

**City of Saratoga Springs, NY
Project Addendum One**

This Addendum, between **Greenman Pedersen, Inc.**, with offices at 80 Wolf Road, Suite 300, Albany, NY 12205 ("Contractor") and the **City of Saratoga Springs** ("City"), 474 Broadway, Saratoga Springs, NY 12866 entered into between the above referenced parties on the effective date of **August 6, 2013** is hereby added to the original Agreement of this same date.

Services Provided: Contractor will provide services as outlined in the March 11, 2016 titled "Geyser Road Trail Supplemental Agreement" proposal herein attached as Exhibit A. The Contractor represents that the company providing this service is qualified to perform the type and scope of work to be done.

All other terms and conditions of the original Agreement remain the same.

The parties, having agreed to the terms and the recitals set forth herein, and in relying thereon, herein sign this Agreement.

Contractor
By: Peter Faith
Title: Asst. Vice President
Date: March 17, 2016

City
By: Joanne D. Yepsen
Title: Mayor
Date: 3/21/16

City Council Approval Date: March 15, 2016



CCM 3/15/16
SA to 8/6/13
PC 160819

GPI

+96,790.00

Geyser Road Trail - Supplemental Agreement

work and robust public input has necessitated design modification.

Original Design	A 10'-wide separated bike/ped path on north side of Geyser Rd from (T) Milton line to Cady Hill Blvd. Then a 5'-wide pedestrian sidewalk on north side of Geyser along Rte 50 to Ballston Ave. Bicycle access is on north and south shoulders of roadway from Cady Hill Blvd to Ballston Ave.
Revised Design	A 8'-wide separated bike/ped 'side-path' (separated 5' from edge of roadway) from (T) Milton line to Ballston Ave
Revised Design Implications	- safer route. Removes 2 route crossings on Geyser Rd; retains a separated bike/ped path from roadway along entire route especially important for youth and less experienced riders
	- more consistent route. No longer changes from shared bike/ped to separated bicycle and pedestrian routes; route continues on north side of Geyser from (T) Milton to inside Spa State Park
	- requires additional design, survey, mapping work and potential ROW acquisitions increase from 4 to 12 properties
	- allows project to proceed with final design including comprehensive, coordinated approach to intersection re-design and new signalization

	Scope Item	Original Contract	Supplemental Contract
Original Contract	Scoping	\$ 5,000.00	\$ 5,000.00
	Preliminary Design (Trail)	\$ 58,000.00	\$ 21,750.00
	Final Design (Trail)	\$ 58,000.00	\$ -
	Grant Writing	\$ 4,000.00	\$ -
Supplemental Contract	Project Coordination	\$ -	\$ 9,000.00
	ROW Incidentals, Pre-acquisition & mapping * ¹	\$ 25,000.00	\$ 51,040.00
	Final Design (Intersection) * ²	\$ -	\$ 50,000.00
Total		\$ 150,000.00	\$ 136,790.00
			\$ (40,000.00) * ² Saratoga Co. IDA
			\$ 96,790.00
			\$ (78,218.07) Parkland Reserve
			\$ (18,571.93) Complete St cap bud
			\$ -

*¹ = pass-thru expenses to RK Hite (Fed. Aid acquisition process); Original = 4 parcels, Supplemental = 12 parcels

*² = Saratoga Co. IDA has agreed to fund \$40,000 of final intersection design

Geyser Trail Design Supplemental Agreement #1

GPI Project # ALB 2013 058

Background

The City of Saratoga Springs contracted with Greenman Pedersen Inc. (GPI) in August 2013 to perform engineering tasks for the design of the Geyser Road bicycle-pedestrian trail and associated facilities. GPI advanced the project at the direction of the City to prepare a Design Report and other tasks for the trail concept that was established in the Feasibility Study that was completed in 2009 and subsequently endorsed by the City and the Southwest Neighborhood Association. Following substantial public input and after completion of a significant portion of the preliminary design work, the City directed GPI to explore modification of the project concept to integrate received public input. This modification necessitates additional engineering work, involves additional properties in the federally-regulated right-of-way acquisition process, and permits the Geyser Road/Ballston Ave intersection improvements, including the traffic signal design, to be advanced to final design. It is noted that \$10,000 relating to the design effort for this intersection portion of the project is included in this supplemental agreement; the balance of the funding (\$40,000) for the intersection design shall be contributed by the Saratoga County Industrial Development Agency through a separate 3-party agreement. This supplemental agreement with also authorize GPI to proceed with the ROW incidental and acquisition effort that is required to secure the lands needed to construct the trail features.

