

TO: James L. App, City Manager
FROM: Doug Monn, Interim Public Works Director
SUBJECT: 101/46W Project Approvals/Environmental Documentation (PAED) Phase
DATE: November 15, 2005

NEEDS: For the City Council to consider awarding a contract with URS Corporation to prepare the Project Approval/Environmental Documentation (PAED) phase for the ultimate improvements at 101/46W Interchange.

FACTS:

1. In 1997, the City entered into a Cooperative Agreement with the San Luis Obispo Council of Governments (SLOCOG) the County of San Luis Obispo, and a Memorandum of Understanding (MOU) with the California Department of Transportation (Caltrans), to study potential transportation improvements in the area of the Route 101/46W interchange. The purpose of the agreement is to facilitate a review of the near-term and long-term traffic operations and cumulative traffic impacts of regional/local growth/development to a study area including the Route 101/46W interchange.
2. On February 18, 2003 URS Corporation was selected to prepare the Project Study Report (PSR).
3. In April 2005, a Project Study Report (PSR) was approved by Caltrans. The purpose of the PSR was to identify alternatives to improve safety and reduce congestion in and around the US Route 101/46 West interchange consistent with local and regional plans. Recommendations resulting from the PSR would be as follows:
 - Improve the southbound and northbound US Route 101 ramp intersections with State Route 46 West to meet Caltrans minimum Level of Service.
 - Improve the frontage road intersections with State Route 46 West to meet the City of El Paso de Robles minimum Level of Service.
 - Reduce interregional and regional congestion through the US Route 101/State Route 46 West interchange.
 - Further the goals of the General Plans for the City of El Paso de Robles and the County of San Luis Obispo, and the SLOCOG Regional Transportation Plan.
 - Resolve the storage capacity need at the interchange.
4. The PSR provided several alternatives meeting Caltrans design standards that could be implemented. In order to determine the final design, the next phase of the project will require preparation of a Project Approval and Environmental Document (PAED). At this phase, public input will be solicited and a final alternative will be selected for design and construction.
5. Attached is a Scope of Work & Fee Proposal from URS Corporation for this next phase.

**ANALYSIS
AND**

CONCLUSION: The approved PSR provided five alternatives approved by Caltrans that could be further investigated for the final project.

Alternate	Description
"No Build"	No improvements to the existing interchange
—	Roundabouts at the US Route 101 ramp termini for NB and SB traffic
—	A full spread diamond replacement interchange (meets current design standards)
—	A roundabout on the east side of the interchange (NB US Route 101 ramp termini) combined with realignment of the frontage roads on the west side of the interchange and of the US Route 101 SB ramp termini to the west
—	Roundabouts at the US Route 101 ramp termini for NB and SB traffic (minimum build alternative without the traffic demand of a future local arterial river crossing to the east of the interchange that is shown in the City's General Plan)

(See also attached exhibits illustrating these alternatives)

POLICY

REFERENCE: General Plan
Adopted Capital Improvement Program

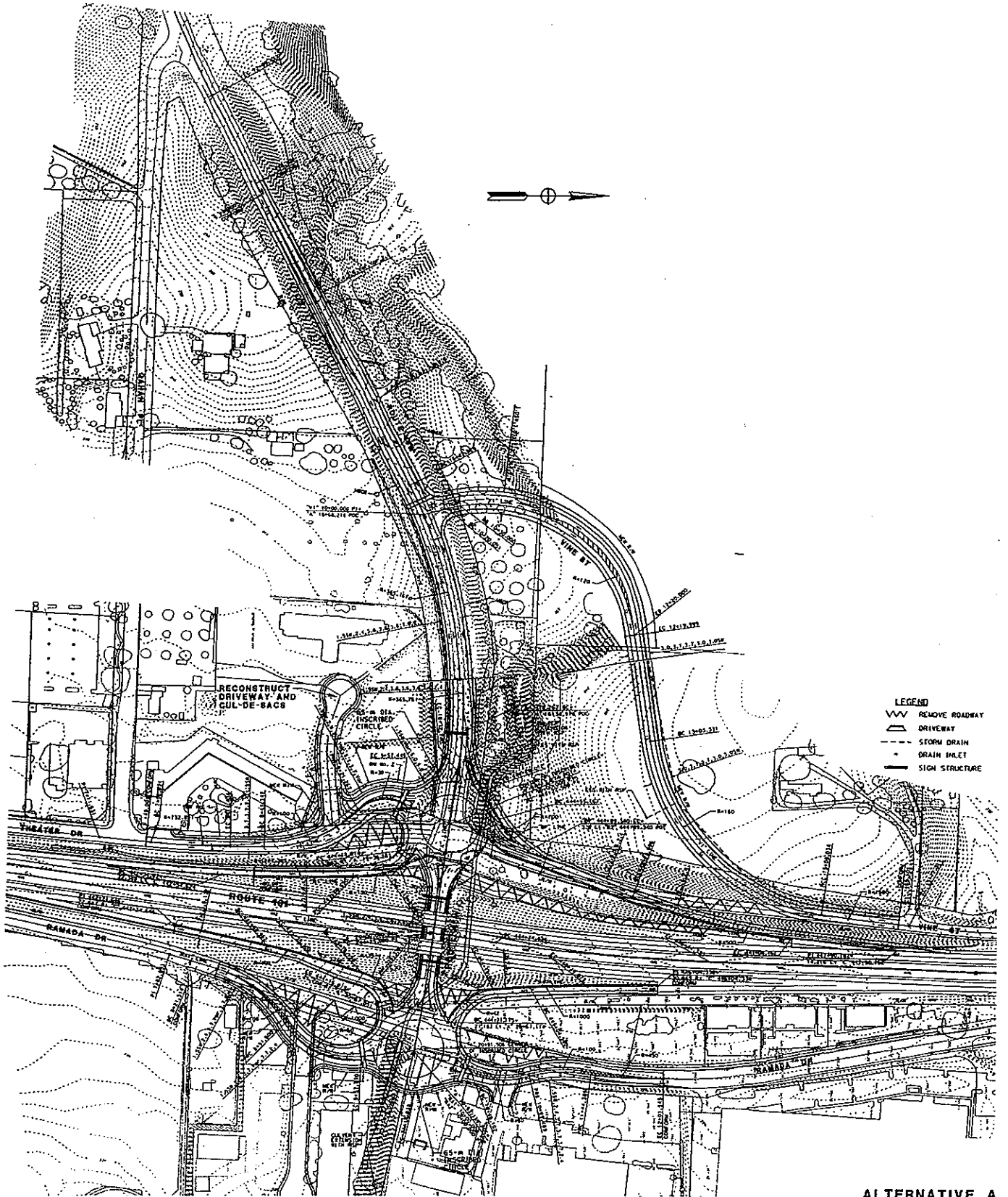
FISCAL

IMPACT: The fee proposal from URS Corporation to perform this work is \$544,997. The recently adopted CIP Budget appropriated \$600,000 for this project, of which \$300,000 is from a SLOCOG grant.

