

**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

FROM: Yugal K. Lall, City Engineer/Public Works Director 

DATE: March 4, 2008 (CC Meeting of 03/19/08)

SUBJECT: Consider Selection of a Consultant to Prepare Construction Plans, Specifications and Cost Estimate (PS&E) for the Princeton Avenue Widening Project (Project 8012) and a Resolution Amending the Fiscal Year 2007/08 Budget for Said Project

DISCUSSION

A. Background and Overview

On January 16, 2008, the City Council received and considered a report regarding the status of design and right-of-way acquisition efforts for Project 8012: the widening and realignment of Princeton Avenue west of Condor Drive (see map: Attachment 1). In that report staff mentioned that work was proceeding on efforts necessary to retain a civil engineering firm to prepare construction plans, specifications and cost estimate (PS&E) for the project. This report recommends selection of an engineering consultant firm to undertake that effort.

B. Current Project Status

1. **Environmental Document:** A Mitigated Negative Declaration/Environmental Assessment for the subject project, was approved by the City Council in May 1999.
2. **Right-of-Way Acquisition:** The initial design identified 38 parcels where additional right-of-way would be required. To date, 26 of those parcels have been acquired. Acquisition of the remaining parcels have been put on hold pending determination of the revised right-of-way needs to be identified by the re-design.

3. **Initial Design:** The initial project design is summarized as follows:

- Increase the width of the street right-of-way from 50' to 88' in order to allow for the possible future widening of to street to 4 travel lanes, should the City ever determine that action to be necessary. A description of the cross-section for that possible future project is as follows:

Description	Width (ft)
Four 12' wide travel lanes	48
Center median	14
Two 8' paved shoulders (Bike Lanes)	16
Two 5' sidewalks	10
	88

- Widen and realign the street to provide the following improvements within that 88' right-of-way corridor:

Description	Width (ft)
Two 12' wide travel lanes	24
Center median	14
Two 8' paved shoulders (Bike Lanes)	16
Two 17' wide dirt shoulders beyond the edge of pavement	34
	88

C. Redesign: Revised Project Scope and Requirements

East End: The design for the north side of the street at the east end of the project includes the construction of large and expensive retaining walls, driveways and other improvements required to accommodate and protect certain residential properties and structures. During the development of the initial design it was determined that the foundations for the structures on the hillside on the north side of the road were substandard, and that the pile driving required to construct the planned retaining walls would likely cause severe property damage. For that reason, it was decided to proceed with a full take of all of the properties on the north side of the street, east of the freeway bridges. Accordingly, the design for the north-side improvements in this area is now obsolete. It is anticipated that the need for retaining walls and related improvement is now much less than that called for in the initial design. It is anticipated, therefore, that a redesign for these project components will result in a net savings in total project costs.

West End: The City was unable to reach agreement regarding property value, with the owners of certain properties on the north side of the street at the west end of the project. A re-evaluation of project needs and requirements showed that the project could very likely be constructed within the current right-of-way if the City was to delete the two 17' wide dirt shoulders within the 88' wide right-of-way corridor required by the design concept approved by the City Council. The anticipated redesign would move the road to the south and have an approximate two foot unpaved shoulder for the north, and curbs, gutters, sidewalk, and a landscape

easement on the south. In the event the City desired to construct four travel lanes in the future, additional right-of-way on the north would be needed.

Redesign: For the above reasons, staff is recommending that new plans and specifications be prepared which adequately address current project restraints and requirements.

A description of the proposed project requirements for the re-design is attached as Attachment 2. Cross sections for the Initial design and the proposed revised project are shown on Attachment 3.

D. Request for Proposals & Responses

A Request for Proposals (RFP) for conceptual design, and final project design and specifications was prepared and provided to the following civil engineering design firms:

- Tetra Tech
- Penfield & Smith; and
- Parsons Group.

Proposals were received from Penfield & Smith and from the Parsons Group.

E. Evaluation and Recommended Selection

Staff reviewed and evaluated the two proposals received. It was the determination of staff that the proposal submitted by Penfield & Smith best met the needs of the City.

The negotiated fee for the services to be provided is \$279,148. It is recommended below that this firm be retained to prepare the revised project design.

