



## MEMORANDUM

**TO: CITY COUNCIL**

**FROM: TERESA MCCLISH, DIRECTOR OF COMMUNITY DEVELOPMENT**

**SUBJECT: CONSIDERATION TO INCLUDE A REVISED ALTERNATIVE IN THE PROJECT APPROVAL AND ENVIRONMENTAL DETERMINATION REPORT (PA&ED) AND AMENDMENT TO CONSULTANT SERVICES AGREEMENTS FOR WOOD RODGERS, INC. AND POINT C FOR THE BRISCO ROAD-HALCYON ROAD/HIGHWAY 101 PROJECT**

**DATE: MARCH 25, 2014**

### RECOMMENDATION:

It is recommended the City Council approve:

1. the inclusion of revised Alternative 4C with an alternate intersection treatment, along with Alternative 1 in the Brisco Road – Halcyon Road/Highway 101 Interchange Improvement Project Approval and Environmental Determination (PA&ED) report;
2. Amendment No. 10 to the Consultant Services Agreement with Wood Rodgers, Inc. for additional design work for the PA&ED for the Brisco Road - Halcyon Road/Highway 101 Interchange Improvement Project in the amount of \$285,301 and for an extension to February 28, 2015; and
3. Amendment to the Consultant Services Agreement with Point C, LLC for an extension of an additional year, for a not to exceed amount of \$72,000.

### IMPACT ON FINANCIAL AND PERSONNEL RESOURCES:

The Capital Improvement Program budget includes a total of \$587,238 for the Brisco Interchange project design phase and has 465,846 funds remaining. Continued dedication of staff resources will also be required. 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. 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.

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### **CONSIDERATION TO INCLUDE A REVISED ALTERNATIVE IN THE BRISCO ROAD-HALCYON ROAD/HWY 101 PROJECT APPROVAL AND ENVIRONMENTAL DETERMINATION REPORT (PA&ED) AND AMENDMENT TO CONSULTANT SERVICES AGREEMENTS FOR WOOD RODGERS, INC. AND POINT C FOR THE BRISCO ROAD-HALCYON ROAD/HIGHWAY 101 PROJECT MARCH 25, 2014 PAGE 2**

- 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 Project Approval and Environmental Determination (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, the 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.
- 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

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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.

**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. 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, the need for additional project modifications to address safety concerns and meet design exception requirements has delayed PA&ED completion. Alternative 4C includes a slightly wider footprint and requires moving West Branch Street northward several feet, which has additional impacts on the South County Regional Center. Additionally, the design speed for West Branch must be reduced to 35 mph primarily to improve the proposed intersection sight stopping distance. Traffic calming features will be incorporated along West Branch in order to address this issue.

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 roundabout may result in fewer design exceptions. Both conceptual designs for Alternative 4C with a traffic signal or a roundabout, have been identified as feasible for PA&ED completion. However, redesign of portions of both northbound freeway ramps and both local streets in plan and profile is required, as well as resubmittal of the geometric approval drawing, the vertical profile and superelevation sheets. Additionally, design exception fact sheets will require further revision. Lastly, the technical studies that have previously been submitted to Caltrans will need revision to include the revised project description, graphics, simulations, and in some cases (for example visual impacts, noise and community impact assessment) re-analysis of potential environmental impacts.

Importantly, the additional time, effort, and budget is required to move the project through the environmental phase in an expedited manner, which is needed to maintain the project schedule and secure funding. The work requires contract amendments for both Wood Rogers and Point C, LLC.

Wood Rodgers has been the engineering consultant for the project and is responsible for the preparation of the project report and subcontracting for the environmental document, including all associated technical reports. Additionally, they are preparing the required design exception fact sheets necessary for project approval.

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Point C, LLC, has been assisting the City by providing strategic services to implement solutions that meet both the City's and Caltrans' operational needs and objectives. Point C, LLC has provided critical technical expertise and communication needs with Caltrans officials.

An additional \$1,000,000 has been 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. The City Council Brisco Interchange Subcommittee expressed a preference for the standard intersection option rather than the roundabout. However, it was felt that it is important at this time to brief the full Council that the roundabout is being included as an option and the Subcommittee agreed that it was important to include both variations of the intersection in the environmental analysis in order for the process to continue and to maintain the grant funding.

Staff has met and briefed County staff and elected officials, Rodeo Drive residents, and St. Patrick's School representatives 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 goals and objectives.

The Council may provide initial feedback at this time. However, Council is only being asked to approve funding to include the additional option in the environmental analysis. The Council will not be asked to provide input on the preferred option until the environmental document is circulated for public input.

**ALTERNATIVES:**

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

- Approve Amendment No.10 to the Consultant Services Agreement with Wood Rodgers in the amount of \$285,301 and extend the agreement with Point C, LLC for one year at a not to exceed amount of \$72,000;
- Do not approve the proposed agreement amendments; or
- Provide direction to staff.

**ADVANTAGES:**

Approving the consultant agreement amendments will allow expedited work on project revisions to complete the Project PA&ED. By including both options of the intersection in the analysis, it will allow the process to move forward in order to maintain substantial grant funding approved and significantly increases the likelihood that an option will be

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available that can be approved by Caltrans that will address the existing deficiencies of the Brisco Interchange.

**DISADVANTAGES:**

Approval of the recommendation will increase costs to the City for additional studies. By including both options of the intersection 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 (PR), 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 20, 2014. The Agenda and staff report were posted on the City's website on Friday, March 21, 2014. No public comments were received.

**Attachment**

1. Wood Rodgers CSA No. 10
2. Point C, LLC CSA No. 8
3. Alternative 4C Standard Intersection Draft Site Plan
4. Alternative 4C Roundabout Draft Site Plan

**CONSULTANT SERVICES AGREEMENT****AMENDMENT NO. 10**

This Tenth Amendment ("Tenth 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 2014, 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.

