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. 2 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: February 11, 2025

NUMBER: 63/2025

RECOMMENDATION:

The Department of Public Works recommends that the Board of Supervisors approve Amendment No. 2 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 I, which is completed, constructed a portion of the interchange to provide access west of SR-70.

DISCUSSION

Phase II 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 II of the interchange at Plumas Lake Boulevard will accommodate future traffic generated by prior approved, planned development. The project includes items such as a southbound loop onramp, an overhead structure east over the Union Pacific Railroad (UPRR), a 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.

Since the start of design in 2020, Phase II design has progressed using development impact fees with hopes of securing grant funds to complete construction. In January of 2025, the County was awarded federal funds for construction of the interchange. Amendment No. 2 is ultimately necessary to get the project design complete and ready for construction. The amendment will accommodate various agency comments, changes due to new federal funding, and the increased cost of the lengthened design schedule. The County is still awaiting comments from environmental permitting agencies, so there is likely a third amendment in the future to address these unknown requests.

A full description of all scope and fee modifications are included in Amendment No 2 attached. Amendment No. 2 will increase the compensation for the Agreement with Wood Rodgers, Inc. by $768,365.00 and will bring the total fee to $3,271,365.00.

COMMITTEE ACTION

The Land Use & Public Works Committee was bypassed as this project is budgeted and contract amendments are typically routine in nature.

FISCAL IMPACT

General Fund -	None
Non-General Fund -	$768,365.00
Source of Funds -	Trust 714 – Plumas Lake Specific Plan Traffic Impact Fees

Attachments

Amendment No. 2 - Plumas Lake Boulevard/SR 70 Interchange Phase II Project