

**City Manager's Report
February 12, 2013 City Council Meeting**

Prepared by: Nathan Stong, City Engineer



Item #: 11.4

Subject: Adopt Resolution No. _____, a Resolution of the City Council:

1. Approving a time extension of the existing Consulting Services Agreement (Resolution No. 7606) with Dokken Engineering for the Western Placerville Interchanges Project to December 31, 2014; and,
2. Approving Task Order Authorization No. 4, in an amount not to exceed \$199,546 under the existing Consulting Services Agreement with Dokken Engineering (Resolution No. 7606) for the Western Placerville Interchanges; and,
3. Approving Task Order Authorization No. 5, in an amount not to exceed \$393,265 under the existing Consulting Services Agreement with Dokken Engineering (Resolution No. 7606) for the Western Placerville Interchanges.

Background: In November of 2005, the City of Placerville adopted the CEQA¹ Environmental Impact Report and selected Alternative D, the Placerville Drive Roundabout and Ray Lawyer Drive Loop Ramp Alternative, as the project configuration for the Western Placerville Interchanges project. The layout of that alternative is shown in Attachment 1.

In May of 2006, FHWA² adopted a NEPA³ Finding of No Significant Impact, followed by Caltrans' approval in January 2008 of Alternative D as the preferred alternative. Caltrans' approval included a requirement that a detailed analysis, called a Concept Approval Report (CAR), be completed and approved for the Roundabout. That approval further stipulated that should the CAR not be approved, the preferred alternative would revert to Alternative B-the Placerville Drive Signalized Intersections and Ray Lawyer Drive Loop Ramp Alternative. The Layout for Alternative B is shown in Attachment 2.

Work has progressed to identify, design, fund and deliver to construction a first phase project: the Ray Lawyer Drive Westbound on-ramp and Auxiliary Lane. This Phase 1A project, which broke ground last November, is consistent for both Alternative B and D. Design and right-of-way acquisition is also nearing completion for the Phase 1B project which will complete the Fair Lane roadway improvements including adding sidewalk from the County government center to the commercial center to the west. Construction funding is not yet identified however once shelf ready, this 1B project will be more competitive for construction funding opportunities. Improvements to Ray Lawyer Drive/Forni Road have also been identified as the next phase of work to pursue, with the EDCTC⁴ and State programming construction funds in fiscal year 2016/17 as part of the 2012 STIP⁵. Attachment 3 shows these described components.

¹ California Environmental Quality Act

² Federal Highway Administration

³ National Environmental Policy Act

⁴ El Dorado County Transportation Commission

⁵ Statewide Transportation Improvement Plan

The engineering work to date has been advanced through an Agreement for Services with Dokken Engineering. The Agreement includes plan, specification, and estimate (PS&E) services, including Caltrans coordination and regulatory permit work. The Agreement was set up with a comprehensive scope and budget, and intermediate milestones, allowing the work to proceed in steps based on individual authorizations/task orders. The contract is for \$3,273,000; however, work authorized to date is \$1,978,210. This leaves a balance for continued work on the next components of the project. Authorization of those next components is now needed for the project to advance.

Discussion: As construction advances on the Phase 1A project, it is time to give consideration to the next action items needed to continue delivery of the project. Given construction funding constraints, a phased approach continues to be recommended, with Alternative D as the basis. Alternative D was chosen as part of the environmental and project approvals by the City, and then by Caltrans as NEPA lead agency and as the steward of the State Highway facilities. Although preliminary studies show the operational characteristics, costs and right of way impacts of Alternative B and D to be similar, Alternative D has a lower accident severity rating and better air quality performance. As such, it is more competitive for construction funding. The design team also believes the addition of a roundabout at Lo-Hi Way and applying new standards related to roundabout design will improve performance of Alternative D and lower its cost in relation to Alternative B. Authorization No. 4 recommended here will allow the CAR work to be completed and incorporate the analysis of the second roundabout into the project approval documents, as well as include the extension of the bike path that has been installed along Highway 50 across Weber Creek as part of the County Missouri Flat Road Interchange project.

Coordination with County Fair Plaza Shopping Center

The County Fair Plaza shopping center is located on the corner of Fair Lane and Placerville Drive, overlooking Highway 50. The owners of the center have expressed a concern of how the interchange improvements would affect their ability to upgrade their center. Their concern is focused on the desire to place a standalone building at the intersection of Placerville Drive and Fair Lane, and continue to have sufficient parking for their current and future uses. They indicate absent the ability to accomplish that, it may not be economically feasible to advance an estimated \$3 million improvement program for the center.

By our calculation, Alternative D would result in the loss of approximately 60 parking spaces of the approximate 450 spaces they hope to achieve in a reconfiguration of their current lot. The investment by the shopping center would include significant revamping of the building facades, as well as site and landscape improvements needed to modernize the center. The result would encourage current tenants to remain and would make the center more marketable to a wide range of new retail tenants over time. Staff is very supportive of the owners plans to re-invest in this shopping center and has concerns that Alternative D may present too great an impact on the future viability of the center. However, more design work and opportunity cost analysis must be completed to have a better understanding of the potential impacts on the center.

The work included in Authorization No. 4 would allow the more detailed design work needed to determine the impact of both Alternative D, and the other considered Alternative B, on the shopping center. Furthermore, the potential overall benefits to the greater Placerville Drive

area and the City as a whole must be taken into account. As alternatives B and D are evaluated in more detail to understand the potential costs/benefits of each, Staff and our consultants will meet with the shopping center owner and their architects to evaluate ideas and options in an attempt to minimize impacts on the center. A comparison analysis between Alternative B and D, including traffic operations, cost, and right of way impacts are included. Once the detailed work is completed, staff would return to the Council to report the findings before completing the Concept Approval Report. This would give the Council the opportunity to give direction should they wish to reconsider the previous approval of Alternative D as the preferred project. Information will also be provided on the steps and cost associated with advancing either alternative. It is estimated staff would return to Council with this information in six months. In any event, our goal would be to achieve an ultimate configuration that would maximize benefits to the City street network and not jeopardize the future of the shopping center.

Ray Lawyer Drive Interchange Improvements

On March 28, 2012, the CTC⁶ approved the 2012 STIP which included programming (based on a recommendation from the EDCTC) of approximately \$5.5 million in construction funds in the 2016/17 fiscal year for construction of improvements at the Ray Lawyer Drive Interchange. These improvements include the westbound off-ramp from US 50 to Ray Lawyer Drive (Phase 2A) and realignment and modifications to the Ray Lawyer Drive/Forni Road intersection (Phase 2B/2C). The desire to advance this work before the Forni/Placerville overcrossing is based on providing infrastructure that will support the Court's project, and also is sized to match currently available funding opportunities. Doing this Ray Lawyer work in advance of the Placerville/Forni overcrossing is not however consistent with the phasing included in the original project approval documentation. Analysis of this different phasing, and documentation in the form of a NEPA/CEQA Re-Validation and Project Report Amendment are necessary. Authorization No. 4 includes the work required to update the approval documents.

It is also recommended that final design and preparation of PS&E⁷ for the Ray Lawyer Drive/Forni Road Realignment project (Phase 2B/2C) begin. This work is the first component needed for any additional ramp work at Ray Lawyer Drive. It is the same for both Alternative B and D, and is needed to support access to the proposed relocated Court facility. It is also a local road project and therefore can advance simultaneously with the other work currently under contract and as described above related to Placerville Drive. Authorization No. 5 includes the tasks necessary to complete 100% PS&E for Phase 2B/2C. In addition, Authorization No. 4 includes geotechnical work for Phase 2A, and preliminary design and cost estimates. This will aid in the phasing analysis being prepared for the highway work.

Dokken Engineering Services

As indicated in the Background section, Dokken Engineering has been advancing the design work on this project. They also prepared the Environmental Documents and Project Report leading to the Project Approval in 2008. Dokken's intimate knowledge of the project, and Caltrans processing requirements, are a continued benefit. They are also very knowledgeable about funding strategies and were instrumental in assisting the City in obtaining the \$6

⁶ California Transportation Commission

⁷ Plans, Specifications & Estimate

million grant being used for Phase 1A. In the months leading to the construction of Phase 1A, staff identified several areas where quality control of the work being produced by Dokken Engineering was not meeting with City expectations. Based on meetings with Dokken and City Staff, Dokken has incorporated several key additional quality control measures into the contract as can be seen in Task 17 of Authorization 4.

Time Extension:

The agreement with Dokken Engineering has a provision allowing two one-year time extensions. We are currently at the end of the first one-year extension. To allow time for completion of all work associated with the authorized tasks, and to allow some flexibility for additional task orders within the contract limits and currently available funding (see budget section), it is recommended an amendment to the agreement be approved, extending the contract term to December 31, 2014.