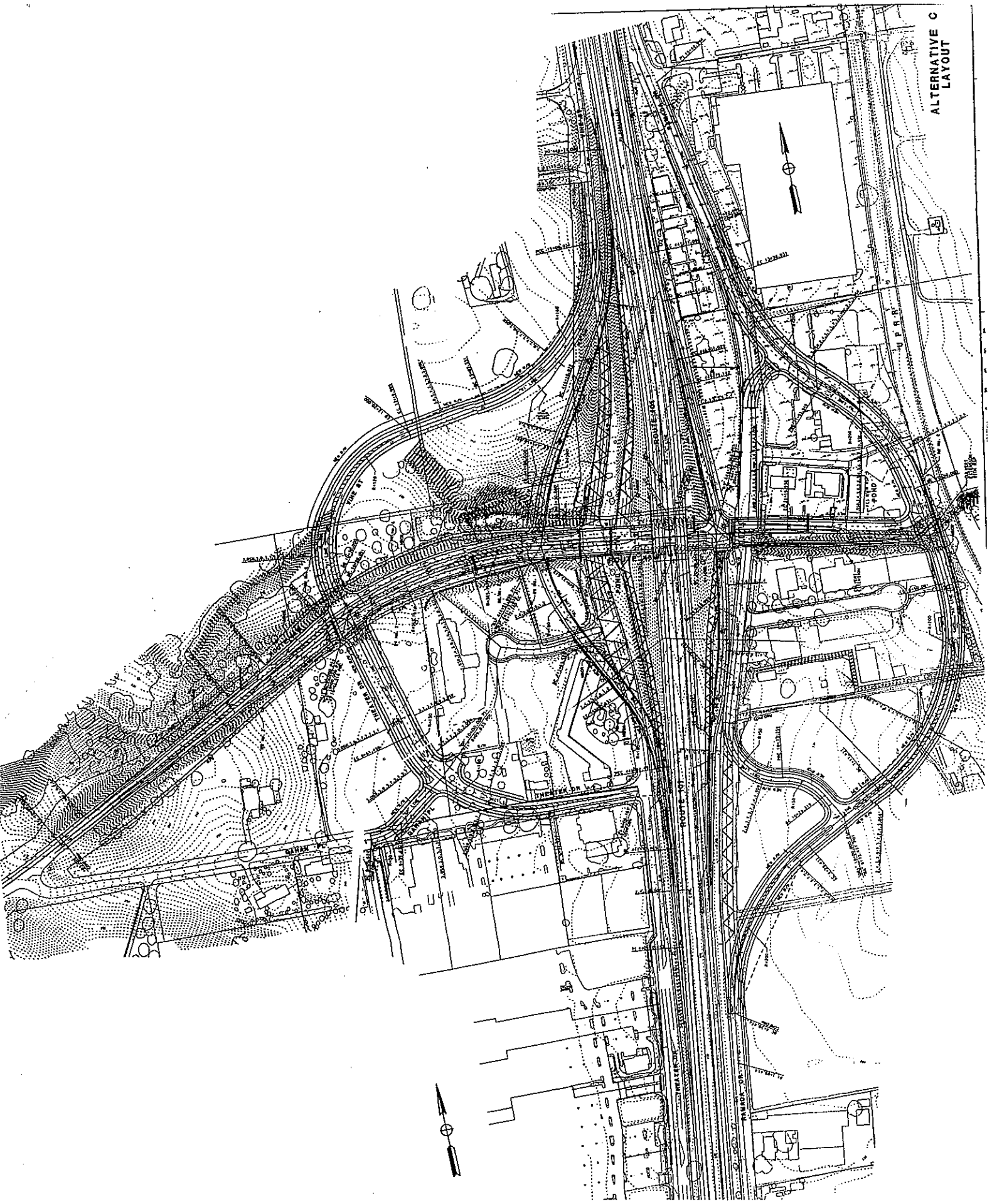
- OPTIONS:**
- a.** Authorize the City Manager to enter a contract with URS Corporation to prepare a PAED for the 101/46W ultimate improvements in the amount of \$544,997.
 - b.** Amend, modify, or reject the above option.

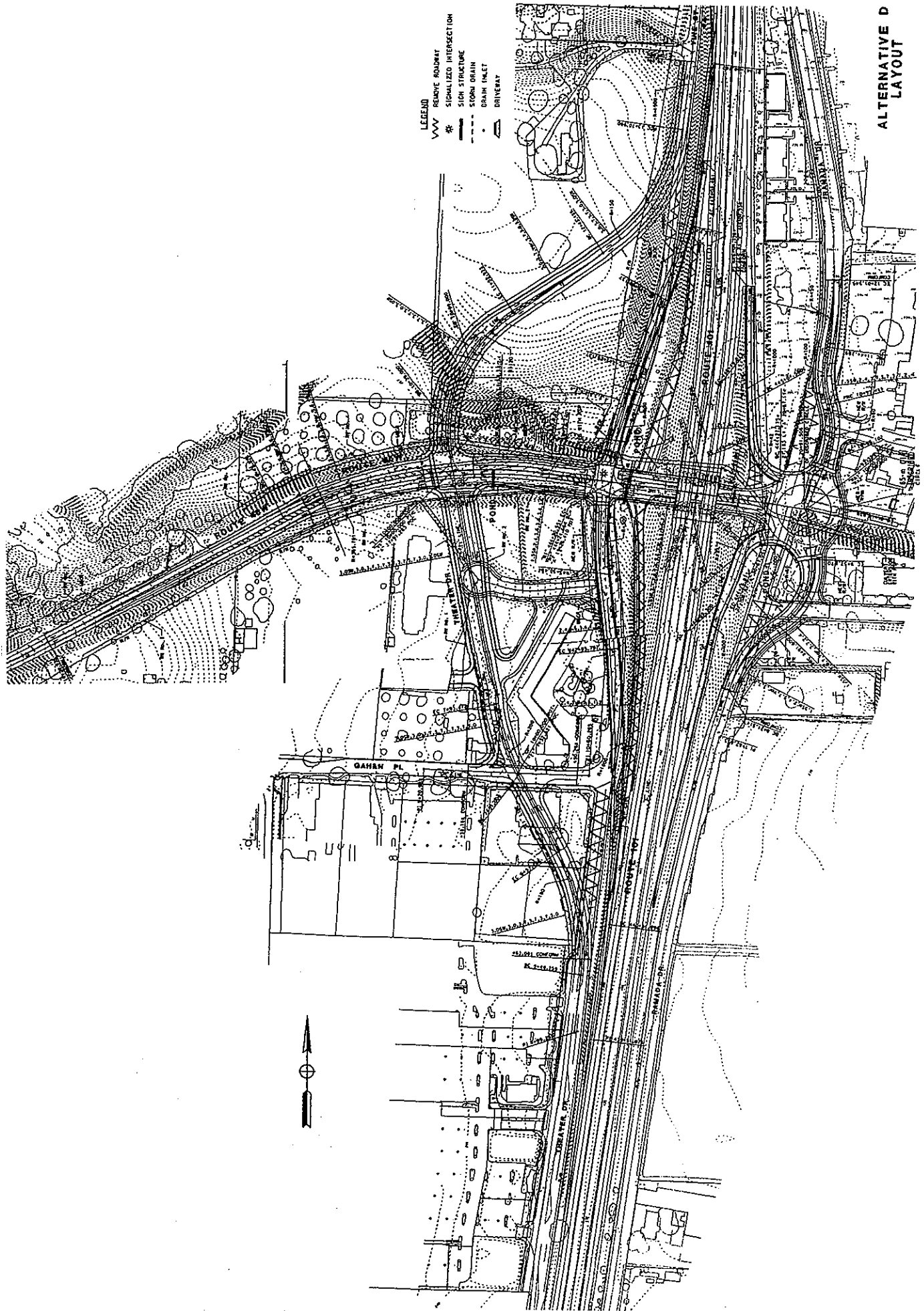
Attachments (2)

