



Legislation Text

File #: 23-1214, **Version:** 1

Department of Transportation recommending the Board consider the following actions pertaining to the US 50/ Ponderosa Road Interchange - Durock Road Realignment, Capital Improvement Program number 36104008, and the US 50/ Ponderosa Road Interchange - North Shingle Road Realignment Project, Capital Improvement Program number 36104009:

- 1) Find in accordance with County Ordinance Code Chapter 3.13, Section 3.13.030 (B), Contracting Out, that it is appropriate to contract with Dokken Engineering for environmental update and design services;
- 2) Award Request for Proposal 23-925-02 to Dokken Engineering; and
- 3) Approve and authorize the Chair to sign Agreement for Services 7668 with Dokken Engineering in the amount of \$3,334,603.65 for a three (3) year term. (District 4)

FUNDING: Funding for both projects include the following: Traffic Impact Fees - Zone 1-7 (<1%), Traffic Impact Fees - Highway 50 (95%), Road Fund (<1%), and Regional Surface Transportation Program Federal Funds - Caltrans Local Assistance (4%). (Local and Federal Funds)

DISCUSSION / BACKGROUND

The US 50/ Ponderosa Road Interchange - Durock Road Realignment (Durock Road) will realign approximately ¼ mile of Durock Road to South Shingle Road/ Sunset Lane and widen the eastbound off-ramp. The US 50/ Ponderosa Road Interchange - North Shingle Road Realignment Project (North Shingle Road) will realign approximately ¼ mile of North Shingle Road to approximately 600 feet north on Ponderosa Road; realign the westbound off-ramp to align with Wild Chapparal Drive; and potentially realign the westbound on-ramp loop.

The Procurement and Contracts Division of the Chief Administrative Office, in conjunction with the Department of Transportation (Transportation), initiated a Request for Proposals (RFP) to hire the best-qualified firm to review and update the environmental technical studies and the Initial Study/ Mitigated Negative Declaration (IS/MND) to meet current California Environmental Quality Act (CEQA) requirements, obtain National Environmental Policy Act (NEPA) clearances, project report updates, design services, traffic operations, geotechnical investigations, and cost estimates during the plans, specifications, and estimate (PS&E) phase of the Project. The County adopted the IS/MND for both projects on July 1, 2021, pursuant to CEQA. RFP No. 23-925-027 was issued on December 8, 2022, and concluded on January 17, 2023. A panel reviewed and ranked the proposals received, and Dokken Engineering (Dokken) was the top-ranked consultant. Agreement for Services #7668 (Agreement) has been negotiated between Transportation and Dokken for a three (3) year term and a not-to-exceed amount of \$3,334,603.65. The scope of work will be implemented in three (3) phases, for which Transportation will issue separate notices to proceed. The first phase will be NEPA clearance and 30% design for the projects. The second phase will be 65% design, with the final phase completing the projects to 95% design. Current funding allows for the first phase, and Transportation is actively pursuing various grants for the remaining phases of the contract.

Transportation recommends the Board make findings in accordance with County Ordinance Code Chapter 3.13, Contracting Out, Section 3.13.030 (B), that it is feasible to engage an independent

consultant for the environmental and design services on these projects because there are specialty skills and qualifications required for the work to be performed under this Agreement, since freeway interchanges are complex, and the work to be performed is not sufficient to warrant the addition of permanent staff. There are specialty skills required for much of the work, including the environmental update, geotechnical services, and traffic operations.

The El Dorado County Employees Association, Local #1, was informed of this proposed Agreement.

ALTERNATIVES

- 1) The Board could direct Transportation to make changes to the Agreement and return to the Board at a later date. However, Transportation's ability to continue the IS/MND update and NEPA approval would be delayed.
- 2) The Board could direct Transportation to complete the services through an alternate agreement. This option would also result in delayed completion of the projects and the potential for additional costs.
- 3) The Board could cancel these projects.

PRIOR BOARD ACTION

On May 8, 2018, Legistar 18-0568, Item 52, the Board approved the formation of a Utility Underground District in this area of Shingle Springs as a part of these projects.

On May 17, 2022, Legistar 22-0533, Item 17, the Board approved the Cooperative Agreement 03-0786 with Caltrans to identify each agency's role for the projects.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

Chief Administrative Office, Procurement and Contracts Division, County Counsel, Human Resources, and Risk Management have reviewed and approved the Agreement.

CAO RECOMMENDATION / COMMENTS

Approve as recommended.

FINANCIAL IMPACT

There is no change to net County cost for the approval of the proposed Agreement. Funding for the first phase of the Agreement is covered by Traffic Impact Fees - Highway 50 and Regional Surface Transportation Program Federal Funds - Caltrans Local Assistance and is included in Transportation's 2023 Capital Improvement Program, which was approved by the Board on June 6, 2023, Legistar #23-0851, Item 56. The phase 1 tasks (1 through 3 of the Agreement) will commence with a Notice to Proceed. Separate Notices to Proceed for the remaining phases of the Agreement will be issued when additional funding is budgeted.

CLERK OF THE BOARD FOLLOW UP ACTIONS

- 1) The Clerk of the Board will obtain the Chair's signature on one (1) original of the Agreement.
- 2) The Clerk of the Board will forward one (1) fully executed original of the Agreement to the Chief Administrative Office, Procurement and Contracts Division, Attn: Tyler Prince, for further processing.

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

Rafael Martinez, Director
Department of Transportation