

RESOLUTION NO. 2014-016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROHNERT PARK AUTHORIZING AND APPROVING A FIRST AMENDMENT TO DESIGN PROFESSIONAL SERVICES AGREEMENT WITH URS FOR TRAFFIC SIGNAL COORDINATION, TRAFFIC ANALYSIS AND IMPLEMENTATION FOR ROHNERT PARK EXPRESSWAY AND GOLF COURSE DRIVE, PROJECT GM003

WHEREAS, City Council resolution number 2013-085 adopted May 28, 2013, authorized and approved a Design Professional Services Agreement ("Agreement") with URS for Traffic Signal Coordination, Traffic Analysis and Implementation for Rohnert Park Expressway and Golf Course Drive, Project GM003; and

WHEREAS, during the execution of the Agreement, additional services related to URS's original scope became necessary and staff requested URS to perform in order to complete the Project.

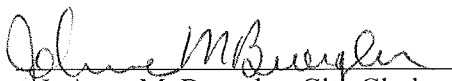
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Rohnert Park that it does hereby authorize and approve an amendment to the Agreement to amend the scope of work to include additional services performed and to compensate URS an additional \$56,286.00.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized and directed to take all actions to effectuate this agreement for and on behalf of the City of Rohnert Park, including execution, if necessary, in substantially similar form to the first amendment to agreement attached hereto as Exhibit "A," subject to minor modifications by the City Manager or City Attorney.

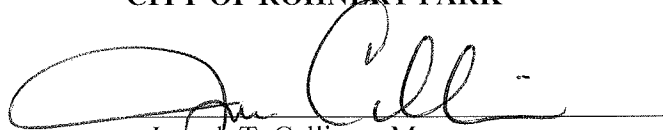
DULY AND REGULARLY ADOPTED this 25th day of February, 2014.



ATTEST:


JoAnne M. Buerger, City Clerk

CITY OF ROHNERT PARK


Joseph T. Callinan, Mayor

Attachments: Exhibit A

BELFORTE: ABSENT MACKENZIE: AYE STAFFORD: AYE AHANOTU: AYE CALLINAN: AYE
AYES: (4) NOES: (0) ABSENT: (1) ABSTAIN: (0)

Exhibit A

FIRST AMENDMENT TO THE DESIGN PROFESSIONAL SERVICES AGREEMENT WITH URS FOR DESIGN SERVICES FOR THE TRAFFIC SIGNAL COORDINATION, TRAFFIC ANALYSIS AND IMPLEMENTATION FOR ROHNERT PARK EXPRESSWAY AND GOLF COURSE DRIVE PROJECT #GM003

This First Amendment to the Agreement between the City of Rohnert Park ("City") and URS, ("Design Professional") for additional design services ("First Amendment") is entered into as of the 25th day of February, 2014, ("Effective Date"), by and between City and Design Professional.

RECITALS

- A. City and Design Professional are parties to that certain Agreement for Services for the Traffic Signal Coordination, Traffic Analysis and Implementation for Rohnert Park Expressway and Golf Course Drive dated May 28, 2013 ("Agreement").
- B. City and Design Professional now desire to enter into this First Amendment to provide for additional work as described below.

AGREEMENT

NOW, THEREFORE, in consideration of the following mutual promises, the parties hereby amend the Agreement as follows:

- 1. **Amendment to Scope of Services.** In addition to the services provided for under Section 1 and Exhibit A of the Agreement, Design Professional shall provide additional traffic engineering services in connection with traffic signal timing and coordination. The "Scope of Work and Schedule of Performance" attached to the Agreement is hereby replaced and superseded by the Scope of Work and Schedule of Performance set out in the attached Attachment A, which is incorporated herein by this reference and shall be considered to be part of Exhibit A.
- 2. **Amendment to Compensation.** The Agreement originally provided for Design Professional's compensation not to exceed \$121, 890. Design Professional shall perform the above-referenced additional services described in this First Amendment for a total not-to-exceed amount of \$56,286.00. Thus, the compensation provided for in Section 3(A) of the Agreement shall be amended to include a total not to exceed amount of \$178,176.00.
- 3. **Agreement in Effect.** Except as expressly amended by this First Amendment, the Agreement is otherwise unmodified and shall remain in full force and effect and is incorporated and restated herein as if set forth at length. Each reference in the Agreement to itself shall be deemed to also refer to this First Amendment.
- 4. **Counterpart Signatures.** This First Amendment may be signed in multiple counterparts which, when signed by all parties, shall constitute a binding agreement.