**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, 2015, unless sooner terminated pursuant to the provisions of the Agreement.
2. This Tenth Amendment authorizes work related to project management, meetings and preparation of geometrics and design standards compliance for an amount not to exceed \$285,301, as set forth in the letter dated March 14, 2014 from Consultant to City, which is incorporated herein by this reference as Exhibit A.
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:** \_\_\_\_\_  
**TONY FERRARA, MAYOR**



March 14, 2014

Ms. Teresa McClish, AICP  
Director of Community Development  
City of Arroyo Grande  
PO Box 550  
214 E. Branch Street  
Arroyo Grande, CA 93421

**Subject: Request for Amendment No. 10 – Consultant Services Agreement for  
Brisco Road Interchange Improvements Project  
Project Approval and Environmental Document**

Dear Ms. McClish:

Wood Rodgers, Inc. has been pursuing preparation of the Project Report (PR) and Environmental Document (ED) to complete the Project Approval and Environmental Documentation (PA&ED) phase of the Brisco Road Interchange Improvements project. While substantial progress has been made, Caltrans' reviews and interpretation of design requirements have required more revisions to preliminary plans and documents than anticipated. It has now become apparent that additional time, effort, and budget will be required to complete the PA/ED for this project. The items that remain to be done, and the estimated effort (Please note that we will honor our rates from the original Agreement) required to complete those items, are as follows:

**Task 1 – Project Management**

Due to the unanticipated time required to address Caltrans' review comments, we now anticipate that the PA&ED phase of this project will be completed in Winter 2014. Thus, Wood Rodgers will provide project coordination, progress reports, meeting attendance and other project management activities for approximately eight (8) months. This is anticipated to require the following budget:

Project Manager (PIC II)	88 hrs	@	\$150	=	\$13,200
Project Engineer (Engr III)	16 hrs	@	\$140	=	\$ 2,240
Administrative Assistant	24 hrs	@	\$ 70	=	<u>\$ 1,680</u>
<b>Project Management:</b>					<b>\$15,670</b>

**Task 2 – Conceptual Geometrics & Design Standards Compliance for Alternative 4 with a  
Signalized Intersection**

Pursuant to previous discussions with Caltrans District 5, modifications to the project design are required. The proposed realignment of West Branch Street, as is shown in the preliminary Alternative 4C exhibits, will occur, which will result in modifications to all other intersecting roads at the Rodeo Drive ramps intersection. These changes will require redesign of portions of both northbound freeway ramps and both local streets in plan and profile and will require resubmittal of the Geometric Approval Drawing and the vertical profile and superelevation sheets. Additionally, the Alternative 4 Design Exception Fact Sheet (DEFS) will require revisions, and more cycles of review will be required. Wood Rodgers will analyze the completed Alternative 4 design for compliance with applicable Caltrans design standards contained in the current edition of the Highway Design Manual (HDM). This will include filling out the "Design Checklist" of Design Information Bulletin #78 for Caltrans review and concurrence. The Design Exception Fact Sheets previously drafted and submitted to Caltrans will be redone to reflect the updated design in accordance with the result of the



roundtable discussion meeting with District 5 staff. Included under Task 3, the Alternative 4 Design Exception Fact Sheets, the Design Information Bulletin #78, the Geometric Approval Drawing, the construction cost estimate, and the vertical profile and superelevation sheets will be resubmitted with the assumption that one round of comments, response, and resubmittal will be sufficient for approval.

This Task will also include preparation of exhibit and one (1) resubmittal of the exhibit depicting “traffic calming” features above West Branch Street. These features will be developed to conceptual level to obtain Caltrans approval of design speed reduction along this portion of West Branch Street.

Alternative 1 documents have been previously reviewed by Caltrans and to date, comments have not been received that would require modification to those documents. Alternative 1 documents that have been completed, but are not limited to, the Geometric Approval Drawing, vertical profile and superelevation sheets, construction cost estimate, Design Information Bulletin #78, and Design Exception Fact Sheets. Although no comments have been received, the Design Exception Fact Sheets for advisory and mandatory exceptions to design standards have not been signed and approved by Caltrans. Included under Task 3, Alternative 1 Design Exception Fact Sheets and the Design Information Bulletin #78 will be resubmitted with the assumption that one round of comments, response, and resubmittal will be sufficient for approval. It is not anticipated that changes to the design will be required.

The estimated budget to make the necessary revisions and submittals to obtain Caltrans concurrence with the features of the project alternatives is as follows:

Project Manager (PIC II)	12 hrs	@	\$150	=	\$ 1,800
Project Engineer (Engr III)	24 hrs	@	\$140	=	\$ 3,360
Design Engineer (Engr II)	80 hrs	@	\$120	=	\$ 9,600
Assist. Engr/CAD Tech	40 hrs	@	\$ 95	=	\$ 3,800
<b>Conceptual Geometrics:</b>					<b>\$18,560</b>

### **Task 3 – Conceptual Geometrics & Design Standards Compliance for Alternative 4 with a Roundabout**

The project will now consider, as part of Alternative 4C, a roundabout as a potential intersection treatment at the Rodeo Drive Ramps/West Branch Street/Grace Lane intersection. Under this concept and included in this Task, it is assumed that the roundabout would need to be studied in detail and the concept will move forward alongside Alternative 1 and as a design feature of Alternative 4. This will require the development of all project documents that have previously been completed for Alternative 1 and 4. The roundabout geometrics would be designed and the vertical information would be developed to the same level as has been previously shown for Alternative 1 and 4, and a Geometric Approval Drawing, vertical profile and superelevation exhibits, typical cross sections would be drafted. The roundabout design will conform to the requirements of the National Cooperative Highway Research Program (NCHRP) Report 672, *Roundabouts: An Informational Guide*, 2<sup>nd</sup> Edition, which is the most recent national publication for roundabout design and is the document that Caltrans has adopted. Caltrans also has Design Information Bulletin (DIB) 80-01 which addresses roundabout and is expected to publish an update to that document for consistency with NCHRP Report 672. Additionally, this Task will include filling out the “Design Checklist” of Design Information Bulletin #78 for Caltrans review and concurrence. Design Exception Fact Sheets will be drafted for advisory and mandatory design exceptions and submitted to Caltrans. Included under Task 3, the Design Exception Fact Sheets, the Design Information Bulletin #78, the Geometric Approval Drawing, the construction cost estimate, and the vertical profile and superelevation sheets will be resubmitted with the assumption that three (3) rounds of comments, response, and resubmittal will be sufficient for approval.

