

MEMORANDUM

TO: CITY COUNCIL

FROM: TERESA MCCLISH, DIRECTOR OF COMMUNITY DEVELOPMENT
MATT HORN, CITY ENGINEER

SUBJECT: CONSIDERATION OF ALTERNATIVES FOR THE BRISCO ROAD-
HALCYON ROAD/HIGHWAY 101 PROJECT AND AMEND
CONSULTANT SERVICE AGREEMENT TO EXTEND THE TERM FOR
WOOD RODGERS, INC. AND POINT C

DATE: MARCH 10, 2015

RECOMMENDATION:

It is recommended the City Council:

1. Approve the continued inclusion of Alternative 4C with both intersection treatments, along with Alternative 1 in the Brisco Road – Halcyon Road/Highway 101 Interchange Improvement Project Approval and Environmental Determination (PA&ED) report;
2. Approve and authorize the Mayor to execute Amendment No. 11 to the Consultant Services Agreement with Wood Rodgers, Inc. to extend the term to February 28, 2016 for continued services to complete Project Approval and Environmental Determination (PA&ED) for the Brisco Road - Halcyon Road/Highway 101 Interchange Improvement Project; and
3. Approve and authorize the Mayor to execute amendment to the Consultant Services Agreement with Point C, LLC to extend the term to June 30, 2016 for project oversight services to complete PA&ED for the Brisco Road – Halcyon Road/Highway 101 Interchange Improvement Project.

IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

The Capital Improvement Program budget includes a total of approximately \$3,000,000 for the Brisco Interchange project design phase and has approximately \$800,000 remaining. Continued dedication of staff resources will also be required. No additional funding is requested for the extension of the Consultant Service Agreements. The project is identified as a priority in the Critical Needs Action Plan. Consultant services are funded from the Transportation Facilities Development Impact Fee Fund.

BACKGROUND:

The project history is summarized below:

- In 2001, a Project Study Report-Project Development Support (PSR-PDS) was completed to develop alternatives to improve operation of the Brisco Road-Halcyon Road/U.S. 101 Interchange. The project moved from the PSR-PDS phase to the Project Approval and Environmental Determination (PA&ED).

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During PA&ED development, additional alternatives were identified and analyzed.

- Alternatives were presented to the City Council at the August 12, 2008 meeting. The City Council selected an alternative and directed staff and the City Council Subcommittee to pursue approval and funding through the San Luis Obispo Council of Governments (SLOCOG) and Caltrans. In May of 2009, the City Council approved Contract Amendment No. 4 with Wood Rodgers, Inc. for preparation of the design exception fact sheets for the Brisco Road-Halcyon Road/U.S. 101 PA&ED in the amount of \$17,500. Additionally, the Council authorized the Mayor to send a letter to Caltrans regarding opposition to requests for further analysis and urging support for the City's preferred alternative.
- In August 2009, Caltrans and the City were at an impasse, each agency preferred different project design alternatives and believed other design alternatives were not viable. Planning Company Associates, that was later renamed to Point C, LLC, was contracted to assist in determining a design solution to the Brisco impasse and develop strategies to achieve project approval.
- On May 11, 2010, the Council approved Contract Amendment No. 5 with Wood Rodgers to include alternative 3B that placed ramps at Old Ranch Road and continue an update of environmental studies and the PA&ED project. However, it was subsequently determined that this alternative had a fatal flaw due to the grade separation between U.S. 101 and Old Ranch Road.
- On October 26, 2010, the Council approved Alternative 4 to be included in the PA&ED. Alternative 4 involves moving the Brisco northbound on-ramp and off-ramp to Rodeo Drive. Additionally, the Council approved the preparation of supporting information and design exception fact sheets and to provide the public an opportunity to comment at the Traffic Commission and neighborhood meetings.
- The Traffic Commission considered the project alternative on January 10, 2011 and a well attended neighborhood meeting was held on February 24, 2011. Project accomplishments include completion of the Purpose and Need document, established performance criteria and the traffic analysis with concurrence from Caltrans District 5 Traffic Operations.
- In April 2011, the Council approved Amendment No. 6 with Wood Rodgers to update environmental studies and continue preparation of the PA&ED documents. Caltrans reviews required more revisions and effort than was anticipated for Amendment No. 6.
- Draft funding recommendations for the project were approved at the February, 2012 San Luis Obispo Council of Governments Board of Directors meeting.
- In March 2012, the California Transportation Commission programmed \$5.6 million in construction funding for the project.
- In May 2012, the Council approved Amendment No. 7 with Wood Rodgers for an additional not to exceed amount of \$103,820 in order to complete all technical studies and prepare final design exception fact sheets.