Options:

The Council could choose to pursue Alternative B as the preferred alternative and discontinue work on the CAR. Analysis and approval documentation would still be needed to address the change in phasing related to Ray Lawyer Drive, and new findings associated with a new project approval would be required. Caltrans, as the NEPA lead agency and owner of the State highway, would also have to concur. Savings from a reduction in analysis would be partly offset by costs associated with the new approval documentation and processing, for a net savings of approximately \$50,000. It is anticipated savings in construction and right of way costs discovered through the analysis included in the staff recommendation will exceed this amount.

The Council could also choose to pursue the design and analytical work with a firm other than Dokken Engineering. Retaining a different firm would require issuance of a Request of Proposals and associated selection process, including a pre-award audit by Caltrans because the contract is funded with federal funds. The delay associated with this process is estimated at six months, causing unnecessary delay in the project and risk meeting timely use of funds requirements. In addition, there would be the added cost of the process itself, and the start-up costs associated with a new firm.

Given Dokken's intimate involvement with the project to date, their overall excellent performance record, good working relationship with staff, the potential significant opportunity costs of seeking the services of another firm, and the efforts of Dokken to implement additional quality control measures, staff recommends Dokken continue with the work under their current contract and that Task Authorizations No. 4 and No. 5 be approved.

Budget Impact: As shown in the following table, Task Order Work Authorizations No. 4 and No. 5 are within the existing Consulting Services Agreement amount.


Agreement Amount – May 2008	\$ 3,273,000	
Authorized : Proceed for Milestones 1 & 2 – May 2008		\$ 940,000
Authorization 2 - Milestone 3- PS&E, Phase 1A –May 2009		\$ 423,615

Authorization 3 – Modify Milestone 1, 2 and 3 work and add Milestone 4		\$ 614,597
Authorized to Date Subtotal:	\$ 1,978,212	
Authorization 4 – Proposed – Advance Alt D & Ray Lawyer Ramp Designs		\$ 199,546
Authorization 5 – Proposed –PS&E for 2B/2C;		\$ 393,265
Authorizations 4 & 5 Subtotal:	\$592,811	
Authorization Total with new request	\$ 2,571,023	
Balance of Agreement Amount Available for Future Authorization	\$ 701,977	

As you can see, the total amount recommended for authorization is \$2,571,023, including the proposed \$592,811 for Authorizations 4 and 5, which is well within the \$3,273,000 encumbered agreement with Dokken Engineering. Once the work for Authorizations No. 4 and 5 is complete, recommendations for the use of the \$701,977 remaining in the agreement with Dokken Engineering will be presented to the Council at a later date.

Recommendation: Adopt Resolution No. _____, a Resolution of the City Council:

1. Approving a time extension of the existing Consulting Services Agreement (Resolution No. 7606) with Dokken Engineering for the Western Placerville Interchanges Project to December 31, 2014; and,
2. Approving Task Order Authorization No. 4, in an amount not to exceed \$199,546 under the existing Consulting Services Agreement with Dokken Engineering (Resolution No. 7606) for the Western Placerville Interchanges; and,
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 Nate Stong, City Engineer

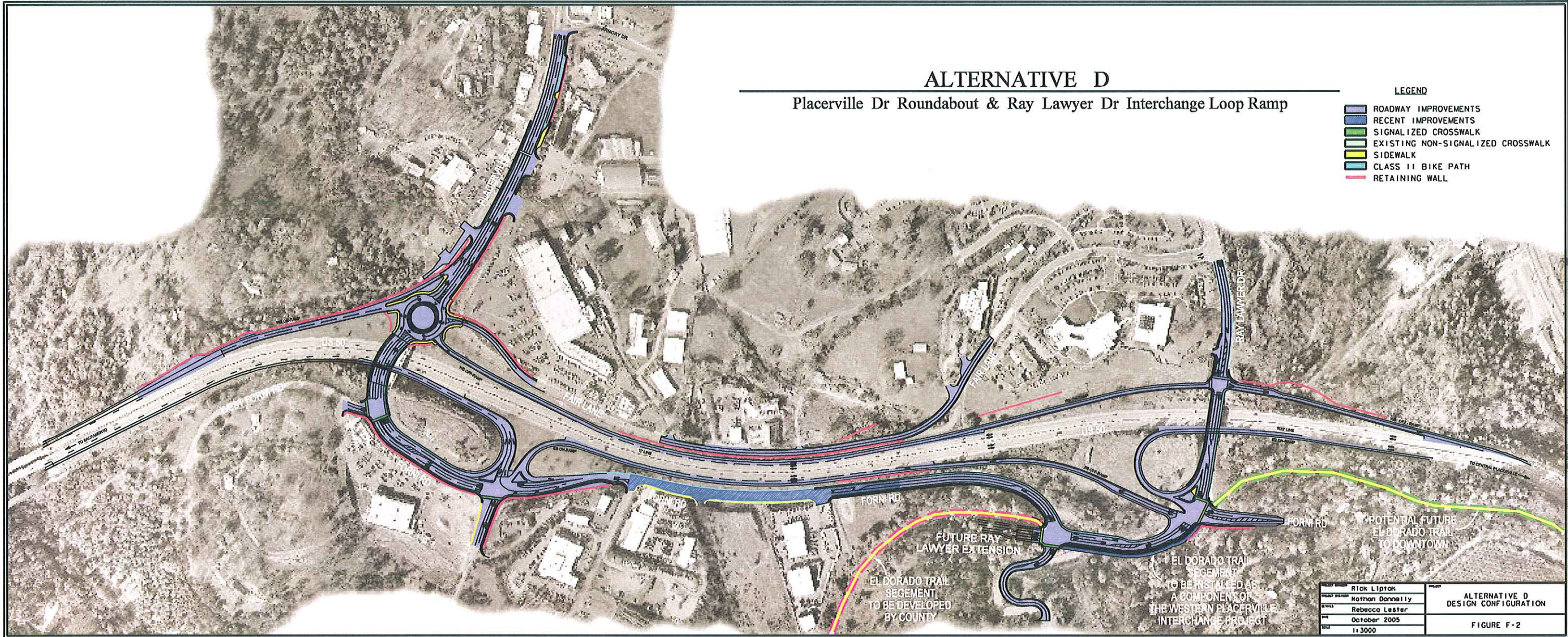

 Mike Webb, Director of
 Development Services


 M. Cleve Morris, City Manager

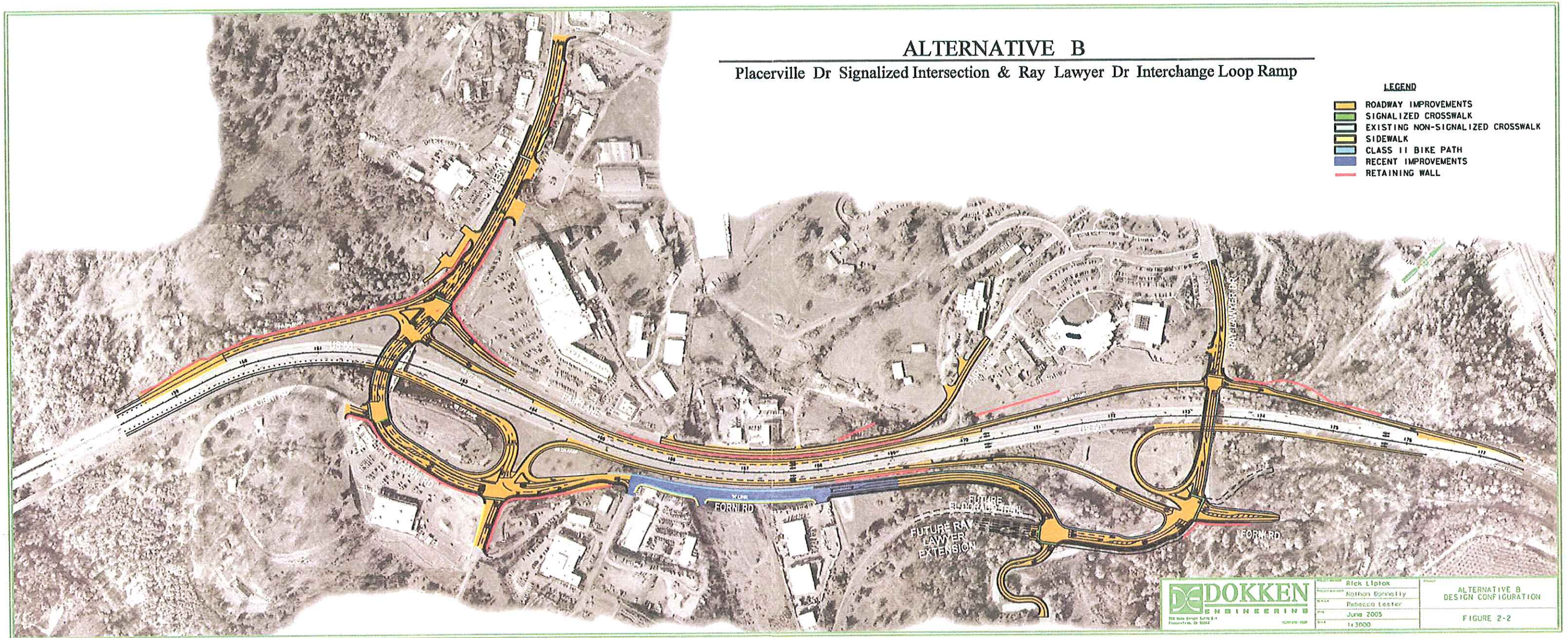
ATTACHMENTS:

- Resolution
- Attachment 1: Alternative D Layout
- Attachment 2: Alternative B Layout
- Attachment 3: Construction Funds Programming
- Dokken Task Order Authorization #4
- Dokken Task Order Authorization #5

Attachment 1



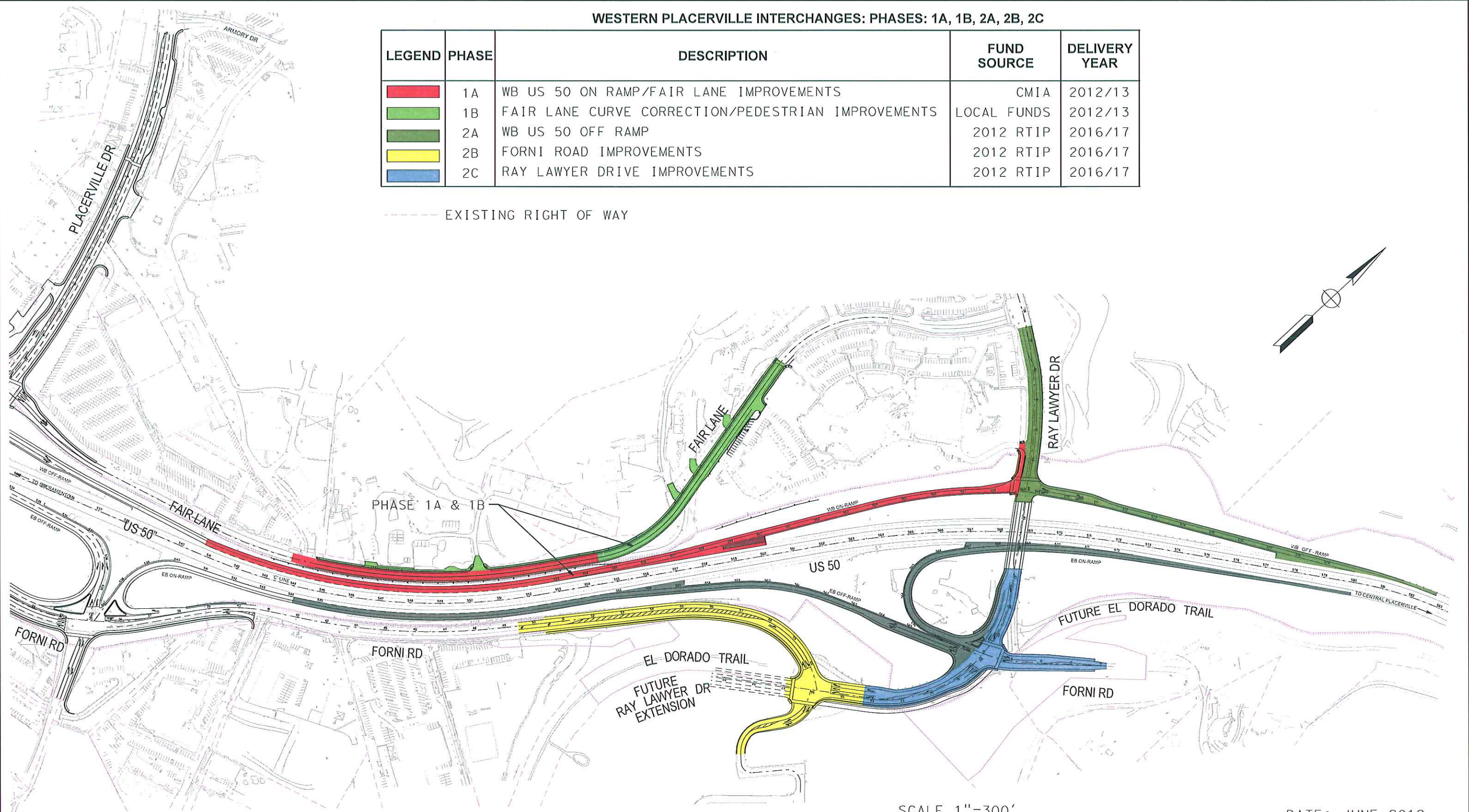
Attachment 2



WESTERN PLACERVILLE INTERCHANGES: PHASES: 1A, 1B, 2A, 2B, 2C

LEGEND	PHASE	DESCRIPTION	FUND SOURCE	DELIVERY YEAR
█	1A	WB US 50 ON RAMP/FAIR LANE IMPROVEMENTS	CMIA	2012/13
█	1B	FAIR LANE CURVE CORRECTION/PEDESTRIAN IMPROVEMENTS	LOCAL FUNDS	2012/13
█	2A	WB US 50 OFF RAMP	2012 RTIP	2016/17
█	2B	FORNI ROAD IMPROVEMENTS	2012 RTIP	2016/17
█	2C	RAY LAWYER DRIVE IMPROVEMENTS	2012 RTIP	2016/17

--- EXISTING RIGHT OF WAY



SCALE 1"=300'

DATE: JUNE 2012

DE DOKKEN
ENGINEERING
2365 IRON POINT ROAD, SUITE 200 FOLSOM, CA 95630 (916) 858-0642

PROJECT **WESTERN PLACERVILLE INTERCHANGES ALTERNATIVE D**

ATTACHMENT 3: CONSTRUCTION FUNDS PROGRAMMING

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLACERVILLE
APPROVING AUTHORIZATION NUMBER 4 IN AN AMOUNT OF \$199,546 AND
AUTHORATION NUMBER 5 IN AN AMOUNT OF 393,625 UNDER THE
EXISTING CONSULTING SERVICES AGREEMENT WITH DOKKEN
ENGINEERING (RESOLUTION NO. 7607) FOR THE WESTERN PLACERVILLE
INTERCHANGES PROJECT AND AUTHORIZING THE CITY MANAGER TO
EXECUTE SAME

WHEREAS, On May 13, 2008 City Council approved a Consulting Services Agreement in the amount of \$3,273,000 with Dokken Engineering to provide certain preliminary and final design engineering consultant services for the Western Placerville Interchanges Project; and,

WHEREAS, the Agreement was set up with a comprehensive scope and budget, and intermediate milestones to allow the work to proceed in steps and to be refined to deliver project phases that address both construction and funding needs; and,

WHEREAS, the Agreement authorized Dokken to proceed with Milestones 1 and 2 under the contract in the combined amount of \$940,000; and,

WHEREAS, the agreement allows for additional authorizations to be issued up to the full amount of the agreement as the need for additional PS&E work towards completion of the overall project becomes apparent; and,

WHEREAS, in May 2009 Council authorized Milestone 3 in the amount of \$423,615 leaving a remaining balance of \$1,909,385 for future work; and,

WHEREAS, in December 2011 Council authorized Milestone 4 in the amount of \$614,597 leaving a remaining balance of \$1,294,788 for future work; and,

WHEREAS, City staff has reviewed the past work performed by Consultant under the terms of this Agreement, and has evaluated the need to request a fourth authorization to proceed with additional work for Milestones 1 and 3 including final plans for Phase 1B in an amount not to exceed \$199,546 and a fifth authorization to proceed with additional work on Phases 2B and 2C for final design of the Ray Lawyer Drive/Forni Road improvements in an amount not to exceed \$393,265; and,

WHEREAS, additional time is required beyond the current agreement expiration date to complete the additional work and an amendment to the agreement is needed; and,

WHEREAS, with these additional authorizations, the total amount of authorization committed to the Consultant under this agreement is less than the amount authorized by current State, Federal, and City TIM funding commitments towards the design of this project;

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Placerville does hereby:

1. Approve a time extension of the existing Consulting Services Agreement (Resolution No. 7606) with Dokken Engineering for the Western Placerville Interchanges Project to December 31, 2014; and,
2. Approve Task Order Authorization No. 4, in an amount not to exceed \$199,546 under the existing Consulting Services Agreement with Dokken Engineering (Resolution No. 7606) for the Western Placerville Interchanges; and,
3. Approve Task Order Authorization No. 5, in an amount not to exceed \$393,265 under the existing Consulting Services Agreement with Dokken Engineering (Resolution No. 7606) for the Western Placerville Interchanges.
4. Authorize the City Manager to execute same.