### **3.1 – Independent Peer Review**

Pursuant to requests from Caltrans District 5, Kittelson & Associates, Inc. (KAI) will be utilized to Peer Review the preliminary roundabout design. Their specific activities are as follows;

#### **Review Initial Layouts and Operations Analysis Summaries**

- Collect from Wood Rodgers current NB hook ramp configurations (horizontal and vertical); approved hourly traffic volumes and traffic analyses and results, and other data or information to provide context and support KAI review.
- KAI will review traffic volumes, traffic analysis methods and results and provide comments on our observations.
- Review Roundabout layouts:
  - Check horizontal layout in consideration of principles and elements from NCHRP Report 672 Roundabouts: An informational guide.
  - Review design checks (fastest paths, natural path, and truck turning paths) completed by Wood Rodgers
  - Review and comment on vertical alignment and cross section elements.
  - Review and comment on pedestrian and bicycle accommodation.
  - Comment on other observations about the concepts.
- Provide red-line markups of drawings and transmit electronically to Wood Rodgers. The markups could include diagrams or references to resource documents or other elements to support the operations and design review.
- Conduct one teleconference with Wood Rodgers staff to present and discuss review comments and findings.
- Conduct one conference call during Wood Rodgers review and revisions to clarify review comments or otherwise support Wood Rodgers' revisions.

#### **Review Revised Layouts and Operations Analysis Summaries**

- Review revised traffic analyses or responses to Part 1 of KAI observations.
- Review revised roundabout layouts considering the principles of Part 1
- Provide red-line markups of drawings and submit with other potential supporting documentation electronically to Wood Rodgers.
- Conduct teleconference with Wood Rodgers staff to present and discuss review comments and findings.
- Conduct a teleconference with Wood Rodgers and the Owner or others to support the peer review discussions

#### **Documentation and Support**

- Provide a summary memorandum of our peer review activities and findings. The objective will be to keep the summary as concise and efficient as possible.
- Conduct a teleconference with Wood Rodgers (and Owner, if desired) to close out the peer review activities.

The estimated budget to make the necessary revisions and submittals to obtain Caltrans concurrence with the features of the project alternatives is as follows:

Project Manager (PIC II)	16 hrs	@	\$150 =	\$ 2,400
Project Engineer (Engr III)	96 hrs	@	\$140 =	\$13,440
Design Engineer (Engr II)	192 hrs	@	\$120 =	\$23,040
Assist. Engr/CAD Tech	160 hrs	@	\$ 95 =	\$ 15,200
Kittelson & Associates, Inc.	LS	@	10,000 =	<u>\$11,000</u>
<b>Conceptual Geometrics:</b>				<b>\$65,080</b>

#### **Task 4 – Structure Planning**

The existing Advance Planning Study (APS) for the structure to carry the planned on-ramp over Brisco Road in Alternative 4 has been reviewed and approved by Caltrans. However, the redesign of the West Branch Street intersection under the current signalized intersection configuration or a roundabout will affect all connecting roadways, and potentially the on-ramp from Rodeo Drive will be revised such that the required width and alignment of that structure will be impacted. If the proposed redesign impacts the structure, Wood Rodgers will revise the APS and resubmit to Caltrans for approval.

An Advanced Planning Study for Alternative 1 at the Grand Avenue overcrossing has been prepared by Wood Rodgers and approved by Caltrans. No additional budget is included to revise the Alternative 1 APS.

The following additional budget is shown to prepare the revised Alternative 4 APS and respond to Caltrans review comments, if required:

Project Manager (PIC II)	1 hrs	@	\$150 =	\$ 150
Project Engineer (Engr III)	2 hrs	@	\$140 =	\$ 280
Senior Structures Engineer	14 hrs	@	\$150 =	\$ 2,100
Principal Structures Engineer	2 hrs	@	\$175 =	\$ 350
Assist. Engr/CAD Tech	10 hrs	@	\$ 95 =	<u>\$ 950</u>
<b>Structure Planning:</b>				<b>\$ 3,830</b>

#### **Task 5 – Environmental Documentation**

##### **5.1 – Project Management**

SWCA Environmental Consultants (SWCA) Natural Resources' Team Leader, Jon Claxton, will serve as the project manager for the environmental team for the remainder of this project and will be the main contact for all budget issues. He will coordinate each report and will work closely with the entire project team, including Wood Rodgers and technical sub-consultants, to ensure each team member has the appropriate project information and each deliverable is completed in a professional and timely manner.

**Project Management: \$ 5,080**

##### **5.2 – Technical Studies**

a) **Natural Environment Study (NES)** – A final version of the Natural Environment Study (NES) was signed by Caltrans in October 2012. This report provides an environmental analysis of the sensitive biological resources with potential to occur within the BSA encompassing the project impact area. Due to the recent design changes associated with the project, the Biological Study Area (BSA) will change slightly. This new area is not expected to provide habitat to sensitive plant and wildlife species; however, it is anticipated that Caltrans will require the City to evaluate and discuss within the NES. Furthermore,

botanical surveys are considered to be valid for up to two years. Under a ‘worst case scenario’, there is a potential that Caltrans/CDFW would consider the surveys to be out-of-date as they were conducted during the 2011 blooming period. SWCA believes that botanical resources are well documented within the area and that the re-evaluation of the site can be completed through a technical memo in order to bring the report up-to-date. One survey is proposed for this Task – May/June 2013.