The following provides a description of the change in scope and the additional design and engineering effort that is required at this time to complete the project.

1. Additional Scoping Work

The original scope of work did not include any effort to revisit the design concept. Prior to submitting the Draft Design Report GPI developed and reviewed several alternative concepts as follows:

- A. The "Feasibility Concept" that included a curb/sidewalk section adjacent to the shoulder on the north side of Geyser Road for the eastern segment of the trail.
- B. A "Modified Feasibility Concept" that eliminated the curb and introduces a 5 foot wide grass strip between the edge of shoulder and the sidewalk
- C. An on road concept that includes a sidewalk for both the eastern and western segments and on road bike lanes for the entire length of the project.
- D. Initial review of a side path/cycle track concept developed by our sub consultant Alta Planning and Design as presented in their memo on 1/10/2014.
- E. Presented the initial side path/cycle track concept to the Saratoga County DPW and NYSDOT in March 2014.

After the County and NYSDOT expressed reservations about the Feasibility Concept, the City directed GPI to proceed with the design and Design Report in accordance with the "Modified Feasibility Concept" as noted in item "B" above. After submitting the Draft Design Report in October 2014 for the "Modified Feasibility Concept", GPI Revised the Draft Design report in December 2014 to address comments received by the City. In December 2014 and early 2015 GPI and our sub consultant, Alta Planning and

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Design - at the direction of the City, assisted the City in reviewing additional options for the Geyser Road trail "cycle track" concept including developing renderings and additional engineering/planning review and discussing the options at several meetings (1/13/2015 and 2/12/2015). After the 2/12/2015 meeting the City directed GPI to revise the design (and Design Report) to include an 8 foot wide sidepath/cycle track on the north side of Geyser road for the entire length of the project.

2. Revised Design to Reflect Change in Project Scope

The following is a description of the previously approved concept for the Geyser road trail:

- A 10' wide asphalt concrete separated path on the north side of Geyser Road from the Town of Milton/City of Saratoga Springs line to the intersection with Cady Hill Boulevard;
- Provide a 5' wide concrete sidewalk with granite or concrete curbing on the north side of Geyser Road, and bicycle access on the shoulders along both sides of the road from Cady Hill Boulevard to Route 50.

Significant work was conducted to advance this concept including preliminary design, construction cost estimates, utility coordination, environmental clearances, identification of ROW impacts, etc. Also significant effort was expended to combine the Trail, Intersection and Geyser Road Safe Routes to School projects into one Design Report. A Draft Design Report was submitted to the City on October 2014. The City commented and a revised DDR was submitted to the City in December 2014.

On February 12, 2015 as a result of additional community outreach and scoping work (see below) The City directed GPI to revise the design to provide an 8'-0" wide side path separated 5'-0" from the edge of the shoulder on the north side of Geyser Road for the entire length of the project from the Milton Town line to the NY Route 50 intersection. This change required a significant revision to the preliminary design, and other work presented in the Draft Design Report including revisions to provide a stand alone Design Reports for the Trail and Safe Routes to School projects.

3. Additional Community Outreach and Scoping meetings

GPI and our sub consultant, attended, lead and prepared for several community and agency meetings as part of the additional scoping effort including:

- May 12, 2014 meeting with Saratoga County to review revised concept (Alt. B in item #1 above)
- May 29, 2014 meeting at City Hall to review concepts
- August 6, 2014 meeting with NYSDOT to discuss combining the three corridor projects
- November 11, 2014 meeting with Southwest Neighborhood Association.
- November 13, 2014 meeting at City Hall to review concepts
- November 18, 2014 meeting with Saratoga County IDA and Cady Hill Industrial Park
- January 27, 2015 meeting with Greenbelt committee and others to review trail concept

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- February 12, 2015 meeting with Greenbelt Committee and others to review updated trail concept

The effort expended for these meetings was required to evaluate additional design concepts and not included in the original design scope of work.

4. Rewrite Draft Design Report

As noted the change in the project concept after completion of the Draft Design Report requires significant revaluation and rewriting of the Draft Design Report.

5. Additional Grant Writing

A total of 4 funding grants were written as part of the project to date as follows:

- 2013 Transportation Enhancement Program Grant
- 2013 Consolidated Funding Application Grant
- 2014 Intelligent Transportation Systems Grant (successful in the amount of \$180,000)
- 2014 Transportation Alternatives Program (TAP) Grant (successful in the amount of \$1,600,000)

The first two applications were included in the project scope, the second two reflect additional work completed.

