

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

119A



**FROM:** TLMA – Transportation Department

**SUBMITTAL DATE:**  
November 14, 2013

**SUBJECT:** Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and AECOM Technical Services, Inc. for the Fred Waring Drive Widening Project. 4<sup>th</sup>/4<sup>th</sup> District [\$1,030,566; Local Funds 100%

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. Ratify and approve the attached Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and AECOM Technical Services, Inc.; and
2. Authorize the Chairman of the Board of Supervisors to execute the same.

**BACKGROUND:**

**Summary**

The Transportation Department is proposing to widen Fred Waring Drive to six lanes between Adams Street and Port Maria Road. This project is located within the jurisdictions of the County of Riverside (County) and the City of La Quinta (City). The westbound lanes of Fred Waring Drive through this segment are generally located within the County jurisdictional boundaries; whereas, the eastbound lanes are located within the City boundaries.

Juan C. Perez, Director

Patricia Romo  
Assistant Director of Transportation Management

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	\$ 432,000	\$	\$ 1,030,566	\$	Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/>
NET COUNTY COST	\$	\$	\$	\$	

**SOURCE OF FUNDS:** Palm Desert Financing Authority (100%).  
There are no General Funds used in this project.

**Budget Adjustment:** No  
**For Fiscal Year:** 2013/2014

**C.E.O. RECOMMENDATION:**

APPROVE

BY:

Tina Grande

County Executive Office Signature

**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Jeffries, seconded by Supervisor Ashley 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: January 28, 2014  
xc: 1155 Transp.

Kecia Harper-Ihem  
Clerk of the Board  
By:   
Deputy

Prev. Agn. Ref.: 7/17/12, 3-50

District: 4/4

Agenda Number:

3-26

Departmental Concurrence

A-30 ☐ Positions Added ☐ Change Order ☐  
4/5 Vote ☐

FORM APPROVED COUNTY COUNSEL  
BY: NEAL R. KIPNIS  
DATE: 11/14/13

**SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**  
**FORM 11:** Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and AECOM Technical Services, Inc. for the Fred Waring Drive Widening Project. 4<sup>th</sup>/4<sup>th</sup> District \$1,030,566, Local Funds 100%]

**DATE:** November 14, 2013

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**BACKGROUND:**

**Summary (continued)**

In June 2008, the County and City entered into a License and Indemnity Agreement, which allowed the County to re-stripe Fred Waring Drive to four lanes (two in each direction) while the six-lane concept was being developed. The Transportation Department has been heavily involved in a series of numerous meetings with City staff, the County residents on the north side of Fred Waring Drive, and the City residents on the south side (including the La Quinta Palms community) to discuss several concerns and technical challenges. The present project, which has been crafted with this input in mind, provides for six lanes of widening while still keeping 26 existing homes on the north side (which would have required relocation under other scenarios), provides for minor widening (about five feet) to be done on the southern City side, will install a soundwall for the homes on the southerly side, and elevates the road to continue to allow left turns into and out of the La Quinta Palms community. A transition and on-street parking lane will be provided on the north side to allow for safe turning into and out of the driveways.

In April 2012, the County and the Coachella Valley Association of Governments (CVAG) worked together to develop a funding strategy that included obtaining \$4 million in available funding from the State - Local Partnership (SLPP) funds for the project. One of the conditions contingent on obtaining these SLPP funds was a requirement to complete the environmental, engineering, and right-of-way activities prior to June 30, 2013.

On July 17, 2012 (Item 3-50), the Board of Supervisors approved an Engineering Services Agreement with AECOM Technical Services, Inc. (AECOM). The terms of the agreement provided that AECOM would perform the professional and technical services necessary to prepare plans, specifications, and estimates, as well as provide construction support, for a fee of \$598,565.62.

The proposed project widens the roadway within the existing road right-of-way. Because of this, minimal effort related to right-of-way acquisitions was anticipated. In actuality, the project required temporary construction easements on 32 private properties and permanent easements for drainage and utility purposes on four others. As a result of the need for these additional access rights and the impending funding deadline, it was necessary for the County to engage AECOM in the coordination and negotiations with the property owners; this involved meeting with the property owners, preparing engineering and architectural rehabilitation exhibits, preparing cost estimates, and incorporating revision into the roadway construction plans.

On May 2, 2012, the County executed a Memorandum of Understanding with the City that provided, in part, that the County would obtain City approval of the construction plans. Subsequent plan reviews by the City resulted in several comments and recommendations that necessitated revisions in the plans, specifications, and estimates in the very late stage of plan development.

As a result of these factors, it was determined that additional consulting services would be required of AECOM for tasks not included in the scope of services or that require a greater level of coordination and effort than was originally anticipated. The additional services required are as follows:

- **Right-of-Way Coordination and Support, Including Project Management:** Provide support for the negotiations and acquisition of 32 temporary construction easements, four permanent easements, as well as provide the engineering and architectural support to rehabilitate these properties. \$334,851
- **Plan Revisions for Utility Relocations:** Provide engineering support to accommodate timely relocation of conflicting utilities. \$60,243
- **Revisions Incorporated at the Request of La Quinta:** Provide plan revisions as requested by the City. \$33,038

**SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**  
**FORM 11:** Amendment No. 1 to the Engineering Services Agreement between the County of Riverside and AECOM Technical Services, Inc. for the Fred Waring Drive Widening Project. 4<sup>th</sup>/4<sup>th</sup> District [\$1,030,566, Local Funds 100%]

**DATE:** November 14, 2013

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- **Assistance with Funding Applications and Certifications:** Assist staff with the preparation and processing of State required funding applications and documentation. \$3,864

Project No. B5-0689

**Impact on Residents and Businesses**

This project is located within the jurisdictions of the County of Riverside and the City of La Quinta. The Transportation Department, in coordination with the City, developed the scope of work necessary to widen Fred Waring Drive from four to six lanes.