With regards to revising the existing document, SWCA proposes to update the project description in a manner that is consistent with all technical documents, revise all graphics within the report, and provide standard technical editing and production of hardcopies for Caltrans review and files. The NES will be prepared using the most current Caltrans template and also compile information from the Jurisdictional Water Determination (see below). A Biological Assessment is not anticipated since no federally listed species would be impacted as part of this revised Biological Study Area boundary. Revisions to the NES will be undertaken by SWCA Natural Resources Team Leader, Mr. Jon Claxton.

- b) *Jurisdictional Waters Assessment (Wetland Delineation)*** – A Jurisdictional Waters Assessment (also referred to as Wetland Delineation) was reviewed and approved by Caltrans in August 2012. However, due to the increase project study area boundaries, SWCA will need to re-evaluate existing jurisdictional features to ensure that there have not been any changes. Since this time, there has not been any significant wetland policy legislature or revisions to the methodologies for determining wetlands. Therefore, SWCA proposes to conduct a field site visit following the same methodologies used in August 2012. SWCA will re-evaluate the revised project study area and document any new features that may occur within the revised project study area.

Permit applications will eventually require accurate calculations of permanent and temporary impacts to jurisdictional areas that are based on the final project designs. Therefore, any additional areas of wetlands and/or other jurisdictional waters regulated by the USACE, RWQCB, and CDFG will be mapped using GPS and calculated using GIS software to determine the total impact area to jurisdictional areas.

In addition to conducting a field site visit, SWCA will amend the existing document to include the revised project description provided by Wood Rodgers, revise all graphics within the report, and update findings within the report. SWCA will also provide standard technical editing and productions of hardcopy reports for Caltrans review and filing. Mr. Claxton of SWCA will update the Jurisdictional Waters Assessment.

- c) *Conceptual Habitat Mitigation And Monitoring Plan (CHMMP)*** – A Conceptual Habitat Mitigation and Monitoring Plan (CHMMP) has not been drafted as part of the existing project. This CHMPP will be required by regulatory agencies to discuss the impacts to sensitive communities and jurisdictional waters resulting from project implementation, a mitigation proposal, and a monitoring plan to ensure the success of the mitigation. The CHMMP will be prepared per the most recent USACE requirements and guidelines.

Permitting regulatory agencies will require the submittal of a revegetation and restoration plan that outlines the compensatory mitigation strategy to offset impacts to jurisdictional wetlands/waters. SWCA will prepare a CHMMP as an appendix to the NES. The CHMMP will propose a suggested mitigation ratio and outline the methods to restore and monitor the impacted jurisdictional areas, including establishing quantifiable success criteria goals. Generally, a CHMMP consists of a three-year restoration maintenance program and a five-year monitoring program. The combined programs amount to five years of restoration work and monitoring following construction activities. Once the CHMMP is approved by Caltrans, a final HMMP suitable for submittal with the permit application packages can eventually be

prepared; regulatory permitting and preparation of a final HMMP are not included under our scope of work at this time.

The CHMMP would identify impacts to native vegetation. It is assumed that the CHMMP will allow for on-site mitigation in or near the project site without the need for significant additional field work. If a CHMMP must be prepared for an off-site location, additional field work, mapping, and data collection may be required, and this must be prepared under an amended scope of work. Mr. Claxton will prepare the CHMMP.

- d) **Archaeological Survey Report (ASR)** – An Archaeological Survey Report (ASR) was prepared by Far Western and finalized in June 2012. As a result of the minor design changes to the existing project, Far Western proposes to complete the following Tasks: 1) updating the report to include the revised project description; 2) pedestrian survey of unsurveyed lands extending outside the prior Area of Potential Effect (APE); 3) revisions to report graphics; and 4) responding to report reviews/edits. In addition, letters will be sent to Native Americans that responded during the prior consultation process to inform them of project revisions. If the survey is negative and no cultural deposits are encountered, report text revisions will be relatively focused.

Should cultural deposits be encountered, however, substantive additions will need to be made to the Archaeological Survey Report. An in-field preliminary assessment of deposit boundaries will be made through surface inspection, a site map will be prepared, and the site will be recorded on a standard archeological site record (form DPR 523). The ASR will need to be expanded to include additional context, further description of field work, appropriate maps and photos, and site records (DPR 523). A cover letter will detail management recommendations which could include avoidance or test excavations to determine site eligibility. Ms. Debbie Jones of Far Western will update this report.

- e) **Historic Property Survey Report (HPSR) and Historical Resources Evaluation Report (HRER)** – A Historic Property Survey Report (HPSR) was prepared by JRP Historical Consulting, Inc. (JRP) and approved by Caltrans in June 2012. Based on the proposed design changes, JRP will work with the Wood Rodgers team to determine if any revisions will be necessary to the architectural APE. At this time, based on preliminary information, no revisions to the architectural APE will be needed. The County Building which is proposed for relocation is a modern building (built after 1977) and is located within the existing APE. The ramp relocation at Grand Avenue would also occur within the existing APE. Neither activity would require further study or changes to the Architectural APE. In keeping with the APE delineation criteria, we would propose that the Architectural APE remain unchanged at the potential sound wall location because, we assume, the sound wall would be placed within the existing right of way, and because the frontage road would serve as a buffer between the project work and the parcels adjacent to the frontage road.

If Caltrans agrees that it is appropriate to retain the existing Architectural APE, JRP would not need to survey and evaluate any additional properties for the revised studies. JRP would still prepare a revised HRER to include the updated project description and (if necessary) revised figures and maps. We would also prepare a revised HPSR that includes updated project description, graphics, and findings of the revised ASR prepared by Far Western. JRP will coordinate with Far Western regarding the findings of the ASR and results of Native American coordination. Far Western will provide and/or coordinate with Wood Rodgers regarding preparation of the revised APE mapping for use in the ASR, HRER, and HPSR. JRP assumes that attendance of off-site meetings or presentations will not be needed.