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- In April 2013, the City Council Brisco Interchange Subcommittee, staff and consultants met with Caltrans staff and learned that additional design and amended technical studies were necessary for approval of design exception fact sheets.
- In December 2013, Caltrans, Consultants and staff met in Sacramento to review comparison interchanges, and geometrics for Alternative 4 and what would be needed for approval of design exceptions. The result of the meeting was the identification of Alternative 4C. However, additional information to reduce design speed on West Branch, as well as to develop an alternative intersection treatment was determined necessary to finalize feasibility.
- In March 2014, the City Council approved a revised intersection treatment for Alternative 4C to include a roundabout and consultant contracts to complete necessary studies.
- During 2014, consultants prepared conceptual geometrics and design standards compliance documents for Alternative 4 with a signalized intersection and with a roundabout. This included an independent peer review by Kittelson and Associates for the preliminary roundabout design as requested by Caltrans District 5. Additionally, a revised Advance Planning Study for the structure to carry the planned on-ramp over Brisco Road in Alternative 4 was revised and the Preliminary Drainage Report was updated and the Stormwater Data Report prepared. Finally, several technical studies were revised including the Natural Environment Study, the Jurisdictional Waters Assessment, the Conceptual Habitat Mitigation and Monitoring Plan, the Archaeological Survey Report, the Historic Property Survey Report and Historical Resources Evaluation Report, the Noise Study, Visual Impact Assessment, Air Quality Study Report, Water Quality Assessment Report, Paleontological Evaluation Report. The Community Impact Assessment is in progress. The Initial Study and Mitigated Negative Declaration has also been drafted. All of this work was required to complete the draft Project Report and Environmental Study.
- In August 2014, an additional \$1,000,000 was recommended by SLOCOG to the California Transportation Commission (CTC) for the construction phase of the project to increase the total grant funding to \$6.6 million.
- In September 2014, City staff met with the San Luis Obispo Council of Governments (SLOCOG) to go over the project schedule and verify that grant funding status was unchanged.
- In November 2014, Design Exception Fact Sheets were submitted to Caltrans.
- In January 2015, the Brisco Subcommittee met with Caltrans and SLOCOG officials. During the meeting Caltrans staff outlined remaining concerns with Alternative 4C. A Project Development Team (PDT) meeting was determined necessary to determine final alternatives that will go out for public review.

ANALYSIS OF ISSUES:

Obtaining approval for improvements to the Brisco Road/Halcyon Road/U.S. 101 has proved to be a difficult task given the inability to address deficiencies with an older road/highway system, while meeting today's design standards. Currently, the project

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has basically two design alternatives. The first design alternative (known as alternative 1) closes the Northbound off and on-ramps at Brisco Road. The second design alternative (known as alternative 4C) relocates the Northbound off and on-ramps to Grace Lane. Historically Caltrans staff has preferred alternative 1 closing the ramps at Brisco and the City has preferred the alternative 4C that maintains ramp access. Given previous concurrence between the City and Caltrans on the alternatives to be studied in the PA&ED documents, staff and consultants anticipated completion of the PA&ED in 2013. However, as previously reported to Council in November 2013 and March 2014, the need for additional project modifications to address safety concerns and meet design exception requirements has delayed PA&ED completion. Alternative 4C with the option of a modified intersection treatment includes a roundabout instead of a traffic signal, and is the same as previously presented Alternative 4 in terms of location of the hook ramps and general alignment of West Branch St. The Alternative 1 and Alternative 4C with the roundabout may result in fewer design exceptions than Alternative 4C with the traffic signal. Alternative 4C – with either intersection treatment - includes a slightly wider footprint and required moving West Branch Street northward several feet while minimizing impacts on the South County Regional Center.

At this time, two design standards related to Alternative 4C remain challenging. Caltrans has required the intersection skew angle and the corner sight distance requirements at the Rodeo Drive Ramps / West Branch Street / Grace Lane (Rodeo Drive) intersection be designed based upon an interpretation that the angle of measurement for corner sight distance not be greater than 90 degrees and the skew angle at the intersection not be greater than 15 degrees measured from the drivers eye in a vehicle stopped at the intersection approaches. Consequently, for alternative 4C, the design speed for West Branch must be reduced so that the posted speed would be 35 mph primarily to improve the proposed intersection sight stopping distance. The current posted speed is 40 mph while the Caltrans Design Standard is 45 mph. There has been continuing and parallel interest due to road topography, transit needs and adjacent existing and planned land uses, to reduce the speed limit in the corridor. Recently, the City had an independent engineering study prepared that indicates safety concerns related to the roadway may warrant a different posted speed and/or if a change in intersection control from side street stops to multi-way stops would be warranted.

Staff has submitted that since W. Branch Street is the City's jurisdiction, and that for Alternative 4C it must be moved northward and reconstructed, that the design of W. Branch Street will include design features that will reduce the travel speed to 35 MPH and the project once constructed, would meet the proposed design speed. However, Caltrans will not review the design exception for adequacy unless the existing posted speed is 35mph, thus creating the proverbial chicken and egg scenario. This would require the City to construct traffic calming roadway features now on the existing roadway that will ultimately need to be removed and reconstructed in a different location with the project. This issue has stalled the PA&ED process as it renders Alternative 4C – signal alternative potentially infeasible. Up until February 2015,

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communications between staff and consultants and Caltrans have indicated that the design speed issue was the one remaining issue to resolve prior to completing the project report and environmental study for public distribution. The City received written comments from Caltrans on the design exception fact sheets that indicate that additional technical studies may be necessary unless the City removes all but Alternative 1 from consideration. Staff is looking for direction from Council prior to attending the PDT meeting where a recommendation will be made regarding the breadth of alternatives made available for public review and comment. Considering the intent of the public review process it may be prudent to include both Alternative 1 and 4C (with both intersection treatments – signal and roundabout) in the project report and environmental study to be distributed to the public for public input and that concerns related to design speed on West Branch Street continue to be acknowledged and analyzed in the reports but conditioned to be resolved by the City during the design phase and prior to construction of the project. Caltrans will have to approve the project's construction plans and issue an encroachment permit prior to beginning construction.

The City Council Brisco Interchange Subcommittee expressed an initial preference for the standard intersection option of Alternative 4C to be removed from consideration if continued protracted review would place the project funding in jeopardy. However, it was felt that it is important at this time to brief the full Council.

Staff has previously met and briefed County staff and elected officials, Rodeo Drive residents, and St. Patrick's School representatives on the project status. However, another Stakeholder meeting will be scheduled in the near future to further brief members on the project status. The environmental review process will provide additional opportunities for public and City input on the preferred option. However, Caltrans will have the final project decision based on this input, design exceptions required, and the degree to which the project alternative meets the agreed upon Need and Purpose.

