



Agenda Item No. _____

File Code No. 530.04

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: February 7, 2012

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Contract For Preliminary Design For The Las Positas Road/Cliff Drive Intersection Improvements Project

RECOMMENDATION:

That Council authorize the Public Works Director to execute a standard City Professional Services Contract with Penfield & Smith in the amount of \$63,332 for preliminary design services for the Las Positas Road/Cliff Drive Intersection Improvements Project, and authorize the Public Works Director to approve expenditures of up to \$6,333 for extra services of Penfield & Smith that may result from necessary changes in the scope of work.

DISCUSSION:

PROJECT DESCRIPTION

The Las Positas Road/Cliff Drive Intersection (Intersection) is located in the southwesterly area of the City, at the southern terminus of Las Positas Road, and is owned and operated by Caltrans. The Intersection provides residential, commercial, and recreational access to the surrounding areas, including Arroyo Burro Beach County Park, Douglas Family Preserve, Elings Park, and the Santa Barbara Waterfront.

The purpose of the Las Positas Road/Cliff Drive Intersection Improvements Project (Project) is to improve traffic operations and reduce congestion at the Intersection. The existing three-way stop-controlled intersection experiences deficient traffic operations during both the morning (AM) and evening (PM) peak hours, including recurrent congestion and queuing during the PM peak hour. The Intersection currently operates at Level of Service (LOS) F, on a scale of A (best) through F (worst), during both the AM and PM peak hours. This means the number of vehicles passing through the intersection significantly exceeds capacity, causing substantial delay and as such, it is considered deficient, based upon the City of Santa Barbara's intersection Level of Service standard of LOS C. Traffic operations at this Intersection are projected to continue to degrade without the implementation of any improvements at this location.

BACKGROUND

In 2001, to qualify for grant funding, the City initiated the preparation of a Caltrans Project Study Report (PSR), which was subsequently approved by Caltrans in 2002. The PSR evaluated two alternatives (a traffic signal and a roundabout) to improve traffic operations at the Intersection. Based on the potential operational improvements, and considering that the construction cost estimates for each alternative were similar at that time, the roundabout was considered the preferred alternative in the approved PSR.

Upon approval of the PSR in 2002, the Santa Barbara County Association of Governments recommended the Project for \$750,000 of funding (full funding at that time), which is currently programmed in the Fiscal Year 2015-2016 State Transportation Improvement Program (STIP) for the Construction phase only.

CURRENT STATUS

Since one of the proposed Project alternatives is a roundabout, the City must complete a Roundabout Report of Conceptual Approval (RRCA). The RRCA includes the conceptual roundabout design and documents the analysis necessary to determine if a roundabout is feasible at the proposed location. The completed RRCA will signal the end of the Project Development phase, and the Environmental phase can begin. The RRCA is considered necessary, irrespective of possible relinquishment of the SR 225 roadway from Caltrans to the City, because the roundabout design feasibility and associated cost estimates are updates necessary to resolve issues associated with Project costs and design alternatives.

City staff has prepared a draft RRCA working with Caltrans over the past year and a half, but has not successfully obtained Caltrans' approval. Caltrans staff recommended the City pursue a peer review process that would include a roundabout design specialist. Staff solicited proposals from six engineering consultant firms. Staff is recommending Kittelson & Associates, a firm specializing in roundabout design, as sub-consultant, to Penfield & Smith (P&S) to perform a peer review of the report and conceptual roundabout design as part of the P&S preliminary design contract. Kittelson & Associates is considered one of a few national experts in the design of roundabouts, and has worked with the regional Caltrans office successfully in this capacity. This peer review process will include close coordination with Caltrans, which is anticipated to expedite the Caltrans approval process. The recommendations from the peer review will be incorporated into the RRCA and submitted to Caltrans for approval.

Following approval of the RRCA, P&S will proceed with the preliminary design and cost estimates for the two alternatives, the traffic signal and the roundabout, which will be utilized during the Environmental phase and as the basis for the final design phase.

As stated above, the PSR approved in 2002 determined that construction of a roundabout at the Intersection would be similar in cost to the installation of a traffic signal. Therefore, the Project was programmed for \$750,000 of STIP funding for only

the Construction phase. Based upon more recent rough construction estimates for each alternative, it is expected that the roundabout alternative will cost more than the traffic signal alternative, and it is anticipated to exceed the \$750,000 STIP funding available for construction. As part of the preliminary design contract, P&S will provide updated construction cost estimates for each alternative, which will allow City staff to determine a new preferred alternative and additional construction funding, if necessary.

PRELIMINARY DESIGN PHASE CONSULTANT ENGINEERING SERVICES

Staff recommends that Council authorize the Public Works Director to execute a contract with P&S in the amount of \$69,665 for peer review and preliminary design and extra services. P&S was selected as part of a Request For Proposal (RFP) process. Consultants were rated based upon their qualifications and technical proposals. An interview was conducted with the top Consultant candidate. Based upon the proposal and interview, the Consultant was asked to provide a cost proposal to perform the work. Consultant negotiations produced a fair and reasonable price.

FUNDING

The following summarizes total Project costs, as currently estimated, for each alternative (roundabout and traffic signal):

ESTIMATED TOTAL PROJECT COST

	Roundabout	Traffic Signal
Preliminary Design (Base + Extra Services)	\$69,665	\$69,665
Final Design	\$120,000	\$80,000
Other Design Costs – Environmental Clearances, Right of Way, Staff Project Management, Public Outreach, etc.	\$200,000	\$100,000
<i>Design Subtotal</i>	\$389,665	\$249,665
Estimated Construction Contract w/Change Order Allowance	\$1,300,000	\$700,000
Estimated Construction Management/Inspection (by Contract or City)	\$200,000	\$100,000
Estimated Other Construction Costs (testing, etc.)	\$80,000	\$40,000
<i>Construction Subtotal</i>	\$1,580,000	\$840,000
TOTAL PROJECT COST	\$1,969,665	\$1,089,665

There are sufficient funds in the Streets Capital Fund, using Measure D funds, to cover the cost for preliminary design.

Project construction costs will be reevaluated after the preliminary design is completed and a preferred alternative is identified. A STIP grant in the amount of \$750,000 is available for only the Construction phase. If the roundabout alternative is recommended, staff would pursue grant funding to make up the shortfall. If additional grant funding is not available, the Project final design would be modified to match available funding. Once the available Project funding is determined, staff will return to Council to request authorization to proceed with the recommended final design.

The RRCA and preliminary design contract is scheduled to be completed within approximately six to eight months.

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SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office