IN WITNESS THEREOF, the parties have executed this First Amendment as of the date first written above.

CITY OF ROHNERT PARK:

URS:

By: _____ / _____
Darrin Jenkins, City Manager (Date)
Per Resolution No. 2014-_____ adopted by the Rohnert Park
City Council on February 25, 2014.

By: _____ / _____

Name: _____ (Date)

Title: _____

ATTEST:

By: _____ / _____

Name: _____ (Date)

Title: _____

City Clerk
APPROVED AS TO FORM:

City Attorney

ATTACHMENT A

**Traffic Signal Coordination, Traffic Analysis and
Implementation for the City of Rohnert Park**

Amendment to Scope of Work and Budget

Prepared for:

City of Rohnert Park

Prepared by:

URS

Tel: 408-297-9585
Fax: 408-297-6962

February 3, 2014

Note: Amendments to scope of work and budget are shown in italics and underlined.

PROJECT UNDERSTANDING

The City of Rohnert Park is requesting URS to submit a proposal for the development, analysis, and implementation of a plan for coordinating traffic signalized intersections along Rohnert Park Expressway and Golf Course Drive. The study intersections are summarized in Table 1 below. All the intersections are maintained and operated by the City of Rohnert Park, except the intersections of the US 101 Southbound Ramps/Rohnert Park Expressway, the US 101 Northbound Ramps/Rohnert Park Expressway, the US 101 Southbound Ramps/Golf Course Drive, and the US 101 Northbound Ramps/Commerce Blvd which are owned, maintained, and operated by Caltrans. The goal of the proposed project is to improve traffic progression, improve air quality by decreasing traffic congestion. The projected Casino traffic volumes and turn movements will be included in the proposed coordination prior to the opening of the Casino. Volumes and turn movements collected after the Casino opening will be used to update the proposed coordination. (This revision results in no additional cost)

Weekday AM, mid-day and PM and weekend mid-day peak optimized signal timing plans for ~~eleven~~ thirteen of the fourteen intersections will be developed and implemented. These two corridors are currently the only direct east-west routes, which have direct access to the US 101 within the City of Rohnert Park.

The project tasks will consist of project management, signal system field reviews, data collection; field observation and “before” study; calibration of existing conditions model; development of recommended timing; develop recommended hardware and/or software system; development of optimized signal timing plans for the AM, mid-day and PM weekday and mid-day weekend peak periods; implementation of optimized signal timing plans; fine-tuning after implementation of timing plans; before and after travel time surveys; and project documentation.

(This revision results in no additional cost)

Table 1: Study Intersections

No.	Intersection	<u>Weekday AM, Mid-Day and PM and Weekend Mid-Day Coordination</u>	Jurisdiction/Ownership
1	Rohnert Park Expressway at Redwood Dr	X	City of Rohnert Park
2	Rohnert Park Expressway at Southbound US 101 Ramps	X	Caltrans
3	Rohnert Park Expressway at Northbound US 101 Ramps	X	Caltrans

