

9. **APPROVE AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR THE ALAMEDA DE LAS PULGAS TRAFFIC AND SAFETY IMPROVEMENTS PROJECT TO INCLUDE A ROUNDABOUT AT THE ALAMEDA DE LAS PULGAS / ATHERTON AVENUE INTERSECTION AND TO PROVIDE ENVIRONMENTAL SUPPORT FOR THE PROJECT**

Report: Recommendation: It is recommended that the Council approve an amendment to the professional services agreement with Kimley-Horn and Associates, Inc. for the Alameda del las Pulgas Traffic and Safety Improvements project in the amount of \$212,993.60 for the incorporation of the proposed roundabout at the Alameda de las Pulgas / Atherton Avenue intersection as well as related project environmental support.

Description:



Item No. 9 Town of Atherton

CITY COUNCIL STAFF REPORT – REGULAR AGENDA

**TO: HONORABLE MAYOR AND CITY COUNCIL
GEORGE RODERICKS, CITY MANAGER**

FROM: ROBERT OVADIA, PUBLIC WORKS DIRECTOR

DATE: OCTOBER 16, 2024

**SUBJECT: APPROVE AN AMENDMENT TO THE PROFESSIONAL
SERVICES AGREEMENT WITH KIMLEY-HORN AND
ASSOCIATES, INC. FOR THE ALAMEDA DE LAS PULGAS
TRAFFIC AND SAFETY IMPROVEMENTS PROJECT TO
INCLUDE A ROUNDABOUT AT THE ALAMEDA DE LAS
PULGAS / ATHERTON AVENUE INTERSECTION AND TO
PROVIDE ENVIRONMENTAL SUPPORT FOR THE PROJECT**

RECOMMENDATION

It is recommended that the Council approve an amendment to the professional services agreement with Kimley-Horn and Associates, Inc. for the Alameda del las Pulgas Traffic and Safety Improvements project in the amount of \$212,993.60 for the incorporation of the proposed roundabout at the Alameda de las Pulgas / Atherton Avenue intersection as well as related project environmental support.

BACKGROUND

The City Council approved a professional services agreement with Kimley-Horn and Associates, Inc. (K-H) for design services related to the Alameda de las Pulgas Traffic and Safety Improvements project at their February 21, 2024, meeting. The major project scope components included: removal of the mid-block traffic signal on Alameda de las Pulgas (ADLP) located between Mills Avenue and Camino al Lago, installation of a new traffic signal at the Camino al Lago intersection to consolidate pedestrian access to Las Lomitas Elementary School, reconfiguration and signalization of the Atherton Avenue intersection to improve traffic safety, mobility and reduce traffic delays. Reconfiguration of the Atherton Avenue intersection would include accommodation of bicycle and pedestrian needs at the intersection as well as required green infrastructure improvements.

Following approval of the agreement, the City Council approved a study to analyze the feasibility of constructing a roundabout at the ADLP/Atherton Avenue intersection in lieu of the proposed

traffic signal. The results of the feasibility study were presented to the City Council at their September 4, 2024, Study Session. Following review and discussion, the City Council directed staff to seek an amendment to the project to include a roundabout at the ADPL/Atherton Avenue intersection.

ANALYSIS

Following the study session, staff reached out to K-H to discuss the incorporation of a roundabout at the ADLP/Atherton Avenue intersection. Following review and discussion, K-H submitted a proposal in the amount of \$331, 395.33 for preliminary and final design of the roundabout, additional required survey work, and environmental support services required by Caltrans related to Cultural Resources and Air Quality. They also provided a credit for some cost savings in the current services agreement in the amount of \$67,992.17, for a total amendment of \$263,403.16.

Following review by the project management team and further discussion with Kimley-Horn, K-H submitted a revised proposal in the total amount of \$212,985.78 broken out as follows:

Roundabout Preliminary and Final Design	\$195,501.96
Topographical and Boundary Survey (subconsultant)	\$31,945.14
Cultural Resources and Air Quality	\$43,538.67
Additional Environmental Support (optional)	\$10,000.00
Credit against current agreement	(67,992.17)
Total Amendment	\$212,933.60

It is noted that the additional environmental support services related to cultural resources and air quality are required to support the overall project, regardless of inclusion of the roundabout.