The project as proposed avoids the taking of any of the 26 homes on the north side of Fred Waring Drive. Temporary access agreements have been negotiated for required access rights and rehabilitation of private improvements are being performed by the County contractor or through direct reimbursement to the property owners. Improvements will also include construction of a soundwall for the homes on the southerly side, and elevates the road to continue to allow left turns into and out of the La Quinta Palms community. A transition and on-street parking lane will be provided on the north side to allow for safe turning into and out of the residential driveways.

**SUPPLEMENTAL:**

**Additional Fiscal Information**

The additional contract work will be funded with Palm Desert Finance Authority funds. There are no General Funds used in this project.

**Contract History and Price Reasonableness**

The proposed amendment to this agreement is \$432,000.00. The original budget amount and the cost of this amendment are summarized below.

<b>Original Budget:</b>	\$598,565.62
<b>Amendment:</b>	<u>\$432,000.00</u>
<b>Total Proposed Budget:</b>	\$1,030,565.62

The additional services are largely needed in response to impacts, requests, and coordination with outside entities including utility companies, city staff, and property owners. Substantial portions of these services are necessary to provide right-of-way support for obtaining needed access rights and determining the appropriate cost for reconstructive work on approximately 40 impacted properties. The consultant fee for these services is reasonable for this level of work. Additionally, the consultant was successful in getting the State to exempt the project from the State's requirement to provide Caltrans appraisal reviews for each property (The appraisals were reviewed by the County as is done on projects not involving state funds.). It is estimated that this saved the project approximately \$70,000. There was also an urgent need to complete this effort in order to avoid the loss of \$4 million in SLPP funds.

*Fred Waring Drive from Adams Street to Port Maria Project*

**AMENDMENT TO AGREEMENT BETWEEN**

**County of Riverside • Transportation Department and AECOM Technical Services, Inc.**

THIS AMENDMENT (hereinafter the "Amendment 1") to an agreement is made and entered into as of this 28 day of January, 2014, by and between the County of Riverside, a political subdivision of the State of California (hereinafter the "COUNTY"), and AECOM Technical Services, Inc. (hereinafter "ENGINEER").

**RECITALS**

- A. COUNTY and ENGINEER have entered into an agreement entitled "*Engineering Services Agreement for Fred Waring Drive from Adams Street to Port Mari Project between County of Riverside • Transportation Department and AECOM Technical Services, Inc.*" that is dated July 17, 2012 (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 plans, specifications and estimates as well as provide construction support.
- B. It has been determined that the project requires additional consulting services. Completion of the Project requires tasks not included in the original scope of services and requires a greater level of coordination than was anticipated. Additional services are necessary for:

**a. Coordination with impacted property owners and support of the Real Property Department to facilitate property negotiations**

The Fred Waring Drive from Adams Street to Port Mari Project will widen the existing roadway to provide for six travel lanes. As proposed, the project widens the road within the existing road right-of-way. Because of this, minimal effort related to right-of-way acquisitions was anticipated.

In actuality, the Project required temporary construction easements on thirty-two private properties and permanent easements for drainage and utility purposes on four others. Although the road improvements will be built within the road right-of-way it is necessary to reconstruct existing private property improvements such as driveway and retaining walls that will be functionally impacted by the changing grade of the roadbed and it is also necessary to construct some permanent drainage and utilities improvements on others. The effort to acquire these rights was also complicated by short delivery deadlines associated with State-Local Partnership Program funds that are in part providing funding for the project.

In order to effectively negotiate the rights for the property within the delivery deadlines it was

1 necessary for the design team to support the real property agents with design modifications and  
2 design details in response to property owner requests.

3 Cost for the services related to this additional scope are estimated at \$299,884.00.

4 **b. Plan revisions and support to accommodate utility relocations and to prepare lighting**  
5 **plans for IID facilities resulting from new IID policies**

6 The limited right-of-way and time constraints also caused the need for a high level of design  
7 support for utility companies needing to relocate their facilities. Imperial Irrigation District (IID)  
8 has changed their billing policies causing a need for the COUNTY to install some additional  
9 facilities.

10 Cost for the services related to this additional scope are estimated at \$60,243.11

11 **c. Accommodate plan revisions requested by City of La Quinta**

12 On May 1, 2012, the Board approved and executed a Memorandum of Understanding between  
13 the City of La Quinta and the COUNTY that defines the terms and conditions for the development  
14 and implementation of the proposed improvements. The Terms of the MOU with La Quinta  
15 require that the COUNTY allow the City to review the plan documents and obtain City approval of  
16 the design. City staff reviewed the design and made several comments resulting in modification  
17 of the design and incorporation of features requested by the City.

18 Cost for the services related to this additional scope are estimated at \$33,037.52

19 **d. Assist County staff with funding documentation and certification**

20 In order to receive State-Local Partnership Program funds described above, the COUNTY is  
21 required by the State to provide certain documentation and certifications. Because of the  
22 services provided by ENGINEER on the project they were in a position to efficiently prepare the  
23 required documentation and are being requested to do so.