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on February 12, 2013, by Councilmember _____ who moved its adoption. The motion was seconded by Councilmember _____.

The motion was passed by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mayor Wendy Mattson

ATTEST:

Susan Zito, CMC, City Clerk



February 5, 2013

Nate Stong, PE
City Engineer
3101 Center Street – 3rd Floor
Placerville, CA 95667

RECEIVED

FEB 07 2013

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

**RE: Western Placerville Interchanges Project – City CIP No. 40321
Agreement for Services – Resolution No. 7607
Authorization Request #4: Shelf Ready Phase 1B, Revised Project Phasing, Design
Exceptions for Alt D, and Roundabout Analysis**

Dear Mr. Stong,

In accordance with Article III of the above referenced Agreement, the purpose of this letter is to request the fourth authorization to proceed with work. This fourth task order authorization would focus work on the next most critical aspects of the project. This includes preparation of a “shelf-ready” reduced scope Phase 1B – Fair Lane Realignment and Sidewalk project and geometric design, cost estimating and Caltrans approval documentation, including a Concept Approval Report for the Roundabout Alternative D, including study of a second roundabout at Lo-Hi Way, and a comparison analysis of Alternative B and D.

In addition, an amendment to the existing agreement is requested to extend the term to December 31, 2014. This will provide the time needed to complete the remaining and herein detailed tasks, and also allow for additional task order work anticipated within the existing contract scope and budget.

We are also adding to the team some additional Disadvantage Business Enterprise (DBE) Subconsultants to assist in meeting the overall contract goal of 10%. The new firms added with this task order authorization are:

- Morton and Pitalo, Inc. – Surveys
- Wreco – Stormwater Pollution Prevention Plan
- Woodward Drilling Co., Inc. – Drilling for Geotechnical Studies

This fourth authorization request, as detailed in the *Scope of Services* section below is for \$199,546, bringing the total Not-to-Exceed Authorization amount to \$2,177,758. Sufficient funds are available within currently obligated federal funds and local match (\$1,710,232 and \$427,558 respectively for a total of \$2,137,790 for PE and Construction Support services, and \$75,000 for Right-of-Way Services). These tasks are also within the scope and amount of the original agreement between the City and Dokken Engineering.

Background:

In May of 2008 the City entered into the above referenced Agreement to complete Plan, Specification and Estimate (PS&E) services for the Western Placerville Interchanges project. The Agreement was set up with a comprehensive scope and budget, and intermediate milestones to



allow the work to proceed in steps and be refined as needed to deliver project phases that address most immediate traffic circulation needs and fit within available funding. Several phases of delivery were anticipated with individual work authorizations processed as each step of work was better defined.

Work has progressed on the project with the first phase project now under construction. The City, in cooperation with the EDCTC and the County, was able to develop a funding plan for the Phase 1A project that constructs the Ray Lawyer Drive westbound on-ramp and an auxiliary lane to the Placerville Drive off-ramp. Various options were also studied for a Phase 1B Fair Lane curve correction and sidewalk project. The original scope of Phase 1B proved too costly, so a reduced scope project, packaged separately from the Phase 1A is being pursued. Right-of-Way acquisition for Phase 1B is now nearing completion and the separate project can be made “shelf-ready” for construction funding opportunities.

Work has also progressed and needs to continue on the Placerville/Forni Overcrossing Roundabout Concept Approval Report. This report is the vehicle by which Caltrans will consider final approval of the roundabout geometrics, allowing right-of-way and phasing for the overall project to be set. This effort was impacted by a diversion of work to Alternative B which was required by Caltrans as part of finalizing the City’s Phase 1A CMIA grant application, netting \$6 million in construction funds; however similar work must now be done for Alternative D, the roundabout alternative. In addition, analysis of a second roundabout at Lo-Hi Way is proposed. We believe this second roundabout, in tandem with the originally planned one at Fair Lane and the westbound ramps, will operate better than the previously planned intersection. Geometric and traffic analysis work must be done to make a determination. In addition, the City has requested a comparison analysis between Alternative B and Alternative D to insure Alternative D is still the best course of action, considering some redevelopment potential at the County Fair Shopping Center.

In order to complete these next iterations of work, it is now necessary to authorize the next set of tasks for Dokken to perform, all within the original scope and fee set up in the original agreement.

Scope of Services- Authorization No. 4

Following is a description of the services to be provided as part of Authorization No. 4. All work will be done in accordance with the original contract agreement including its detailed Scope of Work. The Task numbers listed below track with the Task numbers in the original Scope of Work. Only those Tasks with amended service or budget requests are listed. Also please find attached an exhibit titled *Authorization No. 4 –Estimate Labor Hours and Cost*.

Contract Task

Additional Budget

Task 1- Project Management & Caltrans Coordination

Task Total:

\$56,835

This item includes additional budget to both manage the project internally, including quality assurance tasks, and to assist the City in managing and coordinating the overall project with the Project Development Team including Caltrans, the EDCTC, and the County. This includes reviewing cooperative



agreements, funding plans, grant applications, preparing exhibits to facilitate discussions, and documenting decisions and action items. It is anticipated the amount requested will be sufficient to cover services to date and continue them at the current level of effort through December 2013.

Task 2- Topographic Surveys

This item is for additional topographic work in the area of the westbound off-ramp to Ray Lawyer Drive. Due to the tree cover in this area, the aerial topographic work already obtained is not accurate enough to support the design and estimate work included in our current scope.

It is also proposed to use Morton and Pitalo, Inc. to do these surveys. As indicated in Task 6 below, with that work not needed under the current project approach, some of the work that is needed will be done by a DBE instead.

Task Total:
\$ 12,820

Task 4- Update Traffic Analysis

This item is for additional traffic analysis associated with the phasing of the Phase 2A, 2B and 2C. This analysis is needed to demonstrate that phasing the project differently than shown in the current approval documents will not adversely affect freeway and local road operations. Fehr & Peers will use forecasts developed for the westbound off-ramp/Alternative B approval process and analyze operations for three interim year scenarios. VISSIM simulation will be used to modeled data for the interim years. F&P will include analysis for the No Build Alternative and compare it to the proposed scenarios. This work will be coupled with the existing scope for analysis of the roundabouts, and for the comparison study to Alternative B.

Task Total:
\$10,036

Task 6- Value Analysis

This formal Value Analysis process and report are being deleted from the current authorized tasks. It is only required for construction projects that exceed \$20 million, so is not needed until the Placerville Drive/Forni Road Overcrossing Phase advances. Deferring this task at this time will free up funds for more immediate needs. Informal value analysis will continue on all phases through PDT oversight and Dokken's internal quality control. That work is covered in other tasks.

Task Total:
-\$ 50,875
(reduction)

A portion of this work was planned to be done by a DBE firm. A substitution in other tasks for DBE firms will offset this reduction. Refer to the cost breakdown summary for more detailed information.

Task 7 – Geometric Approval Drawings:

An augmentation to this task is needed to address the diversion of work that

Task Total:
\$ 4,480



occurred to Alternative B, which was necessary for the City to secure the \$6 million CMIA grant. Although some of the work done for Alternative B, such as that for the eastbound off-ramp to Ray Lawyer Drive, is finished, additional work is needed for the roundabout option (Alternative D) at the Placerville overcrossing. In addition, a new design for the termination of the Weber Creek bicycle path from the Placerville Overcrossing to the Lo-Hi Way intersection is being required by Caltrans.

Task 8- Update Fact Sheets for Design Exceptions

Task Total:
\$ 15,078

Similar to Task 7, the previous budget was used to prepare Design Exception Fact Sheets for Alternative B. In order to pursue Alternative D, additional work is needed for the exceptions associated with the roundabout alternative and to address the termination of the Weber Creek bicycle path. It is anticipated five exceptions will need to be documented.

In addition, we plan to pursue an exception to the super-elevation run-off distance standard for the Ray Lawyer westbound off-ramp. That ramp is situated on a steep slope. Shortening the ramp would reduce impacts to the terrain and reduce costs.

Task 9- Engineering Studies (Final) For Alternative D

Task Total:
-\$ 47,028
(reduction)

The work necessary to complete Phase 1A and 1B has been completed. Given the City's limited funding, we are recommending the remaining funds be focused on Phase 2A/2B/2C - the local component of the Ray Lawyer Drive Interchange and the westbound off-ramp at Ray Lawyer Drive. STIP funding has been programmed for construction of these components so work needs to advance to ready them for delivery at the appropriate time (construction currently programmed in 16/17). The engineering studies in support of final design of Phase 2A/2B/2C have been included in Milestone 3 tasks, primarily Task 16- Prepare 65% PS&E.

