

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



**ITEM: 3.72
(ID # 27436)**

MEETING DATE:
Tuesday, June 10, 2025

FROM : TLMA-TRANSPORTATION

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION:
Approval of Amendment No. 1 to the Consulting Services Agreement for I-10/Monroe Street Interchange Improvements between the County of Riverside Transportation Department and Michael Baker International, Inc., District 4. [\$892,624 Total Amendment No. 1 Cost, \$6,285,728 Total Contract Cost - Local Funds 100%]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Approve Amendment No. 1 to the Consulting Services Agreement for I-10/Monroe Street Interchange Improvements between the County of Riverside Transportation Department and Michael Baker International Inc. to add additional services and increase the contract amount by \$892,624.30, for a new maximum contract amount of \$6,285,727.80; and
2. Authorize the Chairman of the Board to execute the same.

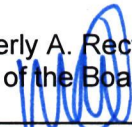
ACTION:Policy


Dennis Acuna, Director of Transportation 5/28/2025

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes: Medina, Spiegel, Washington, Perez and Gutierrez
Nays: None
Absent: None
Date: June 10, 2025
xc: TLMA-Transp.

Kimberly A. Rector
Clerk of the Board
By: 
Deputy

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

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$10,000	\$882,624	\$892,624	\$0
NET COUNTY COST	\$0	\$0	\$0	\$0
SOURCE OF FUNDS: Coachella Valley Association of Governments (CVAG) (75%), City of Indio (25%). There are no General Funds used in this project.			Budget Adjustment: No For Fiscal Year: 24/25 - 27/28	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The Interstate 10 (I-10)/Monroe Street Interchange is located on I-10 between Jefferson Street and Jackson Street in the City of Indio. The interchange is a major access point for existing residential and retail sites. Significant growth and development have occurred in the past 30 years, resulting in traffic congestion at the interchange. The interchange was initially constructed in 1972. Current and long-term growth in the area will cause an increase in traffic volume throughout the City. Construction improvements to the Monroe Street interchange and Whitewater River bridge will address deficiencies, remove bottlenecks, and accommodate future growth and development.

The City of Indio (City) in cooperation with the California Department of Transportation (Caltrans) and the Coachella Valley Association of Governments (CVAG) are proposing to construct a new interchange on I-10 at Monroe Street (Project) to reconstruct the existing interchange. Interchange improvements will include the construction of new bridges crossing I-10 and the Whitewater River, associated on- and off-ramps, and pedestrian facilities compatible with Coachella Valley (CV) Link.

The City and CVAG desired the County of Riverside (County) to be the Lead Local Agency to deliver the interchange improvements based on its experience and expertise in delivering interchange projects. On January 9, 2018, Agenda Item No. 3.28, the County Board of Supervisors (BOS) approved an Amendment to a Cooperative Reimbursement Agreement between CVAG, the City, and County for the Monroe Street/I-10 Project, delegating the County as the Local Lead Agency and providing funding details.

On April 13, 2021, Agenda Item No. 3.27, the County Board of Supervisors executed a Consulting Services Agreement to provide the necessary engineering services to complete Phase II – Plans, Specifications, and Estimate, Phase III – Bid Support, and Phase IV – Construction Support between the County and Michael Baker International, Inc (MBI).

During plan development, approving agencies required the project to incorporate additional improvements to its facilities that were not scoped and budgeted in the original Consulting Services Agreement. These improvements have resulted in additional submittals to be

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

reviewed.

This Amendment No. 1 increases the contract amount to account for unforeseen scope changes and additional work to be performed by MBI required from approving agencies for the project.

The detailed scope and fee for the contract increase are provided in Attachment A1.

Monroe Street / I-10 Interchange Project Number: C7-0048

Original Contract	\$5,393,103.50 (\$4,902,821.36 plus 10% contingency)
<u>Amendment No. 1</u>	<u>\$892,624.30</u>
Total	\$6,285,727.80

Impact on Residents and Businesses

The proposed improvements will improve safety and enhance operational efficiency for local, regional, and interregional traveling motorists. The project will also incorporate a pedestrian, bicycle, and Neighborhood Electric Vehicle (NEV) connection with the CV Link project along the Whitewater River. The mixed-use path is designed to encourage alternative forms of transportation and recreation.

SUPPLEMENTAL:

Additional Fiscal Information

The County is not responsible for funding any portion of this project. CVAG (75%) and the City (25%) are providing 100% of the funds for this Amendment.

ATTACHMENTS:

Vicinity Map
Amendment No. 1



Jason Farin, Principal Policy Analyst 6/4/2025



Aaron Gettis, Chief of Deputy County Counsel 5/29/2025

**AMENDMENT NO. 1 TO THE CONSULTING SERVICES AGREEMENT
FOR I-10/MONROE STREET INTERCHANGE IMPROVEMENTS
BETWEEN COUNTY OF RIVERSIDE · TRANSPORTATION DEPARTMENT
AND MICHAEL BAKER INTERNATIONAL, INC.**

This AMENDMENT NO. 1 TO THE CONSULTING SERVICES AGREEMENT FOR I-10/MONROE STREET INTERCHANGE IMPROVEMENTS BETWEEN COUNTY OF RIVERSIDE · TRANSPORTATION DEPARTMENT AND MICHAEL BAKER INTERNATIONAL, INC. (hereinafter referred to as "Amendment No. 1") is made and entered into this 10 day of JUN, 2025, by and between the County of Riverside, a political subdivision of the State of California, (hereinafter referred to as "COUNTY") and Michael Baker International, Inc., a Pennsylvania corporation, (hereinafter referred to as "CONSULTANT").

