



Legislation Text

File #: 18-0971, **Version:** 1

Community Development Services, Department of Transportation, recommending the Board approve and authorize the Chair to sign the Third Amendment to Agreement for Services 467-S1411 with Quincy Engineering, Incorporated, to increase the not-to-exceed amount by \$3,113,920 to \$6,457,483, with a new rate schedule, and to provide continued delivery of the next project phase, final design and preparation for advertising for construction bids on the Mosquito Road Bridge at South Fork American River Project, CIP 77126 / 36105028. (Est. Time: 10 Min.)

FUNDING: Highway Bridge Program Funds. (100% - Federal)

DEPARTMENT RECOMMENDATION

Community Development Services, Department of Transportation (Transportation), recommending the Board approve and authorize the Chair to sign the Third Amendment (Amendment 3) to Agreement for Services 467-S1411 (Agreement) with Quincy Engineering, Incorporated (Quincy), to increase the not-to-exceed amount by \$3,113,920 to \$6,457,483, with a new rate schedule, and to provide continued delivery of the next project phase, final design and preparation for advertising for construction bids on the Mosquito Road Bridge at South Fork American River Project (Project), Capital Improvement Program (CIP) 77126 / 36105028.

Transportation recommends the Board make findings in accordance with Section 3.13.030 of the County Ordinance Code that it is more economical and feasible to engage an independent contractor for these services because there are specialty skills required for the work performed under this Agreement and proposed Amendment 3 that are not expressly identified in County classifications. The Project requires specific technical geotechnical, geometric, and structure design experience for a large cast-in-place segmental construction bridge, as well as advanced structural analysis software and the staff trained in its use. This Project also requires familiarity and experience with historical bridges; ability to develop innovative techniques such as designing unique solutions for sensitive areas; and ability to work successfully with the public and local stakeholders. The Project has budgeted approximately \$1.7M in staff time for the Project's delivery prior to construction.

DISCUSSION / BACKGROUND

The Mosquito Road Bridge crosses the South Fork of the American River approximately 5.9 miles north of U.S. Highway 50 in Placerville, just south of the community of Swansboro. It is a 9-foot wide, one-lane limited capacity timber suspension bridge with a 140-foot long span over the South Fork of the American River. The existing Bridge was built in 1939 and is 74 years old. The Bridge is crossed daily by approximately 1,300 vehicles (in both directions). Emergency vehicles are restricted from using the Bridge due to the narrow width, combined with multiple hairpin curves and steep grades along the Bridge approaches on both sides of the Bridge, resulting in delayed emergency response time.

A Request for Proposals process was completed in 2013, from which Quincy was selected from the list of qualified companies as the best firm to complete a Replacement Study, the Project Approval and the Environmental Document (PA&ED), and Final Design, with the Agreement for Services

approved by the Board on July 29, 2014 (Item 10).

Since this large complex Project started with several alternatives to be considered, the California Department of Transportation (Caltrans) has required the Project delivery funding authorization and consultant contracted support services progress to be incrementally and commensurate with the PA&ED and design milestones of narrowing down the final solution. The Project has completed the PA&ED phase and is ready to start consultants working on the next design phase of delivery. As a requirement of the Highway Bridge Program (HBP) and in working with Caltrans, the preliminary design work has been broken down into delivery agreements based on contract sizes and project specifics.

A First Amendment (Amendment 1) to the Agreement was approved by the Board on March 7, 2017 (Item 17), which updated individual budgets based upon work already completed and the environmental work still to be completed. Amendment 1 did not change the original not-to-exceed amount nor did it change the original employee fee schedule.

A Second Amendment (Amendment 2) to the Agreement was approved by the Board on August 15, 2017 (Item 11), which prepared the final Bridge Type Selection Report and produced 30% design documents for the Project. Amendment 2 increased the original not-to-exceed amount of \$1,204,834 by \$2,269,580, for a new not-to-exceed amount of \$3,474,414. Amendment 2 did not change the original employee fee schedule included in the Agreement.

The purpose of Amendment 3 is to prepare the final design for the Project and prepare it for advertising for construction bids. Amendment 3 will increase the original not-to-exceed amount of Amendment 2 of \$3,474,414 by \$3,113,920, for a new not-to-exceed amount of \$6,457,483. Some budget items of work from Agreement 1 and Amendment 2 were decreased to minimize the increase with Amendment 3 (that is why the not to exceed from Amendment 2 does not add to the not to exceed for Amendment 3 with the increase). The original employee fee schedule included in the Agreement has been updated for Amendment 3. Quincy has not requested an update to their fee schedule since the beginning of this Agreement in 2014. Contract language allows for adjustment of the rates when the Agreement is amended and per Code of Federal Regulations 23 CFR 172.11, Indirect Cost Rates (ICR) shall be updated on an annual basis. Quincy's ICR has decreased almost 10%, from 179.4% in 2012 to 169.79% in 2017. Their employee rates have increased on average of 16% over a five year period (this is an average of all employee rates). Caltrans has reviewed Quincy's ICR and has found the ICR acceptable. Transportation has compared Quincy's employee rates to other similar consultants and has found that their new employee fee schedule is slightly less than those consultants.

Upon completion of the final design, Transportation plans to return to the Board for approval of another contract to provide construction support services for this Project.

The El Dorado County Employees Association, Local 1, has been informed of this proposed Amendment 3.

ALTERNATIVES

- 1) The Board could direct Transportation to make changes to Amendment 3 and return to the Board at a later date. Transportation's ability to move forward on the Project would be delayed.
- 2) The Board could direct Transportation to complete the final design through an alternate

agreement. This option would also result in delayed completion of the Project and potential additional costs.

3) The Board could cancel the Project. Potentially, HBP funding already expended would have to be paid back by the County.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

Caltrans, County Counsel and Risk Management

CAO RECOMMENDATION / COMMENTS

It is recommended that the Board approve this item.

FINANCIAL IMPACT

There is no change to Net County Cost resulting from approval of the proposed Amendment 3. Funding for the Project is included in Transportation's 2018 CIP, which was approved by the Board on June 26, 2018 (Item 61).

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk of the Board will obtain the Chair's signature on two (2) originals of Amendment 3.
- 2) The Clerk of the Board will forward one (1) fully-executed original of Amendment 3 to Community Development Services, Administration and Finance Division, Contracts and Procurement Unit, for further processing.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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