

**FIRST AMENDMENT TO THE AGREEMENT FOR  
PROFESSIONAL CONSULTANT SERVICES  
Project No. 7345, 9152 – Grove Avenue Pavement Rehabilitation & Utility Improvements  
&  
Project No. 7500-70005, 7500-91001 – 14<sup>th</sup> Street Pavement Rehabilitation & Utility  
Improvements**

**THIS FIRST AMENDMENT TO THE PROFESSIONAL CONSULTANT SERVICES AGREEMENT** (“Amendment”) is made and effective as of March 23, 2026 between the City of Upland, a municipal corporation (“City”) and **H.R. Green an Iowa Corporation** (“Consultant”). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

**RECITALS**

Whereas, the parties entered into a professional services agreement on January 13, 2025, for Professional Consulting Services Agreement;

Whereas, the services support the Public Works Department in providing engineering design services for the construction of roadway and utility improvements on Grove Avenue, from Foothill Boulevard to North of 15<sup>th</sup> Street and 14<sup>th</sup> Street, from Campus Avenue to Grove Avenue.

Whereas, the parties believe it to be efficient and beneficial to modify the Agreement to facilitate design services of: traffic data collection, complete traffic signal modifications at one intersection, and traffic signal timing plans.

NOW THEREFORE, in consideration of the mutual promises and undertakings of the parties hereinafter set forth, the parties to the Agreement agree as follows:

**AMENDMENT**

Section 2.b COMPENSATION of the Agreement is amended to add the following at the end thereof:

In consideration for the additional costs as described in the attached Amendment Proposal, City shall pay Consultant an additional Thirty Thousand Thirty-Five Dollars (\$30,035.00), bringing the total not-to-exceed amount of compensation under the Agreement to Four Hundred Fifty-One Thousand Four Hundred Thirteen Dollars (\$451,413.00), as identified in Exhibit “A” to this Amendment.

**Except as expressly amended by the terms of this Amendment, all terms and provisions of the Agreement shall remain in full force and effect.**

**IN WITNESS WHEREOF**, the parties hereto have caused this Amendment to be executed the day and year first above written.

**CITY OF UPLAND**  
a California municipal corporation

DocuSigned by:  
Michael Blay  
Michael Blay, City Manager

Attest:

DocuSigned by:  
Keri Johnson  
Keri Johnson, City Clerk

APPROVED AS TO FORM:

DocuSigned by:  
Thomas Rice  
Best Best & Krieger LLP  
City Attorney

**CONSULTANT**  
H.R. Green  
1260 Corona Pointe Court  
Suite, 305  
Corona, CA 2879

DocuSigned by:  
Tim Hartnett  
By: \_\_\_\_\_  
Name: Timothy Hartnett

Title: Vice President/ President Muni Services

DocuSigned by:  
Jason Poppen  
By: \_\_\_\_\_  
Name: Jason Poppen  
Title: Secretary



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▶ [HRGREEN.COM](http://HRGREEN.COM)

March 12, 2026

Hector Gonzalez, PE  
Senior Engineer  
City of Upland  
1370 N Benson Ave  
Upland, CA 91786

**Re: Amendment Proposal for Professional Civil Design Services for the Grove Avenue and 14<sup>th</sup> Street Pavement Rehabilitation and Utility Improvements**

Dear Hector,

As **HR Green Pacific, Inc. (HR Green)** was previously hired to prepare plans for the subject improvements, we are submitting this amendment proposal to continue these services for additional scope items that have since been added to the project. The additional scope of work includes traffic data collection, complete traffic signal modifications (Protected-Permissive phasing with potentially FYA operations) at one intersection, and traffic signal timing plans. Full scope of work details are provided below.

**ADDITIONAL SCOPE OF SERVICES**

**PHASE 2B – PRELIMINARY DESIGN (14<sup>TH</sup>)**

**TASK 2.6b – TRAFFIC DATA COLLECTION**

HR Green will conduct comprehensive field data collection at the intersections of 14th Street with:

- Campus Avenue
- Edgefield Way
- Fernando Avenue.

This task will include a 14-hour (6:30 AM – 8:30 PM) weekday turning movement count at each intersection documenting vehicles, pedestrians, and bicyclists by movement and approach. In addition, radar speed data will be collected on 14th Street to determine 85th-percentile speeds for use in warrant threshold adjustments.