- 1) Exhibits (4 alternative layouts)
- 2) Scope of Work & Fee Proposal



**ALTERNATIVE A
LAYOUT**





- LEGEND
- W W REMOTE ROUNDWY
 - ⊛ SIGNALIZED INTERSECTION
 - SIGN STRUCTURE
 - - - - STORM DRAIN
 - DRAIN INLET
 - MANHOLE

ALTERNATIVE D
LAYOUT



GAHAN PL

ROUTE 101

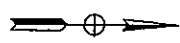
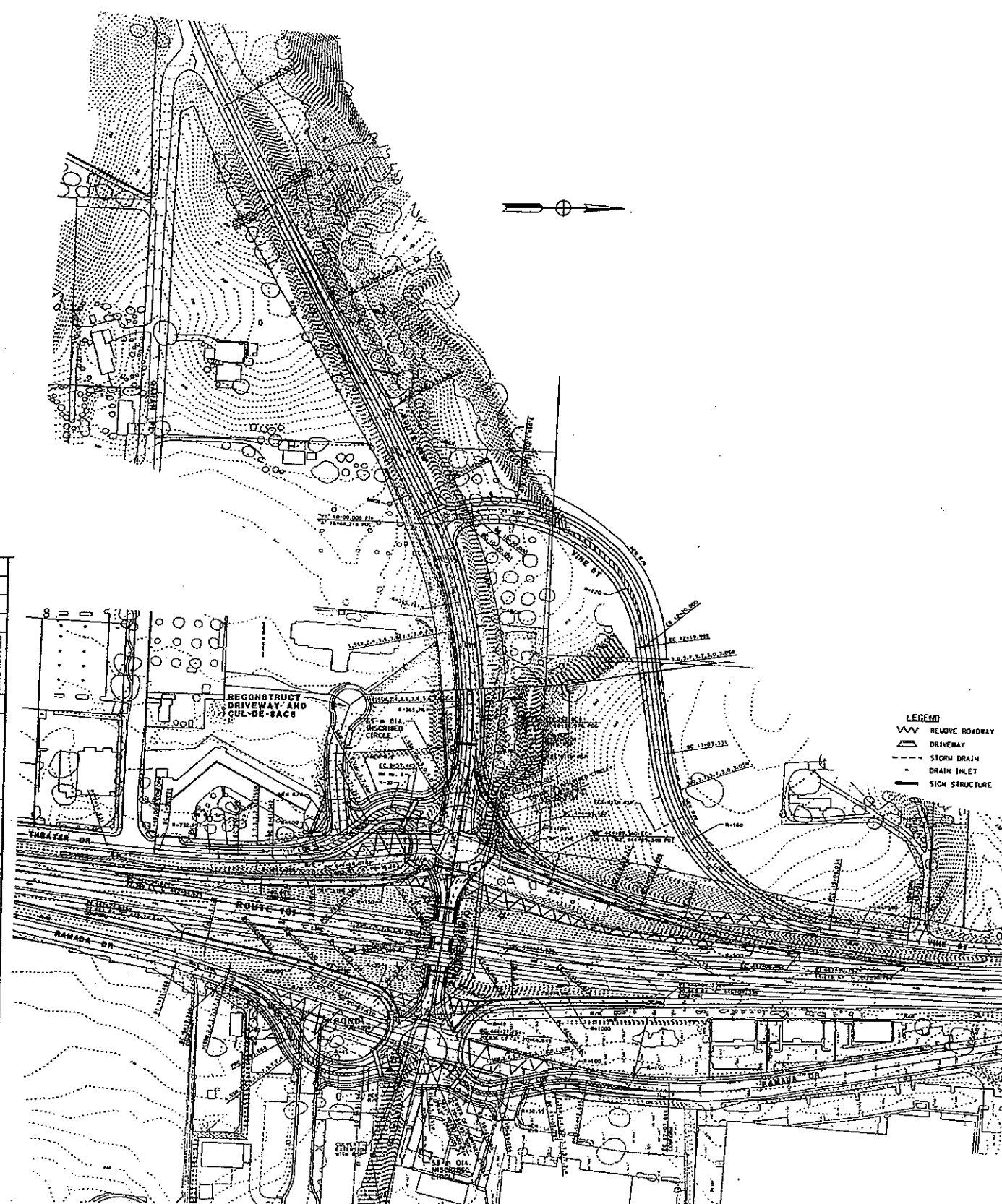
DRAINAGE D

WATER MAIN

SEWER

STREET LIGHT

UTILITY



- LEGEND**
- REMOVE ROADWAY
 - DRIVEWAY
 - STORM DRAIN
 - DRAIN INLET
 - SIGN STRUCTURE

ALTERNATIVE F LAYOUT

DATE REVISION BY	
CHECKED BY	
DATE REVISION BY	
CHECKED BY	
STATE OF MISSISSIPPI DEPARTMENT OF TRANSPORTATION MISSISSIPPI HIGHWAY DEPARTMENT STATE ENGINEER Mr. [Name]	