If, however, Caltrans concludes that installation of the proposed sound wall may have the potential to affect historic properties, the Architectural APE would be expanded to include the row of 12 parcels that front on El Camino Real between Oak Park Boulevard and Robles Road. These additional services would require a change order.

- f) Noise Study Report (NSR)* – A Noise Study Report (NSR) was prepared by Terry Hayes and Associates, Inc. (TAHA) and approved by Caltrans in August 2012. Although the final version of this report was approved in August 2012, the draft was submitted prior to July 12, 2011 and followed the Traffic Noise Analysis Protocol (August 2006). As of July 13, 2011, Caltrans requires that projects follow the Traffic Noise Analysis Protocol (May 2011). Based on the results of the original study and guidance provided by Caltrans, the Wood Rodgers team anticipates that the NSR would need to be re-evaluated in order to meet the most recent protocol requirements. In addition, the Wood Rodgers team anticipates that additional consulting support by TAHA may be needed during discussions with Caltrans engineering staff regarding the implications of the Noise Study Report results.
- g) Visual Impact Assessment (VIA)* – The proposed changes in the project description could result in a different degree of visual impact from public viewing areas within the project vicinity. The Visual Impact Assessment (VIA) will be revised to account for design changes under Alternative 4. Based on the new project description, necessary revisions include the following: 1) Revision of the Project Description to include new alignment of Alternative 4, changes in parking at County Agricultural Department building, potential for noise walls, and pathway to St. Patrick’s school; 2) Revision of all report graphics; 3) Preparation of a new photo simulation of the new interchange proposed under Alternative 4; 4) Development of a new key viewing area that includes the area of the new intersection under Alternative 4; 5) Re-analysis of the visual effect and re-assessment of the significance of visual changes under Alternative 4.

The revised VIA will provide a revised visual analysis and photo simulations to address aesthetic impacts consistent with CEQA, NEPA, and Caltrans requirements and format. This scope of work includes two rounds of review and comments.

Included in this scope of work will be an analysis including photographic documentation of existing conditions, preparation of photo simulations of the new alternative structure’s potential visibility, analysis using the methodology utilized in the existing visual analyses for the proposed project, revision of the existing report for electronic submittal, as well as time for responding to comments. It is assumed that SWCA will be provided with a three-dimensional (3D) model of the modified Alternative 4 and 4C in Google SketchUp™ to be used for the simulation. SWCA will then use Google Earth™ for the placement of the proposed facilities in a 3D environment, and Adobe Photoshop® to bring these together to create and edit the final image. The visual analysis will be prepared using Caltrans accepted methodology and will follow the format of the existing Visual Impact Assessment.

- h) Air Quality Study Report (AQSR)* – An Air Quality Study Report (AQSR) was prepared by TAHA and approved by Caltrans in June 2012. Based on the proposed design modifications, TAHA does not anticipate major changes to the existing report. TAHA proposes to update the project description, and provide general technical editing services to ensure that the document is consistent the revised project and Caltrans guidelines.

- i) Water Quality Assessment Report (WQAR)* – A Water Quality Assessment Report (WQAR) was prepared by SWCA and approved by Caltrans in June 2012. Based on the proposed design modifications, SWCA does not anticipate major changes to the existing report. SWCA proposes to update the project description, and provide general technical editing services to ensure that the document is consistent with the revised project and Caltrans guidelines.
- j) Paleontological Evaluation Report (PER)* – A Paleontological Evaluation Report (PER) was prepared by SWCA and approved by Caltrans in September 2012. Based on the proposed design modifications to the project, SWCA proposes to revise the existing study to re-evaluate the proposed changes in relation to soils with low and high-sensitivity for paleontological resources. Revisions to the report include updating the project description, revising report graphics which evaluate the geological formations with relation to the project design.
- k) Community Impacts Assessment (CIA)* – The draft Community Impact Assessment (CIA), following Caltrans’s *Community Impact Assessment Handbook* (Volume 4 of the SER), will be amended to account for changes in the project description. This report is expected to require *significant* substantive changes to the analysis to account for new right-of-way alignments, building relocations, and potential changes in traffic and development patterns in the project vicinity. Anticipated changes include: 1) Revision of the Project Description to include new alignment of Alternative 4, changes in parking at County Agricultural Department building, potential for noise walls, and pathway to St. Patrick’s school; 2) Substantive revisions to the Community Facilities, Emergency Services, Relocations, Right-of-Way Acquisitions, Parks and Recreation, Parking, and Traffic and Transportation/Pedestrian and Bicycle Facilities sections; 3) Update US Census data to 2010 data and revise Environmental Justice section; 4) Update City’s growth projections, current project list, and associated analysis of growth-inducing impacts; 5) Revise analysis of sound and/or retaining walls to account for changes in project design; 6) Revise all report graphics; and, 7) Two rounds of review and incorporation of Caltrans comments.

**Technical Studies: \$63,337**

**5.3 – CEQA/NEPA Compliance**

- a) Initial Study/Mitigated Negative Declaration (IS/MND)* – SWCA assumes that an Initial Study (IS) leading to a Mitigated Negative Declaration (MND) will be the appropriate CEQA document. However, if a significant unavoidable impact is identified, then an Environmental Impact Report (EIR) would be required. Costs for an EIR are not included in this proposal. SWCA will prepare the IS/MND based on the appropriate format, but assumes that the Caltrans IS template will not be required. This Task includes publishing of the environmental documents, appropriate noticing, document revisions after public review, and the final MND. Should it become apparent during environmental evaluation that an EIR is needed, the City will immediately be notified for appropriate action.