RECITALS

- A. COUNTY and CONSULTANT have entered into an agreement entitled "Consulting Services Agreement for I-10/Monroe Street Interchange Improvements between County of Riverside · Transportation Department and Michael Baker International, Inc." that is dated April 13, 2021, Agenda Item No. 3.27, (hereinafter referred to as "Agreement"). The Agreement provides the terms and conditions, scope of services, schedule, budget, salary rates, and fee for the performance of professional and technical services necessary to provide engineering services for Phase II – Plans, Specifications, and Estimate (PS&E), Phase III – Bid Support, and Phase IV – Construction Support.
- B. Administrative Budget Modification No. 1 was authorized on August 16, 2022 to utilize \$76,637.42 of contingency funds for additional services required not originally scoped related to geotechnical borings, pot holing, and inclusion of a corridor aesthetics plans.
- C. Administrative Budget Modification No. 2 was authorized on March 6, 2023 to utilize \$330,040.77 of contingency funds for additional services required not originally scoped related to hydrological analysis and inclusion of a cycle track.
- D. Administrative Budget Modification No. 3 was authorized on July 29, 2024 to utilize the remaining \$83,603.95 of contingency funds and transfer \$267,263.79 from Phase IV to Phase II for additional services required not originally scoped related to environmental revalidation, traffic analysis, and utility coordination.
- E. Additional services not originally scoped for the I-10/Monroe Street Interchange Improvements Project from

JUN 10 2025 3.72

1 approving agencies including the California Department of Transportation and Coachella Valley Water District
2 as well as further coordination from surrounding stakeholders is needed.

3
4 **AGREEMENT**

5 NOW THEREFORE, in consideration of the mutual promises contained herein, the parties hereto agree as follows:

- 6 1. Article All, Services to be Provided, of Appendix A, Scope of Services, of the Agreement is hereby amended to
7 include the additional services as shown in Attachment A1, Additional Scope of Services, attached hereto and
8 incorporated herein by this reference. All references in the Agreement to Appendix A, Scope of Services and/or
9 Attachment A, Scope of Services, shall also include reference to Attachment A1, Additional Scope of Services.
- 10 2. The first sentence of paragraph B of Article V, Allowable Costs and Payments, of the Agreement is hereby
11 amended to increase the fixed fee, from \$347,250.57 to \$419,160.61, as follows: "In addition to the allowable
12 incurred costs, COUNTY will pay CONSULTANT a fixed fee of \$419,160.61."
- 13 3. Paragraph H of Article V, Allowable Costs and Payments, of the Agreement is hereby amended to increase the
14 total amount payable by COUNTY, from \$4,902,821.36 to \$6,285,727.80, as follows: "The total amount payable
15 by COUNTY including the fixed fee shall not exceed \$6,285,727.80."
- 16 4. Paragraph 1 of Section B, Fixed Fee, of Article CII, Elements of Compensation, of Attachment C, Compensation
17 Plan, of the Agreement is hereby amended to increase the fixed fee, from \$347,250.57 to \$419,160.61, as
18 follows: "The Total Fixed Fee payable to the CONSULTANT is \$419,160.61 (PRIME CONSULTANT Profit)."
- 19 5. The third sentence of Article CVI, Cost Proposal, of Attachment C, Compensation Plan, of the Agreement is
20 hereby amended to increase the total amount of the contract from \$4,902,821.36 to \$6,285,727.80, as follows:
21 "The total amount of the contract is not to exceed \$6,285,727.80."
- 22 6. The Cost Proposals set forth in Article CVI, Cost Proposal, of Attachment C, Compensation Plan, of the
23 Agreement are hereby amended as attached hereto and incorporated herein .
- 24 7. Except to the extent specially modified or amended hereunder, all of the terms, covenants, and conditions of
25 the Agreement shall remain in full force and effect between COUNTY and CONSULTANT.
- 26 8. This Amendment No. 1 shall become effective upon signature of this Amendment No. 1 by COUNTY and
27 CONSULTANT.
- 28 9. This Amendment No. 1 may be executed in any number of counterparts, each of which shall be an original, but
29 all of which together shall constitute one and the same instrument. Each party to this Amendment No. 1 agrees

1 to the use of electronic signatures, such as digital signatures that meet the requirements of the California
2 Uniform Electronic Transactions Act ("CUETA") Cal. Civ. Code §§ 1633.1 to 1633.17), for executing this
3 Amendment No. 1. The parties further agree that the electronic signatures of the parties included in this
4 Amendment No. 1 are intended to authenticate this writing and to have the same force and effect as manual
5 signatures. Electronic signature means an electronic sound, symbol, or process attached to or logically
6 associated with an electronic record and executed or adopted by a person with the intent to sign the electronic
7 record pursuant to the CUETA as amended from time to time. The CUETA authorizes use of an electronic
8 signature for transactions and contracts among parties in California, including a government agency. Digital
9 signature means an electronic identifier, created by computer, intended by the party using it to have the same
10 force and effect as the use of a manual signature, and shall be reasonably relied upon by the parties. For
11 purposes of this section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of
12 Section 1633.2 of the Civil Code

13
14 IN WITNESS HEREOF, the parties hereto have caused this Amendment No. 1 to the Agreement to be duly
15 executed this day and year first written above.

16
17 THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK
18 SIGNATURE PAGE FOLLOWS
19
20
21
22
23
24
25
26
27
28
29

APPROVALS

COUNTY Approvals

RECOMMENDED FOR APPROVAL:



Dennis Acuna

Director of Transportation

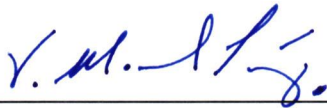
APPROVED AS TO FORM:

COUNTY COUNSEL



By Danielle Maland, Deputy County Counsel

APPROVAL BY THE BOARD OF SUPERVISORS



V. MANUEL PEREZ

PRINTED NAME

Chairman, Riverside County Board of Supervisors

ATTEST:



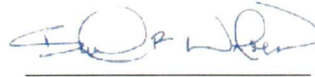
DEPUTY

KIMBERLY A. RECTOR

Clerk of the Board (SEAL)

CONSULTANT Approvals

APPROVED BY:



Dated: 5/27/2025

Daniel Walden

PRINTED NAME

Associate Vice President

TITLE

APPROVED BY:

Christopher Alberts

Christopher Alberts (May 27, 2025 11:25 PDT)

