

FORM APPROVED COUNTY COUNSEL
DATE 3/11/13
BY: M. S. Victor
MARSHAL VICTOR

FISCAL PROCEDURES APPROVED
PAUL ANGULO, CPA, AUDITOR-CONTROLLER
BY: Lisette Rose
3/11/13
Departmental Concurrence



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

FROM: TLMA - Transportation Department

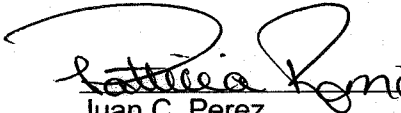
SUBMITTAL DATE:
February 13, 2013

SUBJECT: Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and URS Corporation for improvements to the existing interchange at Interstate 215 and Newport Road.

RECOMMENDED MOTION: That the Board of Supervisors:

1. Approve Amendment Number 1 to the Engineering Services Agreement between the County of Riverside and URS Corporation (Contract No. 06-02-004 A1), and;
2. Authorize the Chairman of the Board to execute the same, and;
3. Approve and direct the Auditor-Controller to make the budget adjustment as shown on Schedule A, attached.

JCP:gl

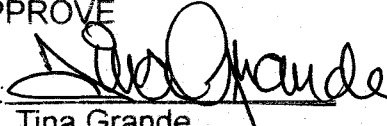

 Patricia Romo
 Deputy Director of Transportation
 Director of Transportation and Land Management

(Continued On Attached Pages)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 769,913	In Current Year Budget:	No
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	Yes
	Annual Net County Cost:	\$ 0	For Fiscal Year:	2012/2013

SOURCE OF FUNDS: Menifee Road and Bridge Benefit District (100%)	Positions To Be Deleted Per A-30	<input type="checkbox"/>
There are no General Funds used in this project.	Requires 4/5 Vote	<input checked="" type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE
 BY: 
 Tina Grande

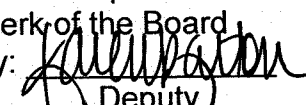
County Executive Office Signature

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

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Ashley, seconded by Supervisor Stone and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Tavaglione, Stone, Benoit and Ashley
Nays: None
Absent: None
Date: March 26, 2013
xc: Transp., Auditor, E.O.

Kecia Harper-Ihem
 Clerk of the Board
 By: 
 Deputy

Prev. Agn. Ref. 3/23/06 (3.23) | **District:** 3/5 | **Agenda Number:**

3-25

The Honorable Board of Supervisors

RE: Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and URS Corporation for improvements to the existing interchange at Interstate 215 and Newport Road.

February 13, 2013

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BACKGROUND: On May 16, 2006, the Board of Supervisors approved an agreement with URS Corporation to provide professional consulting services for improvements to the Newport Road/I-215 Interchange Project. The agreement provided for the preparation of the project study report, project report, environmental document, plans, specification and estimates, and design support during construction. Amendment 1 is now required in order to incorporate modifications to the scope of the existing agreement. Newport Road is one of the key east-west corridors in Southwest Riverside County. This proposed project will reconstruct the existing interchange at Newport Road and I-215 to accommodate current traffic demands and future projected growth in the area. Improvements will include reconstructing/widening the freeway overcrossing to 8 lanes, building a partial cloverleaf configuration and modifying the other ramps. The County is continuing to serve as the lead agency on behalf of the City of Menifee. The work to date has been funded out of development fees (TUMF or Road and Bridge Benefit District for Menifee) paid into the area.

Amendment 1 to the Engineering Services Agreement is now required to include scope changes to the project study report, preliminary engineering, environmental document and the final design and to extend the term of the agreement to December 31, 2017, through the anticipated close out of the project post-construction.

Additional services for the project study report, preliminary engineering, environmental clearance and design phases of the project (a detailed scope of services is provided in Attachment A) are required to comply with State and FHWA requirements, and include:

- Coordination with adjacent developments to minimize disruption and right-of-way acquisition
- Provide and facilitate a Value Analysis Study
- Additional Traffic Analysis to include ramp junction analysis and revised opening year analysis
- Preparation of a Visual Impact Analysis and Initial Site Assessment Report
- Update Biological Studies and Jurisdictional Delineation Report
- Design of acceleration and deceleration lanes recommended by Value Analysis Study
- Extensive utility coordination, mapping, and potholing

Amendment 1, as negotiated by the Transportation Department, increases the budget for the described services. The project budget is summarized below:

Budget Summary:

Original Contract	\$ 2,430,492
Amendment 1	
Project Study Report	\$ 186,519
Preliminary Engineering	\$ 65,848
Environmental Clearance	\$ 101,471
Final Design and Construction Support	\$ 416,075
<u>Total Amendment</u>	<u>\$ 769,913</u>

The Honorable Board of Supervisors

RE: Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and URS Corporation for improvements to the existing interchange at Interstate 215 and Newport Road.

February 13, 2013

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Project No. B50682

SCHEDULE A

Increase Appropriation:

31600-3130500000-537280 Interfund Exp-Misc Project Exp	\$769,913
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Use of Fund Balance:

31600-3130500000-350200 AFB For Const/Capital Projects	\$769,913
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Interstate 215 at Newport Road Interchange

AMENDMENT NO. 1

AMENDMENT TO AGREEMENT BETWEEN

THE COUNTY OF RIVERSIDE

and URS CORPORATION

THIS AMENDMENT NO. 1 (hereinafter the "Amendment") to an agreement is made and entered into as of this 21st day of March, 2013, by and between the County of Riverside, a political subdivision of the State of California (hereinafter the "COUNTY"); and URS Corporation (hereinafter "ENGINEER").

RECITALS

- A. COUNTY and ENGINEER have entered into an agreement entitled "Engineering Services Agreement for Interstate 215 at Newport Road Interchange between County of Riverside Transportation Department and URS Corporation" that is dated May 16, 2006 (hereinafter the "Agreement"). The Agreement provides the terms and conditions, scope of work, schedule, and budget for the performance of professional and technical services necessary to prepare an environmental document and plans, specifications and estimates.
- B. The scope of the amended agreement consists of preparing the Planning and Project Study Report, Project Approval/Environmental Document (PA/ED), preparation of Plans, Specification, and Estimates (PS&E), Bid support, and Construction support. The level of effort and length of time needed to prepare the Project Study Report, Environmental Document and plans significantly exceeded the terms of the agreement as a result of changes in policies and criteria.
- C. The parties desire to amend the Agreement to extend the expiration date, modify the scope of service to be provided by the ENGINEER and increase the contract budget.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants hereinafter contained, the parties agree as follows:

- Article VI, Subsection B is modified to reflect a new contract total amount of \$2,883,384 (not including contingency) and is modified for the following consultants as follows:
 - URS Corporation \$ 729,916
 - Value Management Strategies \$ 39,997
- Appendix A is amended to provide the additional services as described in Attachment "A" (Scope of

Services) attached hereto and incorporated herein.

3. Appendix B • Article B1 is amended to extend the agreement duration to December 31, 2017.
4. Appendix C • Article CI is amended by increasing the Total Fixed Fee payable to ENGINEER by \$61,169 from \$176,889 to \$238,058.
5. Appendix C • Article CV is amended by increasing the current total contract budget by \$769,913 (including contingency) from \$2,430,492 (including contingency) to \$3,200,405 (including contingency) as shown in Attachment "B" attached hereto, incorporated herein and as provided below:
 - Phase I (Project Study Report) budget is amended by increasing the amount by \$186,519 from \$278,814 to \$465,333.
 - Phase IIA (Project Report) is amended by increasing the amount by \$65,848 from \$152,672 to \$218,520.
 - Phase IIB (Environmental Document) is amended by increasing the amount by \$101,470 from \$224,793 to \$326,263.
 - Phase III (PS&E) is amended by increasing the amount by \$416,075 from \$1,334,319 to \$1,750,394.
6. Except to the extent specifically modified or amended hereunder, all of the terms, covenants, and conditions of the Agreement shall remain in full force and effect between the parties hereto.

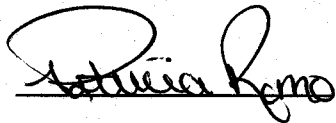
IN WITNESS HEREOF, the parties hereto have caused this Amendment to the Agreement to be duly executed this day and year first written above.