**CEQA/NEPA: \$ 5,474**

**TOTAL = Environmental Documentation: \$ 73,891**



**Task 6 – Environmental Document Coordination**

Wood Rodgers will continue to work closely with SWCA during the development of the environmental technical reports and Environmental Document for the project to provide exhibits and project design information to the SWCA staff as necessary for their preparation of the Environmental Documentation for the project. Wood Rodgers will review the revised environmental technical reports and Draft Environmental Document for consistency with the preliminary interchange design and provide comments as necessary to SWCA within the allotted comment period. This is anticipated to require the following budget:

Project Manager (PIC II)	4 hrs	@	\$150 =	\$ 600
Project Engineer (Engr III)	24 hrs	@	\$140 =	<u>\$ 3,360</u>
<b>Environmental Document Coordination:</b>				<b>\$ 3,960</b>

**Task 7 – Identify Permitting Agency Requirements**

Wood Rodgers staff will utilize the available topographic mapping and Approved Conceptual Geometric Drawing for the project to prepare updated project APE and/or project impact area map(s) for SWCA. It is anticipated that the APE map will be revised along West Branch Street to include approximately 400 additional feet east of the current APE boundary and extend south beyond the new conform point on West Branch Street. Wood Rodgers will identify all agencies with permitting authority over the project and will maintain communication and coordination efforts with such agencies as needed. Preparation of regulatory agency permit applications is not included as a Task during the PA&ED phase of the project, but is anticipated to be included during the design phase. We will discuss the project needs and impacts with the City of Arroyo Grande (City), SWCA, and Caltrans, obtain the permitting agency requirements and establish how their requirements will be implemented. The incorporation of permitting requirements in the project design will be accomplished during the appropriate phases of the work. This is anticipated to require the following budget:

Project Manager (PIC II)	2 hrs	@	\$150 =	\$ 300
Project Engineer (Engr III)	12 hrs	@	\$140 =	<u>\$ 1,680</u>
<b>Identify Permitting Agency Requirements:</b>				<b>\$ 1,980</b>

**Task 8 – Preliminary Drainage Report**

Wood Rodgers will update and prepare a Preliminary Drainage Report that identifies existing drainage systems and will contain the hydrology and hydraulic design criteria, the results of hydrology analysis, conceptual drainage modification plans, and a preliminary cost estimate. The results of a field review of existing conditions and recommendations for rehabilitation, if required, will be incorporated. The Preliminary Drainage Report will be submitted to the City and Caltrans for review, and any resulting comments will be addressed in the final Drainage Report during PS&E phase. This is anticipated to require the following budget:

Project Manager (PIC II)	2 hrs	@	\$150 =	\$ 300
Project Engineer (Engr III)	12 hrs	@	\$140 =	\$ 1,680
Design Engineer (Engr II)	60 hrs	@	\$120 =	\$ 7,200
Assist. Engr/CAD Tech	18 hrs	@	\$ 95 =	\$ 1,710
Administrative Assistant	4 hrs	@	\$ 95 =	<u>\$ 380</u>
<b>Preliminary Drainage Report:</b>				<b>\$11,270</b>

### Task 9 – Identify Utility Relocation Requirements

Wood Rodgers sent “A” Plans to utility owners in 2011 and obtained existing utility data from utility owners. The existing utility data will be used to identify any potential conflicts that result from the revised design. Wood Rodgers will prepare an updated utility facility map for the revised project to identify potential utility conflicts and Wood Rodgers will develop a strategy for resolving those conflicts. Wood Rodgers will report to the City on utility constraints and issues. This is anticipated to require the following budget:

Project Manager (PIC II)	2 hrs	@	\$150	=	\$ 300
Project Engineer (Engr III)	6 hrs	@	\$140	=	\$ 840
Design Engineer (Engr II)	18 hrs	@	\$120	=	<u>\$ 2,160</u>

**Identify Utility Relocation Requirements: \$ 3,300**

### Task 10 – Storm Water Data Report Updates

A Storm Water Data Report (SWDR) was previously prepared for this project. Minor updates will be required to incorporate the changes to Alternative 4. If necessary, the SWDR will be submitted to Caltrans for review and comment per the District’s SWDR approval process. This is anticipated to require the following budget:

Project Engineer (Engr III)	5 hrs	@	\$140	=	<u>\$ 700</u>
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**Storm Water Data Report Updates: \$ 700**

### Task 11 – Right-of-Way Support

a) **Right-of-Way Requirements Map** - Wood Rodgers design staff will prepare an updated Right-of-Way Requirements Map for Alternative 4 to show the revised design(s). The map will show the existing right-of-way, proposed right-of-way, permanent and temporary easements, and access restrictions and their location in reference to roadway centerline or other construction or control lines. The Alternative 1 right-of-way requirements map was previously prepared in January 2012. Since it was prepared changes have been made to the project design that will require the map to be updated. Those changes include widening the Grand Avenue overcrossing and the approaches to it to accommodate 12’ lanes, 8’ bicycle lanes, and 6’ sidewalks. The existing right of way and property lines have been plotted by Wallace Group during the preliminary right-of-way investigation. The Right-of-Way Requirement Maps will include utility locations, locations of utility conflicts, and major drainage facilities. The project surveyor will then use this map to determine the ownership limits with new right-of-way requirements and to calculate areas of ownership, right-of-way takes, excesses, and remainders as a basis for preparation of plats and descriptions. The deliverables will include a plan showing the existing and proposed right-of-way lines, the approximate square footage of right-of-way that must be acquired from the properties, and whether temporary, slope and/or drainage easements will be necessary.

b) **Land Planning Consultation** – Wood Rodgers will prepare conceptual plan exhibits regarding the modification of existing facilities on the affected parcels adjacent to the roadway modifications to assist City staff in communicating to the affected parties how potential impacts on the existing land uses will be mitigated by the project. For the South County Government Center, this is anticipated to include planning for relocation or replacement of the Agriculture Building, modifications to the entrance driveways from both West Branch Street and Rodeo Drive, more extensive modification of existing parking lots, construction of slopes and/or retaining walls and replacement parking spaces, associated pathways, and landscaping and frontage improvements. For St. Patrick’s School, this is anticipated to include modification of the entrance driveway, adjacent sidewalks and pedestrian paths, bus stop(s), parking

facilities, and security fencing. For the Skyland Partnership parcel, this is anticipated to include construction of a retaining wall or engineered slope, frontage improvements, and landscaping. In all cases, the exhibits will be prepared at a planning level of detail, and feedback provided by the landowners or City staff will be incorporated to revise these exhibits so that decisions regarding the concepts can be made. At this time the number of rounds of revision required to reach decisions regarding the concepts (to be designed in a subsequent phase of project development) is uncertain, but the budget amounts listed below assume that not more than 3 submittals of the exhibit for each parcel will be required.