6. Additional ROW Impacts and Acquisition effort

The original scope of work included ROW incidental work for 4 properties. The evolution of the project is such that there are now potentially 12 properties/parcels that require mapping and/or ROW incidental and acquisition work to obtain the needed property through a combination of Fee acquisition, temporary easement or property release. We have received a proposal from our ROW sub consultant for both the incidental and acquisition effort for 12 properties. GPI has coordinated with NYSDOT ROW staff and negotiated with RK Hite on behalf of the City to obtain their best price for this work. Their cost is a direct pass through to the City with no markup for GPI. We have also broken out the cost of ROW maps separately as there were not included in the original scope of work but are a required task of the acquisition phase.

7. Design of Geyser Road /NY Route 50 intersection

While not part of the original Geyser Trail design scope, additional design effort is required at this time to revise the designs of the Geyser Road/NY Route 50 intersection to reflect the change in concept for the trail and provide final designs of the left turn lane on geyser road and the traffic signal and pedestrian crossings. The Geyser Trail design scope includes a task to "coordinate with the recent Preliminary designs completed for the intersection of Geyser Road NY Route 50." While the preliminary

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design for this intersection was completed in 2013, final design and construction documents have not been completed or initiated at this time. Also, the change in project scope requires significant revision to the preliminary designs that has been completed to address the addition of a "Side Path" to the intersection as opposed to a typical sidewalk/crosswalk concept. This effort also requires additional coordination with NYS Parks and NYSDOT.

8. General Project Coordination

GPI has previously and is expected to provide additional coordination effort to assist the City in identifying funding needs and potential sources and shares of contributions to the cost of improvements to the Geyser/Route 50 intersection. Additionally GPI has provided assistance to the City in coordinating with NYSDOT, NYS Parks and Saratoga County regarding the advancement of the three separate Geyser Road Projects (Trail, Intersection and Safe Routes to School). This coordination effort was not included in the Geyser Road Trail design scope of work

Additional Fee

GPI is requesting additional fee at this time to advance the revised Geyser Road trail concept to Final Design and Construction Documents (including ROW tasks). Several meetings were held between GPI and City staff to refine the scope of work and additional fees. The following is a breakdown of the original fee and the additional fee agreed to by City staff.

Geyser Road Design Fee			
Scope Item	Original Contract Fee	Additional Fee for this Supplemental #1	Total Fee
Scoping	\$ 5,000	\$ 5,000	\$ 10,000
Preliminary Design (Trail)	\$ 58,000	\$ 21,750	\$ 79,750
Final Design (Trail)	\$ 58,000	\$ 0	\$ 58,000
ROW Incidentals*	\$ 25,000	\$ 11,920	\$ 36,920
ROW Acquisition*	\$ 0	\$ 21,120	\$ 21,120
ROW Mapping*	\$ 0	\$ 18,000	\$ 18,000
Grant Writing	\$ 4,000	0	\$ 4,000
Final Design (Intersection)	\$ 0	\$ 50,000	\$ 50,000
Project Coordination	\$ 0	\$ 9,000	\$ 9,000
Total	\$ 150,000	\$ 136,790	\$ 286,790

* These are pass through sub- consultant costs for ROW

It is again noted that the Saratoga County IDA shall contribute \$40,000 of the final intersection design costs. As such, GPI is requesting an additional fee of \$96,790 from the City of Saratoga Springs to

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complete the design and ROW phases of the project. Once the ROW needs are finalized we will be able to determine the expected ROW cost for acquisition payments to property owners (this amount not included in the above table but will be 80% reimbursable through the TAP grant). The estimated total design fee is now \$286,790. The expected construction costs for the trail and intersection projects are \$2.965M. The total design fees requested at this time represents less than 10% of the construction costs (the industry guidelines indicate range of 10 -20% is appropriate).

Project Schedule

GPI has remobilized the design effort based on the direction received from City staff at the January 12, 2016 meeting. The TAP grant requires authorization of construction funds by September 2016. The critical path to meeting this date is the ROW incidental and acquisition process.

CITY

BY: Joanne D. Yepsen
Signature
3/21/16
Dated
Joanne D. Yepsen
Printed Name
Mayor
Title

GPI

BY: Peter Faith
Signature
3/17/2016
Dated
Peter Faith
Printed Name
Asst. Vice President
Title