24 Cost for the services related to this additional scope are estimated at \$3,863.54

25 **e. Additional Project Management Services**

26 ENGINEER will also need to provide additional project management services in support of the  
27 above listed services. Cost for the services related to this additional scope are estimated at  
28 \$34,967.41  
29

C. The parties desire to amend the Agreement to modify the scope of services 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 effective July 17, 1012:

1. Appendix A • Scope of Services is amended by the addition of the extra work described in Attachment "A-1" of this Amendment 1, attached hereto and incorporated by this reference.
2. Appendix C • Article CV is amended by increasing the contract budget by \$432,000.00 as provided below:  
Increase the Phase IIB budget by the amount of \$432,000.00 for engineering services necessary for additional coordination and design work. Detailed fee and man-hours are provided in Attachment "B-1" of this Amendment 1, attached hereto and incorporated by this reference. The contract not to exceed fee of \$598,565.62 is now \$1,030,565.62.

	PHASE IIA 65% PS&E	PHASE IIB 100% PS&E	PHASE III Bidding	PHASE IV Con Support	PHASE ALL Contingency	TOTAL
<b>ORIGINAL BUDGET</b>	240,055.02	236,932.58	14,591.97	56,986.05	50,000.00	598,565.62
<b>AMENDMENT (NO. 1)</b>		431,995.58			Round to:	432,000.00
Project Management		34,967.41				34,967.41
A. Right-of-Way Coordination and Support		299,884.00				299,884.00
B. Plan Revisions for Utility Relocations		60,243.11				60,243.11
C. Revisions Incorporated at the Request of La Quinta		33,037.52				33,037.52
D. Assistance with Funding Applications & Certifications		3,863.54				3,863.54
<b>PROPOSED AMENDED BUDGET</b>	240,055.02	668,928.16	14,591.97	56,986.05	50,000.00	1,030,565.62

3. 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.

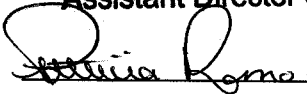
IN WITNESS HEREOF, the parties hereto have caused this Amendment 1 to the Agreement to be duly executed this day and year first written above.

ARTICLE VIII • APPROVALS

COUNTY Approvals

RECOMMENDED FOR APPROVAL:

Patricia Romo  
Assistant Director of Transportation

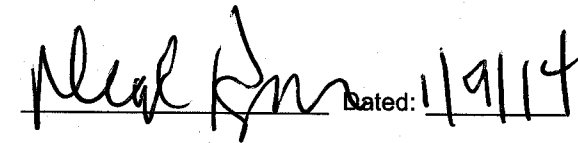
 Dated: 12-2-13

JUAN C. PEREZ

Director of Transportation and Land Management Agency

APPROVED AS TO FORM:

PAMELA J. WALLS, COUNTY COUNSEL

 Dated: 1/9/14

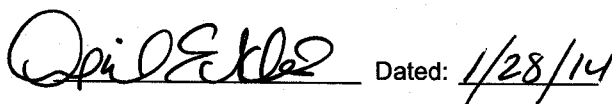
By Deputy

APPROVAL BY THE BOARD OF SUPERVISORS

 Dated: 1/28/14  
**JEFF STONE**  
PRINTED NAME

Chairman, Riverside County Board of Supervisors

ATTEST:

 Dated: 1/28/14

KECIA HARPER-IHEM

Clerk of the Board (SEAL)

ENGINEER Approvals

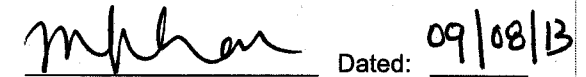
ENGINEER:

 Dated: 9/7/13

**MATT ULUKAYA**  
PRINTED NAME

**VICE PRESIDENT**  
TITLE

ENGINEER:

 Dated: 09/08/13

**MOHAN CHAR**  
PRINTED NAME

**VICE PRESIDENT**  
TITLE

**ATTACHMENT A-1 • SERVICES TO BE PROVIDED**

**PROJECT MANAGEMENT AND MEETINGS**

ENGINEER will conduct PDT meetings with design team and COUNTY to discuss the Project progress, issues, and schedule. ENGINEER will also attend meetings with the City of La Quinta, property owners, neighborhood groups, contractors and utility representatives. ENGINEER also continued with the management and coordination of the team.

**A1. REVISE NORTH CURB LINE**

In response to accommodation of water meters and utilities, the north curb line was shifted one foot south. The plan callouts were revised on the plan sheets, profile sheets and typical sections. Construction details were also revised as needed. The curb shift also improved accommodation of sliding gates, mailboxes, and clearances for parked vehicles.

**A2. ADDITIONAL OUTREACH MEETINGS AND EXHIBITS - RANCHO OCOTILLO**

COUNTY and the City of La Quinta requested that an additional public outreach meeting be held to get more broad-based input from the Rancho Ocotillo neighborhood. Input received from the outreach meetings resulted in the need for additional alternatives and exhibits. Additional details included features such as monument sign, arch features, and wall aesthetics. Alternatives were developed and sent to meeting attendees for their review and comment. ENGINEER incorporated modifications in accordance with City and COUNTY concurrence of the selected modifications. The additional features were then incorporated and developed into plan details on the construction drawings.

**A3. LA QUINTA PALMS WALL REALIGNMENT AND LANDSCAPE MODIFICATIONS**

ENGINEER met with representatives of the La Quinta Palms HOA and COUNTY. The HOA requested that the westerly most end of the soundwall be realigned and the landscaping be modified accordingly. Site measurements were taken of the existing landscaping and walls and alternative layouts were developed. These were submitted to the HOA for review. The approved alternative was incorporated into the construction drawings.