F. Schedule

Date	Milestone
04/15/2008	Design Kick-off
10/01/2008	Design concept completed / R-O-W needs known
04/01/2009	Design completed
06/01/2009	Right-of-Way acquisition completed
06/01/2009	Approve Design / Advertise for Bids
09/01/2009	Start construction

FISCAL IMPACT

1. **Estimated Project Cost Summary.** An estimate of total project costs is as follows:

Element	Total
Design	\$ 500,000.00
Relocation	\$ 22,900.00
Right-of-Way	\$ 1,500,000.00
Construction	\$ 2,000,000.00
Inspection	\$ 200,000.00
Estimated Total	\$ 4,222,900.00

2. **FY 07/08 Budget.** A re-cap of the FY 2007/08 Budget for this project is as follows:

Description	Prior Years Expenses (\$)	Current FY 07/08 Budget (\$)	Total Appropriations (\$)
Design	257,738	136,509	394,247
Relocation	22,900	0	22,900
Right-of-Way	846,611	674,389	1,521,000
Construction	0	0	0
Inspection	0	0	0
Total	1,127,249	810,898	1,938,147

3. **Budget Amendment.** Attached is a Resolution (Attachment 4) amending the FY 2007/08 Budget to fully fund projected design costs. That Resolution is summarized as follows:

Description	Current FY 07/08 Budget (\$)	Proposed Change (\$)	Proposed Revised FY 07/08 Budget (\$)
Design	136,509	150,000	286,509
Relocation	0	0	0
Right-of-Way	674,389	0	674,389
Construction	0	0	0
Inspection	0	0	0
Total	810,898	150,000	960,898

4. **Total Revised Appropriations:** If the attached Resolution is adopted, the total appropriations to date for this project will be as follows:

Description	Prior Years Expenses (\$)	Revised FY 07/08 Budget (\$)	Total Appropriations (\$)
Design	257,738	286,509	544,247
Relocation	22,900	0	22,900
Right-of-Way	846,611	674,389	1,521,000
Construction	0	0	0
Inspection	0	0	0
Total	1,127,249	960,898	2,065,247

5. **Funding Source:** The funding source for this project is Fund 2501: Los Angeles Avenue AOC Fund.

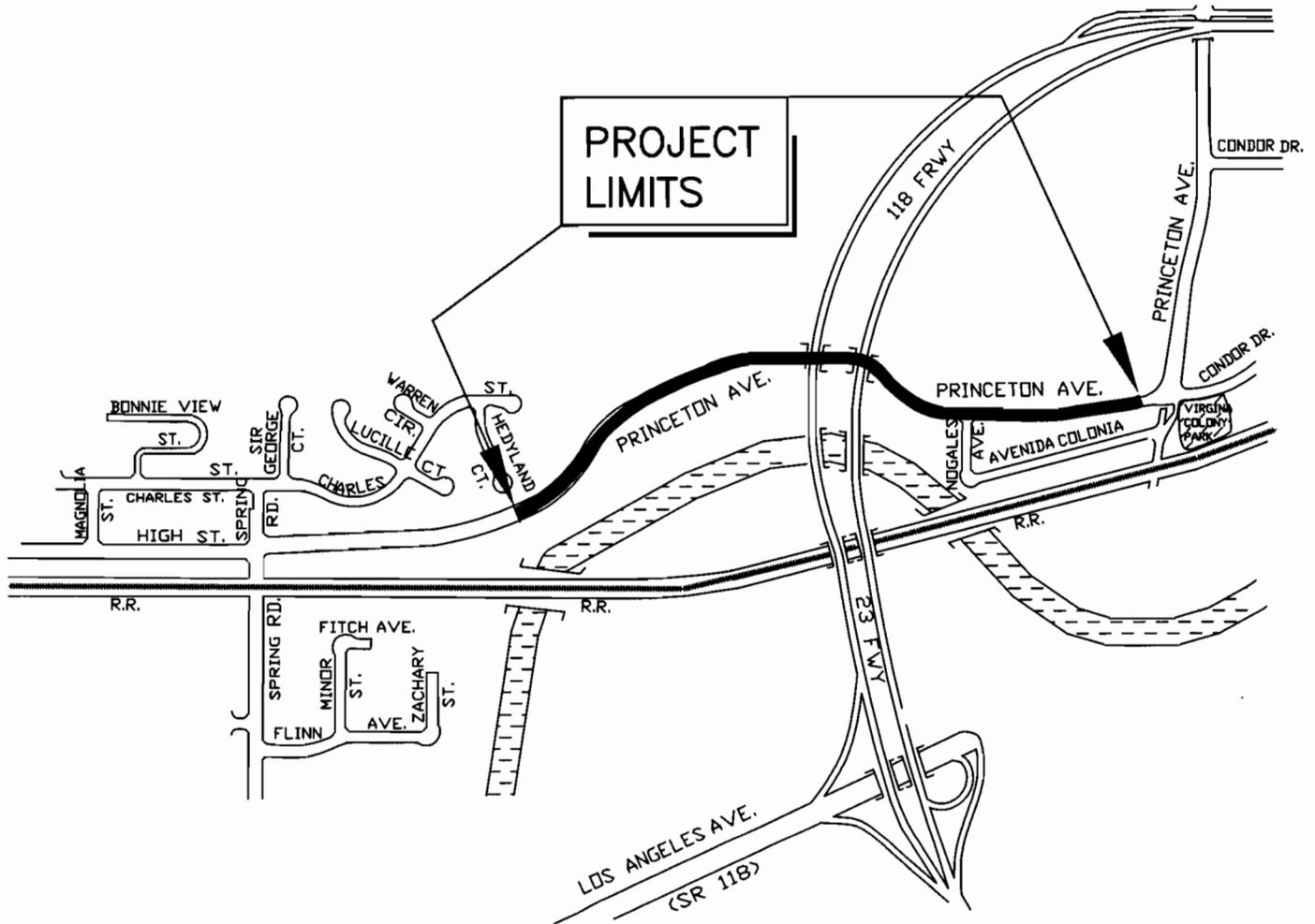
STAFF RECOMMENDATIONS (Roll Call Vote)