Following Council direction, staff also reached out to Caltrans and Congresswoman Eshoo's Office for feedback regarding the proposed scope adjustment. Staff from Congresswoman Eshoo's office was supportive of the Town's proposed change. Caltrans advised that formal documentation would be required to revise the project scope and that a second review by their environmental group would be required to assess any additional studies/documentation needed to complete the environmental review beyond those previously outlined for the project. Caltrans also advised that the grant funding timeline could not be adjusted. The grant fund obligation deadline remains at September 30, 2025.

FISCAL IMPACT

Sufficient funds are available in the Capital Improvement Program budget for the Alameda de las Pulgas Traffic and Safety Improvements project to fund the proposed amendment in the amount of \$212,993.60.

GOAL ALIGNMENT

This Report and its contents are in alignment with the following Council Policy Goals:

- Goal Area A – Maintain Fiscal Responsibility
- Goal Area B – Preserve Small Town Character and Quality of Life
- Goal Area D – Manage Circulation and Improve Safety
- Goal Area F – Be Forward-Thinking, Well-Managed, and Well-Planned

POLICY FOCUS

The Council policy focus should be on the desire to improve public, pedestrian, and bicycle safety, and traffic flow along the Alameda de las Pulgas corridor, and intent to incorporate a roundabout at the ADLP/Atherton Avenue intersection. In addition, the Council will need to consider impacts on grant funding, locally required funding, and project timing.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders –to include, but be not limited to, media outlets, school districts, Menlo Park Fire Protection District, service providers (water, power, and sewer), and regional elected officials.

COMMISSION/COMMITTEE FEEDBACK/REFERRAL

This item has not been before a Town Committee or Commission

ATTACHMENTS

1. K-H Amendment Proposal for ADLP Roundabout



Date: October 1, 2024

To: Robert Ovadia, P.E.
Director of Public Works
Town of Atherton

From: John Pulliam, P.E. and Akash Patel, P.E.
Kimley-Horn and Associates, Inc.

Subject: Alameda de las Pulgas Safety and Traffic Improvement Project - Amendment #1

PROJECT UNDERSTANDING

The Town of Atherton has contracted with Kimley-Horn to provide professional engineering services for the design of the Alameda de las Pulgas Safety and Improvement Project. Alameda de las Pulgas corridor is a high-volume corridor that serves as a North-South alternative to El Camino Real. The purpose of this project is to provide corridor-wide safety improvements to provide multimodal access and connectivity, provide enhanced safety measures for bicyclists and pedestrians, and reduce cut-through traffic congestion. As currently scoped, the project includes

- Removal of the existing pedestrian activated signal along Alameda de las Pulgas, between Mills Avenue and Camino al Lago.
- Signalization of Alameda de las Pulgas and Camino al Lago intersection
- Signalization and removal of free-right/channelizing island at Alameda de las Pulgas and Atherton Avenue intersection
- ADA Improvements (sidewalk and curb ramp improvement as deemed necessary) along Alameda de las Pulgas at Stockbridge Avenue, Atherton Avenue, Camino al Lago, and Mills Avenue intersections
- Green infrastructure and stormwater treatment improvements at Alameda de las Pulgas and Camino al Lago intersection, and Alameda de las Pulgas and Atherton Avenue intersection
- Micro-sealing Alameda de las Pulgas from Stockbridge Avenue to Mills Avenue
- Use of Federal funds, and consequently working through the Caltrans Local Assistance process to receive construction E-76

As part of this design phase, the Town contracted with a separate consulting firm to conduct a feasibility study to assess the feasibility of installing a roundabout at the intersection of Alameda de las Pulgas and Atherton Avenue, in lieu of a traffic signal. Upon completion of that study, public outreach, and a council study session, the Town determined that a roundabout is feasible and is the preferred alternative, in lieu of a traffic signal.

This proposal reflects the additional scope and fee necessary for Kimley-Horn to provide professional engineering services to design a roundabout at the intersection of Alameda de las Pulgas and Atherton Avenue, provide additional environmental support services as it pertains to Cultural

Resources and Air Quality requirements set forth by Caltrans Local Assistance for project approval, and amending of the original scope of services per the contract agreement dated February 23rd, 2024 that are no longer pertinent to the revised project scope of improvements.

