Attachment
MRCA Item V(d)
October 7, 2009

Mountains Recreation & Conservation Authority
SEP 28 2009

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September 24, 2009

Ms. Lisa Soghor
Mountains Recreation and Conservation Authority
Los Angeles River Center and Gardens
570 West Avenue Twenty-six, Suite 100
Los Angeles, California 90065

LLG REFERENCE: 1-083771-1

SUBJECT: **Attached *Revised* Contract Amendment No. 1 Request Form for the King Gillette Ranch Project**
Calabasas area of unincorporated Los Angeles County

Dear Ms. Soghor:

As discussed with April Winecki of Dudek, enclosed please find the *Revised* Contract Amendment Request (No. 1) related to the proposed King Gillette Ranch project located in the Calabasas area of unincorporated Los Angeles County. The Contract Amendment is needed due to updates to the traffic analysis methodologies and additional work tasks that were not included as part of our original proposal letter of August 18, 2008. Our original contract corresponded to an initial authorization of $29,600.00. Based on the Scope of Work contained in our original proposal, quantitative weekday AM and PM peak hour traffic impact analysis of up to eight study intersections was included pursuant to the Los Angeles County Department of Public Works traffic impact study guidelines.

This amendment request pertains to updates in the traffic analysis methodologies, coordination and review of the Southern California Association of Governments (SCAG) traffic model data forecasts, quantitative weekday AM/PM and Saturday Mid-day peak hour street segment level of service analysis, quantitative weekend Mid-day peak hour intersection level of service analysis, weekday and weekend project trip generation analysis for two project alternatives, and additional analyses required due to recent changes to the proposed project and alternative projects descriptions. In addition, we have structured this contract amendment to include the above mentioned out-of-scope work tasks (Part A), consultation and support during the project's MND/public review process (Part B), as well as review and design support of the potential Las Virgenes Road site access connection (Part C), based on our recent coordination with April Winecki.

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William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
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LINSCOTT LAW & GREENSPAN engineers

Summary of Contract Amendment Request No. 1 (Part A: Additional Analyses)

- Updates in Traffic Analysis Methodologies and Study Locations
  Since the project site is located within the unincorporated area of Los Angeles County, the Scope of Work contained in our original proposal assumed that the County of Los Angeles would be the Lead Agency for this project and therefore the traffic impact analysis would follow the Los Angeles County Department of Public Works' traffic impact analysis procedures (i.e., would utilize the Intersection Capacity Utilization (ICU) methodology for the traffic analysis). Based on subsequent coordination with the project team, it is our understanding that approval of the proposed King Gillette Ranch project would instead be provided jointly by the National Park Service (NPS), the California Department of Parks and Recreation (CDPR), the Santa Monica Mountains Conservancy (SMMC) and the Mountains Recreation and Conservation Authority (MRCA). Therefore, use of the Los Angeles County's ICU method would not be required.

  Based on our review of the previously approved Santa Monica Mountains National Recreation Area (SMMNRA) Final General Management Plan (GMP) and Environmental Impact Statement (EIS), which included the project site, LLG subsequently recommended that the operational methodologies as contained in the 2000 Highway Capacity Manual (HCM) be utilized in order to maintain consistency between all documents. Further, based on the review of the SMMNRA document, it was also LLG's recommendation that the traffic study analysis locations be expanded to include seven study street segments and two study intersections. In order to properly analyze these study locations, the following operational methodologies from the HCM have been employed:

  1. Two-Lane Highway Method
  2. Multilane Highway Method
  3. Signalized Intersection Method
  4. Unsignalized Intersection Method

  As part of the methodology updates, LLG needed to conduct additional field reviews in order to document and verify the specific elements needed to analyze the study locations using the above HCM operational methods.

  The consultation fee for the updates pertaining to the traffic analysis methodologies and study locations totals $8,000.00.

- Review and Analysis of the SCAG Travel Demand Model Data Forecasts
  Due to the long-term projection year, LLG expended additional coordination and consultation time with the Southern California Association of Governments (SCAG) regarding their computerized travel demand model data. Specifically, in order to produce a defensible analysis for the future long-term conditions as well as provide consistency with the prior studies, LLG opted to obtain the latest weekday daily, AM and PM peak period traffic model data forecasts for both the existing year as well as year 2035 conditions. While the horizon year of 2029 was determined for analysis purposes by the project team, LLG obtained the year 2035 model data so as to determine the appropriate long-term growth rate. LLG subsequently analyzed the SCAG traffic model data for the various weekday daily, AM, and PM peak periods to determine the appropriate traffic volume growth factors for use in the traffic impact study.