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1 APPROVALS

2 COUNTY Approvals

3 RECOMMENDED FOR APPROVAL:

4
5  Dated: 2-21-13

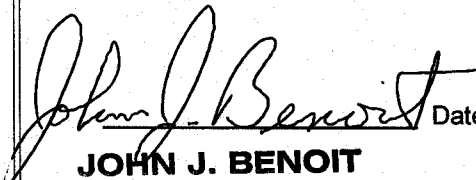
6
7 **JUAN C. PEREZ**
8 Director of Transportation and Land Management

9 APPROVED AS TO FORM:

10 PAMELA J. WALLS

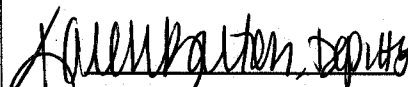
11
12
13  Dated: 3/1/13
14 By Deputy

15 APPROVAL BY THE BOARD OF SUPERVISORS

16
17
18  Dated: MAR 26 2013

19 **JOHN J. BENOIT**
20 PRINTED NAME
21 Chairman, Riverside County Board of Supervisors

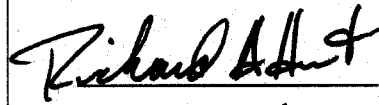
22 ATTEST:

23
24
25  Dated: MAR 26 2013

26 **KECIA HARPER-IHEM**
27 Clerk of the Board

ENGINEER Approvals

ENGINEER:

 Dated: 10/31/12

Richard A. Hart
PRINTED NAME
Vice President
TITLE

ENGINEER:

_____ Dated: _____

PRINTED NAME

TITLE

ATTACHMENT A – SCOPE OF SERVICES

PHASE I – PROJECT STUDY REPORT

1.1 Coordination with Countryside Marketplace

ENGINEER provided coordination with the proposed Countryside Marketplace occurring in the southwest quadrant. ENGINEER had numerous meetings with the developer, engineers and utility coordinators and advanced conceptual design and right of way requirements for the interchange to help facilitate the development of this quadrant. ENGINEER prepared detailed geometrics, grading, drainage and retaining wall designs and revised designs to minimize the right of way impacts to this proposed development.

1.2 Coordination with Menifee Lakes Plaza

ENGINEER provided coordination with the proposed Menifee Lakes Plaza development occurring in the northeast quadrant. ENGINEER reviewed various versions of the developer site plans to evaluate impacts to the interchange project. ENGINEER advanced the preparation of detailed geometrics, grading, drainage and retaining wall designs to help facility development in this quadrant. In addition, ENGINEER revised designs to minimize the right of way impacts to this proposed development.

1.3 Right of Way Data Sheets

At the time of contract initiation, Right of Way Data Sheets were prepared by Caltrans for locally managed projects. Changes to Caltrans policy now requires that the Local Agency prepare the Right of Way Data Sheets on all locally managed projects. ENGINEER prepared the Right of Way Data Sheets for the project.

1.4 Formal Value Analysis

The original agreement included limited participation in the Value Analysis (VA) Study. ENGINEER was to present an overview of the project and the alternatives in consideration and attend the VA Study presentation. However, it was determined that in order to expedite the VA Study, the ENGINEER would need to take a more active role. The ENGINEER was required to provide the VA Coordinator and to facilitate the VA Study. The work by the ENGINEER involved:

- Provide independent Certified Value Specialist to lead VA Study in accordance with Caltrans VA

1 methodology and Report Guidelines

- 2 • Participation in VA study and implementation sessions
- 3 • Roadway, structures and traffic designer participation in VA study sessions
- 4 • Preparation of additional studies to augment the VA study
- 5 • Additional Traffic Analyses
- 6 • Preparation of responses to preliminary VA study recommendations

7

8 **1.5 Storm Water Data Report (SWDR) Format Change**

9 ENGINEER prepared the SWDR during the PSR phase of the project in April 2007 in accordance with
10 Caltrans' SWDR template and guidelines that were available at that time. However, by July 2007,
11 Caltrans made significant changes to the format and content of the SWDR template. ENGINEER was
12 required to revise the SWDR utilizing the new guidelines which included format changes and the
13 development of additional data analysis. Additional requirements that were not originally required
14 included calculations of the amount of paved areas comparing the existing condition to the proposed
15 condition and an estimation of the Temporary Construction BMPs that could be utilized for the project.
16 The Temporary Construction BMP checklists (CS-1) had not been traditionally required to be filled out in
17 the PSR phase. These checklists require detailed knowledge of the final design before they can be
18 completed with any level of accuracy. However, Caltrans decided to require that even these checklists be
19 filled out "to the extent possible" in the early planning stage of the project.

20

21 **1.6 Preliminary Environmental Analysis Report (PEAR) Visual Resource Discussion**

22 The visual resources section of the PEAR required much more discussion and coordination than
23 anticipated. When the project was initially scoped and budgeted, it was agreed that there were few, if
24 any, visual resource impacts that would be attributable to the project. It was assumed that the proposed
25 project would not warrant a stand-alone Visual Impact Assessment (VIA). As the PEAR was developed,
26 Caltrans spent a great deal of time focusing on the visual aspects of the project, which was not
27 anticipated. During preparation of the PEAR, a variety of analyses were prepared to support the County's
28 position that a visual impact section within the Environmental Document, supplemented by a few photo-
29 simulations, was all that should be necessary to address the visual aspects of the project. A screening

1 analysis was performed following Caltrans' visual screening guidance to illustrate that a memorandum
2 documenting visual resource elements of the project would be sufficient visual impact support for the
3 Environmental Document. Caltrans suggested that an "Abbreviated" VIA might be acceptable to
4 Caltrans; however, there is no guidance for the content of an "Abbreviated" VIA. The County directed
5 URS to prepare a suggested outline for an "Abbreviated" VIA based generally on the requirements of a
6 full VIA. However, ultimately a full VIA was prepared for the project. The efforts and meetings required a
7 substantial amount of extra effort during the PSR/PEAR phase of the project that has not been
8 traditionally required in other similar projects.

9
10 **PHASE IIA – PROJECT APPROVAL**

11 **2A.1 Additional Traffic Analysis**

12 **2A.1.1 Ramp Junction Analyses**

13 It was originally assumed that two-lane exits and deceleration or acceleration (auxiliary) lanes preceding
14 or following exit and entrance ramps, respectively; would not be included in the interchange improvement
15 project because they would be "throw-away" improvements since the ramp junction areas will be
16 reconstructed at the time the freeway is widened, a philosophy that had been acceptable on other
17 previous projects in District 8.

18
19 However, to assist the County with support for not constructing the throw-away elements of the ramp
20 junctions as described above, additional traffic operational analyses were necessary to test a variety of
21 "what-if" conditions to illustrate the ineffectiveness of adding deceleration and acceleration lanes at the
22 ramp junctions. These analyses helped to demonstrate that some of the auxiliary lanes did not have a
23 significant impact on the ramp junction levels of service and showed that constraints on the freeway
24 mainline capacity were in many cases the controlling factors in ramp junction performance. An opening
25 year ramp junction analysis was also conducted to demonstrate the value of the proposed interchange
26 improvement project and that the partial cloverleaf layout and associated ramp connections to the
27 freeway would not negatively impact the mainline freeway at the ramp junctions in the opening year. In
28 fact, it was shown that the proposed improvements benefit the ramp junctions when compared to the No
29 Build opening year operations. The analysis of two-lane exits and auxiliary lanes (acceleration and

1 deceleration lanes) was not anticipated in our original scope of work or level of effort estimates for traffic
2 studies supporting the project.

3
4 **2A.1.2 Revise Opening Year Mainline from 4 Lanes to 6 Lanes**

5 The traffic operational analyses and Traffic Report were completed and submitted to Caltrans in March
6 2007. That report included an analysis of the mainline freeway and the ramp junction connections in the
7 Build and No Build conditions. At that time, the assumption for mainline lanes was as follows:

- 8
9
 - Existing – 4 general purpose lanes,
 - 10 • Opening Year (2011) – 4 general purpose lanes, and
 - 11 • Future Year (2035) – 8 general purpose plus 2 HOV lanes

12
13 However, in June 2007, the Riverside County Transportation Commission (RCTC) identified funding and
14 initiated the process to add one general purpose lane in each direction to the I-215 on a fast-track
15 schedule. The additional lanes on the freeway are expected to be opened to traffic probably about the
16 same time as the interchange improvement project would be opened to traffic, which therefore changes
17 the opening year freeway baseline assumption from 4 general purpose lanes to 6 general purpose lanes.
18 Therefore, it was decided to revise the opening year mainline analyses to take advantage of the
19 additional lanes proposed by RCTC. This required re-analyzing each of the ramp junction operational
20 analyses and the mainline freeway segment analyses in the opening year and re-writing the appropriate
21 sections of the Traffic Report and PSR.

22
23 **2A.1.3 Revise Mainline Assumption from RTP to “Programmed and Approved”**

24 The original assumption for the future year mainline geometry was based upon a future 10-lane freeway,
25 4 general purpose lanes plus 1 HOV lane (4+1) in each direction. District 8 later decided that only
26 programmed and approved projects should be used in the operational analyses for freeway projects.
27 That changes the future year mainline geometric assumption from 4+1 in each direction to only 3 general
28 purpose lanes in each direction in 2035 because there are no other programmed or approved mainline
29 projects on I-215 other than the RCTC project adding one general purpose lane in each direction. To

1 accommodate this change in District policy, all of the future year analyses (both Build and No Build)
2 related to the mainline were reanalyzed. This includes the mainline segment analyses, ramp junction
3 analyses and the adjacent interchange analyses that were conducted in support of the Modified Access
4 Report (MAR) for FHWA. The associated sections of the Traffic Report and the PSR/MAR were updated
5 after the new analyses were completed.

6
7 **2A.2 Geometric Refinement**

8 As the project was developed, there was more detailed geometric design required by Caltrans than
9 normally required. Many of these geometric refinements are primarily related to an unprecedented
10 emphasis by Caltrans on pedestrian/bicycle circulation and ADA considerations. Caltrans required more
11 detailed analysis of pedestrian and ADA project features than originally assumed for geometric
12 development of the project. An alternative layout of a partial cloverleaf interchange with all ramp
13 connections designed as 90-degree tie-ins was created to illustrate the significant right of way impacts
14 that this interchange configuration would have on adjacent land uses.