REVISIONS TO ORIGINAL SCOPE OF SERVICES

The following notes amendments to the original scope of services in the contract agreement dated February 23rd, 2024 between Kimley-Horn and the Town. Scope of work noted below in this section titled "Revisions to Original Scope of Services" is removed/amended and no longer considered as part of this project contract. Should any of these scope items be required at a later date, additional fee will be requested

- *Task 3.3 - Phase I ISA:* As part of the signed PES Document from Caltrans, a Phase I ISA was not requested and no longer deemed as a required report for project approval. As such, all scope of work associated with the Phase I ISA under Task 3.3 is removed
- *Task 3.5 - Potholing:* The number of total potholes assumed to be needed for this project has been reduced from 16 potholes to 14 potholes. Coordination effort for pothole locations will still be required, and as such only budget associated with subconsultant work to perform the potholing services has been revised.
- *Task 4 - Environmental Documents:* All scope of work associated with Air Quality Assessment and Green House gas Emissions memorandum, Noise memorandum, and PES documentation under Task 4 is removed
- *Task 5.1A - Prepare Final Concept (10% Design):* All scope of work associated with Prepare Final Concept under Task 5.1A is removed
- *Task 5.2 – 5.4 – 65% PS&E, 95% PS&E, and 100% (Final) PS&E:* All scope of work associated with landscaping, signal design & lighting analysis, and detailed plan production of the improvements at the intersection of Atherton Avenue and Alameda de las Pulgas is removed

ADDITIONAL SCOPE OF SERVICES

Kimley-Horn will perform the following scope of services:

Task 8: Roundabout Preliminary and Final Design

Task 8.1: Roundabout Operations

Roundabout traffic operations at the study intersection (Intersection of Alameda de las Pulgas & Atherton Avenue) will be evaluated based on the design year traffic scenarios provided by the Town. Roundabout operations will be evaluated using peak hour movements to determine the appropriate number of approach, circulatory, and departure lanes through the design life of the roundabout. The roundabout capacity and operations analysis will be conducted using Sidra Intersection 9 software using the HCM 6 capacity model.

The following items are included in this task:

- Perform peak hour intersection Level of Service (LOS) and queuing analysis for roundabout control during existing and future peak hour design year scenarios. Report the peak hour average control delay, LOS, volume to capacity ratio (v/c), and 95th percentile queue length for each approach by movement. Queue estimates will be examined relative to available storage lengths to nearby driveways and adjacent intersections.

Deliverables:

- Roundabout Operations Memorandum (PDF)

Task 8.2: Concept Refinement

The primary purpose of this task is to verify the design year footprint of the study intersection. The conceptual design phase provides a cost-effective framework to evaluate approach and departure alignment alternatives, including the channelization of approach, circulatory, and departure lanes, with respect to known project constraints, design vehicles, right of way, local access, and utilities. Roundabout design will be in conformance with principles described in NCHRP Report 1043.

The roundabout conceptual layouts will be prepared using project CADD files. Colored, 2D concept renderings will depict critical roundabout features and geometric design elements based on the initial roundabout operations prepared under Task 8.1. The layouts will include color coded areas identifying landscape opportunities and potential sight line constraints based on estimated sight lines. Project constraints and right of way will be identified and considered in the placement of the roundabout.

Kimley-Horn will incorporate planned storm water strategies, for target stormwater run-off and treatment areas within the roundabout project improvement area and improvements to the existing drainage infrastructure.

Key features evaluated during this phase include:

- Size and location of roundabout relative to right-of-way and geometric constraints
- Number of approach, departure, and circulatory lanes
- Channelization and striping strategies for circulating lanes and design vehicle accommodation
- Approach and departure alignment
- Design speed, design vehicle, and sight line considerations (Preliminary calculations will be conducted at this phase of concept refinement. Final design check calculations will be completed during Task 8.3)
- Local access impacts and circulation
- Travel paths for bicyclists and pedestrians
- Continuity for pedestrian travel and access to transit facilities
- Estimated functional area of intersection based on roundabout geometric features and roundabout design influence areas

~~One~~Up to two concepts will be considered at the intersection. As part of this task, Kimley-Horn will review the conceptual layout provided in the RAB feasibility study and provide a concept that refines the initial concept layout. ~~This may include alternative means to achieve target safety performance measures, pedestrian & vehicle site circulation, right-of-way impacts, utility avoidance, storm water treatment, environmental avoidance/mitigation areas, etc. In some cases, and at the discretion of the engineer, there could be a hybrid of various features that help explore the range of options and tradeoffs for each concept.~~ Options and trade-offs typically include variations on the roundabout inscribed circle diameter and central island, location of the roundabout, and variations in the approach and departure geometry.

