

## REPORT TO CITY COUNCIL

**DATE: MAY 12, 2021**

**TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

**FROM: NATHAN HAMBURGER, CITY MANAGER**

**BY: JESSICA FORTE, DIRECTOR OF PUBLIC WORKS/CITY ENGINEER**

**SUBJECT: APPROVE THIRD AMENDMENT TO THE AGREEMENT FOR CONSULTANT SERVICES WITH MICHAEL BAKER INTERNATIONAL FOR ADDITIONAL ENGINEERING DESIGN SERVICES FOR THE PROJECT STUDY REPORT/PROJECT DEVELOPMENT SUPPORT (PSR/PDS) FOR THE KANAN CORRIDOR PROJECT**

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This report seeks City Council approval of a third amendment to the agreement with Michael Baker International (MBI) for additional engineering design services and to extend the term of their agreement for the Project Study Report / Project Development Support (PSR/PDS) of the Kanan Road Corridor Project (Project). This agreement will provide the first analysis phase of the Caltrans process.

In September 2017, the City entered into an agreement with MBI, in the amount of \$334,500, to provide engineering design services for the Project, with the limits on Kanan Road, between Thousand Oaks Boulevard and Agoura Road. The scope of work for the project included evaluating capacity enhancement alternatives at the interchange on and off-ramps, lane reconfigurations, as well as infrastructure modifications to ensure the safe transport of bicyclists and pedestrians is preserved. A first amendment to the MBI agreement, in the amount of \$19,000, was approved in February 2018 to extend the Project limits from Agoura Road to Cornell Way and provide additional budget for extending the limits of the Project. In February 2020, the second amendment to the MBI agreement was approved to extend the term of their agreement to June 30, 2021, to allow for the inclusion of the final Kanan Agoura Intersection alignment, which was approved in August 2020.

Caltrans expects to review at least three alternatives, in addition to the No-Build alternative, presented in a PSR/PDS. Over the last 3 years, MBI has generated four preliminary conceptual design alternatives for the PSR/PDS.

- 1) Widening both sides of the Kanan Corridor plus signal at Cornell Way
- 2) Widening the south side of the Kanan Corridor with dual right loop on ramps
- 3) Relocate Roadside Drive and Canwood Street frontage roads plus turn lane improvements
- 4) Diverging Diamond

Of these design concepts, two alternatives (#3 and #4) were moved forward as viable PSR/PDS alternatives. A fifth alternative was identified and placed on hold until the Kanan/Agoura Intersection alignment was finalized and funding could be secured through the Los Angeles County Metropolitan Transit Authority (Metro).

On March 25, 2021, Metro's Board of Directors approved the use of Measure M funds necessary for the completion of the Kanan Corridor PSR/PDS. Funding for the Project is entirely through Measure R and M. Staff secured a Letter of No Prejudice from Metro on April 29, 2021 allowing the City to proceed with the amended scope while amended Memorandums of Understanding (MOUs) are put into place between the two agencies.

To complete the PSR/PDS the following additional services are required:

- 1) Expand the project scope to the northerly limits of Kanan Road, allowing the study and coordination of signals and fire circulation for the entire corridor;
- 2) Develop an additional build alternative;
- 3) Conduct additional meetings (Caltrans City Council, Subcommittee, other public meetings);
- 4) Preparation of Phase I Initial Site Assessment (ISA); and
- 5) Geotechnical investigation.

Staff recommends a third amendment, in the amount of \$275,103, to further extend the term of MBI's agreement to June 30, 2023, and to authorize a 10% (\$27,500) contingency at the direction of the City Manager to cover unanticipated project needs such as lien searches, subsurface investigations, additional rounds of Caltrans comments, etc.

The proposed amendment has been reviewed by the City Attorney and approved as to form.

## **RECOMMENDATION**

Staff respectfully recommends the City Council:

1. Approve the third amendment to the agreement for consultant services with Michael Baker International; and
2. Authorize the Mayor to sign the third amendment to the agreement on behalf of the City Council.