Dated: 5/27/2025

Christopher Alberts

PRINTED NAME

Vice President

TITLE









Amendment No. 1 FINAL

Final Audit Report

2025-05-27

Created:	2025-05-27
By:	Daniel Walden (danny.walden@mbakerintl.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAL0zAjMxkTyu8QQoveu50rUz0QMVNM1bZ

"Amendment No. 1 FINAL" History

-  Document created by Daniel Walden (danny.walden@mbakerintl.com)
2025-05-27 - 6:19:41 PM GMT
-  Document emailed to Daniel Walden (danny.walden@mbakerintl.com) for signature
2025-05-27 - 6:19:45 PM GMT
-  Document emailed to Christopher Alberts (calberts@mbakerintl.com) for signature
2025-05-27 - 6:19:45 PM GMT
-  Email viewed by Daniel Walden (danny.walden@mbakerintl.com)
2025-05-27 - 6:21:20 PM GMT
-  Document e-signed by Daniel Walden (danny.walden@mbakerintl.com)
Signature Date: 2025-05-27 - 6:22:10 PM GMT - Time Source: server
-  Email viewed by Christopher Alberts (calberts@mbakerintl.com)
2025-05-27 - 6:25:19 PM GMT
-  Document e-signed by Christopher Alberts (calberts@mbakerintl.com)
Signature Date: 2025-05-27 - 6:25:45 PM GMT - Time Source: server
-  Agreement completed.
2025-05-27 - 6:25:45 PM GMT

ATTACHMENT A1 • ADDITIONAL SCOPE OF SERVICES

TABLE OF CONTENTS

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

TASK 1.0 PROJECT MANAGEMENT 1

1.1 PROJECT ADMINISTRATION, CONTROL AND SCHEDULING 1

1.2 PROJECT MEETINGS..... 1

1.3 PREPARE FHWA FINANCIAL PLAN..... 1

TASK 2.0 FIELD RESEARCH..... 1

2.5 GEOTECHNICAL DESIGN REPORT..... 1

Background (Additional MR and GDR 95% Submittals) 1

2.5.1 Phase II Environmental Site Assessment (ESA) 2

2.10 FINAL HYDRAULIC REPORT..... 6

2.10.1 Coachella Valley Water District (CVWD) Salton Sea LiDAR and Stream Stability Analysis 6

2.12 SUPPLEMENTAL TRAFFIC OPERATIONS ANALYSIS REPORT (TOAR) 7

2.12.3 NW Quadrant Updated Land Use Analysis 7

2.13 TRANSPORTATION ART PACKAGE 7

TASK 5.0 MITIGATE ENVIRONMENTAL IMPACTS 8

5.1 NATURAL RESOURCES AND REGULATORY SERVICES..... 8

5.1.1 Mitigation Banking Coordination 8

5.1.2 Habitat Mitigation and Monitoring Plan (HMMP)..... 8

TASK 8.0 UPDATE STRUCTURES INITIAL PS&E (95%) (I-10 STRUCTURE)..... 10

Background (Additional 95% PS&E Submittals) 10

TASK 10.0 UPDATE PS&E (95%) 10

1 Background (Additional 95% PS&E Submittals) 10

2 **TASK 11.0 UPDATE PS&E (100%) 11**

3 Retaining Wall Background 11

4 Channel Bridge Background 11

5

6 **11.5 UPDATE STRUCTURE PS&E (CHANNEL STRUCTURE AND WALLS) 12**

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

TASK 1.0 PROJECT MANAGEMENT

1.1 PROJECT ADMINISTRATION, CONTROL AND SCHEDULING

Due to the extended project duration due to the inclusion of the Cycle Track (already completed), and other additional scope as outlined below, an increased level of effort for project administration, control and scheduling is required from CONSULTANT.

1.2 PROJECT MEETINGS

Due to the extended project duration due to the inclusion of the Cycle Track (already completed), and other additional scope as outlined below, additional meetings are required from CONSULTANT, up to two per month through December 2025, and 1 per month thereafter. For example, the original number of PDTs was scoped as 24 and PDT #36 was just held in February 2025.

1.3 PREPARE FHWA FINANCIAL PLAN

CONSULTANT will support the COUNTY in obtaining FHWA approval for construction by preparing the Initial Financial Plan (IFP) for the project. CONSULTANT will use the July 2020 Financial Plan Guidance package provided by the COUNTY to prepare the IFP.

TASK 2.0 FIELD RESEARCH

2.5 GEOTECHNICAL DESIGN REPORT

BACKGROUND (ADDITIONAL MR AND GDR 95% SUBMITTALS)

The first 95% PS&E submittal was made in May 2023. Comments were received on that package, and at the time, CALTRANS stated that based on the number of comments made, the next PS&E package could not be considered 100%. The basis for this statement is preferential and is not stated in any available guidance from CALTRANS. A 95%V2 submittal was then made in November 2023, and subsequently, CONSULTANT was again told that another 95% submittal was necessary. A 95%V3 submittal was made in August 2024, and comments were received in November 2024. The next submittal will be the 100% submittal, and should be the final major submittal of the PS&E package. CONSULTANT understands that original scope did not specify an assumed number of 95% submittals, although the actual number is out of the normal range for a PS&E project. However, CONSULTANT only asks for half of actual spent time for the two additional submittals made in recognition of the original scope language.

2.5.1 PHASE II ENVIRONMENTAL SITE ASSESSMENT (ESA)

CONSULTANT identified the following Recognized Environmental Conditions (RECs) during the course of the Phase I ISA:

- Historical agricultural uses: Residual herbicide/pesticide contamination in on-site surface soils is likely to be present on the subject site (i.e. APNs 610-330-027, 610-093-037, 610-020-034, and 610-020-036).

Aerially Deposited Lead (ADL) was not considered a REC in connection with Site based on the findings and conclusions included in the October 26, 2018, Aerially Deposited Lead Report prepared by CONSULTANT.

