

FORM APPROVED COUNTY COUNSEL
 BY: MS Victor 01/07/09
 MARSHAL L. VICTOR DATE

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

941A



FROM: TLMA - Transportation Department

SUBMITTAL DATE:
 January 15, 2009

SUBJECT: Amendment No. 2 to the Engineering Services Agreement for I-10 at Palm Drive/Gene Autry Trail and Date Palm Drive Interchanges

RECOMMENDED MOTION: That the Board approve this amendment to the Engineering Services Agreement between the County of Riverside and Parsons Brinckerhoff Quade and Douglas, Inc, (now known as PB Americas, Inc.) and authorize the Chairman of the Board to execute the same.

BACKGROUND: The Palm Drive/Gene Autry Trail and Date Palm Drive Interchanges are gateways into the Cities of Palm Springs, Desert Hot Springs and Cathedral City and the unincorporated County. Significant growth in the area has increased traffic beyond the capacity of the interchanges and they are now failing during the peak hours of operation. Improvements are proposed to the interchanges that will increase capacity and improve the operation to a

Juan C. Perez
 Director of Transportation

(Continued On Attached Pages)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 674,889	In Current Year Budget:	Yes
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	No
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2008/09
SOURCE OF FUNDS: CVAG TUMF(100%)				Positions To Be Deleted Per A-30 <input type="checkbox"/>
				Requires 4/5 Vote <input type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE

BY: Tina Grande
 Tina Grande

County Executive Office Signature

Policy Policy

Consent Consent

Dept't Recomm.:
 Per Exec. Ofc.:

Prev. Agn. Ref. 6/22/99 (3.56),
 5/10/05 (3.23) | District: 4 & 5 | Agenda Number:

ATTACHMENTS FILED WITH
 THE CLERK OF THE BOARD

3.63

The Honorable Board of Supervisors

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satisfactory condition for current and future traffic volumes.

The Board of Supervisors executed an agreement on July 22, 1999 with Parsons Brinckerhoff Quade and Douglas, Inc. to provide engineering and environmental services necessary to construct the proposed interchange improvements. This agreement was amended on May 10, 2005 to add services required to comply with FHWA, Caltrans and Fish and Wildlife Service mandated requirements that resulted from negotiations between these agencies.

This Amendment No. 2 further modifies the scope, budget, and duration in order to provide services to complete the necessary engineering and environmental work. In general, the services are required to provide for new or revised requirements mandated by Caltrans and FHWA, additional information to the environmental document, design to implement options that reduce construction cost, aesthetic treatments as requested by the cooperating cities, and utility relocation design requested by impacted utilities.

- In an effort to reduce total project cost, the existing Date Palm Drive overcrossing structure will be retained but widened as part of the interchange improvement project in lieu of replacement. Design of seismic retrofit modifications are therefore required, however, a project saving of more than \$ 2 million will be realized by retaining this structure.
- Neither interchange project was originally scoped to perform Value Analysis (VA) studies because the projected costs did not meet the threshold for requiring the studies. A substantial escalation of construction material costs over time now triggers Caltrans requirements for mandatory VA studies.
- Traffic projections for the Date Palm Drive Interchange project need to be updated.
- Caltrans now requires inclusion of life cycle pavement cost analyses in all Project Reports.
- The Environmental Document for the Palm Drive Interchange project required additional revisions by FHWA after it had been finalized by Caltrans.
- To improve pedestrian safety on the Date Palm Drive Interchange project, Caltrans mandated a change in ramp configuration from the previously approved interchange loop ramp to D-ramp configuration. This change resulted in FHWA requiring a Supplemental Modified Access Report and revision to the Project Report.
- Caltrans requirements for NPDES compliance results in a need to conduct percolation tests and design infiltration basins.
- The City of Cathedral City has requested the inclusion of aesthetic treatment for the Date Palm Drive Interchange.
- Updating of the design to meet the latest Caltrans Americans with Disabilities Act (ADA) requirements.

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- Since federal funding is being used, all right of way activities, including utility relocations must strictly conform to Caltrans procedures. The level of effort required by Caltrans to comply with these requirements has increased substantially. A specialist subconsultant in a role of utility coordinator is being provided.
- A revision to the Caltrans Highway Design Manual indicated embankment (fill) slopes should be 1:4 or flatter. Geometrics for the interchanges were approved in June 2002 and included areas with side slopes as steep as 1:2. An Advisory Design Exception Fact Sheet and erosion control plans are now required to address those areas where side slopes as steep as 1:2 cannot reasonably be avoided.
- Caltrans is now requiring that ramp meters be provided.
- The Coachella Valley Water District (CVWD) owns a 30-inch domestic water supply line that will be impacted by the I-10/Date Palm Drive Interchange and will require relocation. CVWD requested that the County provide the design services required for the water line relocation. CVWD is believed to have prior and superior property rights with respect to the conflicting waterline facilities. If that is the case, all costs for the waterline relocation would therefore be the financial responsibility of the project. In the event that the County, City, or State is found to have superior property rights with respect to the conflicting waterline facilities, CVWD will be required to pay their share of the costs.
- Plans were prepared for the City of Cathedral City (using the County consultant engineer under the County's contract) to allow the City to independently advertise and administer a project to construct interim traffic signals at the Date Palm Drive Interchange.

The cost proposal negotiated by the County staff with the consultant is for \$674,888.62.

Recommended Contract Budget:

Original Contract Amount:	\$2,299,202.02
Amendment No. 1	\$ 677,262.31
Recommended Amendment No. 2	<u>\$ 674,888.62</u>
Total Revised Contract Amount	<u>\$3,651,352.95</u>

The recommended Amendment No. 2 cost increases have been reviewed with CVAG and CVAG staff concurs with the revised contract amount.

It should be noted that these overall costs to prepare an environmental document, project report, and plans, specifications and estimates for two interchange projects are well within industry standards for these major facilities. The Palm Drive interchange is estimated to be a \$38 million project and the Date Palm project is estimated to be a \$32 million project.