**A4. ADDITIONAL PROPERTY OWNER MEETINGS, R/W NEGOTIATIONS, AND COORDINATION**

In the course of the right-of-way negotiations and detailing of reconstruction of improvements on adjacent properties, some properties (about 14 of the 40 properties) required extra attention due to requests by the property owners for additional information or request for alternatives. Requests were also made by the



COUNTY and the right-of-way agent for additional information, construction costs, and alternatives. Negotiations with some of the properties involved multiple meetings and several revisions to construction scope summaries and construction cost estimates.

ENGINEER provided cost information, engineering feasibility studies, measurements, exhibits, graphics, and 3-D modeling. Three of the properties required preparation of detailed 3-D models of three or more alternatives that displayed the property from the street to the residential structure. Several properties requested changes redesigning the existing driveway and wall layouts, changes to the materials for driveways and walls, and changes to the wall heights based on the revised street elevations.

Multiple meetings were held with some of the property owners to resolve right-of-way issues between the property owners and the COUNTY. ENGINEER also met with local contractors to obtain local pricing for the work elements in question to verify that adequate compensation was made.

#### **A5. REVISE STRIPING AND LANE WIDTH NEAR ADAMS STREET**

In response to property owner comments, COUNTY requested ENGINEER to develop alternatives for shifting the traffic lanes farther to the south near the Adams Street intersection. Engineer coordinated with City and County traffic engineers to develop alternate lane alignments to shift the traffic lanes near Adams Street. The selected alternative shifted the traffic lanes from about 200 feet west of Adams St. to 750 feet east of Adams Street. Traffic lanes and the median were narrowed and realigned to provide space to shift the travel lanes. This required revising the plan layout drawings, plan callouts and profile grade elevations in the affected areas. Signing and striping plan sheets were revised, as well as typical sections and applicable details. Quantities were revised accordingly.

#### **A6. MEDIAN LANDSCAPING AND LIGHTING REVISIONS**

The revision of the median layout and width resulting from the response to property owners and City occurred in late April 2013 after the 95% plans were prepared. The changes required revision of the landscape planting and the lighting layout in the median. Irrigation system had to be redesigned and all irrigation calculations and schedules had to be recalculated in accordance with the Model Water Efficient Landscape Ordinance (AB 1881).

#### **A7. ADD STAMPED CONCRETE**

The original scope assumed use of standard colored concrete for the concrete pavement along the north side.

The broom-finish surface was determined to be quieter than a stamped pattern. Homeowner representatives

1 met with COUNTY and requested that stamped colored concrete be installed to serve as an audible indication  
2 that the concrete lane is not intended as a travel lane.

3 ENGINEER will select alternative stamped patterns and colors for review and consideration by COUNTY.  
4 Patterns will be selected that are not overly complex patterns, have slip resistance when wet, and not overly  
5 noisy. After narrowing the selection to patterns that meet COUNTY approval, a meeting with property owner  
6 representatives may be set up for their input. The selected color and pattern will be incorporated into the  
7 plans and specifications.

#### 8 **A8. WORK-AROUNDS FOR NON-PARTICIPATING PROPERTIES**

9 During the right-of-way negotiations, there were properties that did not have right-of-way clearance.  
10 COUNTY requested ENGINEER to determine if the major improvements could be implemented without  
11 encroaching into these properties. ENGINEER evaluated the offsite conditions and differences in elevations  
12 between the proposed grade and existing grades and developed alternatives as work-arounds at these  
13 properties. Exhibits were prepared and submitted to COUNTY. Plans were modified to remove these  
14 properties from the proposed construction. It is anticipated that right-of-way clearance will be obtained from  
15 additional properties. ENGINEER will modify plans and quantities to reflect the work in accordance with the  
16 right-of-way clearances.

#### 17 **A9. DESIGN FOR WALL HEIGHT EXTENSION**

18 Properties at 79300 and 79320 Fred Waring Drive negotiated with COUNTY to have the COUNTY raise the  
19 existing planter wall adjacent to the right-of-way equal to the change in the street grade. Due to the close  
20 proximity of the planter wall to a higher wall that will remain in place, conventional removal and reconstruction  
21 of the wall is not possible without undermining the higher wall. ENGINEER will provide nonstandard  
22 engineering alternatives to support the lower wall such that the wall can be raised and be able to support the  
23 higher walls and soil loads. Geotechnical testing and evaluations of the existing soils will be performed as  
24 needed to determine the soil conditions for the alternatives needed.

#### 25 **A10. PROPERTY APPRAISALS CHANGES**

26 The intended plan was to provide appraisal for a limited number of properties that required access or  
27 easements to build the project and to obtain construction right-of-entries for the properties where access was  
28 needed only to reconstruct private improvements. It was later determined that providing appraisals for every  
29 impacted property would be the most expedient and appropriate process for the project. The RIGHT-OF-WAY

CONSULTANT performed additional appraisals and modification of appraisals to cover the temporary construction easements (TCE's) and the replacement of improvements on offsite properties. The appraisal methods included the flexibility of using either Minimum Valuation Estimates (MVE's) or full USPAP methods to reduce costs to COUNTY. The appraisals are consistent with COUNTY standards for appraisal of TCE's and for mitigation of impacts.