No.	Intersection	<u>Weekday AM, Mid-Day and PM and Weekend Mid-Day Coordination</u>	Jurisdiction/Ownership
4	Rohnert Park Expressway at Commerce Blvd	X	City of Rohnert Park
5	Rohnert Park Expressway at State Farm Dr	X	City of Rohnert Park
6	Golf Course Drive at Labath Ave/ <u>Casino Entrance</u>	X	City of Rohnert Park
7	Golf Course Drive at Dowdell Ave	X	City of Rohnert Park
8	Golf Course Drive at Redwood Dr	X	City of Rohnert Park
9	Golf Course Drive at Commerce Blvd	X	City of Rohnert Park
10	US 101 Northbound Ramps at Commerce Blvd		Caltrans
11	US 101 Southbound Ramps at Golf Course Drive	X	Caltrans
<u>12</u>	<u>Golf Course Drive at Roberts Lake Rd</u>	<u>X</u>	<u>City of Rohnert Park</u>
<u>13</u>	<u>Golf Course Drive at Doubletree</u>	<u>X</u>	<u>City of Rohnert Park</u>
<u>14</u>	<u>Golf Course Drive at Fairway Dr</u>	<u>X</u>	<u>City of Rohnert Park</u>

SCOPE OF SERVICES

The Scope of Services for the project will be conducted in accordance to the *Standard Scope of Work and Budget* for the City of Rohnert Park.

The following outlines additions, clarifications, and/or deletions only to the Standardized Scope of Work:

Task 1 – Project Management and Meetings

The URS Project Manager, Tyson Tano, PE, will be responsible for the overall management of the project. This includes coordination and communication with Rick Pedroncelli, the City's Project Manager, developing and maintaining a project schedule, implementing quality control processes, preparing progress reports and invoices, preparing meeting agenda and meeting notes. The URS Project Manager and staff will attend three meetings with City staff in Rohnert Park. A kick off meeting will be held at the City's offices after Notice to Proceed.

Deliverables: Project schedule, progress reports, invoices, meeting agenda and meeting notes

Task 2 – Signal System Field Review

URS Staff will conduct field observations and a field review to locate the signal cabinets, controller type, controller software and other pertinent information. Information collected will be incorporated into Task 5 deliverables.
(This revision results in no additional cost)

Task 3 – Collect Data

Task 3.1 – Data Collection

The City of Rohnert Park will provide signal timings sheets, coordination plans (if any), existing signal groupings, traffic signal as-built drawings, available turning movements and 24-hour traffic volumes, and accident data for last three years in the immediate vicinity of the study area. URS will collect the same information from Caltrans for the four intersections owned, operated and maintained by Caltrans.

URS will collect the peak hour turning movements for all study intersections and 24-Hour tube counts for each study corridor. 24-Hour tube counts will be collected over a seven day period at the following locations:

- On Rohnert Park Expressway; between US 101 northbound ramps and Commerce Boulevard
- On Golf Course Drive; between US 101 southbound ramps and Redwood Drive

Turning movement counts, including vehicular, pedestrian, and bicycle counts, will be collected at all fourteen study intersections during the following times:

- Weekday AM peak (7:00 AM to 9:00 AM)
- Weekday PM peak (4:00 PM to 6:00 PM)
- Weekday Midday (2:00 PM to 4:00 PM)
- Weekend Midday (to be determined)

Weekday peak hour turning movement counts will be collected on a Tuesday, Wednesday, or Thursday. Weekend traffic count times will be determined after the 24-hour tube count data is reviewed. Traffic counts will not be collected on holidays or during abnormal

weather conditions, on school breaks or periods of scheduled lane or street closures for construction and/or events. URS will provide the data collection schedule to City of Rohnert Park.

Deliverables: Traffic Collection Data

Task 3.2 – Agency Signal Timing Preferences and Considerations

During the Kick-off meeting, signal timing preferences and considerations will be obtained from the City of Rohnert Park including the following:

- Bicycle clearance times will be reviewed at all the locations with bicycle loops.
- Flashing Don't Walk (FDW) will be reviewed based on the crossing distance as per California MUTCD guidelines.
- Yellow time will be reviewed based on the posted speed limit and a field review of travel times.

Task 3.2.1 - Review of Actuated Settings

Existing signal timing, including pedestrian clearances, yellow interval, bicycle clearance time, will be reviewed for compliance to the latest standards/guidelines.