Attachment: Third Amendment to the Agreement for Consultant Services for Design Services MBI

THIRD AMENDMENT TO AGREEMENT FOR CONSULTANT SERVICES  
WITH THE CITY OF AGOURA HILLS

NAME OF CONSULTANT:	Michael Baker International
RESPONSIBLE PRINCIPAL OF CONSULTANT:	Attn: Eric Spangler
CONSULTANT'S ADDRESS:	5 Hutton Centre Drive, Suite 500 Santa Ana, CA 92707
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	Charmaine Yambao
COMMENCEMENT DATE:	May 1, 2021
TERMINATION DATE:	June 30, 2023
CONSIDERATION:	Amendment Amount: \$275,103.00  Total Contract Price Not to Exceed: \$628,603.00/yr  (1 <sup>st</sup> Amendment of \$19,000.00 increased Original contact of \$334,500.00 to \$353,500.00; 2 <sup>nd</sup> Amendment was zero \$ increase; 3 <sup>rd</sup> Amendment of \$275,103.00 increased contract to \$628,603.00)

**THIRD AMENDMENT TO AGREEMENT BETWEEN  
CITY OF AGOURA HILLS AND MICHAEL BAKER INTERNATIONAL**

**Kanan Corridor Safety, Operations and Capacity Enhancement Project – PSR/PDS**

THIS THIRD AMENDMENT is made and entered into as of May 12, 2021 by and between the City of Agoura Hills, a municipal corporation (hereinafter referred to as "City"), and Michael Baker International, a Corporation, (hereinafter referred to as "Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. This Amendment is made with the respect to the following facts and purposes:

a. On September 27, 2017, the City and Consultant entered into that certain Agreement entitled "Agreement for Design Professional Consultant Services," in the amount of Three Hundred Thirty-Four Thousand Five Hundred Dollars and Zero Cents (\$334,500.00).

b. On March 16, 2018, the City and Consultant entered into the First Amendment to that certain Agreement entitled "Agreement for Design Professional Consultant Services," to add scope of work to extend the southerly project limits from Agoura Road to Cornell Way, and increase the payment in the amount of Nineteen Thousand Dollars and Zero Cents (\$19,000.00).

c. On February 12, 2020, the City and Consultant entered into the Second Amendment to that certain Agreement entitled "Agreement for Design Professional Consultant Services," to extend the term of the agreement to June 30, 2021.

d. The parties now desire to add scope of work, extend the term of the agreement to June 30, 2023, increase the payment in the amount of Two Hundred Seventy-Five Thousand One Hundred Three Dollars and Zero Cents (\$275,103.00), and to amend the Agreement as set forth in this Amendment.

2. Section 1 of the Agreement entitled "**TERM**" is hereby amended to read as follows:

"This Agreement shall remain and continue in effect until tasks herein are completed, but in no event later than June 30, 2023 unless sooner terminated pursuant to the provisions of this Agreement."

3. Section 4 of the Agreement entitled "**PAYMENT**" at paragraph "a" is hereby amended to read as follows:

"The City agrees to pay Consultant monthly, in accordance with the payment rates and schedules and terms set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B, other than the payment rates and

schedule of payment, are null and void. The Third Amendment amount shall not exceed Two Hundred Seventy-Five Thousand One Hundred Three Dollars and Zero Cents (\$275,103.00), for additional engineering design services for a total Agreement amount of Six Hundred Twenty-Eight Thousand Six Hundred Three Dollars and Zero Cents (\$628,603.00).”

4. Exhibit A to the Agreement is hereby amended by adding thereto the items set forth on Attachment “A” to this Amendment, which is attached hereto and incorporated herein as though set forth in full.

5. Except for the changes specifically set forth herein, all other terms and conditions of the Agreement shall remain in full force and effect.

**IN WITNESS WHEREOF**, the parties hereto have caused this Third Amendment to Agreement to be executed the day and year first above written.

**CITY OF AGOURA HILLS**

**CONSULTANT**

\_\_\_\_\_  
Denis Weber,  
Mayor

Michael Baker International  
5 Hutton Centre Drive, Suite 500  
Santa Ana, CA 92707  
Eric Spangler  
offc: 949-855-3600  
fax: 949-472-8373

ATTEST:

By: \_\_\_\_\_

\_\_\_\_\_  
Kimberly M. Rodrigues, MMC  
City Clerk  
*Date Approved by City  
Council*\_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_  
Candice K. Lee,  
City Attorney

**[Signatures of Two Corporate Officers Required]**

## ATTACHMENT A

*Attached hereto and incorporated herein is the additional scope of work and associated cost as provided by the Consultant.*

### **Task 1 Project Management, Coordination, and Meetings**

#### **1.1 Meetings**

Over the remaining 15 months of the project PID phase, Michael Baker will conduct 12 PDT meetings with Caltrans District 7. It is expected that half of these will be virtual meetings over Webex, Zoom, MS Teams, or some other virtual format, and half will be in person meetings. In advance of the PDT meetings, Michael Baker will prepare and distribute meeting agendas, the project schedule, a deliverables log, and action item log. After the PDT meetings, Michael Baker will distribute meeting minutes to attendees. Michael Baker will continue to coordinate with the City over Webex and/or phone.