There were also several appraisals needed to accommodate utility relocations that became evident after the utility relocation plans were prepared. New utility tab easements were identified on the north side of Fred Waring Drive. Notification by IID of increased clearance requirements dictated the larger tab easements. New legal descriptions and plats were generated and new valuations had to be developed for the three affected owners.

#### **A11.ADDITIONAL RIGHT-OF-WAY SERVICES**

RIGHT-OF-WAY CONSULTANT performed additional right-of-way services arising out of additional design changes including additional utility easements, redesign of driveway approaches, and changes to mitigation of impacts. RIGHT-OF-WAY CONSULTANT prepared additional reporting necessary to accurately track the progress of settlement of property negotiations to meet R/W certification deadlines. RIGHT-OF-WAY CONSULTANT needed additional meetings with property owners to respond to counter offers and modification of offers. RIGHT-OF-WAY CONSULTANT performed additional consultation and coordination with the ENGINEER and COUNTY to assure consistency between the offers, the itemization of replacement improvements and the valuations. Caltrans imposed new procedural requirements for preparing and approving right-of-way certs. Support services were determined to be necessary to complete the preparation and processing of the required certifications. RIGHT-OF-WAY CONSULTANT was able to attain all necessary right-of-way without condemnation and while gaining Caltrans certification approval.

The preparation and processing of certain right-of-way documents required the review and approval of the City of La Quinta per agreement between the County and City of La Quinta. The City requires payment for the services and these payments will be paid for through this amendment. The fees are for plan check fees and City Attorney review fees. The services performed are described in more detail below:

##### **1. Right-of-Way Project Management and Document Support**

- a. Preparation of a comprehensive project planning worksheet designed to ensure all project elements are considered and the work plan and COUNTY'S policies are clearly understood.

- b. Comprehensive initial project planning, including policy and budget analysis, and participation in informational meetings with the public and official representatives.
  - c. Tracking and managing all budgetary-related aspects of the project associated with R/W AGENT'S Scope of Work.
  - d. Assisting with the development of administrative policies, procedures, and forms necessary to carry out the initial program.
  - e. Ongoing general consultation and project coordination with the client, governmental entities, and project team members.
  - f. Representation of the COUNTY at public meetings, hearings, and litigation related matters.
  - g. Preparation of tracking reports that monitor the completion of project milestones of the various disciplines involved on the project.
  - h. Preparation and presentation of a monthly written status report based on the agreed-upon guidelines on information to be provided. Confer weekly with client verbally on general status, problem areas, and progress. Participation in up to (10) Project Development Team Meetings to report on acquisition progress.
  - i. Coordination with federal and state oversight agencies such as Caltrans and FHWA.
  - j. Subcontracting and managing all necessary disciplines needed for the project.
2. Appraisal and Specialty Appraisal Services: *(13) appraisals – south parcels*
- R/W Agent will mail a notification letter and acquisition policies brochure to the property owner requesting permission to conduct an on-site inspection of the property, advising them of their right to accompany the appraiser at the time of the inspection, and requesting information regarding the property appraised which could influence the appraised value.
- a. APPRAISER will review title information pertaining to respective ownerships and will review drawings and other pertinent information relative to the parcel.
  - b. APPRAISER will inspect each property personally with the owner (if possible) and document the inspection with photographs for use in the report.
  - c. APPRAISER will inventory all improvements affected by the proposed taking, including notes on their manner of disposition (i.e., pay-for and remove vs. move back).
  - d. R/W AGENT will coordinate with COUNTY regarding the timing and need of loss of business

1 goodwill appraisals in preparation of owner/tenant negotiations or in the event of  
2 condemnation proceedings.

3 e. APPRAISER will perform market research to support the selected appraisal methodologies  
4 and will document and confirm comparable sales information.

5 f. APPRAISER will prepare a narrative appraisal report that conforms to the Uniform Standards  
6 of Professional Appraisal Practice (USPAP). The appraisal study and report are intended to  
7 serve as an acquisition appraisal and will be prepared in a summary format consistent with  
8 the specifications for narrative appraisal reports.

9 g. R/W AGENT will receive and analyze the completed appraisal reports accordingly.

10 3. Negotiate Right-of-Way Settlement / Prepare Acquisition Documents: *(27) Rights-of-Entry for Fee*  
11 *Owners; (13) Offer to Purchase for Fee Owners (TEC only).*

12 a. Establish and maintain a complete and current record file for each ownership in a form  
13 acceptable to the COUNTY.

14 b. Receive and analyze title information, approved appraisal reports, and legal descriptions in  
15 sufficient detail to negotiate with property owners and other parties.

16 c. Prepare all offer letters, summary statements, and lists of compensable items of fixtures and  
17 equipment, in accordance with state or federal regulations and approval of COUNTY.

18 d. Present written purchase offers or right-of-entry to owners or their representatives in person,  
19 when possible. Secure receipt of delivery of offer as practical and present and secure tenant  
20 information statements, as applicable.

21 e. Follow-up and negotiate with each property owner, as necessary; prepare and submit  
22 recommended settlement justifications to COUNTY for review and approval; review any  
23 independent appraisal secured by property owner; and coordinate reimbursement of  
24 appraisal fees (up to \$5,000) with COUNTY. Ongoing negotiations and settlement  
25 discussions will continue for 10 weeks after the initial offer or until we reach settlement or  
26 impasse.

27 f. Prepare and assemble acquisition contracts, deeds, and related acquisition documents  
28 required for the acquisition of necessary property interests. Legal descriptions to accompany  
29 easements or to accompany partial acquisition deeds are assumed to be prepared by the

COUNTY'S surveyors.

