

**FIRST AMENDMENT TO CONSULTANT SERVICES AGREEMENT
FOR THE FORESTHILL DIVIDE COMMUNITY PLAN**

THIS FIRST AMENDMENT TO THE CONSULTANT SERVICES AGREEMENT is made and entered on this 20 day of June, 2003, by and between the COUNTY OF PLACER, hereinafter referred to as COUNTY, and QUAD KNOFF, Inc., hereinafter referred to as CONSULTANT.

WHEREAS, on March 31, 2000, COUNTY and CONSULTANT entered into a Contract whereby consulting services would be provided to the COUNTY; and

WHEREAS, the parties have agreed to additional services to be provided by Consultant under said contract and the compensation for those additional services.

NOW, THEREFORE, IT IS MUTUALLY AGREED by and among the parties as follows:

1. That section 1(e) of the original Contract shall be amended to provide for the additional services and compensation as follows:

The CONSULTANT agrees to perform the additional professional services as set forth in Attachment "A" attached hereto and incorporated herein by reference, and the total compensation to be paid CONSULTANT for these additional services shall not exceed \$14,248.50 as set out in Attachment "A".

2. The COUNTY agrees to pay to CONSULTANT \$154,179.50 as the sole compensation under the Contract and as amended by this First Amendment.

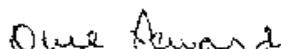
EXCEPT as specifically modified above, all of the remaining terms and conditions of the said Contract shall remain and continue in full force and effect.

CONSULTANT:

By: 
QUAD-KNOFF, Inc.

Date: 4-23-03

COUNTY OF PLACER:

By: 
Dave Seward, Purchasing Manager

Date: 6/2/03

APPROVED AS TO FORM:

By: 
Gerald Carden, Chief Deputy County Counsel

Date: 5-22-03

APPROVED AS TO CONTENT:

By: 
Fred Yeager, Planning Director

Date: 4-30-03

230

EXHIBIT B

ATTACHMENT "A"

SCOPE OF WORK/COST PROPOSAL

**MARTIN
RIVETT
&
OLSON**
ENGINEERS

April 16, 2003

Mr. Tom Brinkman
County of Placer
Department of Public Works
11444 B Avenue
Auburn, California 95603

Subject: Proposal for Professional Services
I-80/Foresthill Road/Auburn Ravine Road Interchange Traffic Analysis
Foresthill Divide Community Plan

Dear Mr. Brinkman:

Martin, Rivett & Olson, Inc. is pleased to submit this proposal for professional traffic engineering services. This letter summarizes our proposed Scope of Work, which is based on information you provided during our April 15 meeting as well as an October 23, 2001 letter from Jeffrey Pulverman of Caltrans - District 3. The Scope of Work presented here will result in the completion of a traffic impact analysis for the newly-updated Foresthill Divide Community Plan, particularly as it relates to the I-80/Foresthill Road/Auburn Ravine Road interchange.

Attached you will find our proposed Scope of Work, as well as our cost estimate for completion of the work. Completion of the draft report will require 3 - 4 weeks from receipt from the County of the information detailed in Task 1 of our Scope of Work. We understand that this work would be performed directly for Quad-Knopf, the County's environmental consultant for the community plan update. As such, we have also attached our standard agreement for consulting services.

We appreciate this opportunity to submit this proposal for your consideration and we look forward to working with you and Quad-Knopf. Please call if you have any questions or need further information.

Sincerely,

MARTIN, RIVETT & OLSON, INC.

Affiliate offices in:

Los Angeles, California

San Diego, California

Kansas City, Kansas

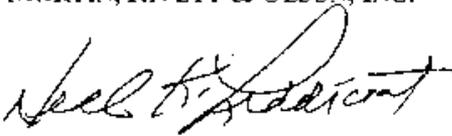
Las Vegas, Nevada

Denver, Colorado

Honolulu, Hawaii

Phoenix, Arizona

Tucson, Arizona


Neal K. Liddicoat, P.E.
Senior Traffic Engineer


Ann C. Olson, C.E., T.E., P.T.O.E.
President

Enclosures



SCOPE OF WORK

Martin, Rivett & Olson, Inc. will complete a traffic impact analysis for the newly-updated Foresthill Divide Community Plan, particularly as it relates to the I-80/Foresthill Road/Auburn Ravine Road interchange. The analysis will reflect input received from Caltrans - District 3 in an October 23, 2001 letter from Jeffrey Pulverman, Chief - Office of Regional Planning.

Based on the Caltrans request, we will analyze the following four intersections:

- Auburn Ravine Road/Bowman Road/I-80 Westbound On-ramp;
- Auburn Ravine Road/I-80 Westbound Off-ramp;
- Foresthill Road/I-80 Eastbound Ramps; and
- Foresthill Road/Lincoln Way.

The analysis will focus on the PM peak hour for two time frames – existing conditions and cumulative conditions (representing General Plan buildout for Placer County). For both time periods, we will perform analyses both with and without buildout of the Foresthill Divide Community Plan land uses.

The result of this Scope of Work will be a report documenting the study procedures and the recommendations from the analyses summarized above.

