



STAFF REPORT

Meeting Date: July 1, 2014
To: Honorable Mayor & City Council
From: Susan Healy Keene, AICP, Director of Community Development
David Lightner, Director of Capital Assets
Subject: North Santa Monica Boulevard Reconstruction Project
Construction Mitigation
Attachments: 1. Psomas Construction Mitigation Study Scope of Services

INTRODUCTION

This report provides a scope of services for the Psomas team to prepare additional analysis of construction scenarios for the North Santa Monica Boulevard Reconstruction project and proposed next steps.

DISCUSSION

At the May 20, 2014 Study Session, the City Council reviewed specific component details of the project in order to fully understand pre-design cost estimates for the North Santa Monica Boulevard Reconstruction Project. The Council determined that prior to commencing design, they needed to understand the approaches to traffic control and potential mitigation measures during construction. The City Council further requested that a scope of services be prepared for the Psomas team to evaluate traffic impacts, prepare cost and construction duration estimates required for the following construction scenarios:

- Complete closure of the boulevard;
- Maintain two travel lanes - one in each direction;
- Maintain three travel lanes - one in each direction, plus a third lane with direction to be determined; and
- Maintain four travel lanes - two in each direction (traffic analysis only).

After evaluating these scenarios, the Psomas Team will provide an analysis of potential mitigation measures and the level of environmental review required. Attached is the scope of services prepared by Psomas. The team includes Iteris (transportation analysis), Bonterra (environmental review) and Murow (cost analysis). The time frame to complete this study is between six and eight weeks.

The additional evaluation will provide information for the City Council to provide direction on their preferred construction scenario. This will provide the basis for developing a traffic mitigation plan for the majority of the construction project. The cost and construction schedule estimates would be further refined during the project design phase and again upon contract award. It is likely that the traffic control plan will be modified at the same time.

NEXT STEPS

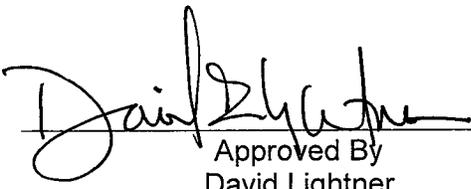
Mayor Bosse has indicated that she will appoint an ad-hoc Santa Monica Boulevard Reconstruction Committee consisting of herself and Councilmember Brien to study the project in-depth and provide recommendations to the entire City Council. Ideally, the City Council will provide direction for the Psomas Team to proceed with project design by September, 2014 as it will take approximately 14 months to complete final design and conduct the construction bidding process. This schedule would minimize conflicts with Metro's expected construction of the La Cienega station. Additionally, Proposition C local return funds that are allocated for project design, \$1.625 million, are subject to lapse on June 30, 2015. While the City can request an extension, the Los Angeles Metropolitan Transportation Authority (Metro) typically does not act until close to or after the lapsing date.

FISCAL IMPACT

The estimated cost of the construction mitigation study scope of services is \$133,540. The City's agreement with Psomas totals \$1.9 million for design services to be performed throughout the project. The agreement includes \$285,000 of "optional services" for technical support and preparation of an Environmental Impact Report (EIR). Staff proposes using these funds to cover the costs of the construction mitigation study. At this time, staff estimates the current agreement with Psomas is sufficient to cover these additional costs with the caveat that additional funding may be needed if the City Council selects a construction scenario that requires the preparation of an EIR.

RECOMMENDATION

This report is for informational purposes. No modification to the contract amount for the Psomas agreement is needed at this time.

 _____ Approved By Susan Healy Keene, AICP	 _____ Approved By David Lightner
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Attachment 1

Mr. Aaron Kunz
CITY OF BEVERLY HILLS
455 North Rexford Drive
Beverly Hills, CA 90210

**Subject: Proposal for Construction Mitigation Study Scope of Services
North Santa Monica Blvd Reconstruction Project
City of Beverly Hills
Beverly Hills, California
Psomas Project Number 1BEV041000**

Dear Aaron:

Psomas is pleased to submit this proposal for Construction Mitigation study scope of services for the subject project. Based on the information requested at the City Council meeting study session on May 20, 2014, we have developed the attached Scope of Services to meet the project requirements, as we understand them.

The following exhibits are attached herewith:

- Exhibit "A" – Scope of Services
- Schedule "A" – Fee Schedule

We look forward to working with you on this important project.

Sincerely,
PSOMAS



Jeff Chess, P.E., ENV SP
Vice President / Associate

Enclosure

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**EXHIBIT "A"
SCOPE OF SERVICES
CITY OF BEVERLY HILLS
NORTH SANTA MONICA BLVD RECONSTRUCTION PROJECT
CONSTRUCTION MITIGATION STUDY SCOPE OF SERVICES
PSOMAS PROJECT NUMBER 1BEV041000**

Scope of Services

In the May 20, 2014 City Council Study Session, Council requested Staff to investigate additional lane closure configurations for Council consideration relating to the North Santa Monica Boulevard Reconstruction Project. The Psomas team shall prepare additional predesign cost estimates, project schedules, traffic analysis, and preliminary environmental (CEQA) review as indicated in the table below.