It is assumed that constraints at the project location will be identified and provided prior to development of the refined project concept. This scope assumes development of ~~one~~two draft concept layouts for review by the client. After review by the client, one round of adjustments to the layout is included.

The ~~preferred-revised~~ concept layout will serve as the basis for optimization of the roundabout and geometric approval as described under Task 8.3.

Deliverables:

- ~~Up to two (2)~~One Draft Concepts (PDF)
- ~~Preferred-Revised~~ Concept Layout (PDF)

8.3: Roundabout Geometric Approval Drawing (GAD)

Kimley-Horn will prepare preliminary engineering drawings and design check calculations to obtain geometric approval of the preferred concept. Preliminary engineering plans are assumed to extend to the point where the improvements conform with existing street infrastructure or proposed street typical section, whichever is less.

Preliminary engineering drawings will be prepared to identify the horizontal design limits of critical geometric elements such as curb geometry, lane widths, channelization, lane transitions, pavement markings, sightlines, and conform conditions to either the existing street infrastructure or proposed typical street section. The functional area of the intersection will be defined, typical sections of each leg, the roundabout circulatory roadway and central island will be prepared.

Preliminary centerline and curb profiles will be generated to a level sufficient to identify estimated grading of the roadway finished surface and to identify drainage patterns. A preliminary contour plan of the finished surface will be prepared as a design check for drainage, right-of-way, sight line, and driver comfort.

We assume that all constraints, storm water treatment areas, and other above and below ground considerations will be finalized prior to the start of this task.

Design checks specific to vehicles navigating roundabout intersections will be calculated and documented in a technical memorandum. Roundabout curb geometry and lane markings will be

adjusted to achieve target design values for estimated speeds, design vehicles, and sight lines. If site conditions or other constraints require a deviation from guidance described in NCHRP Report 672, the deviation will be identified in the technical memorandum along with a description why the deviation is being requested. The following design checks will be evaluated for vehicles:

- Fastest path estimation for R1 through R5
- Swept path and tire tracking for design vehicles (Assume up to two design vehicles)
- Intersection angle of visibility
- Intersection Sight Distance
- Stopping Sight Distance
- Path overlap estimation for multi-lane entries and departures

This task is established to achieve geometric approval of the roundabout through the Town. The format of the GAD deliverable will be a single-sheet roll plot of the project area. This roll plot will include curb geometry, as well as signing and striping, with general informational callouts of the improvements, hatches to denote areas of improvements, contour grading plan, linework for the existing utilities and preliminary underground drainage improvements, and typical sections.

We assume after one round of revisions, consultation, and response to consolidated comments, the roundabout will be considered geometrically approved. After approval, any requests or directions to change the horizontal curb geometry within the functional area of the roundabout will be considered out of scope work.

Deliverables:

- Roundabout Geometric Approval Roll Plot
- Design Check Technical Memorandum

Task 8.4: 95% PS&E

This task includes the preparation of construction documents needed for project approval and bid for construction. Construction documents developed as part of this task will be folded into the overall corridor wide 95% PS&E package and be submitted as one combined package.

Based on the Roundabout Geometric Approval (GAD), the Kimley-Horn team will create 95% final plans and engineer's opinion of probable cost for the roundabout and associated improvements at the Alameda de las Pulgas and Atherton Avenue intersection. We anticipate developing the following plan sheet types as part of this scope

- Typical Sections
- Demolition Plans
- Layout Plans
- Construction Details
- Contour Grading Plans
- Drainage and Utility Plans
- Signing and Striping Plans

- Landscaping and Irrigation Plans
- Street Lighting Plans

It is assumed that staged construction, traffic control, and detour plans will be the contractor's responsibility and are therefore not included in this Scope of Services. The project specifications that will include contractor requirements to prepare and submit staged construction plans for Town review and approval.