1. Approve selection of Penfield & Smith to prepare conceptual design, construction plans, specifications and cost estimate for the subject project.
2. Authorize the City Manager to sign necessary contract documents.
3. Adopt Resolution No. _____ amending the Budget for the subject project.

ATTACHMENTS:

- 1 Location Map
- 2 Project Scope and Requirements
- 3 Cross Sections
- 4 Resolution

ATTACHMENT 1



VICINITY MAP

N.T.S.

000150

Re-Design: Project Scope and Requirements

1. West of Nogales Avenue: For the roadway segment between the westerly limits of the project and Nogales Avenue, the roadway shall be "shifted" to the south (into the 17' wide dirt shoulder provided for in the Prior Design). The revised roadway cross section and design elements for this segment shall include the following:
 - New design for an eight feet (8') wide sidewalk on the south side of the street (back of walk to be at the R-O-W line);
 - Provisions for street lights and utility pole relocations into the new south side sidewalk, in a manner which fully addresses ADA requirements;
 - Provisions for a five feet (5') wide landscape easement south of the south R-O-W line, for certain given segments as described in Attachment 2;
 - Redesign of the south side retaining walls required to be relocated same to the south line of the landscape easements, for those segments to have landscape easements (Note: South face of the retaining walls shall be at the south line of the landscape easement);
 - New design for a six feet (6') high block wall to be constructed on top of the retaining wall;
 - New design for parkway landscaping and irrigation in the parkway landscape easements;
 - New design for curb and gutter on the south side [curb face to be eight feet (8') north of the south street R-O-W line] with proper gutter flow line elevations;
 - Redesign of the storm drains and addition of south side catch basins, as required;
 - Relocation of the roadway centerline nine feet (9') to the south (see Attachment 3);
 - Redesign of roadway pavement elevations required to accommodate centerline shift to the south and gutter flow line elevations;
 - Revised roadway cross-section:
 - 8' sidewalk (south side)
 - 8' paved shoulder
 - 12' EB lane
 - 14', paved median
 - 12' WB lane
 - 8' paved shoulder
 - No sidewalk on north side; and
 - North side edge of pavement shall be 62' north of the south R-O-W line;
 - The paved median shall be stripped to accommodate left-turn ingress and egress from/to properties on both sides of the street;
 - Elimination of soil-nailed walls on the north side of the street, to the fullest extent possible;
 - Note: The north side edge of pavement will be twenty-six feet (26') south of the north side R-O-W line. [Again, in that said rights may not be needed, the City may not acquire certain rights-of-way from north side properties at the west end of the project.]
 - Redesign of the north side dirt drainage swales, as necessary;
 - Redesign of any north side culvert inlets, as necessary;
 - Redesign of north side driveway approaches, as required;
 - Note: In that the Revised Project may not impact the existing toe of slope on the north side of the street, little or no driveway improvements or modification may be necessary.