The findings and conclusions of the ADL survey are summarized as follows:

- Based on the results of this assessment, the 95% UCL concentration of total lead (10.02 mg/kg) is less than the DTSC health-risk based screening level for unrestricted land use of 80 mg/kg. However, based on the CA-WET soluble lead concentration of sample B19-0.5 of 5.40 mg/L being greater than 5.0 mg/L, the current ADL Agreement requires that the soil in the vicinity of this location be considered ADL-Contaminated, and that DTSC be notified of this exceedance.
- Based on criteria presented in the ADL Agreement, the TTLC being less than 320 mg/kg, the STLC (CA-WET) being greater than 5 mg/L, and the DI-WET being less than 1.5 mg/L, the soil in the vicinity of B19 would be classified as type R1, indicating that it can be reused onsite if placed under a pavement structure or under at least one foot of clean soil. If the soil in the vicinity of B19 is to be excavated and removed from the Site, it will need to be disposed of at a landfill as a California hazardous waste.

Based on these findings, CONSULTANT made the following recommendations:

- Soil Contamination at APNs 610-330-027, 610-093-037, 610-020-034, and 610-020-036: A Phase II/Site Characterization Specialist should conduct sampling in order to determine whether or not residual herbicide/pesticide contamination, including residual lead contamination, exists within areas of proposed right-of-way acquisition (due to historical agricultural production activities). Results of the sampling would indicate soil management practices that may need to be employed, including the reuse of soils on-site, disposal of soils off-site, and worker safety precautions that may be necessary during construction.
- The Phase II/Site Characterization recommendation was not intended to include evaluation for lead,

1 but rather for arsenic, as arsenic was historically used in pesticides.

2 The planned acreage acquisition for the four (4) parcels is as follows:

3	4	5	6	7	8
	APN		Acquisition Size (acres)		
	610-330-027		0.25		
	610-093-037		2.513		
	610-020-034		0.457		
	610-020-036		0.056		

9 Statement of Objectives

10 CONSULTANT will generally follow the standard practices of the American Society for Testing Materials
 11 (ASTM) Standard Practice for Environmental Site Assessments: Phase II Environmental Site Assessment
 12 Process (ASTM E1903-19). The purpose of conducting the Limited Phase II ESA in accordance with ASTM
 13 E1903-19 is to acquire and evaluate information sufficient to achieve the objective(s) set forth in the "Statement
 14 of Objectives".

15 The objectives of this Phase II ESA are to:

- 16 1. Evaluate historical agricultural operations on portions of four (4) parcels that will be acquired by the
 17 City of Indio (CITY), including the possible presence of organochlorine pesticides (OCPs), chlorinated
 18 herbicides (CHs), and arsenic in shallow subsurface soils.
- 19 2. Identify if potential target analytes are present at concentrations greater than a threshold criteria.

20 CONCEPTUAL SITE MODEL

21 Target Analytes s

- 22 • Data obtained during the Phase I ISA indicated that OCPs, CHs, and arsenic may be present in
 23 shallow soils due to potential pesticide application during historical agricultural operations.

24 Target Analytes First Entered the Environment

- 25 • The REC at the Site is historical onsite agricultural uses. The data indicate that the target analytes
 26 (OCPs, CHs, and arsenic) would have first entered the environment by spray application during
 27 historical agricultural operations.

28 Environmental Media and Locations Most Likely to Have the Highest Concentrations of Target Analyses

- The data suggests the potential of shallow subsurface soil contamination due to historical agricultural uses.

Project Set Up

- In preparation for initiating field sampling activities, a site-specific Health and Safety Plan will be prepared. The health and safety plan will conform to regulatory requirements and industry standard practices.
- Conduct a site walk to mark boring locations and contact Underground Service Alert. The boring locations will need to be marked at least three (3) business days in advance of the field activities.
- As the proposed sampling will be completed within the boundaries of proposed acquisition parcels, it has been assumed that only limited traffic control will be necessary as the proposed work is not expected to encroach into roadways.

Field Activities

In general accordance with the Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Properties (DTSC Guidance), and the acreage of acquisition of each of the four (4) parcels, the following number of borings are proposed for each acquisition parcel:

APN	Acquisition Size (acres)	Number of Borings
610-330-027	0.25	1
610-093-037	2.513	4
610-020-034	0.457	2
610-020-036	0.056	1

Borings are proposed to be completed to depths of 2-feet beneath ground surface (bgs) to evaluate for the presence of OCPs, CHs, and arsenic related to historical onsite agricultural use. Soil samples are proposed to be collected from depths of 0.5, 1.0, 1.5, and 2.0-feet bgs.

Soil samples will be collected in laboratory supplied 4-oz glass jars or acetate sleeves using either hand drive equipment or a direct push drilling methods. A portion of all soil samples will be field screened for the presence

of VOCs using a photo ionization detector (PID). Sample containers will be sealed, labeled, and placed on ice for transport to a California-certified laboratory. CONSULTANT will observe standard Environmental Protection Agency (EPA) sample collection and handling protocol including chain-of-custody control.

Sampling and other downhole equipment will be cleaned with a phosphate-free cleanser followed by successive tap water and deionized water rinses prior to first use on-site, between sample intervals, and between borings to minimize the potential for cross-contamination.

Laboratory Analyses

The discrete samples from 0.5-feet from each boring location (8 samples) will initially be analyzed in accordance with the following EPA Test Methods:

- EPA Test Method 8081 for OCPs
- EPA Test Method 8151A for CHs
- EPA Test Method 6010 for arsenic

Samples collected from depths of 1.0, 1.5, and 2.0 feet bgs will initially be archived. However, deeper samples from locations where elevated OCP, CH, or arsenic concentrations are reported may subsequently also be analyzed to evaluate the vertical extent of impacts. For the purposes of this assessment, it is assumed that up to eight (8) to be analyzed (8 shallow + 8 deep).

All samples will be submitted to state certified laboratories, and analyses will be conducted on a standard (7-10 business day) turnaround time.

Report Preparation

The results will be presented in a Limited Phase II ESA Report. Included in the report will be a summary of the fieldwork and methodologies, as well as a discussion and summary of the analytical results. CONSULTANT will also present conclusions and recommendations for further assessment or remedial activities, if any. Copies of boring location maps and logs, summary tables of sample analytical results, and laboratory analytical reports with chain of custody documentation will be provided in the report. An electronic file (PDF format) of the final report will be provided.