  The consultation fee for the review and analysis of the SCAG travel demand model data totals roughly $3,000.00.

- Additional 24-Hour Automatic Traffic Counts and Quantitative Street Segment Level of Service Analysis
  LLG oversaw the conduct of the additional 24-hour automatic traffic counts at the study street segments for one weekday and one weekend day. Pursuant to the review of the approved SMMNRA document, LLG also prepared weekday AM, weekday PM, and Saturday Mid-day peak hour level of service calculations for the seven study street segments. Level of Service (LOS) calculations have been prepared for the existing conditions, year 2029 without project conditions, and year 2029 with project conditions.

  Assess the impact of the project based on the results of the weekday AM, weekday PM, and Saturday Mid-day peak hour street segment analyses and application of the significance criteria utilized in the SMMNRA document. Based on this assessment, determine which study street segments (if any) will require improvements to mitigate potential traffic impacts associated with the proposed project to less than significance levels.

  The consultation fee for the additional traffic counts and the quantitative street segment level of service analysis totals $7,500.00.

- Weekend Intersection Level of Service Analysis
  Prepare the Saturday Mid-day peak hour intersection level of service calculations for the two study intersections. Level of service calculations have been prepared for the existing conditions, year 2029 without project conditions, and year 2029 with project conditions. Incorporate the impact analysis and overall results of the weekend intersection analysis into the traffic impact study.

The consultation fee for the weekend intersection level of service analysis totals $1,500.00.

- Alternative 3 and 4 Projects Trip Generation Analyses
  Prepare trip generation forecasts for the Alternative 3 Project (Low Density Use Alternative) and the Alternative 4 Project (High Density Use Alternative). Trip generation forecasts were prepared for a typical weekday over a 24-hour period, as well as for the commuter AM and PM peak hours utilizing the ITE *Trip Generation* publication. In addition, trip generation forecasts were also prepared for a typical weekend over a 24-hour period as well as for the weekend mid-day peak hour conditions. Submit the trip generation forecasts for the alternative projects to the project team.

  Based on the results of the Alternative 3 and 4 Projects trip generation forecasts, provide a comparison to the trip generation forecasts for the proposed project.

  The consultation fee for the Alternative 3 and 4 Projects trip generation analyses totals $2,500.00.

- Project Description and Project Alternatives Description Updates
  Based on our recent coordination with the project team, we have started updating the traffic impact analysis to reflect the project and project alternatives description updates. This contract amendment request includes one comprehensive round of analysis updates, including revisions to the following tasks:

  - Project trip generation forecasts and assignment
  - Street segment LOS calculations updates and impact assessment
  - Intersection LOS calculations updates and impact assessment
  - Congestion Management Program roadway impact analysis updates
  - Alternative 3 and 4 Projects trip generation updates
  - Appropriate traffic study report text, tables, and figures updates

  The consultation fee for the project and project alternatives description updates totals $7,000.00.

Summary of Contract Amendment Request No. 1 (Part B: MND/Public Review Consultation)

- Construction Traffic Review
  Obtain from the project team a description of the anticipated construction-related activities during each phase of construction (i.e., grading, material export, structure construction, etc.). In addition, obtain information regarding

trucks (i.e., type, size, number, frequency, etc.), as well as the construction workers (i.e., number of workers, shift times, schedules, etc.).

Prepare a trip generation forecast of construction traffic related to the development of the proposed project. Compare the construction traffic to the project traffic generation.

Assess the impacts of the construction traffic based on the construction traffic trip generation forecast, schedule of construction activities, etc. It should be noted that this contract amendment assumes that preparation of Level of Service calculations at the analysis locations to determine potential impacts during construction will not be required. Should additional analyses be requested, an amendment to our contract will be necessary.

A budget of $2,000 is requested to cover the construction traffic review.

- Consultation Related to the Draft MND
  Review the Draft MND Traffic and Circulation Section and provide comments to the project team. This task includes one complete review of the Draft MND Traffic and Circulation Section (i.e., the initial draft).

  A budget of $1,400 is requested to cover the Draft MND review.

- Response to Comments/Final MND Support
  Coordinate with the environmental consultant in obtaining a response to comments template. It is assumed that the template will include copies of all of the comment letters received as of the close of the public comment period and that each comment letter/individual comment will be numbered and allocated to each area of discipline (e.g., to traffic and transportation).