Task 1 - Project Initiation and Data Assembly

1. Obtain from Placer County the following material:
 - Existing PM peak-hour traffic volumes at the four study intersections,
 - Foresthill Road traffic projections reflecting buildout of the Community Plan project (from the kdAnderson Transportation Engineers traffic study for the plan),
 - Hourly percentages and directional distribution percentages for traffic on Foresthill Road, and
 - Future year traffic projections from the County's General Plan travel demand forecasting model, to be used in developing Cumulative No Project traffic volumes.
2. Perform field reconnaissance to gain familiarity with the site and the surrounding street system, as well as to confirm intersection lane configurations and traffic signal phasing and timing at the study intersections.

Task 2 - Existing Conditions Analysis

1. Based on the traffic volume data acquired in Task 1, we will perform intersection level of service calculations to describe current operating conditions at the study locations in both quantitative and qualitative terms. These calculations will be performed using procedures documented in the *Highway Capacity Manual* (Transportation Research Board, 2000). We will use the *Synchro* software package to perform these calculations, as that will ensure that the interactions among the signalized intersections (due to their close spacing) will be fully reflected.
2. The results of these calculations will be summarized in tabular form.



Task 3 – Existing Plus Project Conditions Analysis

1. The volume of traffic to be generated by the Community Plan land uses will be estimated for the PM peak hour. These estimates will be prepared using information developed by kdAnderson Transportation Engineers as part of their analysis of the Community Plan. Daily traffic volumes for Foresthill Road will be converted to peak-hour traffic volumes using County-supplied information concerning hourly traffic percentages and the directional orientation of trips on that road.
2. In the immediate vicinity of the I-80 interchange, existing traffic patterns will be used to determine the geographic distribution of Plan-generated trips.
3. Using the trip generation and distribution information developed earlier, we will assign the project traffic to the study intersections. This process will result in PM peak-hour traffic projections for the study intersections under the Existing Plus Project scenario.
4. Level of service calculations will be performed for the study intersections, to determine the incremental impacts associated with the proposed Community Plan land uses.
5. If necessary, mitigation measures will be identified to offset significant impacts associated with the proposed project.

Task 4 – Cumulative No Project Conditions Analysis

1. Placer County staff will provide traffic projections from the County's General Plan model to serve as the basis for the Cumulative No Project traffic volumes. Because the model includes some development in the Foresthill Divide area, it will be necessary to adjust the volumes to represent a true "no project" scenario.
2. Intersection level of service calculations will be performed for the study locations.

Task 5 – Cumulative Plus Project Conditions Analysis

1. The Community Plan-generated traffic will be assigned to the study intersections, based on the trip generation information developed earlier and a revised trip distribution reflecting the future traffic forecasts.
2. Level of service calculations will be performed for the study intersections. These will be used to identify the incremental impacts associated with the proposed project under cumulative conditions.
3. If necessary, mitigation measures will be identified to offset significant impacts associated with the proposed project.

Task 6 – Report

1. Prepare a draft report summarizing the technical procedures undertaken and the resulting findings and recommendations, and submit five copies of the report for review and comment.
2. Upon receipt of a consolidated set of comments on the draft report, we will make appropriate revisions and submit five copies of a final report for incorporation into the environmental documentation.

Task 8 – Meetings

1. We will attend up to two meetings to present and discuss the analysis procedures and results.

234



COMPENSATION

We will perform the above Scope of Work on a time-and-materials basis using our standard hourly billing rates. We estimate that this work can be completed for a maximum amount of \$12,390.

COST ESTIMATE
 I-80/FORESTHILL ROAD/AUBURN RAVINE ROAD INTERCHANGE TRAFFIC ANALYSIS
 FORESTHILL DIVIDE COMMUNITY PLAN
 Martin, Rivett & Olson, Inc.

TASK	Principal \$155/Hour		Project Manager \$150/Hour		Technical/Clerical \$60/Hour		DIRECT EXPENSES	TOTAL HOURS	TOTAL COST
	HOURS	COST	HOURS	COST	HOURS	COST			
1. Project Initiation/Data Assembly	0.0	\$0	4.0	\$600	2.0	\$120	\$50	6.0	\$770
2. Existing Conditions Analysis	0.0	\$0	12.0	\$1,800	2.0	\$120	\$50	14.0	\$1,970
3. Existing Plus Project Analysis	0.0	\$0	8.0	\$1,200	2.0	\$120	\$50	10.0	\$1,370
4. Cumulative No Project Analysis	0.0	\$0	12.0	\$1,800	2.0	\$120	\$50	14.0	\$1,970
5. Cumulative Plus Project Analysis	0.0	\$0	8.0	\$1,200	2.0	\$120	\$50	10.0	\$1,370
6. Report	4.0	\$620	18.0	\$2,700	12.0	\$720	\$200	34.0	\$4,240
7. Meetings	0.0	\$0	4.0	\$600	0.0	\$0	\$100	4.0	\$700
SUBTOTAL	4.0	\$620	66.0	\$9,900	22.0	\$1,320			
TOTAL							\$550	92.0	\$12,390

NOTE: Includes PM peak hour analyses

+ 15%
 Admin
 Change

236

Cost Est

4/16/2003