Landscape and Irrigation Design is assumed to include the following:

- Cover Sheet and General Notes depicting information schedules and general notes.
- Landscape Plan and Details illustrating areas of planting, limits of planting, plant types, quantities, size, details and notes. All proposed plantings will comply with the State's Water Efficiency Ordinance.
- Irrigation Plan and Details portraying irrigation connection, backflow, controller, mainlines, sleeves, lateral lines and emitters for 100% coverage. The plans will consist of irrigation details, notes, calculations, and water use summary tables per plant type and emitter. The irrigation design will meet the specifications set forth in the State's Water Efficiency Ordinance.

Street Lighting Plans Design is assumed to include the following:

- Lighting design showing proposed luminaire pole placements, wattages, conduit, pull boxes, and connection to service point
- Lighting analysis in AGI 32 at the intersection of Atherton Avenue and Alameda de las Pulgas
- Lighting analysis done per RP-8-21, unless otherwise specified from the Town
- .ies files and preferred lighting brand from the Town, if there is no preference or available .ies files, Kimley-Horn will select .ies files for the analysis
- Lighting analysis will be presented on an exhibit. Up to two rounds of analysis and two exhibit submittals are included
- Coordination with PG&E on service point for the luminaires. We assume one (1) field meeting with PG&E

Deliverables:

- 95% PS&E in PDF format and up to three (3) 11'x17' hard copies
- Draft Lighting Analysis and Exhibit

Task 8.5 100% (Final) PS&E

Based on one set of non-conflicting comments from the Town on the 95% PS&E, Kimley-Horn will prepare the 100% (Final) PS&E. Kimley-Horn will prepare a Comment-Response matrix which will be completed and submitted with the next deliverable, detailing a response on how each comment was addressed.

Deliverables:

- 100% plans in PDF format and up to three (3) 11'x17' hard copies

- 100% Plans printed on full-size (24"x36") and wet signed (one (1) copy)
- 100% Specification sheet stamped by responsible engineer(s)
- 95% (PS&E) Comment-Response Matrix
- Final Lighting Analysis and Exhibit

Task 8 Assumptions

In addition to work not explicitly stated in the above scope of services, the following are assumed to be excluded as part of this scope of work

- Geotechnical Investigation/Report
- Undergrounding of overhead utility and relocation of utility poles
- Right of Way Acquisition
- Utility relocation design

Task 9: Cultural Resources & Air Quality**Task 9.1: Cultural Resources Reports (ASR, XPIP, XPIR, HPSR)**

Archaeological Survey Report (ASR). Kimley-Horn will prepare an Archaeological Survey Report (ASR) for the proposed undertaking pursuant to Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA). The reports will be completed pursuant to Caltrans guidelines and formats. All efforts will be completed by, or under the supervision of, a cultural resource professional that meets the United States Secretary of the Interior's Professional Qualifications Standards for Archaeology and Architectural History. Tasks will include:

Coordination: Kimley-Horn cultural resources management staff will coordinate with Caltrans during development of the ASR. Kimley-Horn staff will develop an Area of Potential Effect (APE) Map in coordination with Caltrans. This scope includes up to two updates to the APE Map based upon Caltrans comments. For the purposes of this scope, the APE is generally defined as a 1-mile stretch of Alameda de las Pulgas between Mills Ave and Stockbridge Ave.

Research: KHA cultural resources management staff will conduct a cultural resources records search at the Northwest Information Center (NWIC) to determine if any previously recorded cultural resources are located within the APE or ½ mile buffer. Staff will research geomorphology and land use history through applicable databases, historic aerials, and topographic maps. Staff will also review applicable literature, repositories and databases for additional research of the cultural sensitivity of the APE.

Outreach: Staff will request a tribal consultation list and records search of Sacred Lands Files (SLF) through the Native American Heritage Commission (NAHC) for the APE. Staff will contact the Native American Tribes listed on the NAHC's consultation list to request any information about cultural resources or sacred sites in or near the APE. Outreach will include

one initial correspondence and up to one additional follow-up correspondence to the Tribes on the contact list. Staff will also contact up to two historical organizations or societies as part of the outreach effort for the ASR. Any additional outreach effort required by Caltrans will require an adjusted scope and fee.

Field Survey: Staff will conduct a pedestrian survey of the entirety of the APE. Survey methods will be non-collective and all identified cultural resources will be recorded utilizing CA DPR 523 series forms. This scope also accounts for the evaluation of recorded resources for eligibility for listing in the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP).