Staff is recommending that Council provide initial feedback and direction at this time. The next likely time for Council input and direction is when Council will be asked to authorize staff to circulate the environmental document for public input.

ALTERNATIVES:

The following alternatives are provided for the Council's consideration:

- Approve continued inclusion alternative 4C with both intersection treatments in the project report and environmental documents and approve proposal amendment agreements;
- Approve the removal of Alternative 4C signal alternative from consideration in the project report and environmental documents and approve proposal amendment agreements;

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- Modify staff's recommendation;
- Do not approve the proposed agreement amendments; or
- Provide direction to staff.

ADVANTAGES:

Approving the Consultant Service Agreement Amendments will allow continued work to complete the Project PA&ED. By keeping both options of Alternative 4C intersection in the analysis, it will allow the public to review a wider breath of options. The City would be required to ensure that the required design speed criteria are met for W. Branch Street.

DISADVANTAGES:

Keeping in Alternative 4C – signal may increase costs to the City for additional studies and prolong the PA&ED process. Even if both options of the intersection are included in the analysis, it is important to understand that there is a potential that Caltrans selects a variation other than the City's preferred design.

ENVIRONMENTAL REVIEW:

A detailed environmental review is performed during the PA&ED phase of project development. A Draft Project Report (DPR), an engineering report that describes the work and possible project alternatives is prepared in parallel with the environmental studies. Following circulation of the draft environmental document (the public review period), a public hearing is held. After analyzing the public hearing comments, a preferred alternative is normally selected, which allows the preparation and approval of the final environmental document which is attached to the PR.

PUBLIC NOTIFICATION AND COMMENTS:

The Agenda was posted in front of City Hall on Thursday, March 5, 2015. The Agenda and staff report were posted on the City's website on Friday, March 6, 2015. No public comments were received.

Attachments

1. Agreement Amendment - Wood Rodgers
2. Agreement Amendment - Point C
3. Alternative 1 Closing Northbound off and on-ramps
4. Alternative 4C Standard Intersection Draft Site Plan
5. Alternative 4C Roundabout Draft Site Plan

CONSULTANT SERVICES AGREEMENT**AMENDMENT NO. 11**

This Eleventh Amendment ("Eleventh Amendment") to Consultant's Services Agreement ("CSA") by and between the **CITY OF ARROYO GRANDE** ("City") and **WOOD RODGERS, INC.** ("Consultant") is made and entered into this _____ day of March 2015, based on the following facts:

WHEREAS, the parties entered into a CSA dated January 11, 2005, to prepare a Project Approval and Environmental Determination (PA&ED) for the Brisco-Road-Halcyon Road/Route 101 Interchange; and

WHEREAS, the parties entered into a First Amendment to CSA dated November 8, 2005, to include the environmental studies for the Brisco Road-Halcyon Road/Route 101 PA&ED; and

WHEREAS, the parties entered into a Second Amendment to CSA dated November 14, 2006, to include a northbound auxiliary lane in the Brisco Road-Halcyon Road/Route 101 PA&ED; and

WHEREAS, the parties entered into a Third Amendment to CSA dated June 24, 2008, to include additional analysis in the Brisco Road-Halcyon Road/Route 101 Project Approval & Environmental Document (PA&ED); and

WHEREAS, the parties entered into a Fourth Amendment to CSA dated May 26, 2009, for preparation of the design exception fact sheets for the Brisco Road-Halcyon Road/Route 101 Project Approval and Environmental Document (PA&ED); and

WHEREAS, the parties entered into a Fifth Amendment to CSA dated June 16, 2010 for preparation of the Project Approval and Environmental Document (PA&ED) for the Brisco Road-Halcyon Road/Route 101 Interchange Improvements Project; and

WHEREAS, the parties entered into a Sixth Amendment to CSA dated April 12, 2011 for additional preparation required for the Project Approval and Environmental Document (PA&ED) due to revised alternatives for the Brisco Road-Halcyon Road/Route 101 Interchange Improvements Project; and

WHEREAS, the parties entered into a Seventh Amendment to CSA dated May 8, 2012 for additional preparation required for the Project Approval and Environmental Document (PA&ED) due to revised alternatives for the Brisco Road-Halcyon Road/Route 101 Interchange Improvements Project; and

WHEREAS, the parties entered into a Eight Amendment to CSA dated May 14, 2013 for additional preparation required for the Project Approval and Environmental Document (PA&ED) due to revised alternatives for the Brisco Road-Halcyon Road/Route 101 Interchange Improvements Project; and

WHEREAS, the parties entered into a Ninth Amendment to CSA dated December 10, 2013 for additional preparation required for the Project Approval and Environmental Document (PA&ED) due to revised alternatives for the Brisco Road-Halcyon Road/Route 101 Interchange Improvements Project; and

WHEREAS, the parties entered into a Tenth Amendment to CSA dated March 25, 2014 for additional preparation required for the Project Approval and Environmental Document (PA&ED) due to revised alternatives for the Brisco Road-Halcyon Road/Route 101 Interchange Improvements Project; and

WHEREAS, the CSA, has expired and the parties desire to revive the CSA as set forth herein.

NOW THEREFORE, for valuable consideration the receipt and sufficiency of which is acknowledged, the parties agree as follows:

1. The CSA shall continue in full force and effect until February 28, 2016, unless sooner terminated pursuant to the provisions of the Agreement.
2. This Eleventh Amendment authorizes continued services to complete PA&ED for the Brisco Road – Halcyon Road/Highway 101 Interchange Improvement Project.
3. Except as modified herein, all other terms and conditions set forth in the CSA, as amended, shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, CITY and CONSULTANT have executed this Tenth Amendment the day and year first above written.