2. East of Nogales Avenue: For the roadway segment between Nogales Avenue and the easterly limits of the project, the roadway shall be "shifted" to the south (into the 17' wide dirt shoulder provided for in the Prior Design). The revised roadway cross section and design elements for this segment shall include the following:
- New design for an eight feet (8') wide sidewalk on the south side of the street (back of walk to be at the R-O-W line);
 - Provisions for street lights and utility pole relocations into the new south side sidewalk, in a manner which fully addresses ADA requirements;
 - New design for driveway aprons where required (ADA compatible);
 - New design for curb and gutter on the south side [curb face to be eight feet (8') north of the south street R-O-W line] with proper gutter flow line elevations;
 - Redesign of the storm drains and addition of south side catch basins, as required;
 - Relocation of the roadway centerline nine feet (9') to the south (see Attachment 3);
 - Redesign of roadway pavement elevations required to accommodate centerline shift to the south and gutter flow line elevations;
 - Roadway design shall be mindful for the City's intent to require the construction (by a land developer) of a new traffic signal at the Nogales Avenue intersection;
 - Revised roadway cross-section:
 - 8' sidewalk (south side);
 - 8' paved shoulder;
 - 12' EB lane
 - 14' to 13' wide, paved median, striped to allow left-turn ingress and egress into driveways (13' wide median is required at the east end where existing curb, gutter and sidewalk is to remain);
 - 12' WB lane #1;
 - 12' WB lane #2

Notes: 1. The #2 WB lane shall extend to a point approximately 200' west of Nogales to provide for an acceleration lane from the future signalized intersection.

2. The design element amends the design parameters set forth in Section B.

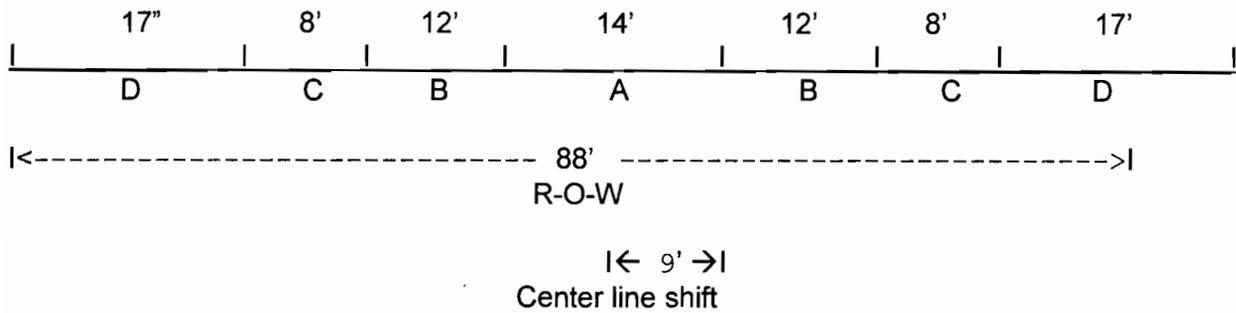
 - 5' north side sidewalk (west of existing sidewalk); and
 - 10' at back of sidewalk

Notes: 1. The existing north side sidewalk, curb and gutter shall remain.

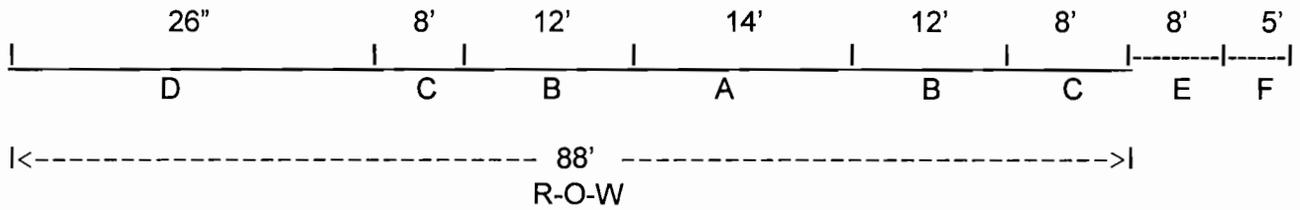
2. The existing curb face is 15' south of the north R-O-W line.