15
16 To justify the standard partial cloverleaf interchange configuration to Caltrans and illustrate that the layout
17 could be designed to meet ADA requirements, the diagonal sweep ramp connections at Newport Road
18 were analyzed to a very high level of detail. Detailed designs of the longitudinal and lateral grades of the
19 crosswalks and approaching sidewalks were prepared. These tie-in studies, in turn, controlled the
20 vertical profile designs for these two ramps. The geometric refinement had an indirect effect on various
21 other elements of the project studies such as grading and retaining wall locations, proposed right of way
22 impacts, utility impacts, operations, cost estimates, environmental resource impacts and required varying
23 amounts of re-writing the documents. These detailed refinements have not typically been required until
24 final design and they were not included in the level of effort and fee estimates in the original contract.

25
26 **2A.3 NEPA Delegation ED Type**

27 When the project was initiated, NEPA Delegation had not been implemented and there was no clear
28 direction on how NEPA actions would be delegated to Caltrans. The PEAR document was developed
29 with a recommendation that the NEPA Environmental Document would be a Programmatic Categorical

1 Exclusion (PCE). After the protocols were more specifically established for NEPA Delegation, the PCE
2 document type no longer exists. It was replaced with two Categorical Exclusion (CE) document types:
3 the NEPA 6004 CE and the NEPA 6005 CE.

4
5 Due in part to unknowns regarding the process for NEPA Delegation, much more effort than anticipated
6 was expended in discussions with Caltrans related to the appropriate document type and the number of
7 alternatives that should be included in the documents. URS worked very hard to support the County's
8 position with respect to the appropriate environmental document type and the fact that there is only one
9 reasonable alternative that meets the needs of the project. The effort included researching statutes,
10 guidelines, policy documents, etc. and to developing talking points and arguments for the County in an
11 effort to convince Caltrans that the NEPA 6005 CE would be the appropriate federal environmental
12 document type and that there is only one feasible alternative under study. Ultimately, a NEPA 6005 CE
13 was prepared and processed for the project.

14 **PHASE IIB – ENVIRONMENTAL DOCUMENT**

15 **2B.1 Visual Impact Analysis**

16 ENGINEER will prepare a Visual Impact Assessment (VIA), in accordance with applicable Caltrans and
17 Federal Highway Administration reporting guidelines, to assess potential visual related impacts resulting
18 from the proposed changes to the I-215/Newport Road interchange. The VIA will focus on identification
19 of visual impacts, issues and concerns within the project area and identify critical aesthetic and visual
20 resource issues for the project. The document will address the potential impacts of the Build Alternative
21 (modified partial cloverleaf) by assessing the effects of the proposed change on visual resources and a
22 worst case viewer response. The VIA will satisfy pertinent reporting requirements, including those listed
23 in the Caltrans Standard Environmental Reference (SER), Volume I, Chapter 27 (Visual/Aesthetic) and
24 pertinent FHWA reporting guidelines. Preparation of the VIA will consist of three primary tasks:

- 25 • Data Collection
 - 26 • Prepare Photo-Simulations
 - 27 • Prepare Visual Impact Assessment Document
- 28
29

1 **2B.2 Initial Site Assessment Report**

2 ENGINEER will prepared a Phase I Initial Site Assessment (ISA) Report in accordance with the American
3 Society for Testing and Materials (ASTM) E 1527-05. The Phase I ISA Report will include the following
4 components:

- 5 • ENGINEER will perform a site visit, which will consist of a visual examination of the project site
6 for visual evidence of potential environmental concerns, including existing or potential soil and
7 groundwater contamination as evidenced by soil or pavement staining or discoloration; stressed
8 vegetation; indications of waste dumping or burial; pits; ponds; or lagoons; containers of
9 hazardous substances or petroleum products; electrical and hydraulic equipment that may
10 contain PCBs, such as electrical transformers and hydraulic lifts; and underground and
11 aboveground storage tanks. ENGINEER will examine the physical characteristics of the property
12 (i.e., apparent runoff directions, location of paved areas, etc.). The site visit specifically excludes
13 any subsurface investigation including, but not limited to, sampling and/or laboratory analysis.
- 14 • A preliminary visual examination of immediately adjacent property conditions and their general
15 nature will be conducted.
- 16 • An investigation of historical uses of the project site by examining available aerial photographs
17 (including historical aerial photos), historical topographic maps and other available documentation
18 for evidence of potential environmental concerns associated with prior land uses.
- 19 • ENGINEER will include a detailed right of way analysis per the Department's updated hazardous
20 materials guidelines for a Phase I ISA Report.
- 21 • ENGINEER may interview knowledgeable persons (i.e., current property owners, operators,
22 occupants, as well as adjacent residents, if available) to identify operations conducted on the
23 project site and neighboring properties, if any. ENGINEER will also identify the uses of adjoining
24 properties (i.e., those contiguous to the project site). If such operations are likely to affect the
25 project site by contamination with hazardous substances or petroleum products, ENGINEER will
26 describe the risks presented to the project site within the ISA Report.
- 27 • A review of information available on general geology and topography of the project site and local
28 groundwater conditions will be conducted.

- 1 • ENGINEER will include a review of the commercial database summaries, provided by
- 2 Environmental Data Resources, Inc. (EDR), regarding public agency records for the project site
- 3 and surrounding area.
- 4 • A review of available property data for the project site, if available, will be conducted.
- 5 • ENGINEER will prepare an ISA Report, as required by Caltrans.
- 6

7 **2B.3 Air Quality Conformity Report**

8 The original agreement included development and preparation of a project-level Air Quality Study (AQS).
9 The AQS has been completed and was approved by Caltrans in October 2009. However, a new
10 requirement that has resulted from NEPA Delegation is that projects are required to prepare, in addition
11 to the AQS, a separate Air Quality Conformity Report and the Transportation Air Quality Conformity
12 Checklist in the formats prescribed by Caltrans' guidance documents and report templates located on the
13 SER website.

14
15 The new Air Quality Conformity Report does not require additional technical analysis; however, the report
16 format is completely different from the traditional AQS report format and; therefore, requires extensive re-
17 formatting and a modified presentation of the data developed for the AQS. The Transportation Air Quality
18 Conformity Checklist also does not require new technical data, but it will need to be completed, submitted
19 and reviewed as an attachment to the Air Quality Conformity Report. This scope of work includes
20 formatting the data from the AQS into the required templates for the Air Quality Conformity Report and
21 the Transportation Air Quality Conformity Checklist.

22
23 **2B.4 Northbound Deceleration Lane (Environmental)**

24 During development of the project, it was initially decided not to include two-lane exit ramps at the
25 mainline ramp junctions. However, when the geometrics and traffic operational analyses were refined, it
26 was decided to revise the proposed layout to include the geometry necessary for a two-lane exit. This
27 has been accommodated in the conceptual geometrics and the traffic operational analyses without
28 additional budget since that was part of the normal geometric refinement. However, because the
29 environmental technical studies were initiated at risk, three of those studies had been completed and

1 required new analysis and updating of the respective environmental technical reports due to the addition
2 of the northbound two-lane exit and deceleration lane. The additional work involved was associated with
3 these three environmental technical studies:

- 4 • Noise Study Report
- 5 • APE Map and Cultural Resource Studies
- 6 • Jurisdictional Delineation

7
8 **2B.5 Environmental Reporting Updates**

9 **2B.5.1 HPSR Template**

10 After completion of the Historic Properties Survey Report (HPSR) and the Air Quality Study, these
11 documents required additional effort due to changes in Caltrans guidance and processes. The draft
12 HPSR was completed in August 2007 in accordance with the requirements and report template provided
13 by Caltrans on the SER website at that time. In October 2007, Caltrans revised the HPSR format, which
14 required preparation of the HPSR a second time in the new format. Generally speaking, there was no
15 new data required to prepare the HPSR in the new format; however, the original HPSR data and text
16 could not be directly imported into the new HPSR template. After creation of the new HPSR using the
17 new template, it was rechecked for quality assurance prior to re-submitting to Caltrans for approval in
18 December 2007.

19
20 **2B.5.2 SCAG Transportation Conformity Working Group (TCWG) Coordination**

21 A qualitative process was established for dealing with particulate matter (PM) as it relates to project
22 impacts on air quality. The process involved consideration of traffic volumes, specifically truck traffic
23 volumes, and their potential to produce PM_{2.5} and/or PM₁₀ in both the future forecast year and the
24 opening year conditions. A key consideration is an estimation of diesel truck volumes, which were
25 developed using truck traffic mix data from traffic counts and extrapolating that data to the opening and
26 future years.

27
28 Once the data was assembled, the PM Conformity Hot Spot Analysis Project Summary Form for
29 Interagency Consultation was prepared and submitted to the SCAG TCWG. URS attended the meeting

1 via conference call and the SCAG TCWG made their finding that the proposed project was not a Project
2 of Air Quality Concern. This effort was not included in our original scope of work, because the original
3 scope was finalized in early 2006 and the SCAG procedures were implemented later that year.