Report: Upon conclusion of coordination, research, outreach, and field survey efforts, an ASR will be produced that will follow Caltrans formats and guidelines. The ASR will include a summary of the records search results, Native American consultations, brief historic and ethnographic background sections, description of field methodology, results of the survey, and necessary maps. This scope includes up to two updates to the ASR based upon Caltrans comments.

Extended Phase I Effort. Utilizing information from the ASR and guidance from Caltrans in preparation of the ASR, an Extended Phase I Plan (XPIP) will be prepared to conduct shovel testing within the APE in areas identified as archaeologically sensitive. Due to the built environment of the APE and limited areas that can be tested, this scope assumes up to four (4) shovel test pits (STPs) will be conducted within the APE. Specifically, Kimley-Horn assumes that all STPs will occur in unpaved areas via hand excavation methods. Any additional testing or other methods will require a fee adjustment. This task includes up to two updates to the XPIP based upon Caltrans comments. Upon approval of the XPIP by Caltrans, the required actions set forth within the Plan will be implemented and an Extended Phase I Report will be drafted outlining the results of testing. This task includes up to two updates to the XPIR based upon Caltrans comments. Both the XPIP and XPIR will be produced following Caltrans formats and guidelines.

Historic Property Survey Report (HPSR). Upon completion of the ASR and XPIR, a Historic Property Survey Report (HPSR) will be prepared following Caltrans formats and guidelines. The report will include the final draft of the APE map and outlines the research, survey, etc. and findings made for and within the ASR, XPIP, and XPIR. The document also provides evidence of coordination with Native American groups, local government, and other interested persons and organizations. The final draft of the ASR, XPIP, and XPIR will be attached as an appendix.

Deliverables

- Area of Potential Effect Map
- Archaeological Survey Report
- Extended Phase I Testing Plan
- Extended Phase I Testing Report
- Historic Property Survey Report

Task 9.2: Air Quality Assessment

Fugitive dust and equipment exhaust emissions from construction activities will be quantitatively evaluated using the latest version of the Roadway Construction Emissions Model (RCEM). Construction air quality and greenhouse gas emissions would be evaluated with Bay Area Air Quality Management District's (BAAQMD's) CEQA thresholds. As the project will not include land development or operational emissions sources, the analysis will briefly describe that the proposed project would improve safety and circulation and not negatively impact air quality and would not generate operational emissions. The analysis of air quality and greenhouse gas emissions will be conducted in accordance with the BAAQMD's recommended methodologies and thresholds of significance. Additionally, the analysis will be prepared to support the NEPA documentation for the project. This task includes up to one (1) meeting with the Town to review previously prepared work products associated with air quality and MTC task board approval. This task includes up to one (1) meeting with MTC Task Force for air quality approval.

Deliverables:

- Air quality assessment and Greenhouse Gas Emissions memorandum
- Up to one (1) Town Review Meeting
- Up to one (1) MTC Task Force Meeting

Task 9.3 Additional Environmental Support (Optional) Assumptions

Should Caltrans require additional environmental documentation not specifically stated in the scope of services above, Kimley-Horn will perform the additional scope of work for an amount not to exceed the fee amount listed in Task 9.3 of the attached Exhibit A. Should additional scope of services beyond this fee amount be required, additional fee will be requested. This task is to only be utilized upon written authorization from Town staff.

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Task 9 Assumptions

- This scope does not include any effort related to the preparation of a Historic Resources Evaluation Report (HRER)
- This scope does not include any effort related to consultation with the State Historic Preservation Officer (SHPO)
- This scope does not include any effort related to formal consultation with Native American Tribes. All outreach to Tribes outlined in the scope is for the purposes of gathering information for the report and does not constitute consultation required under AB52 (CEQA, as amended) or Section 106 of the NHPA
- This scope assumes scope of work based upon the requirements set forth by Caltrans Local Assistance in the fully executed and signed PES dated April 26th, 2024