Task 14 – Obtain Environmental Construction Permits for Phase 1B

Task Total:
\$4,308

Because the total disturbed area (including staging) of the Phase 1B project exceeds 1 acre, a NPDES General Construction Activity Storm Water Permit (402) will be required. To obtain this permit, Dokken Engineering's Qualified Stormwater Developer (QSD) will prepare the Notice of Intent (NOI) as well as the Storm Water Pollution Prevention Plan (SWPPP) and, at the City's discretion, upload these documents to the SMARTS system. Preparation of the NOI will include calculating the total disturbed and percent impervious area of the project site, preparing the required map attachments, and completing the NOI



application. It is assumed that all permit fees will be paid directly by the City.

Preparation of the SWPPP, which will be done by DBE firm WRECO, will involve the following tasks:

- Developing a detailed project information exhibit;
- Determining the risk level classification of the project;
- Identifying the sources that could add pollutants to storm water discharges or could result in non-storm water discharges;
- Selecting risk level appropriate Best Management Practices (BMPs) that will control each of the identified pollutants;
- Identifying the required construction site monitoring efforts and, dependent on risk level, preparing a monitoring and sampling exhibit;
- Integrating appropriate post-construction storm water BMPs;
- Developing a maintenance, inspection and repair program.

A draft SWPPP will be provided to the City for review and comment as part of the Phase 1B 95% PS&E package. Upon receipt of City comments, Dokken Engineering will make the necessary modifications to the SWPPP and prepare a final SWPPP for use in obtaining the NPDES permit. Since construction funds are not yet identified, the timing of obtaining the actual permit may need to be deferred, or the SMART system updated over time if a permit is obtained. Dokken will work with the City to coordinate these activities.

The Phase 1B project is also covered by the existing Streambed Alteration Agreement (1602 permit). This item also assumes the Phase 1B project will be funded before that permit expires in 2014. Should that not be the case, permit update/renewal work can be included in future authorizations.

Task 15 – Implement Mitigation Commitments & Revalidation

This item includes continued oversight of the Environmental Commitment Record, as well as new work related to replanting trees and revalidation of the environmental document to support the Phase 1B project. We are able to do the two new tasks, as described below, within our current budget due to a reduction in other planned work items in this task that are now being performed by the City’s Construction Management firm. The net change is a small reduction. The two new components are described below.

One of the Mitigation Commitments that requires new work as part of Phase 1B is the on-site replacement planting of trees removed by the project. In this item we propose to allocate \$12,000 for our Landscape Sub-consultant to prepare planting and irrigation plans for trees the can fit within the City right-of-way near the Phase 1B project work.

It is anticipated there will not be enough room on site to totally meet the tree planting mitigation requirements. Dokken will determine the balance of trees

Task Total:
- \$1,846
(reduction)



that will require off-site mitigation and work with the City to budget for payment to a mitigation bank as part of the construction work. Our existing scope does include estimating the amount of trees to be removed as part of Phase 1B, allowing a mitigation cost estimate to be made.

In Addition, Dokken will prepare a Caltrans format Revalidation Form for the Western Placerville Interchange Project. This revalidation will update the 2005 Final Environmental Impact Report/Environmental Assessment (EIR/EA) based on proposed changes since applicable to this phase of the project. At this time, these changes are expected to potentially include the following:

- Construct ramp(s) at Ray Lawyer Drive instead of Phase 1 ramps at Placerville Drive
- Updating the project phasing plan based on data from a new traffic study showing that portions of the project advancing before the remainder of the project would not worsen traffic operations in the project vicinity
- Changes in the project design may necessitate minor updates to the Area of Potential Effects
- Changes in the project design may necessitate minor updates to environmental impact analysis which will be discussed in the Revalidation Form

To ensure the revalidation is comprehensive and that prior environmental commitments are still being met, this task will also include an environmental review of the draft plans and specifications for Phase 1B.

Revalidation of the environmental document will ensure that NEPA and CEQA compliance are maintained and that there are no substantial new or increased environmental impacts that were not previously discussed in the 2005 EIR/EA. In addition, an update to NEPA will ensure the project remains eligible for additional federal funding for future phases of construction.

Supplemental EIR (Optional Task-not included in authorization total): If the City decides to proceed with final design of any substantial changes to the proposed project that were not originally included in the 2005 EIR/EA a Supplemental EIR will be necessary. An example of this type of change is changing the intersection of Forni Road/Lo Hi Way/US 50 ramps from a signalized intersection to a roundabout. Other changes that could require a Supplemental EIR also include identification of substantial new or increased environmental impacts, or new mitigation measures required to ensure impacts are less than significant to the environment. If a Supplemental EIR is required, another round of Public Circulation of the Supplemental EIR will be necessary, consistent with CEQA Guidelines and the City of Placerville's public noticing procedures. Completion of this optional sub-task would cost \$30,000. Supplemental work will also be needed should the City decide to change to Alternative B. That work is not included in the Task Order or Optional quote.



Task 16.15–Geotechnical Design Report for Phases 2A/2B/2C:

This item includes geotechnical investigations for the proposed retaining walls within Phases 2A/2B/2C. This task includes USA coordination/mark-out, preparation of encroachment permits, site reconnaissance, clearing an access path for drill rig along westbound off-ramp, perform 9 boring explorations (2 at West Forni Rd/Ray Lawyer intersection, 4 at westbound off-ramp, and 3 at West Forni Rd), conducting lab testing of soil samples, and preparation of draft and final Geotechnical Design Report. Dokken will oversee this work to be performed by Geocon. Geocon will be using the DBE driller, Woodward Drilling Co., Inc. Refer to the cost summary for additional cost details.

Task Total:
\$ 53,378

Task 17–Independent Design Review Check

This item is being modified to allow budget for recent reviews for the Phase 1A walls that were modified during construction. Future quality control tasks have been added to other tasks, such as Task 18.2, Quality Control and Constructability Review, so they can be better tracked with the individual work products.

Task Total:
\$ 3,183

Task 18– Prepare 95% PS&E for Stand alone Phase 1B:

The previously authorized budget was used to design the larger Phase 1B project and to repackage the Phase 1A project without Phase 1B. Additional funds are needed to pay for the balance of work needed to complete the new reduced Phase 1B PS&E package.

Task Total:
\$83,161

As a result of Phase 1A construction modifications, several changes to Phase 1B 65% Plans occurred. Dokken will prepare a 95% PS&E set that accommodate modifications to Phase 1A made during construction. This will include the landscape plans discussed in Task 15.

Since federal funding is being sought, the set will include federal bidding provisions.

Task 19 – Prepare Final PS&E – Phase 1B

This item is for responding to comments on the Phase 1B 95% PS&E package and finalizing the Phase 1B construction documents for bidding.

Task Total:
\$50,853

Similar to Task 18, this item will restore budget that was used to repackage Phase 1A.



Task 20 – Right of Way Engineering

Cost to prepare plats and legal descriptions for right-of-way acquisitions proved more costly than estimated due to the characteristics of each of the lots involved. Extensive field work was required to determine the parcel boundaries, as well as changing the scope of Phase 1B. A budget shift from other tasks, for which actual cost proved less costly than budgeted, is requested.

Task Total:
\$16,186

Task 21 – Right of Way Appraisal and Acquisitions

This task is nearing completion. Reducing the budget to coincide more closely with the anticipated final cost will allow the excess budget to be reallocated to other tasks.

Task Total:
-\$11,025
(reduction)

Total- Authorization Request No. 4

\$199,546

Con't – next page



Summary:

The following table summarizes the current agreement and authorizations.

Agreement Amount – May 2008	\$ 3,273,000	
Authorized : Proceed for Milestones 1 & 2 – May 2008 (part of original City Council contract approval)		\$ 940,000
Authorization 2 - Milestone 3- PS&E, Phase 1A –May 2009 (by City Council approval)		\$ 423,615
Authorization 3 – Additional Milestone 1, 2 and 3 work and new Milestone 4-Construction Support for Phase 1A –December 2011 (by Council approval)		\$ 614,597
Authorized to Date Subtotal:		\$ 1,978,212
Authorization 4 – Shelf Ready Phase 1B, Revised Project Phasing, Design Exceptions for Alt D, and Roundabout Analysis		\$199,546
Authorization subtotal with new request		\$ 2,177,758
Balance of Agreement Amount Available for Future Authorization.	\$1,095,242	
Current Expiration Date: December 31, 2012. Amended Requested to December 31, 2014.		

As indicated above, there will be a balance of \$1,095,242 under the current agreement for future authorizations should the City decide they want to proceed with additional design work. It should be noted however that current authorized federal and local match funds for work under this agreement total \$2,856,733 (2,137,790 + 75,000 + 643,943), less than the contract amount \$3,273,000. As provided for in the contract agreement, work authorizations above that amount are not to occur unless federal funding authorizations are in place.

We look forward to continuing our work on this important transportation improvement project.