Proposed Capital Improvement Projects Budget
FY 2005-2006 to 2008-2009

Exhibit H

	ORIGINAL APPROPRIATION	REMAINING APPROPRIATION	REQUEST TYPE	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	TOTAL REQUEST
TRAFFIC MITIGATION								
1 Left Turn Phase at 10th and Spring	\$ -	\$ -	NP	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
2 Note: with County Courthouse Project								
3 New signal 24th and Vine			NP	183,000				183,000
4 13th Street Bridge Improvements over Hwy 101, 16th St			NP	100,000	100,000	1,000,000	4,000,000	5,200,000
5 southbound onramp, imp. at 101/46E including round-about								
6 study @ Riverside & Paso Robles Street Study								
7 Project approvals and Env. Docs (PAED) 101/46W			NP	600,000				600,000
8 Rehab and widen Union Rd - Riverglen to Kleck	950,000	856,100	SUP	600,000				600,000
9 Annual Street Program			NP	250,000	1,000,000	400,000	400,000	1,800,000
10 Creston Road Imps - Phase III & IV (Preliminary Design & Master Plan)			NP					250,000
11 Rehab Vine St - First St to Hwy 46			NP				682,000	682,000
12 Strategic Plan for Pavement Mgmt. Maintenance System			NP	35,000				35,000
13 Union Road Widening - Kleck to Prospect - Design			NP				200,000	200,000
14 Sidewalk Inventory & Maintenance Program			NP	60,000				60,000
15 Preliminary design work for Creston and Lana (round-about in lieu of signal)			NP	50,000		150,000		200,000
Design work for Union/Goldenhill Road (round-about in lieu of signal)			NP					50,000
Preliminary design work for Charolais and River Road (round-about in lieu of signal)			NP	50,000				150,000
Subtotals	\$ 950,000	\$ 856,100		\$ 1,928,000	\$ 1,140,000	\$ 1,550,000	\$ 5,282,000	\$ 9,900,000
FUNDING USES:								
Traffic Mitigation Impact Fee Fund				\$ 713,000	\$ -	\$ 150,000		\$ 863,000
SLOCOG Grants				300,000		1,000,000	4,000,000	5,300,000
Union/46 Specific Plan Fund				600,000			200,000	800,000
Gas Tax/TDA Fund				315,000	1,140,000	400,000	1,082,000	2,937,000
Total Uses				\$ 1,928,000	\$ 1,140,000	\$ 1,550,000	\$ 5,282,000	\$ 9,900,000
Original Budget								
Remaining Budget as of 4/30/05								
*Carry-over Projects from Current CIP Budget:								
13st Street Bridge Widening	\$ 20,000,000	\$ 8,870,100						
Rehab & Widen Union Road - Riverglen to Kleck	950,000	856,100						
Airport Rd/Hwy 46E PSR	250,000	211,200						
Niblick Bridge Mitigation	11,320,000	100,000						
Niblick Road Rehab	1,200,000	39,100						
	\$ 33,720,000	\$ 10,076,500						

*Final amount subject to final year end results



Work Program

The URS team has the expertise to successfully accomplish the steps necessary for the PA/ED (Project Approval/Environmental Documentation) phase of the Caltrans project delivery process. This entails preparing the Draft Project Report (PR) and Draft Environmental Document (ED) for this project to state standards, assisting in the review and approval coordination process, and preparation of the Final PR and ED. The approved PR will define the future approved design concept for planning purposes by all stakeholder agencies. We have prepared many planning level and design level improvement plans on the State system for the State and for Local Agencies and specifically in District 5 and on US Route 101. URS has also been chosen by Caltrans as its' sole consultant to team to provide services through it's 2005-2009 On-Call Consultant Services Program for the Caltrans Central Region. The Caltrans Central Region includes District 5 and San Luis Obispo County.

Project Consultant Team

For this specific effort we have included the past key team members that were involved in the development and approval of the project PSR-PDS and included additionally specialty expertise team members that we are familiar with. The following is a listing of the URS consultant team and the specific roles that each team member will assist with:

URS Corporation: URS is the largest engineering design firm in the country and a worldwide company providing services for local agencies, state and federal clients. Our Roseville, CA office is the lead for this project and is focused on transportation planning and design to Caltrans, AASHTO and local agency standards. As the prime consultant for the project we will provide overall consultant team leadership and project management. In addition to the primary contact role for administrative and coordination aspects, URS will provide the primary design (civil and bridge structure preliminary design) services, geotechnical support for the design functions, and the environmental review and documentation for the project. This will include conducting Value Analysis review and updating layouts for the alternatives in the PSR-PDS to reflect that review and the new requirements for projects to be delivered in US Customary (English) units. Our history with the project will assist the delivery by providing continuity of staff and project background knowledge. URS will incorporate the technical products of the Project Development Team (PDT) into the final preliminary design, Environmental Document and Project Report.

Associated Transportation Engineers (ATE): ATE is a traffic and planning firm located in Santa Barbara and the primary traffic consultant for the project. They will continue with the traffic analysis work from the PSR-PDS phase and update that work to



reflect the revised schedule, changes to conditions of the project area and the additional requirements of the project delivery process. New traffic counts for weekday, Friday and Saturday peak hour periods will be taken and the analysis of roundabouts will be accomplished by both SIDRA and RODEL modeling. ATE will coordinate all aspects of their work with URS. Specific attention will be applied to the roundabout analysis, and a separate intensified peer review conducted prior to submittal to the agencies. ATE's work will also include a weave analysis of the southbound direction of US Route 101 from the Spring Street on-ramp to the US 101/SR 46 W interchange. ATE's specific scope of work is hereby incorporated by reference.

Bickett Engineering, Inc. (BEI): BEI is a small civil firm located in the suburbs/foothills of the Sacramento area with specialty niche expertise in roundabout design and coordination of the roundabout design effort with Caltrans. URS and BEI staff have worked together on many projects and will coordinate a peer reviewed approach to the development and the Caltrans review of the roundabout alternatives. BEI will provide independent peer review services for the roundabout alternatives and assist in preparation/processing of the Roundabout Fact sheet for final design approval if necessary.

Bender Rosenthal, Inc. (BRI): BRI is a mid sized firm with offices in the Sacramento and Fresno area that is solely focused on right of way (ROW) services. Their specialists are primarily from agencies such as Caltrans and they focus on public project ROW appraisal, negotiation and acquisition services to meet local/state/federal requirements. The BRI team will provide the right of way (ROW) analysis and the ROW Data Sheets for the project alternatives. BRI staff is very familiar with the project and with the Caltrans requirements for the ROW analysis. Specifically, Mr. Bob Morrison will be the Task Manager for and Mr. Michael Lahodney will be responsible agent for producing the documents. Mr. Morrison is a past Caltrans Project Manager and was involved in the development of the PSR-PDS for the project while at URS. Mr. Lahodney has over twenty years of experience as a ROW agent and as a Caltrans Central Region ROW supervisor. This familiarity with the project and process will aid in the efficient and comprehensive development of ROW and utility impacts, costs and the documentation necessary for project approval. BRI's specific scope of work is hereby incorporated by reference.

Kittelson and Associates, Inc (KAI): KAI specializes in traffic engineering services and in roundabout analysis and design, particularly in providing peer review in planning for roundabouts in complicated installations. KAI staff have provided these services for many local and state agencies throughout the United States and have also provided training and consulting services to agencies generating the published standards of



modern roundabout design. KAI will provide independent peer review of the roundabout traffic analysis (coordinated through URS) and will team with URS designers on the geometric, signing and striping requirements for the preliminary design of the dual lane roundabouts at this interchange.

Vaughan Surveys, Inc.: Vaughan Surveys is a specialty survey firm located in the City of Paso Robles. They will provide mapping and ROW delineation for the project. The mapping for the project will be expanded to include areas not previously mapped but identified to be required and it will be produced in US Customary units to comply with the future needs of the Caltrans processes as outlined in the Caltrans memo(s) such as the Feb. 21, 2005 Memo from Richard Land (Chief Engineer) on "Metric to US Customary (English) Units Transition Plan". Vaughan will update the mapping and the ROW delineation based on Caltrans monuments and in the state plane coordinate system. Vaughan's specific scope of work is hereby incorporated by reference.