Lane Closure Configuration	Prepare cost estimate and schedule	Perform preliminary CEQA evaluation	Prepare Transportation analysis
Close all lanes	Included in this scope	Included in this scope	Included in this scope
Maintain two travel lanes – one in each direction	Included in this scope	Included in this scope	Included in this scope
Maintain 3 travel lanes – one in each direction plus a third lane with direction to be determined	Included in this scope	Included in this scope	Included in this scope
Maintain four travel lanes – two in each direction	Completed	Completed	Included in this scope

Cost Estimates and Schedule

Cost Estimates shall be developed for each scenario utilizing the quantitative data collected in the previously completed scenarios. Updates to the estimates shall be based on the closure and phasing scenario(s). It is anticipated that the changes in cost items will be predominantly schedule driven including general conditions, traffic control, escalation, etc. Scenarios shall also be analyzed for double shifts, off peak work hours, and night work including local noise and security mitigation provisions.

Preliminary CEQA Evaluation

Based on review of the construction impacts related to each scenario, with the support of our environmental sub-consultant, we shall perform a preliminary evaluation the characteristics of a project and its potential for significant environmental effects. Based on the initial screening we shall consult with the City Staff and advise regarding CEQA requirements for each scenario. CEQA findings may vary for each scenario including Categorical Exemption (CE), Negative Declaration including Mitigated Negative Declaration (ND/MND), or Environmental Impact Report (EIR). Preparation of any CEQA documents listed herein is not part of this scope of work. However, document preparation and approval periods shall be considered in the construction costs estimates and schedules to be prepared.

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Transportation Analysis

Refine Travel Demand Forecasting Tool

Utilize the SCAG Regional Travel Demand Forecasting Model to identify how traffic will potentially be rerouted and redistributed throughout the study area as a result of the NSMB street closures during construction. The model will need to be modified to provide a greater level of detail in the vicinity of the project, since it is a regional model. This will entail the following steps:

- Add network detail in project vicinity – based on our review of the current network in the SCAG model, additional collector streets and some parallel local streets in the Beverly Hills area will be added to the network (e.g. Whittier Drive, Carmelita Avenue) so that diversions to such streets can be forecast. The lane configurations and speeds on roadways in the project vicinity will be reviewed to make sure they are accurate.
- Disaggregate (split) Traffic Analysis Zones (TAZs) to improve assignment if necessary – The TAZ system will be reviewed to improve the traffic assignment to the more detailed roadway network.
- Validate model assigned traffic volumes on key Beverly Hills streets – The model will be executed for existing conditions and the forecast volumes will be checked against existing conditions. Validate the model based on standard FHWA validation guidelines.
- Conduct AM and PM peak hour model runs for Existing Conditions – Once validated, the model will be run for AM and PM peak hour conditions and volumes, speeds and levels of service quantified on roadway links in the project area. We anticipate focusing on roadways within the area bounded by Beverly Glen on the west, Sunset Boulevard on the north, La Cienega Boulevard on the east and Pico Boulevard on the south.

Code Construction Alternatives

Meet with Beverly Hills staff to confirm the details of each of the construction scenario alternatives that are to be modeled. This will include, at a minimum, such items as: the roadway segments of NSMB to be closed, the north-south cross streets to be closed and/or remain open, where turn restrictions will be in place, if lanes are to remain open on NSMB, how many and where will turns be allowed at cross streets. It is anticipated that the following five (5) alternatives will be coded into the network:

- North Santa Monica Blvd Two Lanes per Direction, No Left Turns

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- North Santa Monica Blvd One Lane per Direction, No Left Turns
- North Santa Monica Blvd Closed between Doheny and Wilshire Blvd
- North Santa Monica Blvd Closed in segments to be determined (up to three)
- North Santa Monica Blvd Two Lanes one Direction, One Lane other Direction (directionality of lanes to be determined following further discussion)

Model Five Alternatives

Model the five alternatives to identify where traffic diversion will occur and to quantify the volume of traffic diverted and the impacts of such diversions. Thresholds of significance for identification of traffic impacts will be developed in advance with the City of Beverly Hills. Since these will be temporary impacts which will only happen during the construction period, the City may choose to relax its standard traffic impact criteria. The following data will be forecast for each scenario:

- AM and PM peak hour volume redistribution; absolute and percentage changes
- AM and PM peak hour link levels of service (Note: We will not be forecasting intersection turning movement volumes or calculate levels of service-- LOS)
- AM and PM peak hour diversions to residential streets
- Daily traffic volume increases on streets with diverted traffic – estimated based on the percentage increases in volumes in the peak hours

Identify for each scenario, where significant traffic impacts would be expected to occur for the duration of the construction scenario. We can also quantify performance statistics, such as vehicle miles of travel (VMT) or vehicle hours of travel (VHT) that might be desired for analysis of other impacts, such as greenhouse gas emissions.