3. The sidewalk in this area is wider than 5' feet (i.e. the R-O-W north of the back of the sidewalk in this area is less than 10' wide.
 - The paved median shall be stripped to accommodate left-turn ingress and egress from/to properties on the south sides of the street;
 - A left-turn pocket shall be provided for left-turn staging for westbound traffic approaching Nogales Avenue;
 - Deletion of all driveways, and related improvements, on the north side of the street, in that area between the east limits and the freeway bridges (Note: all existing structures on the north side in this area are to be removed);
 - Redesign of soil-nailed walls (and/or retaining walls) on the north side of the street, between the east limit and the freeway bridges, as required;
 - Redesign of any north side culvert inlets, as necessary, including the addition of curbface inlets, if any;

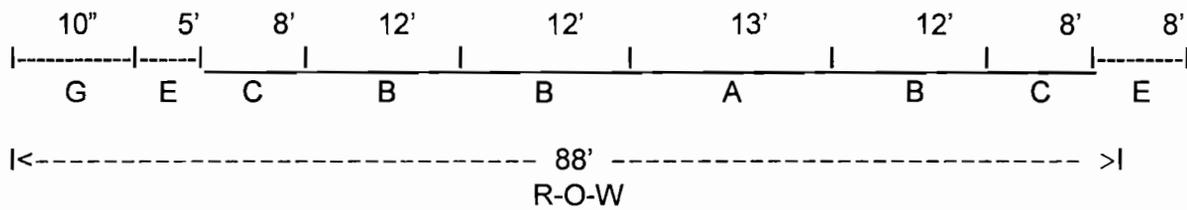
Prior Design Cross-Section (looking east)



Revised Project West of Nogales Cross-Section (looking east)



Revised Project East of Nogales Cross-Section (looking east)



Key

- | | |
|------------------|----------------------|
| A Paved Median | E Sidewalk |
| B Travel Lane | F Landscape Easement |
| C Paved Shoulder | G Back of Walk |
| D Dirt Shoulder | |

Scale" 1" = 15

RESOLUTION NO. 2008-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOORPARK, CALIFORNIA, AMENDING THE FISCAL YEAR 2007/08 BUDGET TO APPROPRIATE ADDITIONAL FUNDS FOR PROJECT 8012: PRINCETON AVENUE WIDENING PROJECT [L. A. AVE. AOC FUND (FUND 2501)]

WHEREAS, on June 20, 2007, the City Council adopted the Budget for Fiscal Year 2007/08; and

WHEREAS, a staff report has been presented to the City Council requesting budget adjustments in the aggregate amount of \$150,000; and

WHEREAS, Exhibit "A", attached hereto and made a part hereof, describes said budget amendments and their resultant impacts to the budget line item(s).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOORPARK DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That a Budget amendment in the aggregate increase of \$150,000, as more particularly described in Exhibit "A", is hereby approved.

SECTION 2. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED AND ADOPTED this 19th day of March 2008.

Patrick Hunter, Mayor

ATTEST:

Deborah S. Traffenstedt, City Clerk

Attachment: Exhibit "A" – Budget Amendment Detail

EXHIBIT "A"

**BUDGET AMENDMENT FOR
Project 8012: Princeton Avenue Widening Project
FY 2007-2008**

FUND ALLOCATION FROM:

Fund	Account Number	Amount
Los Angeles Ave. AOC	2501-5500	\$ 150,000
Total		\$ 150,000

DISTRIBUTION OF APPROPRIATION TO EXPENSE ACCOUNTS:

Account Number	Current Budget	Revision	Amended Budget
2501-8310-8012-9601: Design	\$ 136,509	\$ 150,000	\$ 286,509
2501-8310-8012-9609: Relocation	\$ -	\$ -	\$ -
2501-8310-8012-9610: Right-of-Way	\$ 674,389	\$ -	\$ 674,389
Total	\$ 810,898	\$ 150,000	\$ 960,898

Approved as to Form: *JR*