WRECO: WRECO is a small Bay area based firm that specializes in transportation hydrology/hydraulics/water quality analysis for roadway and bridge projects. The preliminary hydraulic analysis will be updated to reflect the latest alternatives analysis by WRECO. WRECO will perform hydrologic and hydraulic studies to provide information on hydrology, hydraulics and drainage facility design for the several alternative routes to be proposed in the Project Report and Environmental Document. WRECO will prepare: 1) a Location Hydraulic Study Report to summarize floodplain impacts and mitigation measures; 2) a Preliminary Drainage Report to summarize major onsite and offsite drainage facilities, design approaches and mitigation measures; 3) a Water Quality Report to summarize water quality impacts and mitigation measures; and 4) Storm Water Data Report to summarize BMP needs and recommendations.

Value Management Strategies, Inc.: VMS is based in Escondido, CA but has provided Value Analysis (VA) services for local agencies and various state agencies. They have served as a staff trainer for these agencies and have provided statewide "On-Call" VA services for Caltrans. As required by Caltrans policy, a Value Analysis will be performed for this large project with significant traffic handling and construction challenges. VMS will assist the project stakeholders by facilitating a 2 day effort designed to gain consensus regarding the goals, alignment footprint(s), traffic handling and construction challenges that need to be considered in the Project Report and Environmental Document. The process will generally follow the process outlined in Chapter 19 of the PDPM, will be coordinated with the District PM and the District VA Coordinator, will specifically use an abbreviated format employing the Value Metrics approach and will be documented for reference in the PR and ED.



URS and our extended team members are focused on the planning, design, and construction management of roads and bridges in accordance with State (Caltrans), City and Federal procedures and standards. We have direct, applicable and recent experience with District 5 and Caltrans Headquarters to enable us to help achieve the project goals. This work program has been specifically prepared with the benefit of our past experience on this project, our knowledge of state processes and years of experience with Caltrans, the City and with other Cities and Counties. **Our goal** is to expedite the project schedule and to team with the City of Paso Robles, Caltrans, SLOCOG and the County of San Luis Obispo to develop the information necessary for the **successful final planning and approval of the design concept.**

Project Background and Understanding

The US Route 101/State Route 46 (West) interchange and adjacent frontage roads are located in the County of San Luis Obispo and were constructed by the State of California Department of Public Works Division of Highways in the mid 1960's. This facility is locally known as SR 46 West since it is the terminus of the SR 46 corridor from the coastal areas to the west. SR 46 continues (via the US 101 corridor connection) to the east at the northern Paso Robles city limits and is considered a regional route of travel connecting the Central Coast and Central Valley areas of California. The US 101/SR 46 W interchange is a tight diamond interchange with frontage road intersections adjacent to ramp termini intersections. The interchange does not meet current geometric design standards and operates at unacceptable levels of service during peak hour traffic demands due to the lack of separation distance between intersections and the increased traffic demand since the facility was built. The two Route 101 bridge structures (parallel structures for southbound and northbound traffic) cross over Route 46 W at this interchange and are three span structures that allow up to three lanes to cross under the middle span. The interchange area is bounded by lands under the jurisdiction of the City of Paso Robles (City) and the County of San Luis Obispo (County). The San Luis Obispo Council of Governments (SLOCOG) is the Regional Transportation Planning (RTP) agency for transportation facilities in the County. The California Department of Transportation (Caltrans) entered into a Memorandum of Understanding (MOU) with the City, the County and SLOCOG in 1997 to review ways in which the interchange could be improved to operate more efficiently in the near future and for the 20 year outlook.

In the fall of 1999 the City selected the URS Corporation team to prepare a Project Study Report (PSR) for improvements to the interchange and also to prepare a PSR for a new river crossing at the southerly end of the City that was included in the City's General Plan. Comments received in the fall of 2001 revealed that the various agency stakeholders involved in the project were not prepared to accept a report that combined the river crossing with the interchange improvements and that the Route 101 bridge structures were to be considered for replacement and widening of those structures would not be an acceptable option. The agencies



agreed that proper planning would require that the report consider the traffic volumes associated with a future river crossing connection but that specific improvements for a future southerly river crossing would not be included. Six alternative concepts were approved for further consideration. Caltrans Structures representatives recommended that alternatives that impacted the existing structures should consider replacement of the structures since widening of the existing structures would not be approved due to the age and condition of those structures. Other concerns centered on the allocation of cost sharing for the proposed improvements based on traffic distribution and the pending development of various parcels at or near the interchange. The agencies also agreed that a single alternative without the traffic volumes of a southerly river crossing would be included in the analysis and the cost defined for comparison purposes. All agencies agreed that the local jurisdictional split of funding would be handled outside of the Caltrans PSR-PDS process. SLOCOG commissioned a separate traffic study that looked at a regional traffic distribution to define jurisdictional traffic distribution and appropriate funding splits, that report was reviewed and finalized with the input of the various agencies.

Iterations of the traffic modeling and volumes from the SLOCOG report drew attention to land use in the vicinity of the interchange and the density factors that affect traffic generation. Traffic analysis showed that all but one alternative resulted in unacceptable levels of service (LOS) if density factors for County land use contributors were increased. The agencies agreed this was not an acceptable approach and the County agreed to maintain the original land use density factors. As the traffic volumes were finalized and the analysis progressed, two of the six alternatives that the agencies agreed to retain in the report resulted in unacceptable LOS levels and four alternatives were retained in the final PSR-PDS that was approved in early 2005.

Project Approach

The approach to developing the Project Report, Environmental Document and the final concept of the proposed improvements to the interchange of US Route 101 and SR 46W will draw on the past experiences and agreements that went into the development, finalization and approval of the PSR-PDS document.

This phase will update the work of the previous report and will include consideration of replacement structures on US Route 101 for any alternative that affects the existing structures. Topographic mapping and the report documentation will be generated in US Customary (English) units and the mapping will be based on the state plane coordinate system. State facility ROW will be based on Caltrans ROW maps and monumentation, other boundaries will be delineated from record information and not from field boundary investigation or title deeds.

At the onset of the project a Value Analysis (VA) study will be conducted for the project to investigate potential alternative modifications that may benefit impact and cost savings. This VA



study will be coordinated with the City, the County, SLOCOG and the Caltrans PM. Participation for a two day focused event will be assumed from key participants of these agencies with the specific attendees to be defined as part of the coordination effort.

The traffic analysis will include new traffic counts and year forecasts but is assumed to be generally based on the modeling assumptions of the past efforts. Analysis will include up to four alternatives, and the "No-Build" alternative. The report will consider traffic impacts to the interchange of a future southerly river crossing but will not include specific improvements on that river crossing. One of the four alternatives will be a minimal build alternative using traffic volumes without the southerly river crossing. The alternatives to be studied include dual lane roundabouts at the US 101 ramp termini for either the southbound direction, the northbound direction or both. The analysis and layouts of the roundabouts will be accomplished using both the SIDRA and RODEL traffic modeling software and the operations and layouts will be independently peer reviewed by specialty consultant team members prior to formal submittal to reviewing agencies. The Roundabout Fact sheet will be updated and submitted for approval based on this analysis. Design analysis will include review of hydraulic needs for roadway drainage and structure design. Storm Water Design Exception Fact sheets will also be reviewed and updated if necessary. Geotechnical assessment will be based on record information such as the existing Log of Test Boring (LOTB) sheets for the existing US 101 structures, field investigations are not envisioned to be required. Advanced Planning Studies (APS's) will be produced for the bridge structures on the project and will rely on the hydraulic and geotechnical assessments. Our current contacts with Brent Massey (Caltrans Structures Liaison for District 05) currently indicate that APS documents will not be required for the drainage and wall structures. APS's will be used for definition of costs and impacts for each alternative. Concept stage construction exhibits and a concept Traffic Management Plan (TMP) will be generated for review and approval by the District. Allowable lane/ramp closure criteria will be requested from the District. Detailed stage construction/traffic handling plans are not included in the assumptions of the work plan for this planning process.