SCHEDULE

1 CONSULTANT will begin mobilization within 5 business days of receipt of written authorization to proceed.
2 Marking the site for DigAlert is anticipated to require one (1) day to complete. The fieldwork is anticipated to
3 require one (1) day to complete, and can commence no sooner than three (3) days after DigAlert is notified.
4 The laboratory turnaround time for the analytical results is 7 to 10 business days. CONSULTANT anticipates
5 the draft *Limited Phase II ESA Report* will be completed within 4 to 5 weeks from the date of authorization.

6 **Deliverables:**

- 7
- 8 • Draft and Final Limited Phase II ESA Report
 - 9 • Hazardous Materials Disclosure Document

10 **Assumptions:**

- 11
- 12 • One round of review by COUNTY, and one round of review by CALTRANS
 - 13 • Up to two (2) meetings to discuss findings and conclusions
 - 14 • Restoration of properties due to test equipment is excluded

15 **2.10 FINAL HYDRAULIC REPORT**

16 **2.10.1 COACHELLA VALLEY WATER DISTRICT (CVWD) SALTON SEA LIDAR AND STREAM STABILITY ANALYSIS**

17 The first submitted Basis-of- Design Report (BOD) (Dec 2021) used topography from the HEC-RAS 1D model
18 provided by CVWD. The BOD was revised and resubmitted in November 2023, using updated topography from
19 NearMap DSM and DEM data (from 2022). CVWD commented on the accuracy of the NearMap data and
20 requested MBI utilize FEMA appropriate topography compatible to the FEMA Flood Zone. The NearMap Data
21 does not meet the FEMA vertical accuracy requirements, but it was the only source of elevation data available
22 in this area at the time (excepting a supplemental aerial topography). A similar comment pertaining to the
23 accuracy of the topographic information used for the I-10/ Jackson Street Bridge Over Coachella Valley
24 Stormwater Channel BOD was made by CVWD. It was recommended that topographic information such as
25 new Salton Sea LiDAR (from 2019) be used for the hydraulics model.

26 There is between a 2' to 4' difference in elevations between the NearMap and Salton Sea Lidar topographic
27 surfaces, indicating approximately 10,000 CY of material has degraded out of the channel. Due to this
28 discrepancy, CVWD requested CONSULTANT investigate the stability of the channel. It should also be noted
29 that there were two extreme rain events that have influenced the condition of the channel, the 2019 Valentines
Day Storm that severely damaged the Avenue 44 crossing and 2023 Tropical Storm Hilary that entirely washed-

1 out Avenue 44. A Hydraulic and Bridge Scour Analysis for a proposed Avenue 44 Bridge was prepared by
2 Albert WEBB Associates, dated February 2020 which would not have included any impacts due to the recent
3 extreme storm events. The Avenue 44 Hydraulics and Bridge Scour Analysis Report utilized aerial topographic
4 mapping obtained from CVWD. The aerial topographic mapping consisted of Light Detection and Ranging
5 (LiDAR) data collected in February of 2011 with a vertical accuracy standard for a 2-foot contour interval. The
6 Avenue 44 Hydraulics and Bridge Scour Analysis Report used a slope of 0.002 from the downstream grade
7 control structure (Ave 46 Drop Structure) to calculate an equilibrium bed slope assuming the Avenue 44 Low
8 Flow Crossing is removed. CONSULTANT will incorporate this equilibrium slope in the I-10/Monroe Street
9 project BOD.

10 **Deliverables:**

- 11 • Hydraulic Model revisions utilizing the new Salton Sea Lidar
- 12 • A Stream Stability/ Long-term Scour Analysis
- 13 • Updating the BOD (hydraulic, local/general scour calculations, channel plans)

14 **2.12 SUPPLEMENTAL TRAFFIC OPERATIONS ANALYSIS REPORT (TOAR)**

15 **2.12.3 NW QUADRANT UPDATED LAND USE ANALYSIS**

16 **2.12.3.1 Additional VISSIM Support**

17 CONSULTANT will provide support related to VISSIM assessment at the interchange. Of specific concern
18 will be updates to the local roadway geometrics to match assumptions from the development on the
19 northwest quadrant's traffic study to the VISSIM model and rerun the assessment to identify constraints in
20 the system. CONSULTANT will also look at key considerations in the area, including:

- 21 1. Can acceptable operations be achieved if the Cycle Track is modified at the interchange to a
22 class II bikeway (providing more green time to through movements).
- 23 2. At 50% development and 75% development will the interchange operation acceptably –
24 CONSULTANT will review different land use absorption estimates in an effort to refine how much
25 development can occur before the interchange degrades to unacceptable operations.

26 **Deliverables:**

- 27 • PowerPoint Summaries

28 **2.13 TRANSPORTATION ART PACKAGE**

CALTRANS has advised the Project Development Team that proposed bridge aesthetics at the I-10/Jackson St. OC will require approval by the Department under the Transportation Art/Community Identification Program, as proposed by the Local Public Agency (LPA).

Deliverables:

- Transportation Art/Community Identification Proposal Application Form
- Images and exhibits to be attached to the Application

Assumptions:

- One round of review by CITY, and one round of review by CALTRANS

TASK 5.0 MITIGATE ENVIRONMENTAL IMPACTS

5.1 NATURAL RESOURCES AND REGULATORY SERVICES

5.1.1 MITIGATION BANKING COORDINATION

CONSULTANT will coordinate with the regulatory agencies to determine agency approved mitigation banking requirements for credit type, amount, and bank to satisfy mitigation requirements for the I-10/Jackson Street Interchange Improvement Project. Following this coordination, CONSULTANT will work with the mitigation bank(s) to facilitate the client’s purchase of credits. This task also includes other ongoing coordination items needed to purchase banking credits.

Assumptions:

- This task excludes any fees associated with the purchasing of banking credits.

