

The County of Yuba

Community Development and Services Agency



TO: Board of Supervisors

FROM: Community Development and Services Agency, Samuel Bunton

SUBJECT: Community Development and Services: Approve Amendment No.1 to the agreement with Wood Rodgers, Inc. for the Plumas Lake Boulevard/SR 70 Interchange Phase II Project, and authorize the Chair to execute.

DATE: 1/9/2024

NUMBER: 612/2023

RECOMMENDATION

The Department of Public Works recommends that the Board of Supervisors approve Amendment #1 to the Engineering Services Agreement with Wood Rodgers, Inc. for the Plumas Lake Blvd. / SR 70 Interchange Phase II Project, and authorize the Chair to execute.

BACKGROUND

The Plumas Lake Specific Plan (PLSP) planned infrastructure includes two interchanges on SR-70, one located at Plumas Lake Boulevard and the other at the southern extension of Feather River Boulevard. In 2005, the County of Yuba began the design and construction of a modified partial-cloverleaf (L-9) interchange on State Route 70 at Plumas Lake Boulevard. Funding restrictions required that the County construct the project in two phases. Phase 1, which is completed, constructed a portion of the interchange to provide access west of SR-70.

DISCUSSION

Phase 2 of the Plumas Lake Boulevard / SR 70 project will improve access to the Plumas Lake Specific Plan Area, the Toyota Amphitheater, and the Hard Rock Hotel and Casino. The Plumas Lake Specific Plan includes residential and commercial development of approximately 5,000 acres west of SR-70 between Olivehurst on the north and the Bear River on the south. Projected traffic volumes will exceed the capacity of the existing two-lane signalized railroad crossing. Additionally, event traffic associated with the Toyota Amphitheater is already creating congestion on McGowan parkway and Plumas-Arboga Road. Phase 2 of the interchange at

Plumas Lake Boulevard will accommodate future traffic generated by prior approved, planned development. The project includes a Southbound loop onramp, 4-lane overhead structure East over the Union Pacific Railroad (UPRR), a 4-lane bridge over the Western Pacific Interceptor Canal (WPIC), utility coordination with PG&E regarding the raising of lines on the larger poles & towers as needed to meet vertical clearance requirements over the extended Plumas Lake Blvd., and the closure of the existing UPRR signalized crossing at UPRR/Algodon Rd.

Amendment #1 will adjust the project scope to address various Caltrans requests and other necessary minor modifications. A summary of these modifications include environmental planning tasks associated with an Addendum EIR (CEQA) and NEPA revalidation as required by Caltrans, additional traffic analyses including a Market Rate Scenario and VMT calculations to support the air quality analysis, authorization of a supplemental project report to provide a Caltrans approval mechanism, the design of a trail connection between the existing trail that runs parallel to UPRR and the northbound off-ramp intersection with Plumas Lake Blvd., revisions to the WPIC preliminary bridge design to accommodate RD 784 access road requirements, modifications to the geotechnical investigations, and additional topographic mapping to cover additional project areas to include the new trails being contemplated on the east side of the interchange. A full detailed description of all task modifications is included in the Request for Amendment #1 received from Wood Rodgers, Inc. attached to Amendment #1.

Amendment #1 will increase the compensation for the Agreement with Wood Rodgers, Inc. by \$277,592.65, raising the total not-to-exceed amount from \$2,225,407.44 to \$2,503,000.09.

COMMITTEE ACTION

The land Use and Public Works Committee was bypassed as this project is budgeted.

FISCAL IMPACT

General Fund -	None
Non-General Fund -	\$277,592.65
Source of Funds -	Trust 714 – Plumas Lake Specific Plan Traffic Impact Fees

ATTACHMENTS

Wood Rodgers Amendment #1 - Plumas Lake Blvd. / SR 70 Interchange Phase II Project