Preliminary ROW/Utility impact maps will be generated for the Project Report. The ROW data sheets for the project will then be updated and will reflect the impacts/costs of the potentially revised alternatives.

The environmental document will be based on the previous Preliminary Environmental Assessment Report (PEAR) and will address the requirements of CEQA and NEPA since future funding is expected to consist of both local and state/federal funds. Multiple technical studies will be accomplished which will be submitted for review by the environmental staff at Caltrans. Those reports will be the basis for the preparation of the environmental document. A document preparation and review process will be followed prior to the production of the final draft document that will be submitted for public circulation and comment. This process, the technical



studies and the assumptions of the environmental task are included in the work scope for the environmental documentation. Permitting, monitoring plan generation, landscape plans/visual simulations are not expected to be required and are not included in the assumptions of the work plan.

KEY ISSUES

The Project Report and Environmental Document process will enable the agencies to consider the following key issues for the project;

- Quantify existing traffic demand and forecast future demand for the existing facilities and for improvement alternatives
- Finalize the study of feasible alternatives for improvements to the US 101/SR 46 W interchange that will result in improved traffic operations and quantify the associated impacts to Caltrans facilities and adjacent properties
- Finalize the environmental assessments, studies and documentation to help identify the allowable improvements, the associated impacts, the anticipated permits and mitigation measures, and the anticipated budget and schedule for those needs (however, as previously stated, permitting activities are not a part of this scope of work and are anticipated to be appropriately undertaken at the final design phase)
- Define the preferred alternative for final design and will allow District 5 to process the necessary approvals and agreements for final design and construction
- The preferred alternative in the PR will provide local agencies the planning document they can refer to when considering development proposals
- Prepare cost estimates to program the project for design and construction funding

To accomplish the goals of this phase in a timely fashion we believe that the "Policy and Decision Makers" for the agencies will need to support the process, empower the primary coordinators and relay that support to the review staff. We have included an "Agency Coordination and System Planning" task as a compliment to the technical team meetings to provide a method for maintaining good coordination with upper management members.

Work Scope

This work scope is the basis of our proposed contract services scope for the project. The "Scope at a Glance" is an outline representation and listing of the tasks and the details of each activity are included in the specific discussion of the tasks that follows the outline. The scope of work presented is assumed to be integrated with the "Project Understanding" and "Project Approach" sections of this proposal and with the specific work scopes of our extended team members, as such these documents are hereby incorporated by reference. We would be pleased to discuss any aspect of this proposal with the City and expect that it will be further refined during subsequent steps.



“Scope At A Glance”, an outline listing of the tasks included in the proposed Work Program;

TASKS	TASK DESCRIPTIONS
1	Project and Schedule Management
2	Team Meetings, QA/QC
3	Mapping and ROW Delineation
4	VA Study
4.01	Pre-Study Activities
4.02	Study Activities
4.03	Post Study Activities
5	Agency Coordination & System Planning
	Agency Management Meetings
6	Traffic Data / Analysis
6.01	Traffic Criteria & Scoping Documentation
6.02	Existing Traffic Counts, LOS and Accident Data Analysis
6.03	Forecast of Traffic Volumes
6.04	Alternatives Development/LOS Analysis and Roundabout Peer Review
6.05	Sensitivity Analysis and Forecasts
6.06	SB US Route 101 Weave Analysis
6.07	Draft Traffic Summary Report
6.08	Final Traffic Summary Report
7	Environmental Documentation
7.01	Technical Studies and Reports
7.02	Administrative Draft ED (IS/EA)
7.03	Prepare Draft ED (IS/EA)
7.04	Prepare ED (ND/FONSI)

TASKS	TASK DESCRIPTIONS
8	Administrative Draft Reports
8.01	Concept Plans Update
8.02	Prepare Revised Roundabout Fact Sheet
8.03	Structure Advance Planning Studies
8.04	Geotechnical Preliminary Evaluation
8.05	Traffic Management Planning
8.06	Landscaping Planting and Aesthetics Concepts Discussion
8.07	Preliminary Hydraulic Evaluation/Erosion Control/Drainage Study
8.08	Prepare Environmental Evaluation Section
8.09	Update Preliminary ROW Acquisition/Utility Maps/Data Sheets
8.10	Update Storm Water Data Report
8.11	Prepare Updated Cost Estimates
8.12	Prepare Design Exception Fact Sheets
8.13	Administrative Draft PR Preparation
9	Prepare Draft Reports
9.01	Draft Project Report and Attachments
9.02	Draft Roundabout Fact Sheet
9.03	Draft Design Exception Fact Sheets
10	Prepare Final Reports
10.01	Final Project Report and Attachments
10.02	Final Roundabout Fact Sheet
10.03	Final Design Exception Fact Sheets
10.04	Final Report Scanning & Delivery



Task 1 – Project & Schedule Management

This task addresses the coordination of the various project delivery tasks, design disciplines and key client communication needs to meet the deliverable commitments. Schedule management includes monitoring and reporting of progress, defining forecasts and proactive approaches to schedule issues for a multi-phase approach. Various project functions will be initiated independently and concurrently particularly at the beginning of the project (ie mapping, data collection/review, existing conditions traffic analysis, Value Analysis, team planning and agency coordination functions). These initial functions will reach a point where they become interdependent prior to finalization and then may again reach some level of independence. An internal Project Management Plan will also be prepared to document points of contact, schedule commitments, design criteria, risk assessments and other factors for the project. This task includes the administration of the project, including contract administration, sub-consultant contract administration, invoicing and monitoring of task budgets and balancing variances in those budgets to stay within the overall project budget.

Deliverables:

- Project Schedule Updates
- General Project Coordination and Administration
- Invoicing and Budget Tracking

Task 2 - Team Meetings, QA/QC

2.01 Team Meetings

As our first order of work, URS will work with the City and the agencies to define the Project Development Team (PDT) that is to be made up of City, Caltrans, SLOCOG, County, and URS Team members. We will then coordinate a Kick-Off meeting of the Project Development Team (PDT). We'll prepare for and meet at Caltrans offices to review the scope of work, define the roles of the project participants, and confirm schedule and milestone requirements. At that time, we'll gather relevant City/agency data and record documents. This data should include any applicable cooperative agreements, as-built plans for facilities adjacent to the project site and recent improvement plans, reports or agreements affecting the project area or nearby facilities. This meeting will serve as an opportunity for agency and team review of past project progress, current project scoping, confirm traffic forecast years and reaffirm project criteria and direction. The VA concept will be discussed and initial coordination initiated. A field review will follow the meeting with PDT members participating as appropriate.