4
5 **2B.6 Burrowing Owl Survey**

6 The original agreement anticipated that there was no suitable habitat for sensitive biological resources
7 and did not anticipate the need for burrowing owl surveys. After researching the Multi Species Habitat
8 Conservation Plan (MSHCP) and performing the field habitat assessments, it was determined that field
9 surveys for burrowing owl would be necessary. ENGINEER will perform burrowing owl surveys in
10 accordance MSHCP protocols and prepare a Burrowing Owl Survey Report.

11
12 **2B.7 Update Biological Studies and Jurisdictional Delineation Report**

13 The original agreement included a scope and budget to prepare a Natural Environment Study Report
14 (Minimal Impacts) [NES (MI)], a Multi Species Habitat Conservation Plan (MSHCP) Consistency
15 Certification and a Wetlands Jurisdictional Determination (JD) Report. However, new guidance was
16 issued in June 2007 from the United States Army Corps of Engineers (USACE) and the Environmental
17 Protection Agency regarding Clean Water Act requirements. These changes were a result of the U.S.
18 Supreme Court's decisions in Rapanos versus United States and Carabell versus United States.

19
20 Based upon the requirements detailed in the June 2007 guidance, the project's biological field evaluation
21 (Jurisdictional Delineation) and permitting analysis required expansion to evaluate a larger watershed
22 context than originally assumed for the project. For example, upstream and downstream size, in-stream
23 flow volumes, etc. must now be included in the analysis of any potential jurisdictional feature. Further,
24 under the Rapanos court decision, ENGINEER has conducted a "significant nexus test" to determine the
25 project's potential effect on the chemical, physical and biological integrity of downstream waters. Several
26 new dynamic physical issues must be examined, including average rainfall, ecological functions, etc. to
27 assess the applicability of the USACE's jurisdiction over potential waters of the U.S. in the project area.

28 The amended level of effort estimate is specifically for the additional work necessary to expand the
29 analysis to meet the Rapanos decision requirements.

1
2 **PHASE III – PLANS, SPECIFICATIONS AND ESTIMATE (PS&E)**

3 **3.1 Auxiliary Lanes**

4 The Value Analysis completed in 2007 recommended the addition of acceleration lanes for both the
5 northbound and southbound entrance ramps and a deceleration lane for the northbound exit ramp.
6 Based upon this recommendation, ENGINEER will prepare the additional sheets to accommodate the
7 design of the acceleration and deceleration lanes.

8
9 **3.2 Temporary and Permanent Water Pollution Control**

10 In 2008, Caltrans started requiring Temporary Water Pollution Control Plans to be prepared as part of the
11 PS&E phase, rather than allowing the Contractor to prepare these plans as part of their Storm Water
12 Pollution Prevention Plan (SWPPP). ENGINEER will prepare Temporary Water Pollution Control Plans in
13 accordance with current Caltrans standards and procedures. In addition, Caltrans' new emphasis on
14 storm water treatment now requires permanent treatment BMPs to be designed and incorporated into the
15 improvements. These storm water design features were not part of the design process when the original
16 scope was established for the project.

17
18 **3.3 Additional Drainage Design**

19 A typical drainage design effort for interchange reconstruction was assumed during development of the
20 original scope of work and level of effort estimates for the project. After the contract was finalized,
21 Caltrans' new emphasis on storm water treatment has created the need to route drainage through
22 permanent treatment BMPs such as bio-filtration swales and strips. That, coupled with the fact that the
23 site, particularly the mainline freeway, is very flat (less than 0.3 percent, which is nonstandard) will
24 necessitate complex drainage design that was not assumed previously. ENGINEER will also modify the
25 existing drainage conveyances in a manner that is very sensitive to minimize impacts on USACE
26 jurisdictional resources to maintain the project within the thresholds for a Nationwide permit. There has
27 been an approximate 50% increase in the number of Drainage Plan Sheets that are required at the
28 interchange beyond the number of sheets originally assumed.

1 **3.4 Additional Retaining Wall Design**

2 When the interchange was expanded in 2000 by the County, the right of way for the future ultimate
3 modified partial cloverleaf (par-clo) interchange was purchased from the surrounding properties in
4 anticipation of the ultimate interchange build-out. The scope of work for the current PS&E project
5 assumed that the right of way obtained in 2000 was generally adequate to allow for the expanded
6 interchange footprint; therefore, only 4 retaining wall plan/elevation sheets (for a planned length of
7 approximately 1,600 linear feet) and one retaining wall detail sheet were proposed in the current scope.
8 The Geometric Approval Drawings (GADs) have indicated that up to 8 new retaining walls (an increase of
9 3,250 linear feet) are necessary for the current project, because the right of way obtained in 2000 is not
10 adequate for the proposed modified par-clo footprint. Current geometric design criteria have necessitated
11 flatter horizontal curves, longer superelevation transitions and flatter cut and fill slopes (4:1 maximum).
12 The combination of inadequate right of way, changed geometric standards and flatter slope criteria
13 necessitated three times the number of retaining walls equating to an approximately 300 percent increase
14 in the total length of retaining wall on the project.

15
16 **3.5 Additional Geotechnical Work**

17 ENGINEER will provide additional field exploration borings, laboratory testing and foundation design
18 calculations to accommodate the additional retaining walls proposed for the project. There are more
19 medium depth borings (50 to 70 feet) required and additional laboratory testing. This, in turn, increases
20 the level of effort to produce the Geotechnical Design Report beyond that originally anticipated. Also, the
21 criteria for shallow pavement design borings has increased from approximately every 1000 feet along
22 new pavements and widenings to approximately every 500 feet. This essentially doubles the number of
23 field geotechnical borings required for pavement designs, increasing the driller costs, traffic control costs,
24 laboratory testing costs and the effort required to produce the Materials Report for the project.

25
26 **3.6 Utility Coordination**

27 **3.6.1 Utility Research and Coordination**

28 ENGINEER shall coordinate with utility owners and COUNTY and CALTRANS utility coordination
29 staff with respect to all utility related matters, including but not limited to:

- 1 a. Requests for utility as-built plans and inventory maps.
- 2 b. Request for property rights information.
- 3 c. Design coordination meetings and communications.
- 4 d. Notices to owner to initiate design.
- 5 e. Notices to owner and agreements to pothole including submissions to CALTRANS for
- 6 encroachment permits.
- 7 f. Inclusion of utility information, including sub-surface engineering data, on improvement plans.
- 8 g. Notices to owner to relocate conflicting utilities.
- 9 h. Coordination and communication with respect to utility facilities that are to be installed within
- 10 planned bridge structures including preparation of agreements as required.
- 11 i. Coordination and communication with respect to utility facilities that are to be installed prior to or
- 12 concurrent with COUNTY's construction project, including preparation of agreements as required.
- 13 j. No conflict letters.
- 14 k. Other procedures and communications as required.

15 ENGINEER shall provide copies of all correspondence with utility companies and other utility related
16 information to the COUNTY and Caltrans, as required.

17
18 ENGINEER shall act as extension of staff to implement utility coordination and relocation in
19 accordance with CALTRANS Right of Way Manual, Chapter 13 and necessary COUNTY procedures,
20 including but not limited to:

- 21 a. Preparation of letters to owners of utilities

22 Many letters will require signature by COUNTY's utility coordination or project management staff.

23 ENGINEER shall prepare letters for COUNTY signature, as required. ENGINEER shall prepare
24 and send correspondence under ENGINEER's signature when feasible and appropriate.

- 25 b. Phone, email and office communication

26 ENGINEER shall communicate effectively as needed to achieve necessary and required utility
27 coordination and relocations via all communication methods.

- 28 c. Meetings

29 ENGINEER shall set up utility coordination meetings, as needed. ENGINEER shall conduct utility

1 coordination meetings, as needed, regarding adjustments and relocations, to resolve conflict
2 issues.

3 d. Agreements

4 ENGINEER shall prepare Agreements utilizing CALTRANS format and language, modified as
5 necessary, for execution by the COUNTY.

6 e. Submittals

7 ENGINEER shall submit letters, notices to owner, agreements and other documents to COUNTY
8 and CALTRANS for reviews and approvals.

9 f. General CALTRANS Procedures

10 ENGINEER shall comply fully with CALTRANS utility coordination procedures, as outlined in
11 Chapter 13 of the CALTRANS Right of Way manual. ENGINEER shall be knowledgeable in the
12 required procedures, and shall coordinate with COUNTY and CALTRANS, as required.

13 ENGINEER shall maintain files in accordance with CALTRANS filing requirements and shall
14 provide CALTRANS with duplicate files and shall provide COUNTY with original files upon
15 completion of construction.