Identify and Quantify Effects of Potential Mitigation Measures

Identify the types of traffic mitigation measures that could be considered by the City of Beverly Hills, working in conjunction with adjacent jurisdictions, to reduce the temporary traffic impacts during construction. It is anticipated that the measure may include, although not limited to, the following:

- Arterial Streets – curb parking prohibitions, restriping, lane reconfigurations, ITS
- Residential Streets – Turn prohibitions, barriers to preclude intrusion
- Advanced Traffic Management Systems/Traveler Information Systems/Electronic Message Signs

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- Preservation of North-South access across the boulevard

Working with City staff, we will develop a set of mitigation measures for each construction scenario and will code the measures into the travel demand forecasting model. It is also anticipated that one of the mitigation measures may be modifications the construction scenarios themselves. For example, the Fourth Alternative could be broken up into different phases. Re-run the model for each scenario with the proposed mitigation measures in place to see how the traffic diversions are redistributed and how and potential temporary capacity enhancements on parallel streets (e.g., additional lanes created via parking prohibitions) mitigate the forecast congestion impacts.

Traffic Impacts Memorandum

A memorandum will be prepared documenting the potential traffic impacts associated with the alternative construction scenarios and the potential to mitigate each scenario's impacts. The memo will be written with the intention that it could be used in the environmental document for the NSMB Reconstruction Project.

Meetings and Coordination

Psomas shall conduct meetings with staff and the consultant team, and manage and coordinate the efforts described herein. Coordinate work produced by the project team including necessary calculations, computer models, presentation materials, meeting notes, meeting minutes, reports, and graphics. Assist staff in preparation of reports/packets for Council, attend Council meetings, and present technical data as required.

Deliverables

Deliverable shall include a technical memorandum identifying and describing each of the above scenarios in narrative and graphic form with the detailed schedule, estimate, preliminary CEQA evaluation narrative, and traffic impact documentation. Psomas shall coordinate with Staff to develop appropriate presentation materials for City Council including supplemental graphics, boards, and Power Point presentation.

Exclusions

- Topographic Design Survey
- Design Services
- Geotechnical Studies
- Legal descriptions, government fees, permits and assessments
- Preparation and approval of plans for work within the public right-of-way

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- Construction staking
- Water quality monitoring
- Assembly, advertisement, and distribution of bid package
- Design for construction or relocation of Campus Backbone utilities
- Processing plans through any agency.
- Permit Fees
- Subsurface utility mapping and/or detection
- Utility systems capacity analysis.
- SWPPP Monitoring
- SWPPP preparation, processing, or review

Assumptions

- Changes in scope, following Client approval, precipitated by the owner will be addressed for an additional fee.
- The effort described herein will require preparation/attendance for up to three public meetings.
- If required, traffic engineering consulting and signed/stamped signage and striping plans shall be prepared by others, under contract directly with City of Beverly Hills, reflective of the project's traffic requirements and shall be provided to Psomas for use.

**SCHEDULE "A"
 FEE SCHEDULE
 CITY OF BEVERLY HILLS
 NORTH SANTA MONICA BLVD RECONSTRUCTION PROJECT
 CONSTRUCTION MITIGATION STUDY SCOPE OF SERVICES
 PSOMAS PROJECT NUMBER 1BEV041000**

Client agrees to pay Consultant fixed fee compensation for the professional services described in *Exhibit "A"* in accordance with the following schedule:

DESCRIPTION	FEE
Cost and Schedule (Fixed Fee)	\$ 18,000
Preliminary CEQA Evaluation (Fixed Fee)	\$ 12,000
Transportation Analysis (Fixed Fee)	
- Refine Travel Demand Forecasting Tool	\$ 12,900
- Code Construction Alternatives	\$ 13,960
- Model Five Alternatives	\$ 16,280
- Identify and Quantify Effects of Potential Mitigation Measures	\$ 21,680
- Traffic Impacts Memorandum	\$ 10,720
Management & Coordination (Fixed Fee)	\$ 28,000
TOTAL	\$ 133,540

The above-mentioned fee is based on our new *Fee Schedule* effective through June 30, 2014. Increases in the *Fee Schedule* will be applied as a percentage increase to all remaining compensation.

Services will be performed in accordance with the provisions of our current agreement of which *Exhibit "A"* and *Schedule "A"* shall become a part.