Seven (7) additional PDT meetings are included in this task for general coordination, review and resolution of specific technical issues/assumptions, presentation of submittals prior to agency review, and discussion/resolution of comments after agency review. These meetings are anticipated to be one day meetings held at Caltrans facilities in San Luis Obispo and will be scheduled/attended as mutually agreed upon by the attendees. The initial concept for these meetings is as follows:

- two (2) meetings during the preparation of the Administrative Draft PR/ED documents;
- one (1) meeting to present the Admin. Draft documents prior to agency review;
- one (1) meeting to review comments provided by the agencies on the Admin. Draft;
- one (1) meeting to present the Draft documents and go over the response to previously provided comments;
- one (1) meeting to review comments on the Draft documents
- one (1) meeting to present the Final submittal and response to comments on the Draft documents.

URS team staff will prepare discussion exhibits, agendas and notes for these meetings.

2.02 Independent Quality Assurance Program

This is an on-going task that is scheduled to be performed immediately prior to submittals. URS implements review of the project documents by senior level engineer that is not actively involved in the project planning or design. This review is in addition to the normal reviews by supervisory personnel. The URS Quality Assurance Manual outlines a systematic approach to the review of project documents prepared by company personnel. Each office has a Quality Assurance Officer who is responsible for the periodic audit of project files to ensure adherence to QA procedures and to assist in the documentation of QA processes. Additionally, a corporate staff member will periodically spot audit project files to assure compliance with the mandated plan.

Deliverables:

- Attendance at a Kickoff meeting and up to seven PDT meetings (8 meetings total)
- Preparation of Project Displays
- Meeting Agenda & Notes
- Project Specific QA File Materials (either an "In-House" or client walk through review of the general procedures is available if requested).



Task 3 - Aerial Mapping / ROW Delineation

Vaughan Surveys will be responsible for preparing the Topographic Mapping and Right of Way Delineation for the project. Vaughan Surveys has worked closely and successfully with the City and Caltrans in the preparation of the past project mapping and ROW delineation. It is anticipated that the project will be designed to Caltrans standards but it will not be necessary to generate mapping or electronic files in strict adherence to state drafting or photogrammetric standards. Vaughan will extend the prior limits of the project mapping as shown in the following graphic, will generate mapping in US Customary (English) units and will perform the following services for the project:

3.01 Topographic Mapping (Aerial)

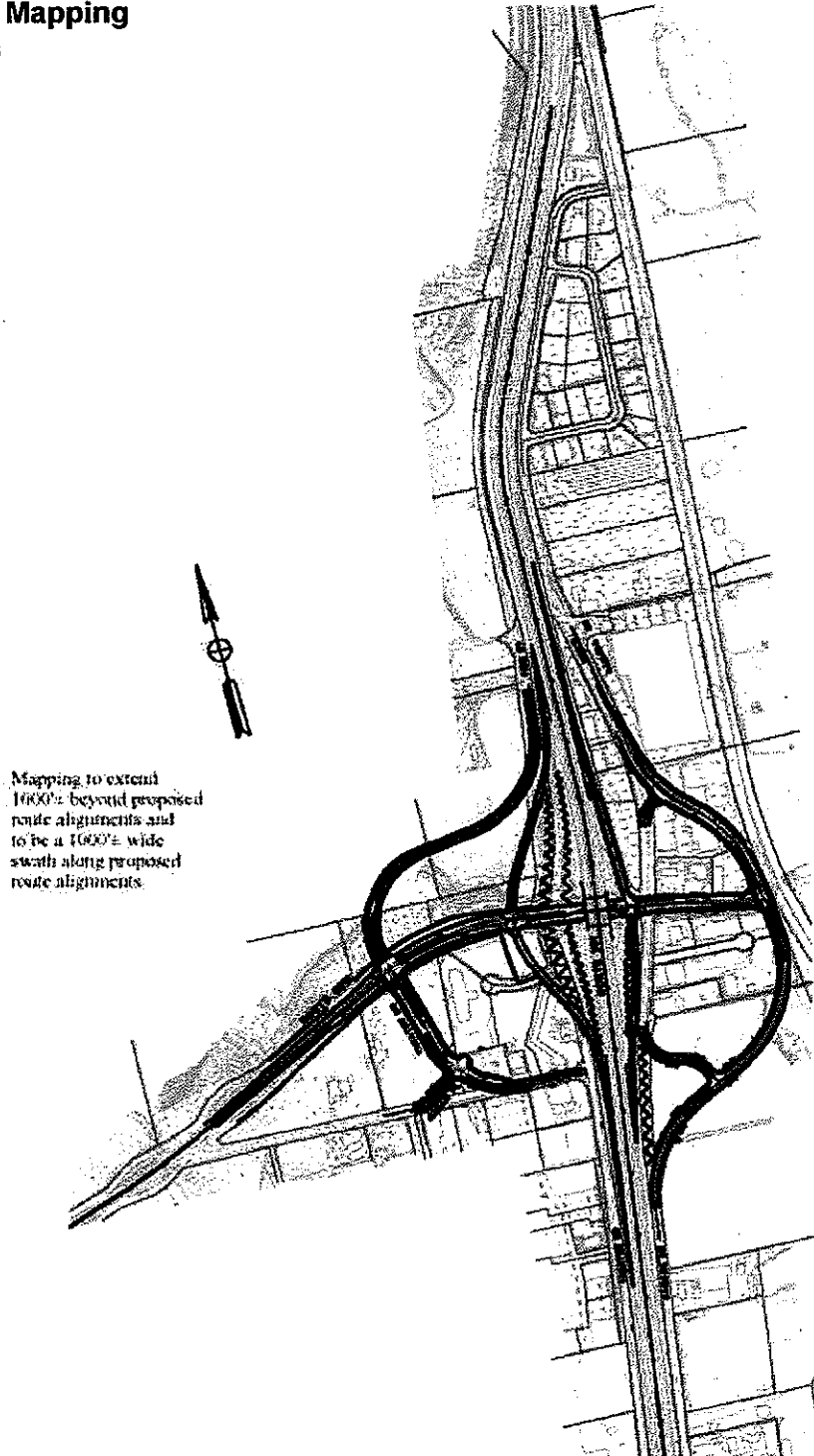
Aerial photopanel ground targets will be installed and will provide the basis for survey control to the aerial photogrammetrist. Vaughan will perform topographic mapping from photogrammetric data with accuracy that will equal or exceed national map accuracy standards for large scale topographic maps compiled by photogrammetric methods. A topographic map with planimetric features and 2 foot contour intervals (10 ft index contours) and with text suitable for plotting at 1"=50' will be provided in both hard copy form and as a digital AutoCAD file. Caltrans records on state monumentation for the area will be requested from the District and used in the setting of the control for the mapping.