Other Direct Costs***Unico (Topographic Survey and Boundary Survey)***

UNICO will perform additional topographic surveys and mapping along the proposed roundabout at Alameda de las Pulgas and Atherton Avenue as delineated by the design team. The limits and details have been provided by the Kimley Horn team to accommodate roundabout alternatives. By means of conventional survey methods, UNICO will perform design level (non-aerial) topographic surveying and mapping along the project limits. Dense 10'x10' spot elevations will be located along the roadway pavement for conforms. The width of survey will cover the full right of way and approximately 15 feet beyond where accessible. Items to locate will include curbs, gutters, sidewalks, pathways, pavement, striping, shoulders, ditches, fences, walls, trees, driveways, signs, poles, signals, valves, vaults, meters, hydrants, inlets, manholes and all visible utilities and features, including any USA markings (to be coordinated by design or Geotech team). UNICO will locate curb ramp details such as sidewalk, ramps, landings, expansion joints, curbs, gutters, lip of gutter, pavement cross slopes for conform, signals, boxes, poles, and other visible features. UNICO will perform measure downs to inlets and manholes that are in the project footprint for pipe depth, flow direction and pipe size. UNICO will map all topographic features in AutoCAD format to include full mapping, 1' contours and 3D surface.

Deliverables:

- AutoCAD Base File
- Point Files

Additional Boundary and Right of Way Mapping - UNICO will research record of surveys, parcel maps, subdivision maps, roadway maps, corner record cards, deeds and other recorded information to map the existing right of way along the project corridor. UNICO field crews will search and tie existing property monuments such as monument wells, iron pipes, spikes, pins and other record boundary markers. UNICO will resolve right of way from record information and field surveys and provide an AutoCAD based right of way base drawing. UNICO will utilize title reports that were purchased as part of earlier surveys at the intersection. Additional title reports may be required along the extended project limits. As such, UNICO will purchase an additional 4 title reports as needed to fully discern the right of way. All found monuments will be mapped into the right of way base drawing as a means for monument preservation activities during the construction phase.

Deliverables:

- AutoCAD Right of Way Base File
- Maps and Right of Way Documents
- Title Reports

Plats and Legal Descriptions - UNICO will prepare plats and legal descriptions for the project as needed. For budgetary purposes, it is assumed acquisition may be required for 3 properties. For this proposal, UNICO will prepare a total 6 plats and legal descriptions for both fee acquisition and

Temporary Construction Easements (TCE) for the 3 properties. UNICO will prepare preliminary plats and legal descriptions for review. Upon approval, UNICO will prepare final signed and stamped plats and legal descriptions.

Deliverables:

- *—Plats and Legal Descriptions (6 Total)

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SCHEDULE

We recognize that you are eager to have our services begin and assist you with determining the next steps. As a result, Kimley-Horn is prepared to begin work immediately upon receipt of a signed Agreement and we will endeavor to meet your scheduling needs and the noted federal earmark construction E-76 deadline of September 30th, 2025.

FEE AND EXPENSES

Kimley-Horn proposes to provide professional services outlined in this scope of services, per the terms of the original contract dated February 23rd, 2024 for an additional fee **not to exceed \$21263,993403.6016**, and a revised total contract amount **not to exceed \$669720,977387.6925**.

Further detailing of the fee and expenses are provided in the attached **Exhibit A**.

CLOSURE

If you concur in all the foregoing and wish to direct us to proceed with the services, please have authorized persons execute both copies of this Agreement in the spaces provided below, retain one copy, and return the other to us. We will commence services only after we have received a fully-executed agreement. Fees and times stated in this Agreement are valid for sixty (60) days after the date of this letter.

We appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

Sincerely,

John Pulliam, P.E.

Robert Ovadia, P.E.

_____, Public Works Director

(Date)

(Print or Type Name)

(Email Address)

Attest:

_____, Secretary/Assistant Secretary
(Print or Type Name)

_____, Witness
(Print or Type Name)

EXHIBIT A
Alameda de las Pulgas Corridor Traffic and Safety Improvement Project

Current Contract Fee Schedule		Total Cost	Total Credit
Task 1	Project Management	\$ 38,650.89	-
1.1	Project Coordination (Internal & External)	\$ 11,949.25	-
1.2	Project Administration	\$ 10,702.18	-
1.3	Meetings with Town	\$ 7,355.12	-
1.4	QA/QC	\$ 8,644.33	-
Task 2	Public Outreach & Stakeholder Engagement	\$ 33,033.87	-
2.1	Community and Stakeholder Meetings	\$ 11,910.44	-
2.2	Town Council Meetings	\$ 3,870.89	-
2.3	Outreach Materials Development	\$ 5,918.96	-
2.4	Concept Development / Prepare Final Concept	\$ 11,333.58	-
Task 3	Data Collection	\$ 21,736.17	-
3.1	Gather Existing Information and Site Visit	\$ 7,182.27	-
3.2	Topographic Mapping and Base Map Creation	\$ 1,545.68	-
3.3	Phase I ISA	\$ 2,186.15	\$ (2,186.15)
3.4	Utility Evaluation & Coordination	\$ 9,072.55	-
3.5	Potholing	\$ 1,749.52	-
Task 4	Environmental Documents	\$ 11,498.80	-
4.1	Preliminary Environmental Documents	\$ 7,885.35	\$ (3,357.10)
4.2	Final Environmental Documents	\$ 3,613.44	\$ (1,485.35)
Task 5	Preliminary Engineering and Final Design	\$ 199,332.68	-
5.1	Preliminary Engineering	\$ 13,312.17	-
5.1A	Prepare Final Concept (10% Design)	\$ 6,510.37	\$ (6,510.37)
5.2	65% Plans, Specifications and Estimates (PS&E)	\$ 81,827.22	\$ (12,219.94)
5.3	95% PS&E	\$ 37,527.68	\$ (6,247.57)
5.4	100% (Final) PS&E	\$ 20,282.65	\$ (4,337.59)
5.5	Transportation Management Plan	\$ 5,188.67	-
5.6	Drainage Report	\$ 13,767.58	-
5.7	Stormwater Quality Report	\$ 20,916.33	-
	Subtotal Labor:	\$ 304,252.39	-
	Other Direct Costs	\$ 105,982.81	-
	Escalation	\$ 10,648.83	-
	Travel/Mileage	\$ 300.00	-
	Fed Ex/Courier Services	\$ 500.00	-
	Bess Testlabs (potholing, 16 total)	\$ 46,248.00	\$ (5,781.00)
	Parikh Consultants (see attached breakdown)	\$ 13,466.51	\$ (13,466.51)
	Unico (See attached Breakdown)	\$ 34,819.47	\$ (12,400.59)
	TOTAL COST (Tasks 1-5)	\$ 410,235.21	-
Task 6	Construction Support - DSDC	\$ 36,277.54	-
6.1	Bid-Support	\$ 6,365.50	-
6.2	Construction Support	\$ 29,912.04	-
Task 7	Construction Support - Transition to Construction	\$ 10,471.34	-
7.1	Transition Memorandum	\$ 1,026.28	-
7.2	Caltrans RFA Package	\$ 8,215.66	-
7.3	Resident Engineer File	\$ 1,229.40	-
	TOTAL COST (Tasks 6 and 7)	\$ 46,748.88	-
	TOTAL COST (Tasks 1 - 7)	\$ 456,984.09	-
	TOTAL CREDIT (Tasks 1-7)		\$ (67,992.17)

Amendment 1 New Tasks		Total Cost	Total Credit
Task 8	Roundabout Preliminary and Final Design	\$ 195,501.96	-
8.1	Roundabout Operations	\$ 7,081.69	-
8.2	Concept Refinement	\$ 18,242.94	-
8.3	Roundabout Geometric Approval Drawing (GAD)	\$ 44,568.02	-
8.4	95% PS&E	\$ 79,934.07	-
8.5	100% (Final) PS&E	\$ 45,675.24	-
Task 9	Cultural Resources & Air Quality	\$ 43,538.67	-
9.1	Cultural Resources Reports (ASR, XPIP, XPIR, HPSR)	\$ 36,882.32	-
9.2	Air Quality Assessment	\$ 6,656.35	-
	Other Direct Costs	\$ 31,945.14	-
	Unico (Topographic Survey and Boundary Survey)	\$ 31,945.14	-
	Optional Tasks	\$ 10,000.00	-
9.3 (O)	Additional Environmental Support	\$ 10,000.00	-
	TOTAL COST (Tasks 8 - 9, Direct Costs, & Optional)	\$ 280,985.78	-
ADDITIONAL AMENDMENT 1 TOTAL COST		\$ 212,993.60	
REVISED TOTAL CONTRACT AMOUNT (Tasks 1-9)		\$ 669,977.69	