- Pedestrian Clearance Intervals (FDW) for the City signals will be reviewed based on the following methodology, which is in accordance with the Federal MUTCD:

FDW (sec) = (Curb-to-curb distance at center of crosswalk/3.5 feet per sec) – yellow time

- Pedestrian Clearance Intervals (FDW) for the Caltrans signals will be reviewed based on the following methodology:

FDW (sec) = (Curb-to-curb distance at center of crosswalk/3.5 feet per sec)

- Yellow intervals for all project signals will be reviewed based on the following, which is based on the California MUTCD guidance and in conformance with the City of Rohnert Park's typical timing parameters:

Minimum Yellow Clearance as per California MUTCD

Approach Speed (mph)	Yellow Interval (seconds)
25 or less	3.0
30	3.2
35	3.6
40	3.9
45	4.3
50	4.7

-
-
- Minimum greens for bicycle crossing (where a bicycle facility and/or bicycle detection is provided) for the study intersections will be reviewed based on the following methodology:

$$G_{\min} + Y + R_{\text{clear}} \geq 6 \text{ sec} + \frac{W + 6 \text{ feet}}{14.7 \text{ feet per sec}}$$

G_{\min} = Length of minimum green interval (sec)

Y = Length of yellow interval (sec)

R_{clear} = Length of red clearance interval (sec)

W = Distance from limit line to far side of last conflicting lane (ft)

Task 3.2.2 – Signal Coordination Optimization Software

Synchro modeling software (Version 7) will be used for the development of optimized signal timings for this project. Electronic Synchro files will be submitted to City of Rohnert Park and Caltrans for review.

Deliverables: Synchro Files

Task 4 – Field Observation and “Before” Study

URS will conduct field observations to locate the congestion areas and queue lengths at each study intersection. In addition, URS will conduct travel time runs for the study corridor in order to calibrate the existing condition (before study) Synchro models.

Deliverables: Field Observations and “Before” Study

Task 5 – Existing Conditions Model and Memorandum

URS will code the existing geometry, signal timing plans, and existing turning movements to the Synchro Models for weekday and weekend AM and PM peak periods. In addition, URS will calibrate the Synchro models using the travel time runs and queue observations to make sure that the Synchro models replicate the field conditions.

URS will review the traffic report developed for the new development and incorporate the projected traffic data into the model.

The Existing Condition Memo will be submitted to the City of Rohnert Park and Caltrans for reviews after the Synchro models are calibrated.

Deliverables: Existing Conditions Model and Memorandum

Task 6– Development of Recommended Timing

URS will submit a summary of the preliminary recommended signal groupings, cycle lengths and splits including the performance measures for review by City of Rohnert Park and Caltrans prior to development of the draft signal timing plans. This will allow the stakeholders to review the proposed cycle lengths prior to conducting the detailed timing analysis.

URS will develop recommended timing for a “flush plan” for the purpose of flushing traffic through the study corridors in the event of gridlock.

Deliverables: Recommended Timing Memo

Task 7– Development of Recommended Hardware and/or Software System(s)

URS will determine the software and hardware needs and provide recommendations to the City of Rohnert Park, including development of cost estimate(s).

Deliverables: Hardware and Software Upgrade Recommendations Memo

Task 8 – Implementation and Evaluation

URS will implement the optimized signal timings for all study intersection in the City of Rohnert Park and Caltrans jurisdictions. URS will implement in field optimized signal timings in presence of Rohnert Park staff or representatives and Caltrans staff at four Caltrans owned, operated and maintained traffic signals. Upon completion of fine-tuning URS will provide timing sheets to City of Rohnert Park and Caltrans.

URS will observe and fine tune the study intersections throughout the week of the Casino grand opening.

Deliverables: Timing Sheets

Task 9 – Fine Tuning of Signal Timing

After the recommended timings are implemented, URS will conduct the field observations and fine tune the signal timing as needed.

Task 10 – After Study

As part of the After Study, URS will conduct travel time runs after fine tuning the signal timing in order to evaluate the impacts of the coordinated signal timings within the study area. The “after” study memo will be submitted to the City of Rohnert Park and Caltrans for reviews.