Sincerely,
DOKKEN ENGINEERING

Elizabeth Diamond, PE
Director of Engineering

Enclosure: Authorization No. 4- Estimated Labor Hours and Cost

Western Placerville Interchanges Project Authorization No. 4: Contract Cost Summary (Through Nov 30, 2012)

Task Description	AA	A	B	C	A+B+C	D	(A+B+C)-D	E	(A+B+C)+E	(A+B+C+E)-D	Comments
	Initial Contract Amount	Authorization #1 (Milestones 1 & 2)	Authorization #2 (PS&E-Phase 1A)	Authorization #3 (Supplement Milestone 1 & 2; PS&E, R/W Phase 1B, Const. Support)	Total Authorized (1, 2 & 3)	Total Spent (Through 11/30/12)	Balance Remaining	Request Authorization #4 (Pending)	Total Authorizations 1, 2, 3, & Pending 4	Balance Remaining after Authorizations 1, 2, 3, & 4	
TASK 1 - PROJECT MANAGEMENT	\$233,729	\$64,619	\$17,968	\$133,263	\$215,850	\$236,384	-\$20,534	\$56,835	\$272,685	\$36,301	Prior Authorization Anticipated Budget to July 2012. Extend to December 2013
MILESTONE 1 - 35% PLANS AND ESTIMATE FOR ALTERNATIVE D	\$823,958	\$823,958	\$7,000	\$37,365	\$868,323	\$430,155	\$438,168	(\$55,487)	\$812,836	\$382,681	
TASK 2 - TOPOGRAPHIC SURVEYS	\$160,522	\$160,522			\$160,522	\$160,523	-\$1	\$12,820	\$173,342	\$12,819	Field Survey Mapping for Ray Lawyer WB off-ramp Ret Walls, Cuts, Fills
TASK 3 - METRIC CONVERSION	\$17,759	\$17,759		\$15,384	\$33,143	\$32,966	\$177		\$33,143	\$177	
TASK 4 - UPDATE TRAFFIC ANALYSIS	\$66,032	\$66,032	\$7,000		\$73,032	\$44,209	\$28,823	\$10,036	\$83,068	\$38,859	
TASK 5 - CONCEPT APPROVAL REPORT (CAR)	\$94,392	\$94,392			\$94,392	\$6,866	\$87,526		\$94,392	\$87,526	
TASK 6 - VALUE ANALYSIS (VA)	\$50,875	\$50,875			\$50,875		\$50,875	(\$50,875)	\$0	\$0	Task deleted; Not needed for current phases
TASK 7 - GEOMETRIC APPROVAL DRAWINGS (GAD)	\$23,815	\$23,815		\$21,981	\$45,796	\$25,943	\$19,853	\$4,480	\$50,276	\$24,333	Alt B Analysis Used Budget Planned for CAR
TASK 8 - UPDATE FACT SHEETS FOR DESIGN EXCEPTIONS	\$17,759	\$17,759			\$17,759	\$17,888	-\$129	\$15,078	\$32,837	\$14,950	Need Funds for Alt D
TASK 9 - ENGINEERING STUDIES (FINAL) FOR ALTERNATIVE D	\$114,460	\$114,460			\$114,460	\$67,433	\$47,027	(\$47,028)	\$67,432	\$0	Moved to Task 16 for phase 2A/2B/2C Geotechnical Design Investigations
TASK 10 - BRIDGE GENERAL PLANS & TYPE SELECTION	\$85,354	\$85,354			\$85,354	\$5,733	\$79,621		\$85,354	\$79,621	
TASK 11 - PREPARE 35% PLANS AND ESTIMATE FOR ALTERNATIVE D	\$192,990	\$192,990			\$192,990	\$68,595	\$124,395		\$192,990	\$124,395	
MILESTONE 2 - IDENTIFY PROJECT PHASING OPTIONS	\$51,423	\$51,423		\$45,076	\$96,499	\$90,308	\$6,191		\$96,499	\$6,191	
TASK 12 - IDENTIFY PROJECT PHASING OPTIONS	\$51,423	\$51,423		\$45,076	\$96,499	\$90,308	\$6,191		\$96,499	\$6,191	
MILESTONE 3 - PREPARE PS&E FOR SELECTED PROJECT PHASING OPTION	\$2,163,890		\$398,647	\$327,219	\$725,866	\$778,602	-\$52,736	\$198,198	\$924,064	\$145,462	
TASK 13 - PUBLIC OUTREACH AND WORKSHOPS	\$34,121		\$5,612		\$5,612	\$3,986	\$1,626		\$5,612	\$1,626	
TASK 14 - OBTAIN ENVIRONMENTAL CONSTRUCTION PERMITS	\$69,924		\$12,214	\$20,492	\$32,706	\$33,818	-\$1,112	\$4,308	\$37,014	\$3,196	Prepare SWPPP-1B
TASK 15 - IMPLEMENT MITIGATION COMMITMENTS	\$22,482		\$3,880	\$70,629	\$74,509	\$25,019	\$49,490	(\$1,846)	\$72,663	\$47,643	Includes \$12,000 for Landscape Sub Phase 1B and 15,000 for Enviro Revalidation
TASK 16 - PREPARE 65% PS&E	\$1,168,857		\$235,453	\$50,273	\$285,726	\$302,997	-\$17,271	\$53,378	\$339,104	\$36,107	Balance for Geotechnical investigations for Phase 2A/2B/2C
TASK 17 - INDEPENDENT DESIGN CHECK REVIEW	\$59,359		\$4,998		\$4,998	\$8,155	-\$3,157	\$3,183	\$8,181	\$26	
TASK 18 - PREPARE 95% PS&E	\$288,743		\$64,265	\$90,012	\$154,277	\$212,497	-\$58,220	\$83,161	\$237,438	\$24,941	Balance to Shelf Ready Phase 1B
TASK 19 - PREPARE FINAL PS&E (100% COMPLETE)	\$260,108		\$53,243	\$20,172	\$73,415	\$108,644	-\$35,229	\$50,853	\$124,268	\$15,624	Balance to Shelf Ready Phase 1B
TASK 20 - RIGHT OF WAY ENGINEERING *	\$15,550		\$11,017	\$18,892	\$29,909	\$46,096	-\$16,187	\$16,186	\$46,095	\$0	Budget Shifted from Task 21
TASK 21 - RIGHT OF WAY APPRAISALS AND ACQUISITIONS *	\$244,746		\$7,965	\$56,749	\$64,714	\$37,392	\$27,322	(\$11,025)	\$53,689	\$16,297	Budget Shifted to Task 20
MILESTONE 4 - PHASE 1A & 1B CONSTRUCTION SUPPORT				\$71,674	\$71,674	\$39,776	\$31,898		\$71,674	\$31,898	
TASK 22 - BIDDING AND CONSTRUCTION SUPPORT FOR PHASE 1A AND 1B				\$71,674	\$71,674	\$39,776	\$31,898		\$71,674	\$31,898	
TOTAL	\$3,273,000	\$940,000	\$423,615	\$614,597	\$1,978,212	\$1,575,226	\$402,986	\$199,546	\$2,177,758	\$602,532	
UNAUTHORIZED CONTRACT BALANCE*					\$1,294,788				\$1,095,242		

* Charges to Task 20 & 21 occurring in and after January 2012 are eligible for R/W support funds (\$ 75,000) obligated by E-76 Project 5015 (021).



February 5, 2013

Nate Stong, PE
City Engineer
3101 Center Street – 3rd Floor
Placerville, CA 95667

RECEIVED

FEB 07 2013

CITY OF PLACERVILLE
COMMUNITY DEV. DEPT.

**RE: Western Placerville Interchanges Project – City CIP No. 40321
Agreement for Services – Resolution No. 7607
Authorization Request #5: PS&E for Phases 2B and 2C - Forni Rd/Ray Lawyer Drive
Realignment**

Dear Mr. Stong,

In accordance with Article III of the above referenced Agreement, the purpose of this letter is to request the fifth task order authorization to proceed with work. This fifth authorization would accomplish design and preparation of plans, specifications and estimate (PS&E) for the construction of a combined Phase 2B and 2C. Phases 2B and 2C are the local road portions of the Ray Lawyer Drive Interchange features programmed for construction funding in the 2012 STIP. Because they are off the State highway system, final design can advance concurrently with other services that are needed before final design can proceed on other portions of the project. These other services are already authorized or included in Authorization Request No. 4. The configuration of Phase 2B/2C is also the same in Alternative B and D, so will not be effected should the City chose to reconsider the preferred alternative. Given federal funds have already been obligated for Phase 2B/2C, progress needs to be made to meet timely use of funds requirements.

Also included in this request are right of way engineering services. Appraisal and acquisition services are not included, pending obligation of right of way funds. Bidding and construction support are also not included, but would be addressed with construction funding.

As part of this request, we are adding to the team two additional Disadvantage Business Enterprise subconsultant:

Burne Engineering Services, Inc. –Retaining Wall Design
Y & C Transportation Consultants, Inc. – Signal Design

Together with our previously named DBE subconsultants, we will meet the 10% contract goal.