- g. Maintain a diary report of all contacts made with property owners or representatives and a summary of the status of negotiations indicating attitude of owners, problem areas, and other pertinent information. Copies of all applicable written correspondence will be maintained in files.
- h. Prepare an impasse letter for any parcel where, after diligent attempts to settle by negotiation, it appears eminent domain will be needed or prudent to acquire the needed interest.
- i. Transmit executed acquisition documents to COUNTY. Each transmittal package shall include a fully executed and properly notarized deed(s), fully executed acquisition contract with attachments and a brief settlement memorandum which summarizes the pertinent data relative to the transaction.

#### 4. Owner Payment Facilitation / Escrow Coordination

If by Negotiated Settlement: Assist the COUNTY in the following:

- a. Assist COUNTY with preparation of owner payment documents.
- b. Coordinate proper documentation for payment requests.
- c. Deliver payments and secure executed receipt of payments from all owners.

#### 5. Caltrans Certification

- a. Prepare a certification package to support acquisition documentation for audit purposes only.

### **B1. CURB MODIFICATIONS FOR WATER METERS**

To satisfy water district requirements for elevating the water meters above the gutter flow line, ENGINEER coordinated with the water district and developed special detail to place the water meters adjacent to the right-of-way line and above the gutter flow line. The detail was able to be accommodated by the curb shift and would facilitate the water district access to maintain the water meters.

### **B2. ADDITIONAL UTILITY COORDINATION**

Due to the unique layout of the street design, change in the profile grade, differing profile grades of the two roadbeds, and absence of a standard parkway on the north side, additional coordination was necessary with the utility companies to develop the necessary relocation plans for the utilities facilities in conflict with the project improvements. ENGINEER conducted a utilities meeting attended by all utilities companies and

COUNTY to familiarize them with the unique project elements and to gather and share information to facilitate the relocations where needed. The tight time schedule required constant monitoring of utility responses and providing information necessary for the utilities companies to develop their plans. Also, due to the limited areas available for relocation of utilities, ENGINEER needed to facilitate communications between the utilities to assure that the new locations did not conflict with each other.

### **B3. MODIFICATIONS FOR UTILITIES RELOCATIONS**

After the utility companies evaluated the options for relocation of the facilities and certain standard relocation methods were found not feasible or cost-effective, it was necessary to make revisions to accommodate the utilities. ENGINEER developed special details and facilities in coordination with the utility companies to find ways to accommodate the utility relocations where no standard alternative methods were feasible. Utility islands were added or relocated. The storm drain line was realigned to avoid excessive impacts to the utilities. Curb and gutters were modified and relocated to match the latest water meter locations.

### **B4. COORDINATION FOR TAB EASEMENTS**

IID informed Project team late in the process of the clearance requirements for their transformers where overhead power lines would have to be undergrounded. This required revision of the easement layouts on two to three properties. This also required changes to the wall layout and grading plans on those properties. ENGINEER worked with COUNTY Survey to identify the easements needed.

### **B5. ADD METER FOR STREET LIGHTING**

COUNTY implemented a new policy for street lighting in IID territory to meter the street lights. COUNTY requested ENGINEER to prepare plans to install a meter and conduits for the street lights at Port Maria Road and Old Harbour Drive. ENGINEER will coordinate with IID to determine the division of work between IID and the Project. Plans will be prepared to show the work to be completed by the Project contractor.

### **C1. ADD LANDSCAPE MEDIAN LIGHTING**

The original scope for the median landscaping did not envision incorporation of any lighting in the median. The City of La Quinta had designated Fred Waring Dr. as a "View Corridor" and required lighting to be incorporated as part of the median landscaping. ENGINEER developed electrical and lighting plans for incorporation into the median improvements to comply with the city comments.

### **C2. REVISE MEDIAN TURN POCKETS**

City of La Quinta comments requested an increase in the length of left turn pockets at Adams Street and at

1 Dune Palms Road. The comments were received in April 2013 after the 95% plans were prepared. This  
2 required revising the plan layout drawings, plan call-outs, and profile grade elevations in the affected areas.  
3 Quantities and construction cost estimates were revised accordingly.

4 **C3. ADD TEMPORARY TRAFFIC SIGNAL PLANS**

5 In response to City of La Quinta review comment, temporary traffic signal plans were developed and added to  
6 the Project. Temporary traffic signals were not part of the original scope. The temporary signal plans were  
7 prepared for each stage at the two major intersections. The temporary traffic signal plans added 8 plan  
8 sheets.

9 **C4. COORDINATION FOR TRAFFIC SIGNAL AT ADAMS STREET**

10 The City of La Quinta had requested that the service cabinet for the traffic signal be relocated closer to the  
11 intersection for signal operations and testing and recycling the signals. ENGINEER contacted IID for possible  
12 new service relocation per City's request. IID responded that there were no nearby facilities that could serve  
13 the new service cabinet. Alternatives were developed and presented to the City. The selected alternative  
14 was to keep the existing service, but add a subpanel in the traffic signal controller cabinet as circuit breaker.  
15 The plans and specs will be modified to include the selected alternative.

16 **D1. ASSIST WITH FUNDING APPLICATIONS AND CERTIFICATIONS**

17 ENGINEER was requested by COUNTY to review, provide data, and assist in filling out portions of funding  
18 applications, Division of State Architect forms, right-of-way certifications, and PS&E certifications.