16
17 ENGINEER shall monitor responses of utility notices received and make recommendations for
18 mitigating conflicts. ENGINEER shall provide written responses to utility companies with regard to
19 stated concerns and conduct design coordination meetings with utility companies, as needed.
20 Unresolved issues shall be brought to the attention of the COUNTY PROJECT MANAGER as early
21 as practical. Utility conflict issues shall be resolved prior to the completion of the final design plans as
22 follows:

- 23 • ENGINEER, through COUNTY staff, shall request and obtain a written acknowledgement of any
24 conflicts from the respective utility owners.
- 25 • Reasonable efforts shall be taken to accommodate utility company requests for minor design
26 changes to accommodate their facilities. ENGINEER understands that the utility companies are
27 generally operating within the COUNTY or CALTRANS right of way, but may have prior rights to
28 that of the COUNTY or CALTRANS or may have rights prescribed by Master Utility Agreements
29 between CALTRANS and utility companies.

- 1 • ENGINEER shall coordinate inclusion of special provisions in COUNTY's bid documents for
2 adjustments and relocations of utility facilities as alternate bid items, if requested by the owning
3 utility. Said work may require that cooperative agreements be prepared between the County of
4 Riverside and the owning utility companies. Engineer shall prepare agreements and shall provide
5 information and exhibits, as required, to support the preparation of cooperative agreements, if
6 needed.

7
8 If new electrical service will be needed, ENGINEER shall provide support as directed by COUNTY.
9 Such support includes, but is not limited to, the following responsibilities:

- 10 • Obtain approved electrical service point from the serving electric company for each service
11 equipment enclosure to be installed, and identify requirements that the serving electric company
12 has for the provision of service. Coordinate with electric company with respect to design issues
13 associated with the provision of service. Coordinate with serving electric company to fulfill serving
14 electric company requirements as appropriate, including preparation of all utility company forms
15 and submission to COUNTY or CALTRANS for execution. Advise COUNTY of requirements that
16 are beyond the scope of the ENGINEER (e.g.: execution of applications for service). However,
17 ENGINEER is expected to provide turn-key service.
- 18 • Serving electric company shall be notified that Electrical Safety Orders clearance requirements
19 must be met (10' radial clearance between 12kv overhead electrical facilities and signal poles and
20 mast arms, and greater clearance for higher voltage electrical facilities). Show such clearance
21 conflicts on the plans with construction notes.
- 22 • Submit plans indicating proposed service connection locations to serving electric company for
23 approval (service equipment enclosure, conduit runs, riser quadrant, pole number, and
24 connections to vaults as appropriate).
- 25 • Provide detailed load calculations to serving electric company, with a copy to the COUNTY, which
26 provides calculations of the normal and maximum expected loads.
- 27 • Preparation of any plan required to extend utility services to the designated service point
28 connection is assumed to be provided by the utility company.
- 29

1 For utility conflicts that require relocating, ENGINEER shall prepare notices to owner to relocate
2 conflicting facilities. However, it is expected that COUNTY staff will sign the orders.

3
4 ENGINEER shall make recommendations for special provision language with regard to utility issues,
5 recommendations for construction windows of time for utility relocation activities, recommendations
6 for inclusion of utility bid items, etc.

7
8 This task assumes all other existing utilities will remain in place and will not require a longitudinal
9 encroachment from CALTRANS. If additional utility coordination effort or utility location design work
10 is needed due to a required relocation of a utility, additional compensation will be required to
11 complete this work.

12
13 **3.6.2 Utility Location Plans**

14 ENGINEER will prepare utility plans using base layout sheets, showing the location of existing utilities
15 (identified by location, size, type, and owner, as appropriate), delineating those that will require
16 relocation/adjustment, and designating who will be responsible for any required
17 adjustment/relocation. ENGINEER shall check horizontal and vertical clearances for utilities and
18 coordinate design with the various utility companies to address conflicts. In addition to information
19 provided by the owning utility companies and through research of other record maps, field surveys
20 shall be used to locate utility features such as manholes, valves, fire hydrants, poles, risers, etc. that
21 are not sufficiently shown and located on project mapping, which shall be reflected on the plans.
22 Plans will be sent to utility companies to confirm existing facilities locations and relocation limits. This
23 Scope of Work excludes utility relocation design. Utility companies will perform design work with their
24 own forces in preparing final utility relocation plans. No design fees have been included for the
25 preparation of final signed plans, specifications, and cost estimates for any interim or permanent
26 utility relocation.

3.6.3 Utility Potholing Maps

ENGINEER will prepare a Potholing Location Map and perform potholing of existing utilities that are anticipated to be impacted by construction. If it is necessary to pothole existing utilities at critical locations, ENGINEER shall coordinate with COUNTY and CALTRANS staff to arrange with the respective utility owner to pothole its facility (at utility owner or COUNTY cost). ENGINEER shall coordinate the use COUNTY field survey crews to locate potholed utilities by coordinates and elevations based on the project's survey controls. Pothole locations will be surveyed in accordance with CALTRANS procedures

ENGINEER shall evaluate the potholing data, and shall include the information on the utility plans in table format, with numbered or letter references to the location of the location of the potholes. A total of sixty-six (66) potholes have been assumed based on current available data. It is assumed that underground "high risk" utilities, as defined in the CALTRANS Right of Way Manual, are located within the project limits, which includes the requirement for a 100-ft potholing interval for such facilities.

ENGINEER has assumed that potholing of sixty-six (66) utility locations will be required for the project in accordance with CALTRANS High Risk Utilities manual. If more than sixty-six (66) locations are deemed necessary for the project, additional compensation will be required.

Encroachment permits from CALTRANS and the City of Menifee will be obtained for potholing activities. Traffic control plans will be submitted to CALTRANS and COUNTY for each location as part of the encroachment permit process.

The contract between ENGINEER and the potholing contractor shall require that the Contractor's insurance policies name ENGINEER, the COUNTY, and any other affected jurisdictions as additionally insured with respect to the contractor's general liability, excess liability and automobile liability policy. The contractor shall meet the insurance requirements, as set forth elsewhere in this agreement, except that the contractor will not be required to provide professional liability coverage.

1 Review and approval of the Contractor's insurance certificate and endorsements by the COUNTY's
2 representative shall be obtained prior to the start of potholing work.

3
4 **3.6.4 Utility Conflict Maps**

5 Once pothole data is made available, ENGINEER will identify potential conflicts to utility facilities.
6 ENGINEER will prepare utility conflict maps at 1"=50' scale per CALTRANS requirements.
7 ENGINEER shall determine whether or not the facilities are in conflict, and the limits of the conflict,
8 both of which shall be shown on the utility plans with construction notes. ENGINEER shall send
9 preliminary design plans through COUNTY staff to owning utility companies within the project limits
10 with a request for the owning utility companies to review and comment on the plans relevant to their
11 respective facilities, and other project specific information. ENGINEER will coordinate and work
12 closely with COUNTY and utility companies to determine the need to relocate impacted lines, using
13 CALTRANS policy for high- and low-risk utilities. Known utility conflicts shall be shown on the plans
14 with construction notes indicating action to be taken and by whom. Inventory numbers of poles,
15 vaults and other surface facilities shall be shown on the plans for those facilities that have such
16 numbers attached to the facility and as provided on the owner's inventory maps.

ATTACHMENT B - FEE PROPOSAL WORKSHEET

Phase/Task Financial Summary

PHASE I PROJECT STUDY REPORT	PHASE I A PROJECT REPORT	PHASE I B ENVIRON DOCUMENT	PHASE II PS&E	PHASE IV CONSTRUCT SUPPORT	CONTINGENCY	TOTAL
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Original Budget	\$278,714	\$152,872	\$224,785	\$1,534,318	\$122,875	\$317,021	\$3,330,485
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Amendment No. 1	\$186,519	\$65,848	\$101,470	\$416,075			\$769,912
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1	Additional Initial Studies & Project Study Report Tasks	\$186,519						\$186,519
2A	Additional Project Report Tasks		\$65,848					\$65,848
2B	Additional Environmental Document Tasks			\$101,470				\$101,470
3	Additional PS&E Tasks				\$416,075			\$416,075

Proposed Budget	\$465,233	\$218,720	\$326,255	\$1,950,393	\$122,875	\$317,021	\$3,389,487
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ATTACHMENT B - FEE PROPOSAL WORKSHEET

COMPANY:	SCOPE OF WORK	DATE:	REV:
URS Corporation	PSR, PA/ED, PS&E	10/29/2012	1
PROJECT:		PHASE:	
Interstate 215 at Newport Road Interchange Fee Proposal Summary		Amendment 1	

	AMOUNT
1.1 Coordination with Countryside Marketplace	\$70,153.33
1.2 Coordination with Menifee Lakes Plaza	\$28,291.99
1.3 Right of Way Data Sheets	\$17,804.90
1.4 Formal Value Analysis	\$56,628.18
1.5 Storm Water Data Report Format Change	\$4,980.30
1.6 PEAR Visual Resource Discussions	\$8,659.85

\$186,518.55

	AMOUNT
2A.1 Revise Traffic Analysis	
2A1.1 Ramp Junction Analysis	\$17,014.42
2A1.2 Revise Opening Year Mainline lanes	\$6,990.41
2A1.3 Revise Mainline from RTP to Programmed	\$14,381.96
2A.2 Extensive Refinement of Geometrics	\$12,902.76
2A.3 NEPA Delegation ED Type	\$14,558.93