WOOD RODGERS, INC.

By: _____

CITY OF ARROYO GRANDE

By: _____
JIM HILL, MAYOR



HOLISTIC THINKING. SUSTAINABLE SOLUTIONS.

March 5, 2015

Ms. Teresa McClish
City of Arroyo Grande
300 E. Branch Street
Arroyo Grande, CA 93420

RE: Contract Extension

Dear Ms. McClish:

Point C, LLC has been assisting the City of Arroyo Grande by providing strategic services to implement US 101 corridor transportation solutions that meets the City's access / circulation objectives and Caltrans' operational needs. The US 101 / Brisco Road – Halcyon Road Interchange improvement project is currently in the Project Approval / Environmental Document (PA&ED) phase. Originally, the PA&ED phase was targeted for completion in 2013, but it has been delayed due to additional time and efforts to refine alternatives and resolve comments. At this time the goal is to complete PA&ED in an expedited manner so the project can move to the next phases of implementation.

The purpose of this letter is to request time extension to the existing agreement for Point C to continue to provide services to assist during the project approval and environmental document phase for the Brisco Interchange.

I. SCOPE OF SERVICES

No amendment to Exhibit A is requested. Point C will continue to perform the following scope of work previously identified.

II. DURATION

The term of the existing agreement is amended to extend the duration by twelve (12) months with a revised expiration date of June 30, 2016.



HOLISTIC THINKING. SUSTAINABLE SOLUTIONS.

Point C appreciates the opportunity to continue to be of service to the City of Arroyo Grande and looks forward to the successful completion of this project.

Sincerely,

Tony V. Harris, P.E.

Cc: Matt Horn, City of Arroyo Grande
Carolyn Sutton, Point C

Acceptance of Agreement

Point C, LLC is hereby authorized to furnish all materials and labor as provided above to complete the specified scope of services, for which the City of Arroyo Grande agrees to pay the amount mentioned in this Agreement and according to the terms thereof. It is further acknowledged that this work involves public processes of a discretionary nature and, as such, Point C, LLC makes no guarantees or warranties regarding the outcome of any such processes.

Accepted by: _____, Date: _____, 2015
City of Arroyo Grande

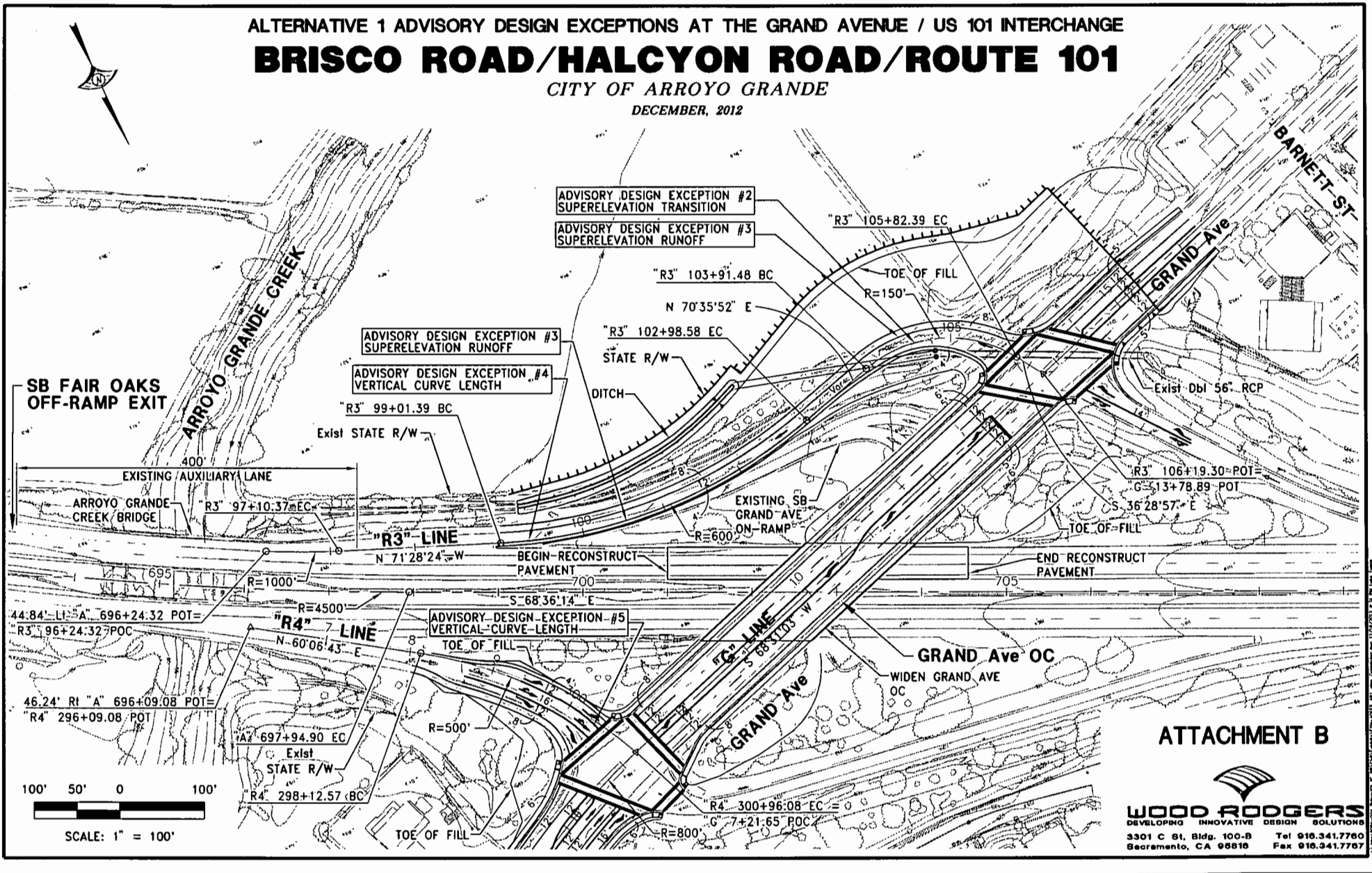
Accepted by: _____, Date: _____, 2015
Point C, LLC