## Amendment 1 • Cost Breakdowns by Categories

GROUP	TASK DESCRIPTION	LABOR	OTHER DIRECT EXPENSES	TOTAL
<b>TOTAL PROJECT COSTS</b>		<b>\$318,250.40</b>	<b>\$113,745.17</b>	<b>\$431,995.58</b>
<b>PROJECT MANAGEMENT</b>		<b>\$34,840.36</b>	<b>\$127.05</b>	<b>\$34,967.41</b>
	Project management, PDT meetings, City meetings	\$34,840.36	\$127.05	\$34,967.41
<b>RIGHT-OF-WAY COORDINATION AND SUPPORT</b>		<b>\$186,265.88</b>	<b>\$113,618.12</b>	<b>\$299,884.00</b>
A1	Revise north curb line	\$7,693.49		\$7,693.49
A2	Add'l outreach meetings/graphics for Rancho Ocotillo	\$13,252.32		\$13,252.32
A3	Mig w/ La Quinta Palms, realign wall, mod. landscaping	\$3,096.32		\$3,096.32
A4	Add'l property owner mtgs, R/W negotiations & coord	\$87,960.28		\$87,960.28
A5	Rev striping & lane width near Adams per prop owner	\$6,680.67		\$6,680.67
A6	Landscape & lighting revision for revised median	\$14,589.26		\$14,589.26
A7	Change to stamped concrete per property owners	\$10,888.37		\$10,888.37
A8	Develop work-arounds for non-participating properties	\$7,026.87		\$7,026.87
A9	Wall retrofit & height extension - Rowell/Espero	\$35,078.31	\$9,800.00	\$44,878.31
A10	Changes to previously completed appraisals		\$39,275.00	\$39,275.00
A11	Additional right-of-way services		\$64,543.12	\$64,543.12
<b>PLAN REVISIONS TO ACCOMMODATE UTILITY RELOCATIONS AND REQUIREMENTS</b>		<b>\$60,243.11</b>		<b>\$60,243.11</b>
B1	Curb modifications for water meters	\$4,727.90		\$4,727.90
B2	Additional utility coordination	\$30,126.07		\$30,126.07
B3	Mods for TWC, Verizon & Myoma Dunes relocations	\$8,521.86		\$8,521.86
B4	Coord for tab easements per IID comments	\$4,756.62		\$4,756.62
B5	Add meter for street lighting	\$12,110.66		\$12,110.66
<b>REVISIONS INCORPORATED AT THE REQUEST OF LA QUINTA</b>		<b>\$33,037.52</b>		<b>\$33,037.52</b>
C1	Add landscape median lighting	\$15,305.71		\$15,305.71
C2	Revise median turn pockets per City comments	\$2,926.55		\$2,926.55
C3	Add temporary traffic signal per City comments	\$7,979.30		\$7,979.30
C4	Coord on traffic signal service cab'l/breaker at Adams	\$6,825.96		\$6,825.96
<b>ASSISTANCE WITH FUNDING APPLICATIONS &amp; CERTIFICATIONS</b>		<b>\$3,863.54</b>		<b>\$3,863.54</b>
D1	Assist with funding applications, R/W certs, & forms	\$3,863.54		\$3,863.54

# ATTACHMENT B-1 • FEE AND MANHOUR WORKSHEETS

## Fred Waring Additional Services Fee Proposal Summary

September 5, 2013

COMPANIES		PHASE IIB		TOTAL
AECOM Prime		\$ 318,376.82		\$ 318,376.82
Diaz Yourman & Associates Geotechnical		\$ 9,800.01		\$ 9,800.01
Overland Cutler Pacific Right of Way Acquisition Services		\$ 103,818.75		\$ 103,818.75
TOTAL		\$ 431,995.58		\$ 431,995.58

Phase IIB 100% PS&E

Round to: \$ 432,000.00

COMPANY: <b>AECOM</b>	SCOPE OF WORK: <b>Plans, Specs &amp; Estimates</b>	PHASE: <b>Phase II</b>
PROJECT: <b>Fred Waring Additional Services</b>		DATE: <b>November 8, 2013</b>

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
Edward Ng	Project Manager	393	@	\$80.16	\$31,502.88
Paul Lau	Project Engineer	245	@	\$49.95	\$12,237.75
Mahmoud Khodr	Traffic Engineer	44	@	\$66.29	\$2,916.76
Robert Wong	Project Engineer	8	@	\$53.91	\$431.28
Nicolas Borrayo	Assistant Civil Engineer	460	@	\$31.93	\$14,687.80
Julian Yap	Assistant Civil Engineer	200	@	\$31.12	\$6,224.00
Phong Mai	Assistant Civil Engineer	16	@	\$30.88	\$494.08
Danny Pheng	Assistant Civil Engineer			\$30.04	
Mauro Mamawal	CADD	16	@	\$27.98	\$447.68
Limin He	Structural Engineer IV	44	@	\$62.54	\$2,751.76
Dong Kim	Structural Engineer II	120	@	\$43.01	\$5,161.20
Harry Clarke	Landscape Architect	236	@	\$55.81	\$13,171.16
Michael Searles	Elect Engineer III	56	@	\$49.47	\$2,770.32
Jimmy McAninch	Landscape Designer	120	@	\$33.12	\$3,974.40
Sonny Mexia	Landscape Designer	12	@	\$26.16	\$313.92
John Kim	Electrical Engineer	70	@	\$72.87	\$5,100.90
Crisencio Canlobo	Electrical Tech	100	@	\$43.04	\$4,304.00
Rachel VerBoort	Project Management Assistant	40	@	\$27.50	\$1,100.00
Nora Castellanos	Project Management Assistant	17	@	\$29.58	\$502.86
Sandra Kent	Management Support	8	@	\$22.27	\$178.16
Norm Suydam	QA/QC	24	@	\$82.17	\$1,972.08
Ray Andrasek	Structural CADD	40	@	\$47.72	\$1,908.80