\$65,848.48

	AMOUNT
2B.1 Visual Impact Analysis	\$28,725.57
2B.2 Initial Site Assessment Report	\$12,877.69
2B.3 Air Quality Conformity Report	\$10,049.08
2B.4 Northbound Auxiliary Lane	
2B.4.1 Additional Noise Analysis	\$3,607.29
2B.4.2 Additional Cultural Analysis	\$3,104.39
2B.4.3 Additional JD Field Work	\$5,148.42
2B.5 Environmental Reporting Updates	
2B.5.1 New HPSR Format	\$1,368.59
2B.5.2 TCWG Coordination	\$3,968.61
2B.6 Burrowing Owl Surveys	\$7,977.42
2B.7 Biological Studies/Permits/Jurisdictional Delineation	\$24,643.41

\$101,470.46

	AMOUNT
3.1 Auxiliary Lanes	\$88,662.23
3.2 Temporary WPCP and BMP Sheets	\$37,883.89
3.3 Additional Drainage Design	\$46,896.51
3.4 Additional Retaining Walls	\$38,559.34
3.5 Additional Geotechnical Investigations	\$48,638.94
3.6 Utility Coordination	
3.6.1 Utility Research and Coordination	\$68,458.59
3.6.2 Utility Location Plans	\$25,232.72
3.6.3 Utility Potholing Maps	\$57,543.08
3.6.4 Utility Conflict Maps	\$4,200.14

\$416,075.44

TOTAL COST \$769,912.93

FEE PROPOSAL WORKSHEET

COMPANY: URS Corporation	SCOPE OF WORK: Project Summary	PHASE: All Phases
PROJECT: Interstate 215 at Newport Road Interchange		DATE: October 30, 2012

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
J. Chapman	Project Manager	190	@ \$87.00	\$16,530.00	
	Deputy Project Manager	273	@ \$65.00	\$17,745.00	
	Env/Bio/Traffic Civil Leaders	714	@ \$58.50	\$41,769.00	
	Sr. Bio/Sr. Air Specialist	106	@ \$44.00	\$4,664.00	
	PE, Biologist, Sr. Planner/Traffic	408	@ \$38.50	\$15,708.00	
	Cultural/Biologist/GIS	84	@ \$33.00	\$2,772.00	
	Technician	92	@ \$28.00	\$2,576.00	
	CADD Drafter	88	@ \$28.00	\$2,464.00	
	Project Administrator I	14	@ \$28.00	\$392.00	
	Clerical	41	@ \$23.00	\$943.00	
J. Chapman	Principal/Project Manager	(96)	@ \$99.48	(\$9,550.08)	
S. Hillebrand	Sr. Project Engineer	528	@ \$58.00	\$30,624.00	
	Project Engineer	420	@ \$47.00	\$19,740.00	
	Engineer	1,261	@ \$35.00	\$44,135.00	
	Designer	1,179	@ \$30.00	\$35,370.00	
	Project Administrator II	68	@ \$30.00	\$2,040.00	
	Technician	8	@ \$25.00	\$200.00	
		TOTAL HOURS	5,378	TOTAL DIRECT LABOR	\$228,121.92

MULTIPLIERS

ESCALATION @	(Rates Vary by Phase)	
OVERHEAD @	44.29% (of Direct Labor + Escalation)	\$101,035.20
PAYROLL ADDITIVES @	123.85% (of Direct Labor + Escalation)	\$282,529.00
PROFIT (FIXED FEE) @	10.0% (of Direct Labor + Escalation + Overhead + Payroll Additives)	\$61,168.61
TOTAL MULTIPLIERS		\$444,732.81

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Drilling (Geotechnical)	1	Lump Sum	@ \$6,882.00	\$6,882.00
Traffic Control (Geotechnical)	1	Lump Sum	@ (\$3,090.00)	(\$3,090.00)
Data Analysis (Geotechnical)	1	Lump Sum	@ \$1,305.00	\$1,305.00
Geotechnical Expenses	1	Lump Sum	@ \$2,986.00	\$2,986.00
Potholing	1	Lump Sum	@ \$46,500.00	\$46,500.00
Environmental Expenses	1	Lump Sum	@ \$2,478.00	\$2,478.00
TOTAL ODC'S				\$57,061.00

SUB CONSULTANT SERVICES

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Value Management Strategies	\$34,995.24		\$5,001.96	\$39,997.20
TOTAL SUBCONSULTANT SERVICES				\$39,997.20

TOTAL \$769,912.93

FEE PROPOSAL WORKSHEET

COMPANY: URS Corporation	SCOPE OF WORK: Initial Study & Project Study Report	PHASE: Phase I
PROJECT: Interstate 215 at Newport Road Interchange		DATE: October 30, 2012

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
J. Chapman	Project Manager	138	@ \$87.00	\$12,006.00	
	Deputy Project Manager	173	@ \$65.00	\$11,245.00	
	Env/Bio/Traffic Civil Leaders	301	@ \$58.50	\$17,608.50	
	Sr. Bio/Sr. Air Specialist		\$44.00		
	PE, Biologist, Sr. Planner/Traffic	189	@ \$38.50	\$7,276.50	
	Cultural/Biologist/GIS		\$33.00		
	Technician		\$28.00		
	CADD Drafter	41	@ \$28.00	\$1,148.00	
	Project Administrator I	14	@ \$28.00	\$392.00	
	Clerical		\$23.00		
J. Chapman	Principal/Project Manager		\$99.48		
S. Hillebrand	Sr. Project Engineer		\$58.00		
	Project Engineer		\$47.00		
	Engineer		\$35.00		
	Designer		\$30.00		
	Project Administrator II		\$30.00		
	Technician		\$25.00		
		TOTAL HOURS	856	TOTAL DIRECT LABOR	\$49,676.00

MULTIPLIERS

ESCALATION @	(of Direct Labor)	
OVERHEAD @	44.29% (of Direct Labor + Escalation)	\$22,001.50
PAYROLL ADDITIVES @	123.85% (of Direct Labor + Escalation)	\$61,523.73
PROFIT (FIXED FEE) @	10.0% (of Direct Labor + Escalation + Overhead + Payroll Additives)	\$13,320.12
TOTAL MULTIPLIERS		\$96,845.35

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Drilling (Geotechnical)		Lump Sum	\$6,882.00	
Traffic Control (Geotechnical)		Lump Sum	(\$3,090.00)	
Data Analysis (Geotechnical)		Lump Sum	\$1,305.00	
Geotechnical Expenses		Lump Sum	\$2,986.00	
Potholing		Lump Sum	\$46,500.00	
Environmental Expenses		Lump Sum	\$2,478.00	
				TOTAL ODC'S

SUB CONSULTANT SERVICES

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Value Management Strategies	\$34,995.24		\$5,001.96	\$39,997.20
				TOTAL SUBCONSULTANT SERVICES

TOTAL SUBCONSULTANT SERVICES \$39,997.20

TOTAL \$186,518.55

FEE PROPOSAL WORKSHEET

COMPANY: URS Corporation	SCOPE OF WORK: Project Report	PHASE: Phase IIA
PROJECT: Interstate 215 at Newport Road Interchange		DATE: October 30, 2012

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
J. Chapman	Project Manager	42	@ \$87.00	\$3,654.00	
	Deputy Project Manager	40	@ \$65.00	\$2,600.00	
	Env/Bio/Traffic Civil Leaders	204	@ \$58.50	\$11,934.00	
	Sr. Bio/Sr. Air Specialist		\$44.00		
	PE, Biologist, Sr. Planner/Traffic	90	@ \$38.50	\$3,465.00	
	Cultural/Biologist/GIS		\$33.00		
	Technician		\$28.00		
	CADD Drafter	24	@ \$28.00	\$672.00	
	Project Administrator I		\$28.00		
	Clerical		\$23.00		
J. Chapman	Principal/Project Manager		\$99.48		
S. Hillebrand	Sr. Project Engineer		\$58.00		
	Project Engineer		\$47.00		
	Engineer		\$35.00		
	Designer		\$30.00		
	Project Administrator II		\$30.00		
	Technician		\$25.00		
		TOTAL HOURS	400	TOTAL DIRECT LABOR	\$22,325.00

MULTIPLIERS

ESCALATION @	(of Direct Labor)	
OVERHEAD @	44.29% (of Direct Labor + Escalation)	\$9,887.74
PAYROLL ADDITIVES @	123.85% (of Direct Labor + Escalation)	\$27,649.51
PROFIT (FIXED FEE) @	10.0% (of Direct Labor + Escalation + Overhead + Payroll Additives)	\$5,986.23
TOTAL MULTIPLIERS		\$43,523.48

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Drilling (Geotechnical)		Lump Sum	\$6,882.00	
Traffic Control (Geotechnical)		Lump Sum	(\$3,090.00)	
Data Analysis (Geotechnical)		Lump Sum	\$1,305.00	
Geotechnical Expenses		Lump Sum	\$2,986.00	
Potholing		Lump Sum	\$46,500.00	
Environmental Expenses		Lump Sum	\$2,478.00	
				TOTAL ODC'S

SUB CONSULTANT SERVICES

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Value Management Strategies				
				TOTAL SUBCONSULTANT SERVICES