#### **1.2 City Council / Public Works Subcommittee Meetings / Public Meetings**

It is typical at the PID Phase of the project to present the project to the City's Public Works Subcommittee or City Council and invite members of the public to attend. This helps the consultant team understand concerns and priorities of those in attendance and gauge the receptivity of the build alternatives. Michael Baker will prepare a Powerpoint presentation of up to 30 minutes in length and will make the presentation at up to four of the above stated City meeting venues. Michael Baker will document comments received.

#### **1.3 Project Management and Administration**

With 15 months left in the PID Phase, Michael Baker will perform project management and contract administration duties. This will include coordinating with the City of Agoura Hills and coordinating with and overseeing and directing the various technical disciplines on the project. Michael Baker will prepare a project schedule and update it monthly with progress updates. Michael Baker will submit monthly invoices and progress reports to the City. The progress reports will provide a status update on remaining tasks and will identify issues or concerns that require discussion.

Michael Baker will conduct Quality Control reviews of all deliverables prepared as part of this scope of services based on Caltrans and our QA/QC procedures. Documents will not be submitted until and internal QC reviews have been completed.

### **Task 2 Geometric Development of Build Alternatives**

Developing up to three build alternatives is currently within the scope of the contract. However, over the last 3 years, Michael Baker has provided the City with four (4) preliminary conceptual designs and has expended the budget for Contract Work Task #4.0 Alternatives Development. Two of the 4 previous alternatives will be included in the PSR-PDS that is presented to Caltrans. Two alternatives previously studied have excessive R/W, community, and/or natural resources impacts and will not be carried forward to be included in the PSR-PDS as viable alternatives.

#### **2.1 Develop New Build Alternative to include in PSR-PDS**

Michael Baker will generate a new build alternative to include in the PSR-PDS. This alternative has been preliminarily discussed with the City and will include eliminating the left turn from the Roadside Dr. and Canwood St. frontage roads onto Kanan Road. This will eliminate one of the

four signal phases of both ramp intersection traffic signal operations. The new 3-phase signal will be more efficient and will accommodate more traffic through these two signalized intersection.

The two low volume left-turns from Roadside Dr. and Canwood St. will be converted to right-turn only at the approach to Kanan Road. Michael Baker believes this alternative is viable and should be studied more to determine its merit.

This additional build alternative will round out the three build alternatives that Caltrans will want to see included in the PSR-PDS, in addition to the "No-Build" Alternative.

## **2.2 Geometrically Detail Two Remaining Alternatives that will be included in PSR-PDS**

In the last 3 years, Michael Baker has been working with the City on developing various alternative concept designs that meet the purpose and need of the project. The two build alternatives that will be included in the PSR-PDS still need to be developed and detailed with the following items prior to submittal to Caltrans:

- Prepare Layout cut sheets
- Prepare Typical Sections
- Prepare Profile and Super-elevation Diagrams for ramp improvements
- Prepare Line and Curve Data tables
- Station and offset callouts
- Label all non-standard features within Caltrans R/W
- Prepare truck-turning templates at each intersection

## **Task 3 Traffic Engineering Performance Assessment (TEPA) – Updated Scope**

### **3.1 Data Collection**

The scope of the original data collection task included obtaining intersection traffic counts from the City, conducting additional intersection traffic counts, obtaining Caltrans mainline volume data, and Caltrans TASAS and City historic crash data. New intersection traffic counts will not be collected as part of this work program at the previously analyzed intersections. It is anticipated that new traffic counts will be required during the next stage of study. However, the mainline volume and historic crash data will be updated if more recent data is available given the lapse in time since the data was originally obtained. Additionally, Michael Baker will utilize recent count data provided by the City at the Kanan Road intersections associated with the study area expansion to the north.