ESCALATION @		(of Direct Labor)	
OVERHEAD @	117.97%	(of Direct Labor + Escalation)	\$132,305.47
PAYROLL ADDITIVES @	40.00%	(of Direct Labor + Escalation)	\$44,860.72
PROFIT (FIXED FEE) @	10.0%	(of Direct Labor + Escalation + Overhead + Payroll Additives)	\$28,931.80
		TOTAL MULTIPLIERS	<b>\$206,097.98</b>

[illegible]

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Diaz Yourman & Associates	\$2,407.91	\$5,336.10	\$2,056.00	\$9,800.01
Overland Cutler Pacific	\$63,400.00		\$40,418.75	\$103,818.75

TOTAL SUBCONSULTANT SERVICES	\$113,618.76
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<b>TOTAL</b>	<b>\$431,995.58</b>
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<b>MANHOURLY WORKSHEET</b>	
COMPANY: <b>AECOM</b>	SCOPE OF WORK: <b>Manhour Summary</b>
PROJECT: <b>Fred Waring Additional Services</b>	PHASE: <b>All Phases</b>  DATE: <b>November 8, 2013</b>

[illegible]

	HOURS
LANDSCAPE DESIGNER	
ELECTRICAL ENGINEER	
ELECTRICAL TECH	
PROJECT MANAGEMENT ASSISTANT	
PROJECT MANAGEMENT ASSISTANT	
MANAGEMENT SUPPORT	
QA/QC	
STRUCTURAL CAD	

[illegible]



<b>MANHOUR WORKSHEET</b>	
COMPANY:	AECOM
PROJECT:	Fred Waring Additional Services
SCOPE OF WORK:	Phase II Plans, Specs & Estimates
DATE:	November 8, 2013

[illegible]

<b>MANHOUR WORKSHEET</b>	
COMPANY:	AECOM
PROJECT:	Fred Waring Additional Services
SCOPE OF WORK:	Phase II Plans, Specs & Estimates
DATE:	November 8, 2013

<b>Total Manhours</b>	12	70	100	40	17	8	24	40	<b>311</b>
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[illegible]

## SUBCONSULTANT FEE PROPOSAL WORKSHEET

COMPANY:	SCOPE OF WORK:	PHASE:
<b>Diaz Yourman &amp; Associates</b>	<b>Geotechnical</b>	<b>Phase II</b>
PROJECT:	DATE:	
<b>Fred Waring Additional Services</b>	<b>September 5, 2013</b>	

### DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
Allen Yourman	Principal	3	@	\$69.65	\$208.95
Somadivan Niranjanan	Associate I	16	@	\$55.04	\$880.64
	Staff II	20	@	\$39.49	\$789.80
	Staff II	12	@	\$34.20	\$410.40
	Tech Editing	4	@	\$29.53	\$118.12

## MULTIPLIERS

ESCALATION @		(of Direct Labor)	
OVERHEAD @	192.37%	(of Direct Labor + Escalation)	\$4,632.10
PAYROLL ADDITIVES @		(of Direct Labor + Escalation)	
PROFIT (FIXED FEE) @	10.0%	(of Direct Labor + Escalation + Overhead + Payroll Additives)	\$704.00
		TOTAL MULTIPLIERS	<b>\$5,336.10</b>

### OTHER DIRECT COSTS

... Billed at Actual Cost ...

[illegible]

TOTAL ODC'S	<b>\$2,056.00</b>
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<b>TOTAL</b>	<b>\$9,800.01</b>
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**Fred Waring Additional Services**

**SCOPE OF WORK:**

## Geotechnical

**PHASE:**

## Phase II

DATE:

**September 5, 2013**

## TASK

PRINCIPAL

ASSOCIATE I

STAFF II

TECH EDITING

	HOURS	COST
1	10	100
2	20	200
3	30	300
4	40	400
5	50	500
6	60	600
7	70	700
8	80	800
9	90	900
10	100	1000

**cost**

### Total Manhours

55

[illegible]



COMPANY: <b>Overland Cutler Pacific</b>	SCOPE OF WORK: <b>Right of Way Acquisition Services</b>	PHASE: <b>All Phases</b>
PROJECT: <b>Fred Waring Additional Services</b>		DATE: <b>September 5, 2013</b>

[illegible]

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

[illegible]

<b>TOTAL</b>	<b>\$103,818.75</b>
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<b>SUBCONSULTANT MANHOUR WORKSHEET</b>	
COMPANY:	Overland Cutler Pacific
PROJECT:	Fred Waring Additional Services
SCOPE OF WORK:	Right of Way Acquisition Services
PHASE:	Phase II
DATE:	September 5, 2013

## Fred Waring Additional Services

## Right of Way Acquisition Services

## Phase II

DATE:

**September 5, 2013**

MANAGING DIRECTOR  
STAFF APPRAISER  
PROJECT SUPPORT

HOURS	COST
100	100
150	150
200	200
250	250
300	300
350	350
400	400
450	450
500	500
550	550
600	600
650	650
700	700
750	750
800	800
850	850
900	900
950	950
1000	1000

20 290 192

[illegible]