ALTERNATIVE 1 ADVISORY DESIGN EXCEPTIONS AT THE GRAND AVENUE / US 101 INTERCHANGE

BRISCO ROAD/HALCYON ROAD/ROUTE 101

CITY OF ARROYO GRANDE

DECEMBER, 2012



ATTACHMENT B

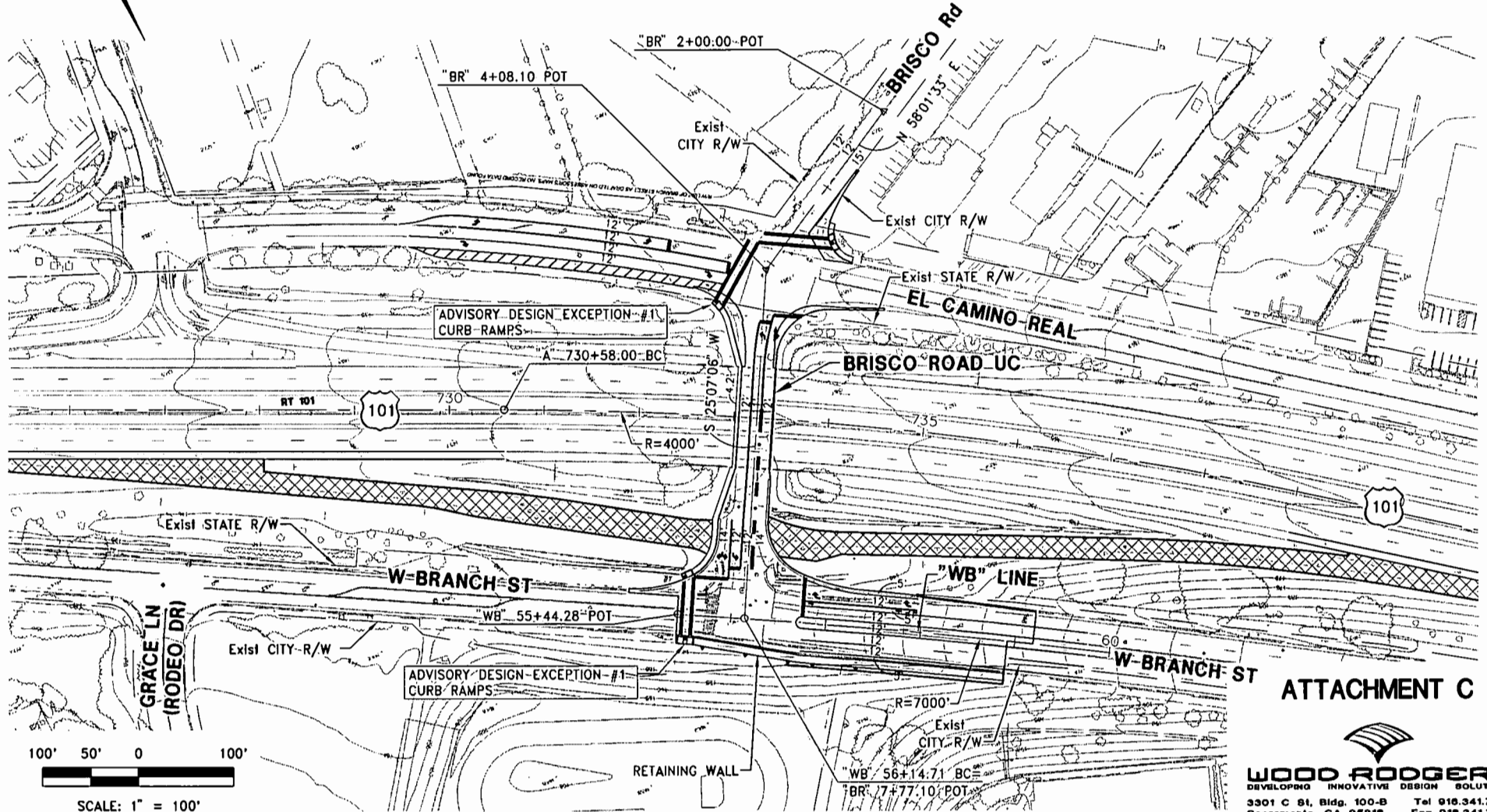
WOOD RODGERS
 DEVELOPING INNOVATIVE DESIGN SOLUTIONS
 3301 C St, Bldg. 100-B Tel 916.341.7760
 Sacramento, CA 95818 Fax 916.341.7767