### **3.2 Traffic Forecasts**

The traffic forecasts along Kanan Road were previously developed using a growth rate of 0.75%. The Horizon Year volumes have since been updated to reflect a 0.75% growth rate only on through traffic, thus providing consistency with the City's General Plan. Opening Year will be developed using the same methodology. The traffic forecasts along US-101 are consistent with regional growth information provided by Caltrans (0.25% annual). Both Opening Year and Horizon Year traffic forecasts will be documented in a traffic volume and analysis methodology technical memorandum for review by Caltrans. The memorandum will include the Kanan Road corridor and US 101 mainline and ramps. The mainline and ramp forecasts will be updated to reflect a change in the base mainline data if available. The Draft memorandum will be updated

to include the Kanan Road intersections with Laro Drive, Eagleton Street, and Fountainwood Street.

### 3.3 Traffic Modeling & Analysis

The original scope assumed the analysis of one round of the three (3) Build alternatives. The initial traffic modeling & analysis was conducted for six (6) Build models (Turn Lane Improvements including three (3) variations, Full Reconfiguration, Diverging Diamond Interchange (DDI), and Relocated Ramp Signals) and included some volume sensitivity testing.

The updated analysis will be conducted for three (3) Build alternatives for inclusion in the traffic report documentation to the level required for inclusion in the project report. Since the traffic volume growth rate has been modified, each of the No Build and Build alternatives will need to be re-examined using the updated traffic volume forecasts.

Analysis scenarios include:

- Existing
- Future opening year baseline (2025)
- Future opening year with proposed improvements (2025)
- Future horizon year baseline (2045)
- Future horizon year with proposed improvements (2045)

*Arterial Intersections* – Highway Capacity Manual methodologies will be applied using Synchro microsimulation analysis software to determine existing and future levels of service. Specifically, the study will include assessment of Kanan Road from Fountainwood Street to Agoura Road through an evaluation of the AM Peak Hour and PM Peak Hour conditions. Synchro HCM 6<sup>th</sup> Edition LOS and delay will be reported. The Synchro models will be updated to include the revised planned improvements at Kanan Road/Agoura Road and the three (3) additional intersections due to the study area expansion to the north.

*State Highway System* – Traffic analysis will also be performed consistent with the Highway Capacity Manual and will include ramp intersection, ramp merge/diverge analysis and mainline density analysis as appropriate for the study alternatives. Ramp metering analysis will also be performed for the study area on-ramps. Synchro will be used to evaluate adequate queuing at the off-ramps in order to avoid Kanan Road signals from impacting the mainline.

Future operations analysis will be conducted for up to three (3) build alternatives based upon the updated, approved traffic volumes. Since the traffic volumes have been modified, there are potential changes to traffic analysis and conceptual design of all alternatives. Coordination will be conducted with the City regarding the appropriate LOS threshold. A detailed review of queuing will be conducted in order to inform the development of the alternatives. It is not anticipated that analysis updates will be made to the previously evaluated alternatives using the revised traffic volumes.

Resulting study area level of service will be clearly documented through tabular and graphical format to allow for a comparative assessment between alternatives. Additionally, 2-D Synchro/SimTraffic simulation videos (birds eye view) of the interchange area during the PM Peak Hour will be prepared for City use, and potentially public viewing. Each video scenario will not exceed two minutes in order to manage file size.



Since a detailed traffic study is proposed as part of this effort and thus that study will be the latest, readily available traffic evaluation of the corridor, the detailed traffic study will serve as the TEPA document.

VMT and ICU analysis are excluded from this work plan.

### **3.4 Crash Data Review**

The crash analysis previously conducted for the Kanan Road corridor included analysis of data from January 1, 2015 through December 31, 2017. The analysis will be updated to reflect the most-recent three complete years of crash data will be conducted including Year 2018 as provided by City staff. The review will include data summarized in tabular form. The crash data review will include the US-101 mainline in the area of Kanan Road. The crash data review will be revised to include the study area extension to the north. Crash collision diagrams are not anticipated as part of this work plan.

### **3.5 Traffic Report**

Previously completed draft sections of the traffic report will be updated to reflect the updated analysis detailed above.