Wood Rodgers will attend meetings with City staff and/or landowner representatives in Arroyo Grande on up to 3 days. This work is expected to require the following budget:

Project Manager (PIC II)	16 hrs	@	\$150	=	\$ 2,400
Project Engineer (Engr III)	8 hrs	@	\$140	=	\$ 1,120
Design Engineer (Engr II)	32 hrs	@	\$120	=	\$ 3,840
Assist. Engr/CAD Tech	40 hrs	@	\$ 95	=	\$ 3,800

**Land Planning Consultation: \$11,160**

c) **Right-of-Way Cost Estimate, Right-of-Way Data Sheet and Utility Information Sheet** – Bender Rosenthal, Inc. (BRI) has previously prepared estimates of the value of the right of way to be acquired for both Alternative 1 and for Alternative 4, including two optional treatments of the slope adjacent to the Grace Lane/Rodeo Drive intersection. The changes to Alternative 4 now contemplated will require revisions to the estimate due to changed area and character of impacts to the South County Government Center (APN 007-011-050), and to a lesser degree may affect the parcels adjacent to Rodeo Drive (future Grace Lane) that are anticipated to be affected by right-of-way acquisition.

Changes have been made to the Alternative 1 project design since the previously completed estimates of value were prepared. Those changes include widening the Grand Avenue overcrossing and the approaches to it to accommodate 12' lanes, 8' bicycle lanes, and 6' sidewalks. The changes to Alternative 1 will require the Right-of-Way Data sheets to be revised along the Grand Avenue corridor.

BRI will prepare a Right-of-Way Data Sheet for each of the two build alternatives for the interchange improvements project. Wood Rodgers will provide a spreadsheet with required acquisition and easement areas by parcel, along with the Right-of-Way Requirements Map. Wood Rodgers will assist BRI with the preparation of a Utility Information Sheet for attachment to the Right-of-Way Data Sheet, including estimated costs for utility relocations. The Right-of-Way Data Sheets will then be provided to Caltrans for review. A copy of the Right-of-Way Data Sheets will be an attachment to the Project Report. This work is expected to require the following additional budget:

Bender Rosenthal, Inc.	LS	@	\$11,500	=	\$11,500
					<b>TOTAL = Right-of-Way Support: \$ 22,660</b>

**Task 12 – Preliminary Estimate of Project Cost**

Wood Rodgers will revise the previously complete estimate of quantities of work (e.g., earthwork, building materials, traffic signal equipment, etc.) to construct the proposed project and will estimate the construction cost on the basis of recent contract prices paid for similar items of work on similar projects as reported in Caltrans' Contract Cost Data book. The estimate will be formatted in accordance with Caltrans guidelines for the Preliminary Project Cost Estimate Summary to be incorporated in a Project Report, including the appropriate factor for contingencies. Cost estimates for environmental mitigation, right-of-way acquisition and utility relocation will also be incorporated in the cost estimate summary. The previously completed

Alternative 1 cost estimate will be minimally revised to show the most recent unit cost. However it is assumed that the project design will not change and the previously calculated quantities will remain as-is. The Alternative 4 cost estimate will be revised to show the cost of the revised design including the roundabout option. This is anticipated to require the following budget:

Project Manager (PIC II)	4 hrs	@	\$150	=	\$ 600
Project Engineer (Engr III)	16 hrs	@	\$140	=	\$ 2,240
Design Engineer (Engr II)	40 hrs	@	\$120	=	\$ 4,800
Assist. Engr/CAD Tech	28 hrs	@	\$ 95	=	<u>\$ 2,660</u>

**Preliminary Estimates of Project Cost: \$10,300**

### **Task 13 – Project Report**

Wood Rodgers will prepare the Project Report in accordance with the Guidelines for Project Reports in the Caltrans “Project Development Procedures Manual”.

#### ***Task 13.1 - Draft Project Report***

Wood Rodgers will prepare the Draft Project Report in accordance with the Guidelines for Project Reports in the Caltrans “Project Development Procedures Manual”. The Draft PR will bear the stamp and seal of the registered civil engineer responsible for its preparation, and will discuss the background of the project, the need and purpose, the viable alternatives for the project, the engineering features proposed for the project, utility involvement, highway planting, cost estimates, right-of-way issues, environmental issues, public involvement and requirements for a public hearing, and issues related to construction of the project such as the need for detours. The draft Project Report will be illustrated with a Vicinity Map, the geometric plans of the viable alternatives (Alternative 1, Alternative 4C, and Alternative 4C with roundabout), and tables of significant data. The following documents will be included as attachments to the Draft Project Report:

- Draft environmental document
- Location Map
- Conceptual Geometric Drawings including typical cross-sections and profiles
- Preliminary Project Cost Estimate summary for each alternative
- Traffic Report
- Right-of-Way and Utility Data Sheets for each alternative
- Bridge Advance Planning Studies

City/Caltrans Review: The Draft Project Report will be circulated within the City and Caltrans for review and comment. The Wood Rodgers Team will address all review comments in writing and make necessary revisions to the Draft Project Report. The Draft Project Report will then be submitted to Caltrans for approval to circulate the Draft Environmental Document for public review. Under this Task, Wood Rodgers will attend one open house with the community and one meeting with the project subcommittee. The preparation of the Draft Project Report is anticipated to require the following budget:

Project Manager (PIC II)	16 hrs	@	\$150	=	\$ 2,400
Project Engineer (Engr III)	60 hrs	@	\$140	=	\$ 8,400
Design Engineer (Engr II)	80 hrs	@	\$120	=	\$ 9,600
Assist. Engr/CAD Tech	44 hrs	@	\$ 95	=	\$ 4,180
Administrative Assistant	16 hrs	@	\$ 95	=	<u>\$ 1,520</u>

**Draft Project Report: \$26,100**



**Task 13.2 - Draft Final Project Report**

When the public review process for the draft environmental document has been completed, Wood Rodgers will make any indicated revisions to the Draft Project Report, and add a discussion of the results of the environmental process to the text of the Project Report. This will include the description of the Preferred Alternative for the project. The Recommendation section of the PR will recommend Caltrans approval of the project on the basis of the Preferred Alternative. Under this Task, Wood Rodgers will attend one open house with the community and one meeting with the project subcommittee. The preparation of the draft final Project Report is anticipated to require the following budget:

Project Manager (PIC II)	12 hrs	@	\$150	=	\$ 1,800
Project Engineer (Engr III)	40 hrs	@	\$140	=	\$ 5,600
Design Engineer (Engr II)	36 hrs	@	\$120	=	\$ 4,320
Assist. Engr/CAD Tech	28 hrs	@	\$ 95	=	\$ 2,660
Administrative Assistant	10 hrs	@	\$ 95	=	\$ 950

**Draft Final Project Report: \$15,330**

**Task 13.3 - Project Report Approval**

The draft final Project Report will be circulated within the City of Arroyo Grande and Caltrans for review and comment. The Wood Rodgers Team will address all review comments in writing and make necessary revisions to the Project Report. The Project Report will then be submitted to Caltrans for approval. Once approval has been received, Wood Rodgers will produce the required number of copies for County and Caltrans files. This is anticipated to require the following budget:

Project Manager (PIC II)	18 hrs	@	\$150	=	\$ 2,700
Project Engineer (Engr III)	24 hrs	@	\$140	=	\$ 3,360
Design Engineer (Engr II)	18 hrs	@	\$120	=	\$ 2,160
Administrative Assistant	10 hrs	@	\$ 95	=	\$ 950

**Final Project Report: \$ 9,170**

**TOTAL = Project Report: \$50,600**

**Summary of Budget Revisions**

Task 1 – Project Management	\$15,670
Task 2 – Conceptual Geometrics (Alt 4 with Signalized Intersection)	\$18,560
Task 3 – Conceptual Geometrics (Alt 4 with Roundabout)	\$65,080
Task 4 – Structure Planning	\$3,830
Task 5 – Environmental Documentation	\$73,891
Task 6 – Environmental Document Coordination	\$3,960
Task 7 – Identify Permitting Agency Requirements	\$1,980
Task 8 – Preliminary Drainage Report	\$11,270
Task 9 – Identify Utility Relocation Requirements	\$3,300
Task 10 – Storm Water Data Report Updates	\$700
Task 11 – Right-of-Way Support	\$22,660
Task 12 – Preliminary Estimates of Project Cost	\$10,300
Task 13 – Project Report	\$50,600
Reimbursables	<u>\$ 3,500</u>

**TOTAL = Amendment 10: \$285,301**

Wood Rodgers requests for additional budget in the amount of **\$285,301**. In addition, we recommend that the end date of the contract be extended to February 28, 2015.

We look forward to our continued service to the City, and request approval of the scope and budget so that we can immediately initiate project activities consistent with the schedule outlined by the City and Caltrans. Should you have any questions, please contact me at (916) 440-8131, or email at [mrayback@woodrogers.com](mailto:mrayback@woodrogers.com).

Sincerely,  
**WOOD RODGERS, INC.**



Mark Rayback, PE  
Principal



HOLISTIC THINKING. SUSTAINABLE SOLUTIONS.

March 7, 2014

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

RE: Consulting Agreement Amendment Request

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. In addition, the California Transportation Commission has programmed \$ 5.6 million in fiscal year 2016/17 for construction in the State Transportation Improvement Program and recently staff has recommended providing an additional \$1 million. 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 approach is to move forward with two alternatives along with an alternative intersection treatment for one of the alternative. 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 an amendment of 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, 2015.



HOLISTIC THINKING. SUSTAINABLE SOLUTIONS.

### III. COMPENSATION

Exhibit B of the existing agreement is amended to increase the professional services / expenses budget \$ 66,000 resulting in a revised total not to exceed \$ 428,500. Compensation for all professional services to be performed by Point C shall be a monthly fee of \$5,000.00. Expenses will be billed in addition to professional services "at cost" with no additional markup. The authorized expenses "not to exceed" budget shall be increased \$6,000.00 resulting in total budget amount of \$ 28,500.00.

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,

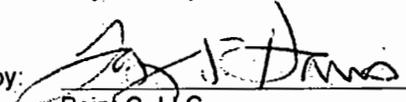
Tony V. Harris, P.E.

Cc: 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: \_\_\_\_\_, 2014  
City of Arroyo Grande

Accepted by:  \_\_\_\_\_, Date: 3/7/ 2014  
Point C, LLC

# BRISCO RD/HALCYON RD/US 101 INTERCHANGE IMPROVEME

ATTACHMENT 3

CITY OF ARROYO GRANDE, CA

MARCH 2014

## PRELIMINARY ALTERNATIVE 4C-SIGNALIZED INTERSECTION



**WOOD JOHNSON**  
ENGINEERS ARCHITECTS PLANNERS  
8001 G ST., SUITE 200-2 TEL 916.941.7700  
DURHAM, N.C. 27703 FAX 919.941.7707

# BRISCO RD/HALCYON RD/US 101 INTERCHANGE IMPROVEMENT

ATTACHMENT 4

CITY OF ARROYO GRANDE, CA  
MARCH 2014

PRELIMINARY  
ALTERNATIVE 4C-ROUNDBABOUT



**WOOD BRIDGES**  
2801 G St. Ste. 100-2 Torrance, CA 90505  
Tel: 310.541.7700 Fax: 310.541.7701

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