ALTERNATIVE 1 ADVISORY DESIGN EXCEPTIONS AT THE BRISCO ROAD / US 101 INTERCHANGE

BRISCO ROAD/HALCYON ROAD/ROUTE 101

CITY OF ARROYO GRANDE

DECEMBER, 2012



ATTACHMENT C



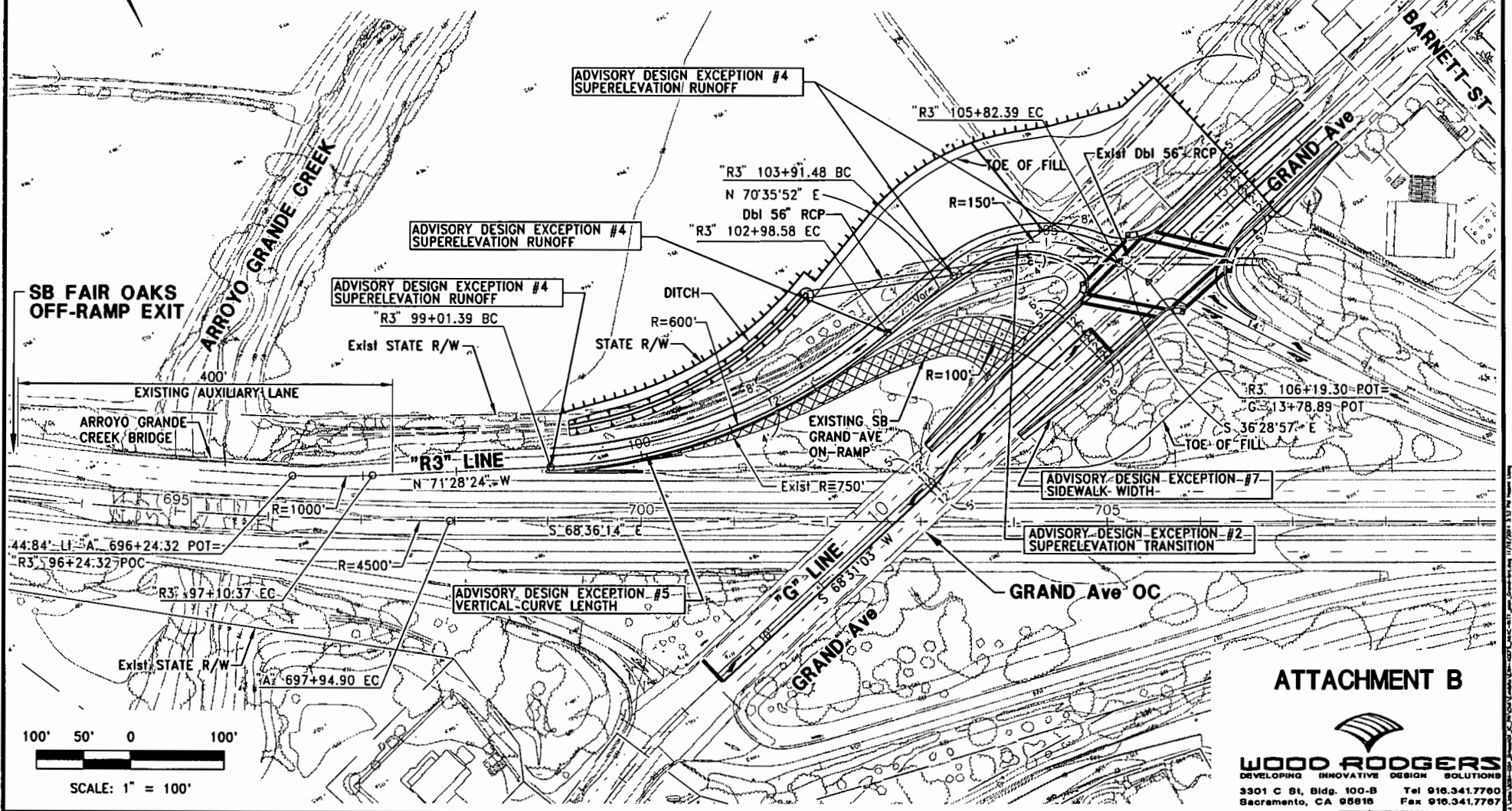
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Sacramento, CA 95818 Fax 916.341.7767

ALTERNATIVE 4C INTERSECTION ADVISORY DESIGN EXCEPTIONS AT THE GRAND AVENUE / US 101 INTERCHANGE

BRISCO ROAD/HALCYON ROAD/ROUTE 101

CITY OF ARROYO GRANDE

NOVEMBER, 2014



ATTACHMENT B

WOOD RODGERS
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 3301 C St, Bldg. 100-B Tel 916.341.7760
 Sacramento, CA 95816 Fax 916.341.7767