5.1.2 HABITAT MITIGATION AND MONITORING PLAN (HMMP)

Based on the determined regulatory agency compensatory mitigation requirements, CONSULTANT shall prepare a temporary impact Habitat Mitigation and Monitoring Plan (HMMP) for the project site. The HMMP is designed to document compensatory mitigation to off-set the project’s original jurisdictional impacts. The HMMP shall be prepared in accordance with the Corps’ Los Angeles District Mitigation guidelines and Monitoring Requirements, dated April 19, 2004; Mitigation Rule (33 C.F.R. Part 332; 73 FR 19670-19687 (April 10, 2008)), the Corps’ LA District’s 2015 Mitigation Guidelines, and the State Water Resources Control Board’s 2019 State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. The Plan shall discuss:

1 *Responsibilities and qualifications of the personnel to implement and supervise the plan.* The responsibilities
2 of the Applicant that would supervise and implement the plan shall be specified.

3 *Baseline Information.* Site conditions will be documented for both the project's temporary impact areas,
4 potential on-site mitigation locations, as well as surrounding locations comprised of native habitat that can be
5 used as reference for the HMMP.

6
7 *Site preparation and planting implementation.* Based on agency direction on mitigation type, site preparation
8 may include: (1) protection of existing native species; (2) trash and weed removal; and (3) erosion control
9 measures (i.e., rice or willow wattles).

10 *Schedule.* A schedule of mitigation activities.

11
12 *Maintenance plan/guidelines.* The Maintenance Plan shall include: (1) weed control; (2) herbivory control; (3)
13 trash removal; (4) irrigation system maintenance (if required); (5) maintenance training; and (6) replacement
14 planting.

15 *Monitoring Plan.* The Monitoring Plan shall be described to include: (1) qualitative monitoring (i.e., photographs
16 and general observations); (2) quantitative monitoring (i.e., randomly placed transects); (3) performance
17 criteria, as approved by the above-listed resource agencies; (4) reporting timeline and requirements; and (5)
18 annual reports, which shall be submitted to the resource agencies on a yearly basis, for five years. This task
19 does not include monitoring of the restoration sites.

20
21 If required by the agencies, the Plan shall also discuss:

22 *Adaptive Management Plan.* General procedures for adaptive management shall be outlined based on known
23 challenges within the area (i.e., drought stress, invasive pest mitigation, herbivory). Following quantitative site
24 assessments, patterns and trends related to site development will be reviewed and recommendations shall be
25 made to correct any issues identified.

26
27 *Long-term Management.* Long-term management of the site shall also be outlined in the Restoration Plan, to
28 the extent determined by the regulatory agencies, to avoid impacts to the mitigation site from future
29 development.

Pursuant to agency requirements, the Restoration Plan will include a maximum of five (5) exhibits to enhance the written text and clarify the approach. Exhibits are anticipated to include: 1) Regional Vicinity Map; 2) Site Vicinity Map; 3) Project Impacts Map; 4) Mitigation Site Plan; and 5) On-Site Photographs. This task includes time for Geographic Information Systems (GIS) analysis.

Deliverables:

- Draft HMMP (PDF)
- Final HMMP (PDF)

Assumptions:

- One round of formal submittal and response to agency comments

TASK 8.0 UPDATE STRUCTURES INITIAL PS&E (95%) (I-10 STRUCTURE)

BACKGROUND (ADDITIONAL 95% PS&E SUBMITTALS)

The first 95% PS&E submittal was made in May 2023. Comments were received on that package, and at the time, CALTRANS stated that based on the number of comments made, the next PS&E package could not be considered 100%. The basis for this statement is preferential and is not stated in any available guidance from CALTRANS. A 95%V2 submittal was then made in November 2023, and subsequently, CONSULTANT was again told that another 95% submittal was necessary. A 95%V3 submittal was made in August 2024, and comments were received in September 2024. The next submittal will be the 100% submittal, and should be the final major submittal of the PS&E package. CONSULTANT understands that original scope did not specify an assumed number of 95% submittals, although the actual number is out of the normal range for a PS&E project. However, CONSULTANT only asks for half of actual spent time for the two additional submittals made in recognition of the original scope language.

TASK 10.0 UPDATE PS&E (95%)

BACKGROUND (ADDITIONAL 95% PS&E SUBMITTALS)

The first 95% PS&E submittal was made in May 2023. Comments were received on that package, and at the time, CALTRANS stated that based on the number of comments made, the next PS&E package could not be considered 100%. The basis for this statement is preferential and is not stated in any available guidance from CALTRANS. A 95%V2 submittal was then made in November 2023, and subsequently, CONSULTANT was

1 again told that another 95% submittal was necessary. A 95%V3 submittal was made in August 2024, and
2 comments were received in November 2024. The next submittal will be the 100% submittal, and should be
3 the final major submittal of the PS&E package. CONSULTANT understands that original scope did not specify
4 an assumed number of 95% submittals, although the actual number is out of the normal range for a PS&E
5 project. However, CONSULTANT only asks for half of actual spent time for the two additional submittals made
6 in recognition of the original scope language.

7
8 **TASK 11.0 UPDATE PS&E (100%)**

9 **RETAINING WALL BACKGROUND**

10 The design for the two retaining walls within the project limits was developed up to the 95% Design Phase.
11 Both retaining walls are CALTRANS Standard Type 1 Modified walls. Modifications were necessary because
12 the Peak Ground Acceleration (PGA) at the site, as per the geotechnical report, exceeds the CALTRANS
13 standard value of 0.6g used for standard retaining walls. Consequently, the structural design team performed
14 calculations to account for the larger seismic loads affecting the retaining walls. These modifications were
15 included in the 95% Design Package.

16 Following discussions with CALTRANS prior to the 95% Design submittal, it was agreed to include the retaining
17 wall details in CALTRANS Roadway borders and incorporate the Retaining Wall plans into the Roadway
18 package for the project. However, after submitting the 95% design package, the CALTRANS Structure Liaison
19 requested that all Retaining Wall plans and details be placed on Structure Border and reviewed by CALTRANS
20 Structure Headquarters. Transferring the retaining wall plan details from Roadway Border to Structure Border
21 constituted out-of-scope work, as this was not considered in the original scope of work. The level of effort
22 required included changes to CAD styles, fonts, levels, and other CAD parameters, which took additional time
23 to complete.