This fifth authorization request, as detailed in the *Scope of Services* section below is for \$393,265, bringing the total Not-to-Exceed authorized amount under the current agreement to \$2,571,023. These tasks are within the scope and amount (\$3,273,000) of the current Agreement between the City and Dokken Engineering. Sufficient funds are also available within currently obligated federal funds and local match which total \$2,856,718 for PE and Right of Way support services. These above totals assume Authorization No. 4 is approved. It has been submitted simultaneously but



separate from this 5th authorization request for ease of invoicing Caltrans for reimbursement because the services provided under each of these two authorizations is being funded from different sources.

Background

In the fall of 2012, the City obtained obligation (E-76) of federal Section 117 Appropriations funds in the amount of \$643,928 to complete Plan, Specification and Estimate (PS&E) work for Phases 2B and 2C. In order for Dokken to complete this work, authorization of the next set of tasks under the existing agreement is necessary.

Scope of Services- Authorization No. 5

Following is a description of the services to be provided as part of Authorization No. 5. All work will be done in accordance with the original contract agreement including its detailed Scope of Work. The Task numbers listed below track with the Task numbers in the original Scope of Work. Only those Tasks with amended service or budget requests are listed. Also please find attached an exhibit titled *Authorization No. 5 –Estimate Labor Hours and Cost*.

Contract Task

Additional Budget

Task 1- Project Management & Caltrans Coordination

Task Total:
\$59,635

This item includes budget to manage the project internally, including planning and scheduling quality assurance tasks, and to assist the City in managing and coordinating the overall project with the Project Development Team including Caltrans, the EDCTC, and the County. This includes reviewing cooperative agreements, funding plans, grant applications, preparing exhibits to facilitate discussions, and documenting decisions and action items. It is anticipated the amount requested will be sufficient to cover services associated with Phase 2B/2C, in conjunction with other contract work and continuing through December 2014.

Task 11- Prepare 35% Plans and Estimates for Phases 2B/2C

Task Total:
\$ 49,369

Dokken will prepare 35% plans and estimate for Phases 2B/2C. Dokken will evaluate alignment modifications to the approved Project Report (2007) to accommodate recent Ray Lawyer Drive Extension layouts prepared by the Courts Project Team currently working with El Dorado County and City staff. Alignment modification alternatives will be displayed using layout exhibits. Once a selected alignment modification is identified, the following types of plan sheets will be created:

- Title Sheet
- Typical Cross Sections
- Profile & Superelevation Sheets
- Layout Plans
- Utility Plans

Plans will be prepared according to Caltrans CADD standards.



Task 14 – Obtain Environmental Construction Permits for Phase 1B

Because the total disturbed area (including staging) of the Phases 2B/2C project exceeds 1 acre, a NPDES General Construction Activity Storm Water Permit (402) will be required. To obtain this permit, Dokken Engineering’s Qualified Stormwater Developer (QSD) will prepare the Notice of Intent (NOI) as well as the Storm Water Pollution Prevention Plan (SWPPP) and, at the City’s discretion, upload these documents to the SMARTS system. Preparation of the NOI will include calculating the total disturbed and percent impervious area of the project site, preparing the required map attachments, and completing the NOI application. It is assumed that all permit fees will be paid directly by the City.

Preparation of the SWPPP, by our DBE subconsultant WRECO, will involve the following tasks:

- Developing a detailed project information exhibit;
- Determining the risk level classification of the project;
- Identifying the sources that could add pollutants to storm water discharges or could result in non-storm water discharges;
- Selecting risk level appropriate Best Management Practices (BMPs) that will control each of the identified pollutants;
- Identifying the required construction site monitoring efforts and, dependent on risk level, preparing a monitoring and sampling exhibit;
- Integrating appropriate post-construction storm water BMPs;
- Developing a maintenance, inspection and repair program.

A draft SWPPP will be provided to the City for review and comment as part of the Phase 2B/2C 95% PS&E package. Upon receipt of City comments, Dokken Engineering will make the necessary modifications to the SWPPP and prepare a final SWPPP for use in obtaining the NPDES permit. Since construction funds are identified in 16/17, the timing of obtaining the actual permit may need to be deferred, or the SMART system updated over time if a permit is obtained. Dokken will work with the City to coordinate these activities.

The Phases 2B/2C project are also covered by the existing Streambed Alteration Agreement (1602 permit). The current project permit expires in 2014. Construction funding is programmed for 2016/17. This task includes filing for a five year time extension prior to expiration of the current permit.

Task 15 – Implement Mitigation Commitments

This task includes a review of the WPI project Environmental Commitment Record as it relates to Phase 2B/2C to insure appropriate mitigation measures are included in the contract documents. In addition, a revalidation will be necessary to insure continued compliance with CEQA and NEPA and demonstrate same to Caltrans as part of obtaining an encroachment permit for work at the ramp intersection and for obtaining federal funds for this or future project phases.

Task Total:

\$7,116

Task Total:

\$33,228



Dokken will prepare a Caltrans format Revalidation Form. The revalidation will focus on the Phase 2B/2C work and will include an update to the project phasing plan based on the outcome of data generated from Authorization No. 4 which included a traffic analysis of phasing different than in the current approval documents.

This task also includes \$15,000 for planting and irrigation plans for tree mitigation replanting related to Phase 2B/2C. Replanting plan sheets will be prepared and incorporated into the 95% design bid package. Dokken Engineering will survey all trees that will require removal as part of the Phase 2B/2C work. Consistent with the mitigation requirements of the 2005 EIR/EA, tree replanting at a 3:1 ratio is required on-site (when feasible). It is anticipated however that there will not be enough room on site to totally meet the tree planting mitigation requirements. Dokken will determine the balance of trees that will require off-site mitigation and work with the City to budget for payment to a mitigation bank as part of the construction work.

Task 16– Prepare 65% PS&E for Phase 2B/2C:

This item includes preparation of 65% plans and estimate for the Phase 2B/2C project – Forni Road/Ray Lawyer Drive Realignment, as one construction project. This local component of the Ray Lawyer Interchange project can advance with minimum Caltrans oversight, since there is less than \$1,000,000 in work within the State right-of-way.

As part of subsequent authorizations, design of the Phase 2A project can proceed and will require full Caltrans oversight, and potentially an amendment to the existing Project Report to address a change in delivery sequence. It should be noted that Caltrans will require a design exception to allow the westbound ramp to advance without the eastbound on-ramp. Detailed traffic analysis involving all three remaining ramps will be required. This traffic analysis is included in Authorization No. 4.

As part of this Task, Y & C Transportation Consultants, Inc., a DBE, will prepare Traffic Signal and Lighting Plans. Burne Engineering, another DBE, will complete 65% structure plans for the anticipated wall along Ray Lawyer Drive.

Our previously added DBE subs will also be performing work. This includes WRECO who will prepare the Drainage Study and 65% Drainage Design; Morton and Pitalo, Inc. for supplemental topographic surveys, and Woodward Drilling for potholing.

Task 17– Independent Design Check Review:

This item provides the resources necessary to perform an independent design review of the Phase 2B/2C project, including a retaining wall, after preparation of the 65% plans and estimate.

Task Total:
\$ 143,478

Task Total:
\$4,408



Task 18– Prepare 95% PS&E for Phase 2B/2C:

Dokken and our subconsultants will revise the 65% submittal from the comments received and prepare the 95% PS&E and will submit them to the City of Placerville for review and comment. This submittal will include:

- 95% Plans
- Design Calculations
- Special Provisions
- Engineer’s Estimate
- Back-up quantity calculations
- Quality Control Check lists
- Final Geotechnical Design Report (prepared as part of Auth. No. 4)
- Final Structure Foundation Reports (prepared as part of Auth. No. 4)

Since federal funding is being sought, the set will include federal bidding provisions.

Also included in this task is a constructability and quality assurance review done in accordance with the previously submitted Quality Management Plan.

Task 19 – Prepare Final PS&E – Phase 2B/2C

This item is for responding to comments on the Phase 2B/2C 95% PS&E package and finalizing the Phase 2B/2C construction documents for bidding.

Task 20 – Right of Way Engineering

It is anticipated right of way, slope easements and construction easements will be needed from three (3) parcels along Ray Lawyer Dr/Forni Road for construction of Phase 2B/2C. This task item includes budget for right of way engineering necessary to support the design, prepare the project estimate, and demonstrate the right of way needs to the PDT. Although property research and property owner exhibits are included, title reports, plats and legal descriptions, and acquisition assistance is not included. An E-76 for right of way acquisition services is needed before those services can proceed.

Total- Authorization Request No. 5

Task Total:

\$60,596

Task Total:

\$28,081

Task Total:

\$7,353

\$393,265



Summary:

The following table summarizes the current agreement and authorizations.