ALTERNATIVE 4C INTERSECTION ADVISORY DESIGN EXCEPTIONS AT THE GRACE LN-BRISCO RD / US 101 INTERCHANGE

BRISCO ROAD/HALCYON ROAD/ROUTE 101

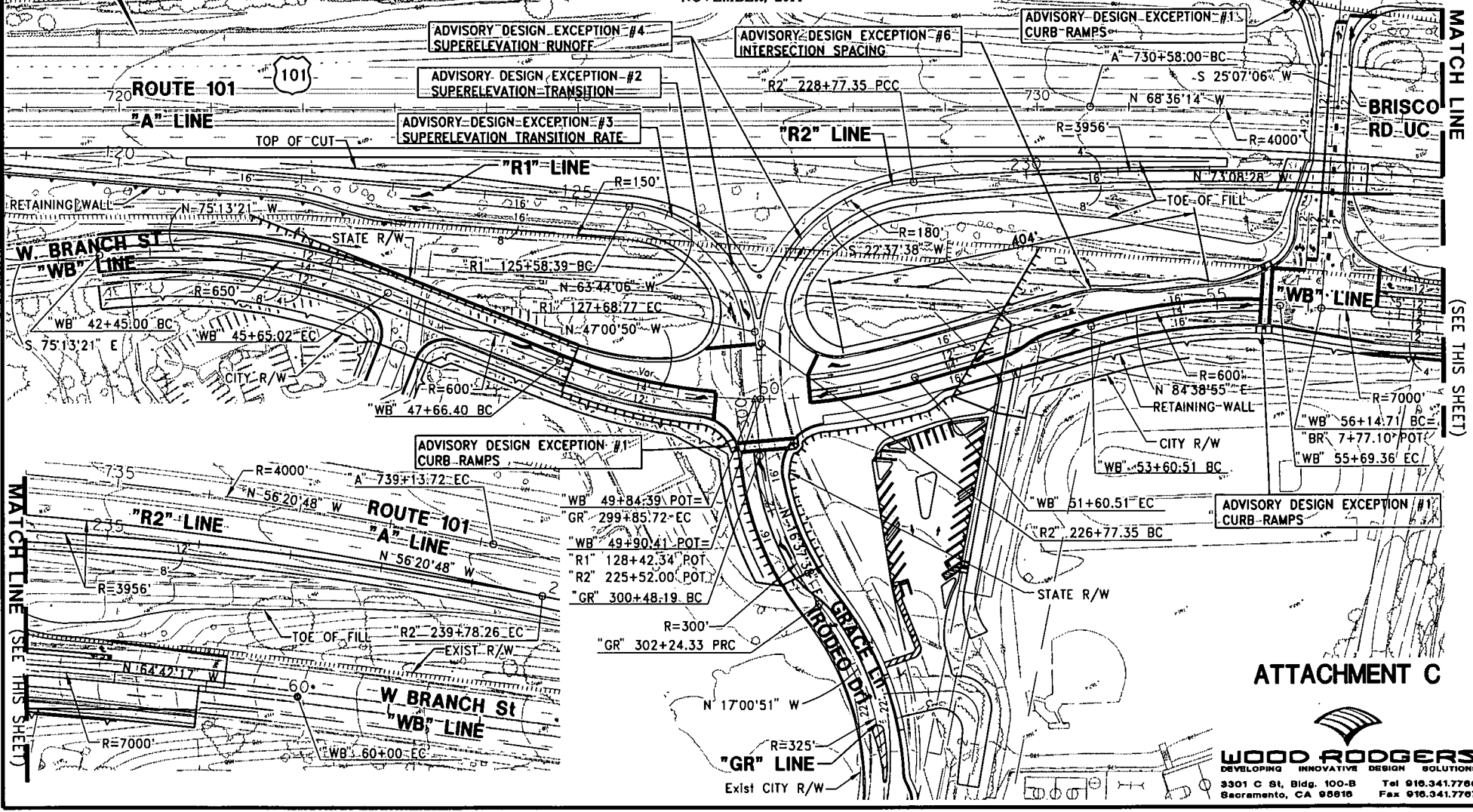
CITY OF ARROYO GRANDE

NOVEMBER, 2014

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SCALE: 1" = 100'



MATCH LINE

(SEE THIS SHEET)

MATCH LINE (SEE THIS SHEET)

ATTACHMENT C

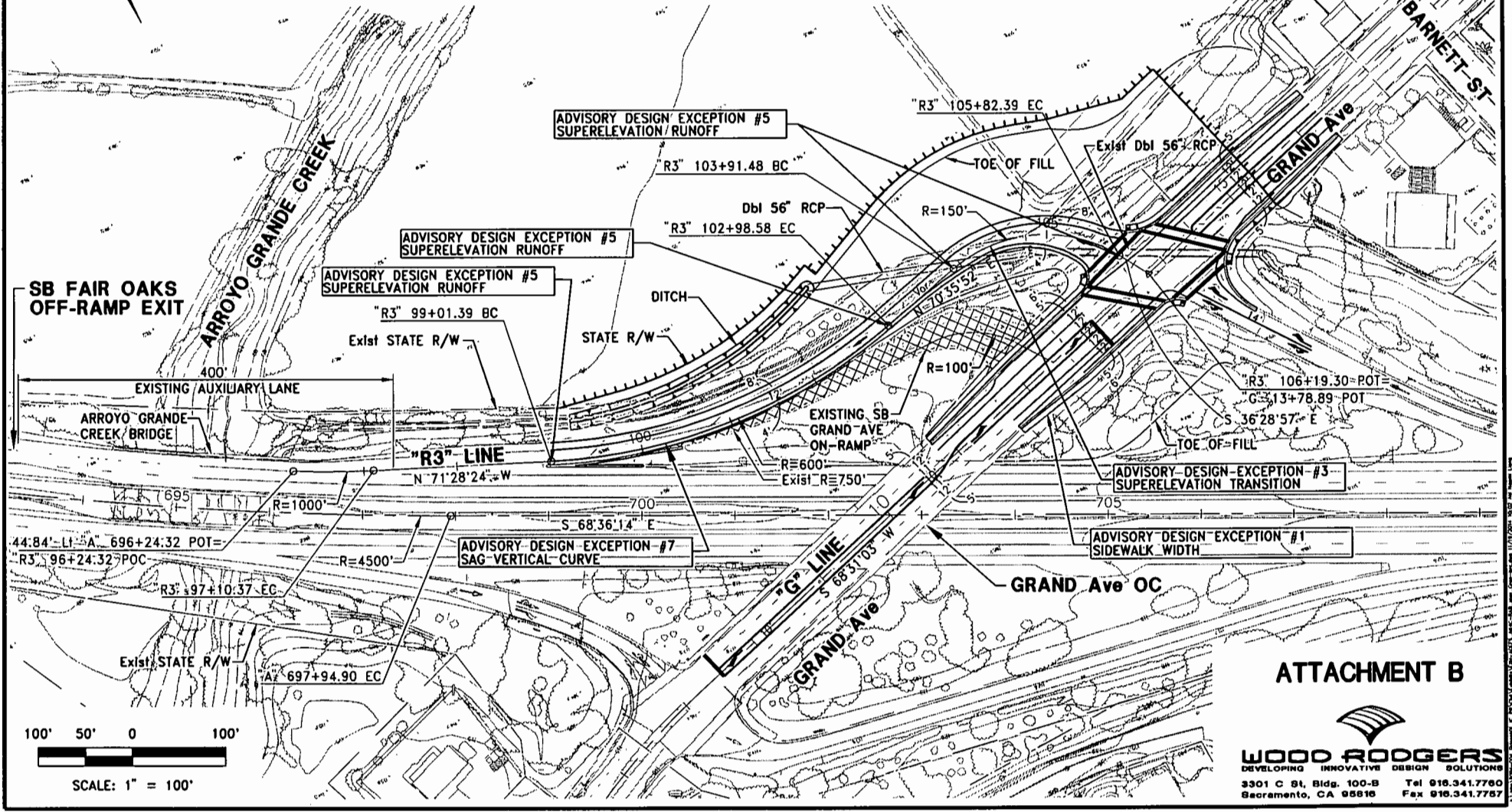
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ALTERNATIVE 4C ROUNDABOUT ADVISORY DESIGN EXCEPTIONS AT THE GRAND AVENUE / US 101 INTERCHANGE

