construction can be done in two stages rather than three. This approach will reduce construction duration and reduce construction costs by as much as \$500,000.

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- Separation of the project into several construction packages allows for portions of the route to be accelerated and widened earlier in order to gain better contract pricing (breaking up the remaining 5+ miles of construction into two segments allows for a wider range of contractors to bid) and to make improvements sooner. Significant safety and capacity benefits can be realized by this phased approach to construction.
- The westerly shift places the western edge of the highway at the ultimate location for the future six-lane expressway, which will reduce "throw away" costs to future adjacent development or the County and save approximately \$15,000,000 when the highway is widened to 6 lanes.

An overview of the additional scope of services is provided below:

- Develop and analyze new alternatives for consideration by the County.
- Modify various reports and project documents to reflect the new alternatives to be considered in the environmental analysis.
- Prepare multiple bid packages for construction of the project.

Amendment 1 modifies the current scope of work and increases the budget for consulting services necessary to provide the additional services, including a \$50,000 contingency amount to be used only with prior written approval from the Director of Transportation.

Over the years the County's approach has been to make improvements to SR-79 as quickly as possible by incrementally delivering those improvements which require less right-of-way acquisitions or less complex regulatory approvals through Caltrans. Over the last 6 years we have constructed 4 stand-alone traffic signals, which included road widening, a project to widen between those signals from Hunter to Thompson, and the current "gap closure" project from Thompson to Abelia. The approach outlined in this Form 11 allows for a continuation of that effort to deliver those improvements that can be done as soon as possible.