### **Primary Changes Which Impact Additional Effort and Fee**

- The original direction of a 0.75% traffic volume growth rate has been altered to 0.75% on through traffic only. This requires the following revisions to work which was already conducted:
  - Update Opening Year 2025 Traffic Volumes for the No Build and Build scenarios
  - Update Design Year 2045 Traffic Volumes for the No Build and Build scenarios
  - Update Design Year 2045 No Build Synchro analysis (AM & PM Peak Hours)
  - Update Design Year 2045 Build Synchro analysis (AM & PM Peak Hours) for all alternatives including potential resizing of lanes and storage
- Original scope included three Build alternatives. Six models were examined initially using individual Synchro analysis files.
- The original scope anticipated a queue analysis of the US-101 off ramp intersections and a cursory review of queuing when developing the alternatives. A more in-depth queue review has been required in order to inform the development of alternatives given the target LOS and volume levels.
- Safety analysis was conducted in the early stages of the project using data from January 2015 through December 2017. The analysis should be updated based on the latest available data.
- The US-101 mainline traffic volumes were obtained from Caltrans sources. The data obtained in the early stages of this project has since been updated and thus should be updated in this effort to reflect the latest available information.
- The City has extended the study area to the northern City limits, thus resulting in the addition of three (3) study intersections.

- Modifications to the planned improvements at Kanan Road/Agoura Road require revisions to the Synchro models. The No Build model will be updated to include the revised plans and the Alternatives will require additional assessment since some options assumed that two accepting lanes would be available on Agoura Road west of Kanan Road.

## **Task 4 Hazardous Waste Phase I Initial Site Assessment**

Michael Baker International (Michael Baker) will prepare a corridor-wide Hazardous Waste Phase I Initial Site Assessment (ISA) for the proposed project. The ISA will be prepared in accordance with the ASTM International (ASTM) Standard Practice E 1527-13 and the California Department of Transportation's (Caltrans') Standard Environmental Reference (SER). It is acknowledged in this scope of work that three build alternatives will be considered for the proposed US 101/Kanan Road Interchange, in the City of Agoura Hills (County of Los Angeles), California. This scope of work assumes that right-of-way acquisition is required for up to 12 Assessor's Parcel Numbers. The objectives of the ISA are to: (1) evaluate the potential for hazardous materials on the site based upon readily discernible and/or documented present and historic on-site uses and uses immediately adjacent to the site, and (2) generally characterize the expected nature of hazardous substances that may be present as a result of such uses, within the limits imposed by the scope of the ISA. This scope of work assumes preparation of a corridor-wide Phase I ISA. Should Caltrans request focused Phase I ISAs for properties proposed for acquisition upon selection of a preferred alternative, this can be accommodated under a separate scope of work and fee as requested by the client.

The Phase I ISA will consist of four components: Records Review; Site Reconnaissance; Interviews; and Report Preparation. Michael Baker will document past activities, facilities, and/or waste disposal practices, which may have resulted in soil or groundwater contamination (based on readily available information). Past site usage will be investigated through an aerial photograph review, interviews (if person[s] are readily available), review of former permits, review of documents on file with applicable agencies, and research of former citations from State and local agencies. Current site conditions will be documented by an on-site inspection of the project area. This scope of work assumes that no site reconnaissance of interior structures will be conducted. A review of the commercial database summaries, provided by EDR LightBox, regarding public agency records will be included. Regulatory sites within and surrounding the project area will be mapped within a one-mile radius (as required by the ASTM E 1527-13 search radius requirements). Potential hazardous materials conditions within the project site will be considered based on the database search. The report will include a summary of the report findings and a discussion of our opinions and conclusions regarding the absence or presence of RECs in connection with the subject site. Documentation supporting the conclusions presented will be appended to the report.

Michael Baker will provide one (1) electronic copy (PDF format) of the Draft Phase I ISA for Caltrans submittal, and up to two hard copies if requested by Caltrans.

#### **Task 4 Assumptions/Limitations/Data Needs**

- This scope specifically excludes environmental lien searches and chain of title documents (although these can be provided by Michael Baker on a time and materials basis, if requested by the Client).
- This scope of work excludes subsurface investigations, Phase II/site characterization, and remediation plans and activities.
- Michael Baker assumes that up to two rounds of comments and revisions would occur with Caltrans staff.

#### **Task 5 Geotechnical Analysis**

NMG, as a subconsultant to Michael Baker, will perform Geotechnical Analysis of Kanan Road as outlined in the attached scope and fee proposal by NMG.

#### **Assumptions:**

Design Alternatives: If, once Caltrans is engaged technically on this project, Caltrans requires development of a different or new build alternative, Michael Baker can develop additional design alternatives by a separate scope and fee.