Deliverables: “After” Study Memo

Task 11 – Develop Procurement Package for Hardware and/or Software

URS will develop a procurement package for the recommended hardware and software upgrades, and solicit quotes from contractors.

URS will prepare Caltrans encroachment permit applications for installation of hardware and/or software within Caltrans operated signal cabinets. URS will provide design support for installation of hardware and/or software.

Deliverables: Hardware and Software Procurement Package, Encroachment Permit Application

Task 12 – Develop Striping and Sign Plans for Lane Reconfiguration

URS will develop signing and striping plans for reconfiguration of lanes at the Golf Course Drive/Commerce Boulevard northbound approach, and the Golf Course Drive/Redwood Drive westbound approach.

URS will prepare Caltrans encroachment permit applications for construction within State right-of-way for the lane reconfiguration work.

Deliverables: Striping and Sign Plans, Quantities, and Construction Cost Estimate, Encroachment Permit Application

SCHEDULE

URS Corporation will provide the above services in compliance with the schedule attached on the next page. The schedule is based on the assumption that traffic data and the review deliverables will be provided in a timely manner and in accordance with the proposed schedule. Proposed schedule for the project is summarized in **Table 2**

Table 2: Project Schedule

Task	Completion Date
Field Review <i>(Before Opening)</i>	<i>Completed</i>
Analysis of Existing Conditions <i>(Before Opening)</i>	<i>Completed</i>
Draft Existing Conditions Report <i>(Before Opening)</i>	<i>Completed</i>
Final Recommendations Report <i>(Before Opening)</i>	<i>Completed</i>
Timing Sheets <i>(Before Opening)</i>	<i>Completed</i>
Implementation and Fine-Tuning <i>(Before Opening)</i>	<i>Completed</i>
<i>24-Hour Tube Counts (After Opening)</i>	<i>03/04/14</i>
<i>Intersection Counts (After Opening)</i>	<i>03/14/14</i>
<i>Field Observations and Before Study (After Opening)</i>	<i>03/18/14</i>
<i>Implementation and Fine-Tuning (After Opening)</i>	<i>04/22/14</i>
<i>After Study and Final Project Report (After Opening)</i>	<i>05/09/14</i>

BUDGET

Optimized signal timing plans will be developed for the weekday and weekend AM and PM periods for eleven study intersections. The estimated fee is as summarized in **Table 3**.

Table 3: Project Budget

Task	Description	Approved Budget	<u>Additional Cost</u>	<u>Amended Budget</u>
1	Project Management and Meetings: 3 Meetings	\$7,192	<u>\$4,250</u>	<u>\$11,442</u>
2	Signal System Field Review and Memorandum	\$7,654	<u>\$0</u>	<u>\$7,654</u>
3	Collect traffic counts	\$9,132	<u>\$2,740</u>	<u>\$11,872</u>
4	Field Observation and "Before" Study	\$21,024	<u>\$3,942</u>	<u>\$24,966</u>
5	Existing Conditions Model and Memo	\$16,914	<u>\$4,942</u>	<u>\$21,856</u>
6	Develop Recommended Timing	\$9,512	<u>\$10,324</u>	<u>\$19,836</u>
7	Develop Hardware and/or Software System	\$3,000	<u>\$0</u>	<u>\$3,000</u>
8	Timing Sheet Development and Implementation	\$13,764	<u>\$6,446</u>	<u>\$20,210</u>
9	Fine Tuning Signal	\$11,012	<u>\$4,128</u>	<u>\$15,140</u>
10	After Study	\$16,914	<u>\$1,314</u>	<u>\$18,228</u>
11	Develop Procurement Package for Hardware and/or Software	\$5,772	<u>\$2,250</u>	<u>\$8,022</u>
<u>12</u>	<u>Develop Striping and Sign Plans</u>	\$0	<u>\$15,950</u>	<u>\$15,950</u>
	TOTAL	\$121,890	<u>\$56,286</u>	<u>\$178,176</u>

*Excludes permit fees and purchase of equipment and software.