  Review the comment letters and individual comments associated with traffic and transportation issues. Prepare written responses to those comments included in the traffic and transportation discipline and forward to the project team for incorporation into the Final MND. Please note that this work effort cannot be adequately defined until the number and scope of comments have been reviewed. For budgeting purposes, we have assumed approximately 10 hours of Principal Engineer time plus time for support staff for this task. Should the number of comments be extensive and require additional consultation, an amendment to our contract will be necessary.

  A budget of $3,000 is requested to cover the response to comments and final MND support.

- Attendance at Public Hearings Related to the MND
  This contract amendment includes preparation for and attendance at up to two (2) public hearings and/or community meetings. We would be pleased to provide additional public hearing representation, if requested. An amendment to our contract would be provided for your approval prior to providing any additional public hearing support.

  A budget of $4,000 is requested to cover representation at the public.

Summary of Contract Amendment Request No. 1 (Part C: Review and Design Support of Potential Las Virgenes Road Site Access Connection)

- Review of Las Virgenes Road Site Access Connection
  Coordinate with the project team (i.e., RBF Consulting) to review potential project access via Las Virgenes Road, south of Mulholland Highway. Obtain and review any available concept plan(s) from the project team. Based on the future traffic volume forecasts and other roadway factors (e.g., roadway alignment, visibility/sight distance, speed limits, etc.), provide recommendation to the project team with respect to any potential driveway turn restrictions and/or one-way only operations. As the extent of the consultation is not known at this time, we have assumed approximately eight hours of Principal Engineer time and eight hours of Senior Transportation Engineer time for this task. Should the review and design support be extensive and require additional consultation, an amendment to our contract will be necessary.

  A budget of $3,500 is requested to cover the review and design support of the potential Las Virgenes Road site access connection.

In summary, LLG Engineers requests authorization of an additional $43,400.00 to cover consultation fees associated with the above out-of-scope consultation. Therefore, with approval of this Contract Amendment No. 1, LLG Engineers' budget would increase to $73,000.00. It should be noted that it may be necessary to amend our contract in the future related to other work items not foreseen in this contract amendment request. A detailed breakdown of work effort by tasks is listed below:

Part A:	Additional Analyses	$29,500.00
Part B:	MND/Public Review and Consultation	$10,400.00
Part C:	Review of Las Virgenes Road Site Access Connection	$ 3,500.00
Total Contract Amendment Request No. 1		$43,400.00

LINSCOTT LAW & GREENSPAN engineers

To provide quality and expeditious service to our clients, we have developed the attached Contract Amendment Request form. Please note that the form refers back to our original proposal dated August 18, 2008, such that all terms and conditions agreed to in that document will continue to apply except as amended herein. Upon review and approval of the amendment, please countersign the original form and return it to our office for our files.

We appreciate the opportunity to continue to provide service to the project team. If you have any questions, please call me at (626) 796-2322, extension 222, or email me at look-jaeger@llgengineers.com.

Very truly yours,
LINSCOTT, LAW & GREENSPAN, ENGINEERS

Clare M. Look-Jaeger

Clare M. Look-Jaeger, P.E.
Principal

Attachment

LINSCOTT
LAW &
GREENSPAN
engineers

CONTRACT AMENDMENT

September 24, 2009
LLG REFERENCE: 1-083771-1

Ms. Lisa Soghor
Mountains Recreation and Conservation Authority
Los Angeles River Center and Gardens
570 West Avenue Twenty-six
Suite 100
Los Angeles, California 90065

PROJECT: KING GILLETTE RANCH PROJECT

SCOPE OF WORK FOR CONTRACT AMENDMENT (NO. 1):
See attached September 24, 2009 letter.

ORIGINAL CONTRACT AMOUNT (August 18, 2008):	$29,600.00
CONTRACT AMENDMENT NO. 1 (September 24, 2009):	$43,400.00
ADJUSTED CONTRACT AMOUNT:	$73,000.00

Upon return of a fully executed authorization, this service fee and condition shall become a part of the Contract Agreement dated August 18, 2008, except as amended herein.

APPROVED BY:
LINSCOTT, LAW & GREENSPAN, ENGINEERS

Clare Look-Jaeger

By: Clare M. Look-Jaeger
Title: Principal
Date: September 24, 2009

APPROVED BY:
MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

By: _____
Title: _____
Date: _____