24 **CHANNEL BRIDGE BACKGROUND**

25 The project includes a bridge replacement over the Coachella Valley Stormwater Channel. The Channel
26 Bridge design was developed up to the 95% Design Phase. At that time, CALTRANS requested a review of
27 the bridge plans, indicating that a review by CALTRANS Structure Headquarters was required because part
28 of the bridge abutment on the north side is within the CALTRANS right of way. The review from CALTRANS
29 at the 95% Design Phase generated additional comments, requiring the designer to make changes to the

1 plans and calculations. The comment resolution process with CALTRANS and making additional changes to
2 the bridge plans and calculations were considered out-of-scope work, as the CALTRANS review was not
3 originally included in the scope of work.

4 **11.5 UPDATE STRUCTURE PS&E (CHANNEL STRUCTURE AND WALLS)**

5 ***Transferring Retaining Wall Plans from Roadway Border to Structure Border and Review***

6 CONSULTANT will incorporate the necessary changes to the CADD files to transfer the plan contents for the
7 four retaining walls from the Roadway Border to a Structure Border. The modifications include:

- 8 • **Working Units:** Adjust to match the standards for Structure Border.
- 9 • **Drawing Data Levels:** Update to comply with the leveling convention for Structures.
- 10 • **Text Attributes:** Modify text sizes, fonts, and styles to align with the requirements for Structures.
- 11 • **Line Styles and Weights:** Change line weights and styles to those specified for Structures.
- 12 • **Color Table:** Apply the standard color table for Structures.
- 13 • **Cell and Cell Libraries:** Utilize the appropriate cell libraries for Structures.
- 14 • **Structure Scale for Elevation View:** Change Roadway exaggerated scale in elevation view to
15 uniform structure scale.
- 16 • **Plan Sheet Preparation:** Ensure the plan sheets were prepared according to the guidelines for
17 Structures.

18 Additionally, CONSULTANT will ensure that the changes complied with the CALTRANS Bridge Design
19 Details, specifically the chapters for General Detailing and General Plan.

20 The following sheets will be modified due to this change:

- 21 1. Retaining Wall No. 35 – General Plan
- 22 2. Retaining Wall No. 35 – Architectural Treatment
- 23 3. Retaining Wall No. 50 – General Plan
- 24 4. Retaining Wall No. 50 – Architectural Treatment

25 ***Respond to CALTRANS Review Comments and Comment Resolution***

26 As noted above in the Background section, CALTRANS Structure HQ will now provide design oversight role
27 through 65%, 95%, and 100% design phases of the project, in addition to the previously scoped CALTRANS
28 District Oversight review. CONSULTANT will respond to these additional reviews and incorporate necessary
29

1 revisions in the retaining wall package. This will include addressing comments on plan details, calculations,
2 and special provisions for the retaining walls.

3
4 **Additional CALTRANS Review for Channel Bridge**

5 As noted above in the Background section, CALTRANS Structure HQ will now provide design oversight role
6 through 95%, and 100% design phases of the project, in addition to the previously scoped COUNTY review.
7 CONSULTANT will respond to these additional reviews and incorporate necessary revisions in the bridge
8 design package. This will include addressing comments on plan details, calculations, and special provisions
9 for the bridge.
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

I-10/Monroe PS&E Fee Proposal Summary

February 26, 2025

COMPANIES	PHASE I	PHASE II	PHASE III	PHASE IV	TOTAL
Michael Baker International, Inc.					
Prime		\$ 801,698.21			\$ 801,698.21
Parsons					
Structures		\$ 24,755.66			\$ 24,755.66
Converse					
Geotechnical		\$ 50,537.05			\$ 50,537.05
Fehr & Peers					
Additional VISSIM Support		\$ 15,633.38			\$ 15,633.38
TOTAL		\$ 892,624.30			\$ 892,624.30

- Phase I
- Phase II **Plans, Specs & Estimates**
- Phase III
- Phase IV

FEE PROPOSAL WORKSHEET

COMPANY: Michael Baker International, Inc.	SCOPE OF WORK: Project Summary	PHASE: All Phases
PROJECT: I-10/Monroe PS&E		DATE: February 26, 2025

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT	
	Project Manager	384	@ \$85.00	\$32,597.50	
	Environmental Lead		\$91.73		
	Structural Engineer	124	@ \$85.00	\$10,540.00	
	Technical Manager	545	@ \$83.00	\$45,193.50	
	Senior Engineer	518	@ \$74.00	\$38,332.00	
	Project Engineer	1,335	@ \$53.00	\$70,728.50	
	Regulatory Specialist	82	@ \$50.00	\$4,100.00	
	Design Engineer	1,422	@ \$44.00	\$62,568.00	
	Environmental Analyst		\$45.00		
	Designer/Planner/Regulatory Analyst	270	@ \$38.00	\$10,241.00	
		TOTAL HOURS:	4,798	TOTAL AMOUNT:	\$280,620.50

MULTIPLIERS

ESCALATION @	3.00%	(Rates Vary by Phase)	\$8,418.62
OVERHEAD @	148.79%	(of Direct Labor + Escalation)	\$430,061.30
PAYROLL ADDITIVES @		(of Direct Labor + Escalation)	
PROFIT (FIXED FEE)	10.0%		\$71,910.04
TOTAL MULTIPLIERS:			\$510,389.96

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Mileage	1050	Miles	@ \$0.655	\$687.75
Plan Checking	1	LS	@ \$10,000.00	\$10,000.00
TOTAL ODC'S:				\$10,687.75

SUB CONSULTANT SERVICES

COMPANY	LABOR	MULTIPLIERS	ODC's	TOTAL
Parsons	\$10,096.07	\$14,659.59		\$24,755.66
Converse	\$14,566.86	\$29,698.19	\$6,272.00	\$50,537.05
Fehr & Peers	\$5,050.70	\$10,582.68		\$15,633.38