BRISCO ROAD/HALCYON ROAD/ROUTE 101

CITY OF ARROYO GRANDE

NOVEMBER, 2014



ATTACHMENT B



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ALTERNATIVE 4C ROUNDABOUT ADVISORY DESIGN EXCEPTIONS AT THE GRACE LN-BRISCO RD / US 101 INTERCHANGE

BRISCO ROAD/HALCYON ROAD/ROUTE 101

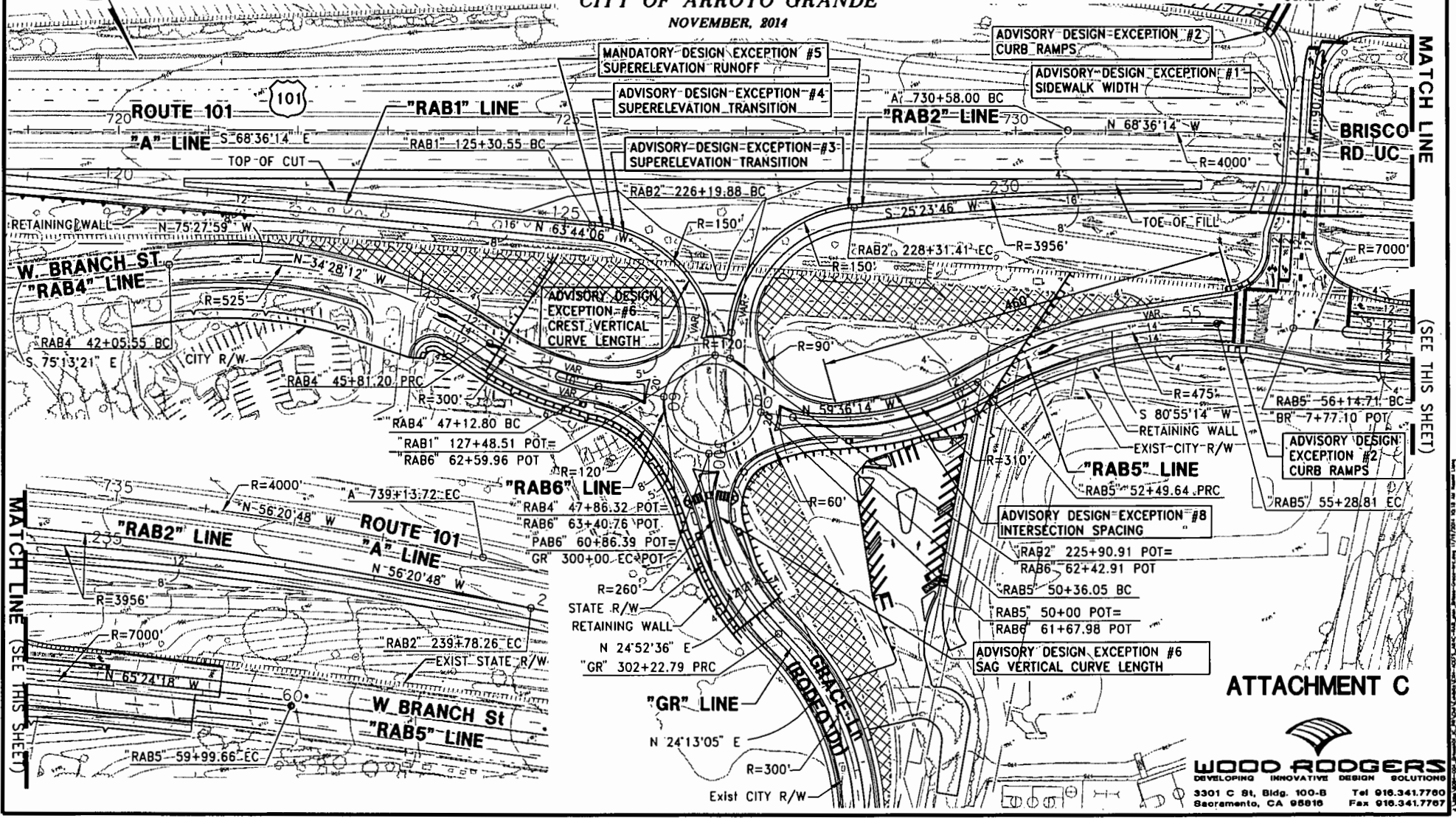
CITY OF ARROYO GRANDE

NOVEMBER, 2014

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SCALE: 1" = 100'



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