TOTAL SUBCONSULTANT SERVICES

TOTAL \$65,848.48

FEE PROPOSAL WORKSHEET

COMPANY: URS Corporation	SCOPE OF WORK: Environmental Document	PHASE: Phase IIB
PROJECT: Interstate 215 at Newport Road Interchange		DATE: October 30, 2012

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
J. Chapman	Project Manager	10	@ \$87.00	\$870.00	
	Deputy Project Manager	60	@ \$65.00	\$3,900.00	
	Env/Bio/Traffic Civil Leaders	209	@ \$58.50	\$12,226.50	
	Sr. Bio/Sr. Air Specialist	106	@ \$44.00	\$4,664.00	
	PE, Biologist, Sr. Planner/Traffic	129	@ \$38.50	\$4,966.50	
	Cultural/Biologist/GIS	84	@ \$33.00	\$2,772.00	
	Technician	92	@ \$28.00	\$2,576.00	
	CADD Drafter	23	@ \$28.00	\$644.00	
	Project Administrator I			\$28.00	
	Clerical	41	@ \$23.00	\$943.00	
J. Chapman	Principal/Project Manager		\$99.48		
S. Hillebrand	Sr. Project Engineer		\$58.00		
	Project Engineer		\$47.00		
	Engineer		\$35.00		
	Designer		\$30.00		
	Project Administrator II		\$30.00		
	Technician		\$25.00		
		TOTAL HOURS	754	TOTAL DIRECT LABOR	\$33,562.00

MULTIPLIERS

ESCALATION @	(of Direct Labor)	
OVERHEAD @	44.29% (of Direct Labor + Escalation)	\$14,864.61
PAYROLL ADDITIVES @	123.85% (of Direct Labor + Escalation)	\$41,566.54
PROFIT (FIXED FEE) @	10.0% (of Direct Labor + Escalation + Overhead + Payroll Additives)	\$8,999.31
TOTAL MULTIPLIERS		\$65,430.46

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Drilling (Geotechnical)		Lump Sum	\$6,882.00	
Traffic Control (Geotechnical)		Lump Sum	(\$3,090.00)	
Data Analysis (Geotechnical)		Lump Sum	\$1,305.00	
Geotechnical Expenses		Lump Sum	\$2,986.00	
Potholing		Lump Sum	\$46,500.00	
Environmental Expenses	1	Lump Sum @	\$2,478.00	\$2,478.00
TOTAL ODC'S				\$2,478.00

SUB CONSULTANT SERVICES

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Value Management Strategies				
TOTAL SUBCONSULTANT SERVICES				

TOTAL \$101,470.46

FEE PROPOSAL WORKSHEET

COMPANY: URS Corporation	SCOPE OF WORK: Plans, Specification and Estimate	PHASE: Phase III
PROJECT: Interstate 215 at Newport Road Interchange		DATE: October 30, 2012

DIRECT LABOR

PERSONNEL	POSITION	HOURS		RATE	AMOUNT
J. Chapman	Project Manager			\$87.00	
	Deputy Project Manager			\$65.00	
	Env/Bio/Traffic Civil Leaders			\$58.50	
	Sr. Bio/Sr. Air Specialist			\$44.00	
	PE, Biologist, Sr. Planner/Traffic			\$38.50	
	Cultural/Biologist/GIS			\$33.00	
	Technician			\$28.00	
	CADD Drafter			\$28.00	
	Project Administrator I			\$28.00	
	Clerical			\$23.00	
J. Chapman	Principal/Project Manager	(96)	@	\$99.48	(\$9,550.08)
S. Hillebrand	Sr. Project Engineer	528	@	\$58.00	\$30,624.00
	Project Engineer	420	@	\$47.00	\$19,740.00
	Engineer	1,261	@	\$35.00	\$44,135.00
	Designer	1,179	@	\$30.00	\$35,370.00
	Project Administrator II	68	@	\$30.00	\$2,040.00
	Technician	8	@	\$25.00	\$200.00
		TOTAL HOURS		3,368	
				TOTAL DIRECT LABOR	\$122,558.92

MULTIPLIERS

ESCALATION @	(of Direct Labor)	
OVERHEAD @	44.29% (of Direct Labor + Escalation)	\$54,281.35
PAYROLL ADDITIVES @	123.85% (of Direct Labor + Escalation)	\$151,789.22
PROFIT (FIXED FEE) @	10.0% (of Direct Labor + Escalation + Overhead + Payroll Additives)	\$32,862.95
TOTAL MULTIPLIERS		\$238,933.52

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Drilling (Geotechnical)	1	Lump Sum @	\$6,882.00	\$6,882.00
Traffic Control (Geotechnical)	1	Lump Sum @	(\$3,090.00)	(\$3,090.00)
Data Analysis (Geotechnical)	1	Lump Sum @	\$1,305.00	\$1,305.00
Geotechnical Expenses	1	Lump Sum @	\$2,986.00	\$2,986.00
Potholing	1	Lump Sum @	\$46,500.00	\$46,500.00
Environmental Expenses		Lump Sum	\$2,478.00	
TOTAL ODC'S				\$54,583.00

SUB CONSULTANT SERVICES

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Value Management Strategies				
TOTAL SUBCONSULTANT SERVICES				

TOTAL \$416,075.44

MANHOURLY WORKSHEET

COMPANY: URS Corporation
 PROJECT: Interstate 215 at Newport Road Interchange
 SCOPE OF WORK: Manhour Summary
 PHASE: All Phases
 DATE: October 30, 2012

	PROJECT MANAGER	DEPUTY PROJECT MANAGER	ENVIRONMENTAL/CIVIL LEADERS	SR. PROJECT MANAGER	SR. PROJECT AIR SPECIALIST	PE BIOLOGIST SR PLANNER/TRAFFIC	CULTURAL/BIOLOGISTS	TECHNICIAN	CADD DRAFTER	PROJECT ADMINISTRATOR I	CLEVELAND	PRINCIPAL PROJECT MANAGER	SR. PROJECT ENGINEER	PROJECT ENGINEER	ENGINEER	HOURS (Top & Bottom)
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	\$256.61	\$191.72	\$172.55	\$129.78	\$113.56	\$97.33	\$62.59	\$62.59	\$82.59	\$82.59	\$7.84	\$293.42	\$171.07	\$138.63	\$103.23	
PHASE TOTALS	190	273	714	106	408	84	92	88	14	41	(96)	528	420	1,261	4,123	5,378
PHASE I	138	173	301		189			41	14						856	856
PHASE II	42	40	204		90			24							400	400
PHASE III	10	60	209	106	129	84	92	23		41					754	754
PHASE IV											(96)	528	420	1,261	2,113	3,368

TASK	DESIGNER	PROJECT ADMINISTRATOR II	TECHNICIAN	HOURS
	\$88.49	\$88.49	\$73.74	
PHASE TOTALS	1,179	68	8	1,255
PHASE I				
PHASE II				
PHASE III				
PHASE IV	1,179	68	8	1,255

MANHOURLY WORKSHEET

COMPANY: URS Corporation
 PHASE: Phase I
 SCOPE OF WORK: Initial Study & Project Study Report
 PROJECT: Interstate 215 at Newport Road Interchange
 DATE: October 30, 2012

TASK	PROJECT MANAGER	DEPUTY PROJECT MANAGER	ENVIRONMENTAL CIVIL LEADERS	SR BIOISR AIR SPECIALIST	PE BIOLOGIST SR PLANNER/TRAFFIC	CULTURAL/BIOLOGISTS	TECHNICIAN	CADD DRAFTER	PROJECT ADMINSTRATOR I	CLERICAL	PRINCIPAL/PROJECT MANAGER	SR PROJECT ENGINEER	PROJECT ENGINEER	ENGINEER	HOURS	COST
	\$191.72	\$172.55	\$129.78	\$113.56	\$97.33	\$82.59	\$82.59	\$82.59	\$67.84	\$293.42	\$171.07	\$138.63	\$103.23			

Total Manhours	138	173	301	189	41	14	856
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TASK	PROJECT MANAGER	DEPUTY PROJECT MANAGER	ENVIRONMENTAL CIVIL LEADERS	SR BIOISR AIR SPECIALIST	PE BIOLOGIST SR PLANNER/TRAFFIC	CULTURAL/BIOLOGISTS	TECHNICIAN	CADD DRAFTER	PROJECT ADMINSTRATOR I	CLERICAL	PRINCIPAL/PROJECT MANAGER	SR PROJECT ENGINEER	PROJECT ENGINEER	ENGINEER	HOURS	COST
1.1 Coordination with Countryside Marketplace	69	79	146	95	16										405	\$ 70,153
1.2 Coordination with Menifee Lakes Plaza	21	17	67	53	25										183	\$ 28,292
1.3 Right of Way Data Sheets	12	35	30	25											102	\$ 17,805
1.4 Formal Value Analysis	29	30	14	9											82	\$ 16,631
1.5 Storm Water Data Report Format Change		5	12	7				14							38	\$ 4,980
1.6 PEAR Visual Resource Discussions	7	7	32												46	\$ 8,660