TOTAL SUBCONSULTANT SERVICES: \$90,926.09

GRAND TOTAL \$892,624.30

MANHOUR WORKSHEET

COMPANY: Michael Baker International, Inc.	SCOPE OF WORK: Manhour Summary	PHASE: All Phases
PROJECT: I-10/Monroe PS&E		DATE: February 26, 2025

TASK	PROJECT MANAGER	ENVIRONMENTAL LEAD	STRUCTURAL ENGINEER	TECHNICAL MANAGER	SENIOR ENGINEER	PROJECT ENGINEER	LANDSCAPE ARCHITECT	REGULATORY SPECIALIST	SENIOR SURVEYOR	FIELD SUPERVISOR	SENIOR SURVEY TECHNICIAN	SURVEY TECHNICIAN	DESIGN ENGINEER	ENVIRONMENTAL ANALYST	(Top & Bottom) HOURS
------	-----------------	--------------------	---------------------	-------------------	-----------------	------------------	---------------------	-----------------------	-----------------	------------------	--------------------------	-------------------	-----------------	-----------------------	----------------------

\$232.62 \$251.04 \$232.62 \$227.15 \$202.52 \$145.04 \$164.20 \$136.83 \$183.36 \$169.67 \$123.15 \$98.52 \$120.41 \$123.15

PHASE TOTALS	384	124	545	518	1,335	80	82					1,422	4,489	4,798
---------------------	------------	------------	------------	------------	--------------	-----------	-----------	--	--	--	--	--------------	--------------	--------------

PHASE I
PHASE II
PHASE III
PHASE IV

384 124 545 518 1,335 80 82 1,422 4,489 4,798

TASK	DESIGNER/PLANNER/REGULATORY ANALYST	2 PERSON CREW	UTILITY COORDINATOR	DESIGN TECHNICIAN	CADD DESIGNER	ASST. ENGINEER/PLANNER	PROJECT CONTROLS	ADMINISTRATIVE	HOURS
------	-------------------------------------	---------------	---------------------	-------------------	---------------	------------------------	------------------	----------------	-------

\$103.99 \$295.56 \$106.73 \$95.78 \$88.94 \$82.10 \$103.99 \$68.42

PHASE TOTALS	270	40	310
---------------------	------------	-----------	------------

PHASE I
PHASE II
PHASE III
PHASE IV

270 40 310

SUBCONSULTANT FEE PROPOSAL WORKSHEET

COMPANY: Parsons Transportation Group, Inc.	SCOPE OF WORK: Structures	PHASE: Phases II & IV
PROJECT: I-10/Monroe Street Improvements		DATE: February 26, 2025

DIRECT LABOR

PERSONNEL	POSITION	HOURS	RATE	AMOUNT
Mike Roberts	Project Manager	6	@ \$94.09	\$564.54
Kevin Michalski	Structure Lead	9	@ \$98.55	\$886.95
Casey Weber	Structure Senior Engineer	26	@ \$79.58	\$2,069.08
Melvin Principe	Structure Project Engineer	36	@ \$55.00	\$1,980.00
Kimberly Bowes	Structure Engineer	78	@ \$42.35	\$3,303.30
Scott Weight	Structures CADD	26	@ \$49.70	\$1,292.20

TOTAL HOURS **181** TOTAL DIRECT LABOR **\$10,096.07**

MULTIPLIERS

ESCALATION @	(Rates Vary by Phase)	
OVERHEAD @	74.07% (of Direct Labor + Escalation)	\$7,478.16
PAYROLL ADDITIVES @	48.84% (of Direct Labor + Escalation)	\$4,930.92
PROFIT (FIXED FEE)	10.0%	\$2,250.51

TOTAL MULTIPLIERS **\$14,659.59**

OTHER DIRECT COSTS

*** Billed at Actual Cost ***

ITEM	QUANTITY	UNIT	UNIT COST	AMOUNT
Travel/Mileage		Mile	\$0.575	
Airfare		LS	\$300.00	
Reproductions		LS	\$2,000.00	
Reproduction (As-Builts)		LS	\$500.00	

TOTAL ODC'S

TOTAL **\$24,755.66**

SUBCONSULTANT MANHOOR WORKSHEET SUMMARY

COMPANY: Parsons Transportation Group, Inc.	SCOPE OF WORK: Structures	PHASE: Phases II & IV
PROJECT: I-10/Monroe Street Improvements		DATE: February 26, 2025

TASK	PROJECT MANAGER	STRUCTURE LEAD	STRUCTURE SENIOR ENGINEER	STRUCTURE PROJECT ENGINEER	STRUCTURE ENGINEER	STRUCTURES CADD												HOURS
------	-----------------	----------------	---------------------------	----------------------------	--------------------	-----------------	--	--	--	--	--	--	--	--	--	--	--	-------

\$230.71 \$241.65 \$195.13 \$134.86 \$103.84 \$121.86

PHASE TOTALS

6	9	26	36	78	26	181
----------	----------	-----------	-----------	-----------	-----------	------------

- PHASE I
- PHASE II
- PHASE III
- PHASE IV

6	9	26	36	78	26	181
---	---	----	----	----	----	-----

SUBCONSULTANT MANHOUR WORKSHEET SUMMARY

COMPANY: Fehr & Peers	SCOPE OF WORK: VISSIM SUPPORT	PHASE: All Phases
PROJECT: I-10/Monroe Street Improvements		DATE: February 26, 2025

TASK	PRINCIPAL OVERSIGHT	PROJECT MANAGER	TECHNICAL ANALYST	PROJECT COORDINATOR														HOURS
------	---------------------	-----------------	-------------------	---------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	-------

\$349.71 \$199.40 \$144.33 \$107.16

PHASE TOTALS

16	12	50	4											82
-----------	-----------	-----------	----------	--	--	--	--	--	--	--	--	--	--	-----------

PHASE I
PHASE II
PHASE III
PHASE IV

16 12 50 4 82

Vicinity Map Monroe Street Interchange Project