Agreement Amount – May 2008	\$ 3,273,000	
Authorized : Proceed for Milestones 1 & 2 – May 2008 (part of original City Council contract approval)		\$ 940,000
Authorization 2 - Milestone 3- PS&E, Phase 1A –May 2009 (by City Council approval)		\$ 423,615
Authorization 3 – Additional Milestone 1, 2 and 3 work and new Milestone 4-Construction Support for Phase 1A –December 2011 (by Council approval)		\$ 614,597
Authorized to Date Subtotal:		\$ 1, 978,212
Authorization 4 – Pending. Shelf Ready Phase 1B, Revised Project Phasing, Design Exceptions for Alt D, and Roundabout Analysis		\$199,546
Authorization 5 – PS&E for Phase 2B/2C-Forni Rd/Ray Lawyer Drive Realignment		\$393,265
Authorization subtotal with pending requests		\$ 2,571,023
Balance of Agreement Amount Available for Future Authorization.	\$701,977	

It should be noted that current authorized federal and local match funds for work under this agreement total \$2,856,718 (2,137,790 + 75,000 + 643,928), less than the contract amount of \$3,273,000 but more than the requested total authorized amount of \$2,571,023. As provided for in the contract agreement, work authorizations must stay within federal funding authorizations. Given current project funding, remaining Agreement capacity after Authorizations No. 4 and No. 5 is \$285,695 (\$2,856,717 - \$2,571,023).

We look forward to continuing our work on this important transportation improvement project.

Sincerely,
DOKKEN ENGINEERING

Elizabeth Diamond, PE
Director of Engineering

Enclosure: Authorization No. 5- Estimated Labor Hours and Cost

Western Placerville Interchanges Project Authorization No. 5: Contract Cost Summary (Through November 30, 2012)

Task Description	AA	A	B	C	A+B+C	D	(A+B+C)-D	E	F	(A+B+C)+E	(A+B+C+E)-D	Comments Auth No. 5
	Initial Contract Amount	Authorization #1 (Milestones 1 & 2)	Authorization #2 (PS&E-Phase 1A)	Authorization #3 (Supplement Milestone 1 & 2; PS&E, R/W Phase 1B, Const. Support)	Total Authorized (1, 2 & 3)	Total Spent (Through 11/30/12)	Balance Remaining	Request Authorization #4 (Pending)	Request Authorization #5 (Pending)	Total Authorizations 1, 2, 3, & Pending 4 & 5	Balance Remaining after Authorizations 1, 2, 3, 4, & 5	
TASK 1 - PROJECT MANAGEMENT (thru Authorization No. 4)	\$233,729	\$64,619	\$17,968	\$133,263	\$215,850	\$236,384	-\$20,534	\$56,835		\$272,685	\$36,301	
TASK 1 - PROJECT MANAGEMENT (Authorization No. 5)									\$59,635	\$59,635	\$59,635	Authorization No. 5. Extend to December 2014
MILESTONE 1 – 35% PLANS AND ESTIMATE FOR ALTERNATIVE D	\$823,958	\$823,958	\$7,000	\$37,365	\$868,323	\$430,155	\$438,168	(\$55,487)	\$49,369	\$862,203	\$432,049	
TASK 2 - TOPOGRAPHIC SURVEYS	\$160,522	\$160,522			\$160,522	\$160,523	-\$1	\$12,820		\$173,342	\$12,819	
TASK 3 - METRIC CONVERSION	\$17,759	\$17,759		\$15,384	\$33,143	\$32,966	\$177			\$33,143	\$177	
TASK 4 - UPDATE TRAFFIC ANALYSIS	\$66,032	\$66,032	\$7,000		\$73,032	\$44,209	\$28,823	\$10,036		\$83,068	\$38,859	
TASK 5 - CONCEPT APPROVAL REPORT (CAR)	\$94,392	\$94,392			\$94,392	\$6,866	\$87,526			\$94,392	\$87,526	
TASK 6 - VALUE ANALYSIS (VA)	\$50,875	\$50,875			\$50,875		\$50,875	(\$50,875)				
TASK 7 - GEOMETRIC APPROVAL DRAWINGS (GAD)	\$23,815	\$23,815		\$21,981	\$45,796	\$25,943	\$19,853	\$4,480		\$50,276	\$24,333	
TASK 8 - UPDATE FACT SHEETS FOR DESIGN EXCEPTIONS	\$17,759	\$17,759			\$17,759	\$17,888	-\$129	\$15,078		\$32,837	\$14,949	
TASK 9 - ENGINEERING STUDIES (FINAL) FOR ALTERNATIVE D	\$114,460	\$114,460			\$114,460	\$67,433	\$47,027	(\$47,028)		\$67,432	\$0	
TASK 10 - BRIDGE GENERAL PLANS & TYPE SELECTION	\$85,354	\$85,354			\$85,354	\$5,733	\$79,621			\$85,354	\$79,621	
TASK 11 - PREPARE 35% PLANS AND ESTIMATE FOR ALTERNATIVE D	\$192,990	\$192,990			\$192,990	\$68,595	\$124,395		\$49,369	\$242,359	\$173,765	Complete Phase 2B/2C 35% Design and Revise Alignment from PR
MILESTONE 2 – IDENTIFY PROJECT PHASING OPTIONS	\$51,423	\$51,423		\$45,076	\$96,499	\$90,308	\$6,191			\$96,499	\$6,191	
TASK 12 - IDENTIFY PROJECT PHASING OPTIONS	\$51,423	\$51,423		\$45,076	\$96,499	\$90,308	\$6,191			\$96,499	\$6,191	
MILESTONE 3 – PREPARE PS&E FOR SELECTED PROJECT PHASING OPTION	\$2,163,890		\$398,647	\$327,219	\$725,866	\$778,602	-\$52,736	\$198,198	\$284,261	\$1,208,325	\$429,722	
TASK 13 - PUBLIC OUTREACH AND WORKSHOPS	\$34,121		\$5,612		\$5,612	\$3,986	\$1,626			\$5,612	\$1,626	
TASK 14 - OBTAIN ENVIRONMENTAL CONSTRUCTION PERMITS	\$69,924		\$12,214	\$20,492	\$32,706	\$33,818	-\$1,112	\$4,308	\$7,116	\$44,130	\$10,313	Prepare SWPPP-2B/2C; Extend 1602 Permit
TASK 15 - IMPLEMENT MITIGATION COMMITMENTS	\$22,482		\$3,880	\$70,629	\$74,509	\$25,019	\$49,490	(\$1,846)	\$33,228	\$105,891	\$80,872	Env Revalidation & Tree Survey for Phase 2B/2C; Includes \$15,000 for Landscape Sub
TASK 16 - PREPARE 65% PS&E	\$1,168,857		\$235,453	\$50,273	\$285,726	\$302,997	-\$17,271	\$53,378	\$143,478	\$482,582	\$179,585	Prepare 65% PS&E Phase 2B/2C
TASK 17 - INDEPENDENT DESIGN CHECK REVIEW	\$59,359		\$4,998		\$4,998	\$8,155	-\$3,157	\$3,183	\$4,408	\$12,589	\$4,434	For Phase 2B/2C
TASK 18 - PREPARE 95% PS&E	\$288,743		\$64,265	\$90,012	\$154,277	\$212,497	-\$58,220	\$83,161	\$60,596	\$298,034	\$85,537	Prepare 95% PS&E Phase 2B/2C
TASK 19 - PREPARE FINAL PS&E (100% COMPLETE)	\$260,108		\$53,243	\$20,172	\$73,415	\$108,644	-\$35,229	\$50,853	\$28,081	\$152,349	\$43,705	Prepare 100% PS&E Phase 2B/2C
TASK 20 - RIGHT OF WAY ENGINEERING *	\$15,550		\$11,017	\$18,892	\$29,909	\$46,096	-\$16,187	\$16,186	\$7,353	\$53,448	\$7,352	For Phase 2B/2C
TASK 21 - RIGHT OF WAY APPRAISALS AND ACQUISITIONS *	\$244,746		\$7,965	\$56,749	\$64,714	\$37,392	\$27,322	(\$11,025)		\$53,689	\$16,297	For Phase 2B/2C
MILESTONE 4 – PHASE 1A & 1B CONSTRUCTION SUPPORT				\$71,674	\$71,674	\$39,776	\$31,898			\$71,674	\$31,898	
TASK 22 - BIDDING AND CONSTRUCTION SUPPORT FOR PHASE 1A AND 1B				\$71,674	\$71,674	\$39,776	\$31,898			\$71,674	\$31,898	
TOTAL	\$3,273,000	\$940,000	\$423,615	\$614,597	\$1,978,212	\$1,575,226	\$402,986	\$199,546	\$393,265	\$2,571,023	\$995,797	
					\$1,294,788			\$1,095,242	\$701,977			

* Charges to Task 20 & 21 are eligible for R/W support funds obligated by E-76 Project 5015 (021).