MANHOURLY WORKSHEET

COMPANY: URS Corporation
 PROJECT: Interstate 215 at Newport Road Interchange

SCOPE OF WORK: Project Report

PHASE: Phase IIA
 DATE: October 30, 2012

TASK	PROJECT MANAGER	DEPT. PROJECT MANAGER	ENVIRONMENTAL/CIVIL LEADERS	SR. BIO/SR. AIR SPECIALIST	PE BIOLOGIST/SR. PLANNER/TRAFFIC	CULTURAL/BIOLOGISTS	TECHNICIAN	CADD DRAFTER	PROJECT ADMINISTRATOR I	CLERICAL	PRINCIPAL/PROJECT MANAGER	SF. PROJECT ENGINEER	PROJECT ENGINEER	ENGINEER	HOURS	COST
	\$191.72	\$172.55	\$129.78	\$113.56	\$97.33	\$82.59	\$82.59	\$82.59	\$67.84	\$293.42	\$171.07	\$138.63	\$103.23			

Total Manhours	42	40	204	90	24	400
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TASK	PROJECT MANAGER	DEPT. PROJECT MANAGER	ENVIRONMENTAL/CIVIL LEADERS	SR. BIO/SR. AIR SPECIALIST	PE BIOLOGIST/SR. PLANNER/TRAFFIC	CULTURAL/BIOLOGISTS	TECHNICIAN	CADD DRAFTER	PROJECT ADMINISTRATOR I	CLERICAL	PRINCIPAL/PROJECT MANAGER	SF. PROJECT ENGINEER	PROJECT ENGINEER	ENGINEER	HOURS	COST
2A.1 Revise Traffic Analysis	9	7	51	30	14										111	\$ 17,014
2A.1.1 Ramp Junction Analysis	7	2	21	9	2										41	\$ 6,990
2A.1.2 Revise Opening Year Mainline Lanes	5	7	46	30	5										93	\$ 14,382
2A.1.3 Revise Mainline from RTP to Programmed	7	10	38	21	3										79	\$ 12,903
2A.2 Extensive Refinement of Geometrics	14	14	48												76	\$ 14,559
2A.3 NEPA Delegation ED Type																

MANHOUR WORKSHEET

COMPANY: URS Corporation
 PROJECT: Interstate 215 at Newport Road Interchange
 SCOPE OF WORK: Environmental Document
 PHASE: Phase II B
 DATE: October 30, 2012

PROJECT MANAGER	DEPUTY PROJECT MANAGER	ENVIRONMENTAL CIVIL LEADERS	SR. BIOLOGIST - SR. PLANNING/TRAFFIC	TECHNICIAN	CAD DRAFTER	PROJECT ADMINISTRATOR I	CLERICAL	PRINCIPAL PROJECT MANAGER	SR. PROJECT ENGINEER	PROJECT ENGINEER	ENGINEER	HOURS	COST

\$256,61 \$191,72 \$172,55 \$129,78 \$113,56 \$97,33 \$82,59 \$82,59 \$82,59 \$82,59 \$67,84 \$293,42 \$171,07 \$138,63 \$103,23

Total Manhours	10	60	209	106	129	84	92	23	41	754
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Task	10	60	209	106	129	84	92	23	41	754	
2B.1 Visual Impact Analysis	5	5	83		85			23	9	210	\$ 28,726
2B.2 Initial Site Assessment Report	5	21	14				55		9	104	\$ 12,878
2B.3 Air Quality Conformity Report		23		23	18				9	73	\$ 10,049
2B.4 Northbound Auxiliary Lane											
2B.4.1 Additional Noise Analysis		2	2			17	14		1	36	\$ 3,607
2B.4.2 Additional Cultural Analysis			5			14	9		2	30	\$ 3,104
2B.4.3 Additional JD Field work			5	14	14		9		2	44	\$ 5,148
2B.5 Environmental Reporting Updates											
2B.5.1 New HPSR Format			2				5		9	16	\$ 1,369
2B.5.2 TCWG Coordination			23							23	\$ 3,969
2B.6 Burrowing Owl Surveys			11		12	23				46	\$ 5,499
2B.7 Biological Studies/Permits/Jurisdictional Delineation		9	64	69		30				172	\$ 24,643

MAN HOUR WORKSHEET

COMPANY: URS Corporation
 PROJECT: Interstate 215 at Newport Road Interchange
 PHASE: Phase III
 DATE: October 30, 2012
 SCOPE OF WORK: Plans, Specification and Estimate

TASK	DESIGNER	PROJECT ADMINISTRATOR II	TECHNICIAN	HOURS	COST
				0	
				0	
				0	
				0	
				0	

\$88.49 \$98.49 \$73.74

Total Manhours: **1,179 68 8 1,255**

DESCRIPTION	578	120	140	145	76	24	8	10	100	54	100	10	578	120	140	145	108	54	100	10	COST
3.1 Auxiliary Lanes	578												578	\$ 51,145							
3.2 Temporary WPCP and BMP Sheets	120												120	\$ 10,618							
3.3 Additional Drainage Design	140												140	\$ 12,388							
3.4 Additional Retaining Walls	145												145	\$ 12,830							
3.5 Additional Geotechnical Investigations	76	24			8								108	\$ 9,439							
3.6 Utility Coordination																					
3.6.1 Utility Research and Coordination	10	44											54	\$ 4,778							
3.6.2 Utility Location Plans	100												100	\$ 8,849							
3.6.3 Utility Potholing Maps																					
3.6.4 Utility Conflict Maps	10												10	\$ 885							

SUBCONSULTANT FEE PROPOSAL WORKSHEET

COMPANY: Value Management Strategies	SCOPE OF WORK: Value Analysis	PHASE: Phase I
PROJECT: Interstate 215 at Newport Road Interchange		DATE: October 30, 2012

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT
Hays	Program Manager	24	@ \$236.25	\$5,670.00
Yonkers	Team Leader	119	@ \$181.00	\$21,539.00
Combs	Clerical Support	46	@ \$64.81	\$2,981.26
Kramer	Project Coordinator	8	@ \$101.00	\$808.00
Northrop	Administrative Assistant	6	@ \$72.03	\$432.18
Parker	QA/QC	40	@ \$89.12	\$3,564.80

TOTAL HOURS **243** TOTAL DIRECT LABOR **\$34,995.24**

MULTIPLIERS

ESCALATION @	(of Direct Labor)
OVERHEAD @	(of Direct Labor + Escalation)
PAYROLL ADDITIVES @	(of Direct Labor + Escalation)
PROFIT (FIXED FEE) @	(of Direct Labor + Escalation + Overhead + Payroll Additives)

TOTAL MULTIPLIERS

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Airfare	2	@	\$850.00	\$1,700.00
Airport Shuttle	2	@	\$90.00	\$180.00
Meals and Incidentals	7	@	\$40.00	\$280.00
Lodging/Hotel	7	@	\$110.00	\$770.00
Parking	7	@	\$15.00	\$105.00
Mileage	190	@	\$0.48	\$91.96
Shipping	1	@	\$375.00	\$375.00
Reproduction	1	@	\$1,500.00	\$1,500.00

TOTAL ODC'S **\$5,001.96**

TOTAL \$39,997.20

SUBCONSULTANT MANHOOR WORKSHEET SUMMARY

COMPANY:	SCOPE OF WORK:	PHASE:
Value Management Strategies	Value Analysis	All Phases
PROJECTS:		DATE:
Interstate 215 at Newport Road Interchange		October 30, 2012

TASK	PROGRAM MANAGER	TEAM LEADER	CLERICAL SUPPORT	PROJECT COORDINATOR	ADMINISTRATIVE ASSISTANT	OACG	HOURS
	\$236.25	\$181.00	\$64.81	\$101.00	\$72.03	\$89.12	

PHASE TOTALS	24	119	46	8	6	40	243
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PHASE I	PHASE II	PHASE III	PHASE IV
24	119	46	8
6	6	40	243

SUBCONSULTANT MANHOUR WORKSHEET

COMPANY: Value Management Strategies
SCOPE OF WORK: Value Analysis
PHASE: Phase I
PROJECT: Interstate 215 at Newport Road Interchange
DATE: October 30, 2012

TASK	PROGRAM MANAGER	TEAM LEADER	CLEARING SUPPORT	PROJECT COORDINATOR	ADMINISTRATIVE ASSISTANT	QA/QC	HOURS	COST
	\$181.00	\$64.81	\$101.00	\$72.03	\$89.12			

Total Manhours: 24 119 46 8 8 6 40 243

TASK	PROGRAM MANAGER	TEAM LEADER	CLEARING SUPPORT	PROJECT COORDINATOR	ADMINISTRATIVE ASSISTANT	QA/QC	HOURS	COST
Prestudy	4	9	4	4	2		23	\$ 3,381
Preparation and Coordination		4					4	\$ 724
Cost Model		12					12	\$ 2,172
Meeting Leadership								
Segment 1 and 2								
Segment 1 VA Study		32					32	\$ 5,792
Segment 2 VA Study		28					28	\$ 5,068
VA Preliminary Report		22	24	2	2	16	66	\$ 7,309
Segment 3								
Coordination and Meeting	12						12	\$ 2,835
Final VA Report			16	2	2	16	48	\$ 4,981
Study Closeout Report	8		2			8	18	\$ 2,733