**TASK 2.7b – PROTECTED/PERMISSIVE FEASIBILITY ANALYSIS**

Based on the discussion with the City staff, HR Green will evaluate the feasibility and operational impacts of converting the existing permissive left-turn phasing to either protected-permissive or fully protected operation at the existing traffic signal at 14<sup>th</sup> Street and Campus Avenue. We will assess whether left-turn volumes, opposing through volumes, crash history, sight distance, and observed gap availability support implementation of protected phasing consistent with applicable guidance in the CA MUTCD and accepted traffic engineering practice. Based on this analysis and professional engineering judgment, the Consultant will determine the feasibility of each phasing alternative and identify recommended modifications, if warranted. Findings, operational comparisons, and recommendations will be documented in a concise Technical Memorandum summarizing existing conditions, analysis methodology, alternatives evaluated, operational impacts, safety considerations, and final conclusions. A draft memorandum will be submitted for City review, followed by a final memorandum incorporating City comments.



It should be noted that we will also propose an option of implementing Flashing Yellow Operations instead of a standard PPLT phase. This operation is proven to eliminate the Yellow-Trap dilemma.

Following is the guidance to install Protected Phasing:

**Guidance:**

*06 Protected left turn phases should be considered where such alternatives couldn't be utilized, and one or more of the following conditions exist:*

- 1. Collisions - Five or more left turn collisions for a particular left turn movement during a recent 12-month period.*
- 2. Delay - Left-turn delay of one or more vehicles, which were waiting at the beginning of the green interval and are still remaining in the left turn lane after at least 80% of the total number of cycles for one hour.*
- 3. Volume - At new intersections where only estimated volumes are available, the following criteria may be used. For pre-timed signal or a background-cycle-controlled actuated signal, a left turn volume of more than two vehicles per approach per cycle for a peak hour; or for a traffic-actuated signal, 50 or more left turning vehicles per hour in one direction with the product of the turning and conflicting through traffic during the peak hour of 100,000 or more.*
- 4. Miscellaneous. Other factors that might be considered include but are not limited to: impaired sight distance due to horizontal or vertical curvature, or where there are a large percentage of buses and trucks.*

For Protected-Permissive or Flashing Yellow Arrow (FYA) operations, we would look at the intersection delay as well as Sight-Distance. If both test passes, then this operation yields reduced delays in comparison to the Protected Left-turn operation.

## **PHASE 4B – FINAL DESIGN AND CONSTRUCTION DOCUMENTS (14<sup>TH</sup>)**

### **TASK 4.1b – 100% IMPROVEMENT PLANS**

HR Green will prepare traffic signal modification plans for inclusion in the final engineering design package for the intersection of 14th Street and Campus Avenue. This replaces the previous scope of red lines on existing as-builts with complete modification plans. The plans will incorporate protected phasing and any equipment, detection, or geometric modifications necessary to support revised signal operations. Work will include preparation of plan sheets detailing updated phasing diagrams, signal head modifications, pole/mast arm replacements, video detection layouts, conduit and pull box modifications, controller cabinet updates, and electrical service revisions as applicable. The plans will include construction details, general notes, and quantities to facilitate construction and implementation.

### **TASK 4.5b – TRAFFIC SIGNAL TIMING PLANS**

HR Green will prepare modified traffic signal timing plans for the intersection of 14th Street and Campus Avenue to implement protected phasing. This task will include review of existing signal timing sheets, controller settings, coordination parameters, and detection configurations to establish baseline operating conditions. Using the previously collected traffic volumes and operational data, the Consultant will develop revised timing parameters including phase splits, minimum and maximum green times, yellow change intervals, all-red clearance intervals, pedestrian walk and flashing don't walk intervals, and cycle length adjustments as appropriate.

Modified traffic signal timing sheets will be prepared in a format consistent with City standards, including updated phase diagrams, timing charts, coordination settings, and controller parameter summaries. Draft timing plans will be submitted to the City for review and comment. Upon approval, the Consultant will provide final timing plans suitable for field implementation by the contractor.

This scope of work does not include coordination timing.



▶ Hector Gonzalez, PE  
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### PROPOSED ADDITIONAL FEE

HR Green proposes to provide these additional services for a not-to-exceed fee of **\$30,035**. These fees are in accordance with our fee schedule on the attached sheet.

If you have any questions, please contact me at 951-970-6879 or via email at [ckey@hrgreen.com](mailto:ckey@hrgreen.com).

Sincerely,  
**HR GREEN PACIFIC, INC.**

  
**Chase Keys, PE**  
Group Leader