The mapping area to be covered is shown on the following Exhibit 1 map. The Photogrammetrist for this project will be Golden State Aerial Surveys, Inc. All tree driplines and canopies will be clearly shown on the topographic map and on a digital orthorectified color photograph that will be provided. The orthorectified photograph is a scaleable aerial photograph that can be attached to the mapping and preliminary design files. It will be an invaluable tool in the review and presentation of the proposed design or alternatives to the agency and public stakeholders. Survey of individual tree trunk sizes and locations is not included at this time with the exception of oak trees that are easily accessible and identifiable at the time of photopanel installation.



Exhibit 1 –

**Aerial Mapping
Limits**





3.02 Record Data Boundary and Right of Way Delineation

The rights of way for Highways 46, 101 will be surveyed within the project area. Ramada Drive, Gahan Place and Theatre Drive will be calculated from record data maps and input into the AutoCAD drawing. Private property boundaries will not be based on an actual field survey. Sufficient boundary monumentation including at least 3 state right of way monuments will be located in the field to reasonably align calculated record data and for project control. Caltrans ROW maps and monumentation listing will be used to generate state ROW delineation and alignment control lines for state facilities as shown on those ROW maps.

Deliverables:

- Aerial Mapping and ROW Delineation (CD and hardcopy)
- Digital Orthorectified Photograph

Task 4 – Value Analysis

A VA study will be performed as part of the preparation of the PR and ED as generally outlined in the requirements of the Project Development Procedures Manual (PDPM), Appendix K and Chapter 19. Value Management Strategies, Inc. will assist URS and the project stakeholders by facilitating a 2-day effort designed to; gain consensus regarding the project criteria, the goals, confirm the "Need and Purpose" and the alignment footprint that needs to be considered in the PR and ED. VMS will plan, facilitate, and document the results of this event. URS assumes one attendee from URS will participate. The process will follow the Value Metrics approach used on numerous projects to assess alternative alignments or concept. This process is outlined below.

4.01 Pre-Study Activities

VMS will coordinate with the primary points of contact at each agency and with the consultant team to identify the appropriate team members and resource specialists for attendance. Project background information will be distributed for member preparation prior to the study. It is anticipated that each stakeholder agency will authorize/internally coordinate the attendance of these members and that each of the members will review the information prior to the study.

4.02 Study Activities

The study activities will consist of a focused 2 day meeting to be conducted at a location that will allow the participants to distance themselves from outside distractions. Activities of the actual study participation are expected to yield the following;



- 1) Review and refine the project's "Need and Purpose".
- 2) Identify the project's functions relative to the "Need and Purpose".
- 3) Develop project performance attributes and requirements
 - a. Identify potential performance attributes and requirements
 - b. Clearly define each attribute and requirement
 - c. Develop/define parameters and scales for each performance attribute
- 4) Determine relative importance of each criterion (weighting scale) in meeting the project's "Need and Purpose"
- 5) Review each alternative to understand the scope, impact and issues associated with each alignment
- 6) Evaluate each alignment and document:
 - a. That it meets the project requirements and "Need and Purpose"
 - b. How well it addresses the performance attributes
- 7) Brainstorm each alternative to identify potential improvements
- 8) Evaluate ideas to determine variations to alignments that need to be considered
- 9) Reevaluate alignments based on changes
- 10) Revalidate project "Need and Purpose"
- 11) Determine locally preferred alignment and area of potential impact

4.03 Post-Study Activities

The process and the results of the VA study will be documented in a concise manner for distribution to the agencies and team members.

Deliverables:

- VMS attendance/presentation at Kickoff meeting
- Agency coordination activities
- 2 Day study facilitation including meeting facilities rental
- Up to twelve (12) copies of study documentation



Task 5 – Agency Coordination and System Planning

The project will need support by Caltrans, SLOCOG, County and City management/policy level staff to define the project well and expedite the process, particularly in the event that a ramp terminus roundabout alternative moves forward as the proposed alternative since this is a unique feature for the state system. URS proposes to support a series of focused coordination/policy meetings with Caltrans, SLOCOG, City, and County management and supervisory staff. The purpose of these meetings is to allow Caltrans and local agency decision makers to review the preliminary concept plans (from the PSR-PDS and VA study) at the very early stages of the project, provide input on major issues, to discuss the support and steps needed for timely project delivery and to allow a management level forum for resolution of unforeseen issues to maintain project momentum and success. The goal of this task is to initiate and maintain project momentum at the management/policy level and translate that momentum to the involved staff of all stakeholders. A series of four (4) meetings are envisioned to be held as follows;

- one (1) at the initiation of the project;
- one (1) at the post VA study point, during the preparation of the Administrative Draft;
- one (1) during the preparation of the Draft PR/ED and;
- one (1) during the preparation of the final documents.

Attendance and scheduling of these meetings is obviously voluntary (support will be provided by URS) and will require support from the agency management staff. Management/policy participation is envisioned to include the following:

Caltrans; Mr. Gregg Albright (District Director), Mr. Tim Gubbins (Deputy District Director Project Management), Mr. Rich Krumholz (Deputy District Director Planning and Programming), Mr. Steve Price (Deputy District Director Operations), Mr. Ken Cozad (Central Region Design Coordinator), Mr. David Fapp (CR Deputy Project Development), Ms. Claudia Espino (Advance Planning/Programming and Travel Forecasting), Mr. Tom Houston (PM), Mr. John Fouche (Design Senior), and others (as appropriate).

SLOCOG; Mr. Ronald DeCarli (Executive Director), Mr. Darren Brown (Regional Planner)

SLO County; Mr. Harry Ovitt (District 1 Supervisor), Mr. Dave Flynn (County Public Works)

City; Mr. Frank Mecham (Mayor), Mr. Jim App (City Manager), Ms. Ditas Esperanza (Capital Projects Engineer)



In addition to review of the project progress and concepts this policy forum would discuss future system planning and project programming. Per the Caltrans' PDPM, revising access controls to a Freeway Agreement will require an updated Freeway Agreement and eventual approval through the California Transportation Commission (CTC). The first steps include the development of concept plans and initial consensus of the District and HQ Design. This consensus is documented through the PSR approval and a letter of approval for further study from the District Director. The next step is the formal approval of the project through the approval of the Project Report and Environmental Document. Concurrent with this second phase is the preparation of a revised Freeway Agreement and Cooperative Agreement for the development of the project. Once the project is approved and the terms of the agreements are approved by the stakeholders, the revised freeway agreement is presented by Caltrans to the CTC for formal adoption.

The next two phases would be to implement the project design and then the construction of the project. The full interchange concept will include and be dependent on available STIP funding and then follow the standard programming process for major transportation projects. This scope of work is limited to activities through in the PA/ED process, Caltrans would develop draft agreements and URS would be available to assist if requested.

Deliverables:

- Attendance at up to four (4) meetings
- Meeting Exhibits, Agendas & Notes
- General Coordination as necessary

Task 6 - Traffic Analysis

Associated Transportation Engineers will furnish the traffic engineering and related transportation planning services for the study. Caltrans staff has indicated they will be responsible for providing the traffic safety analysis and safety improvement recommendations. It is understood that there will be 5 alternatives, 4 build alternatives and the No Build alternative. Three of the build alternatives will include the traffic to/from the South River Crossing since the extension across the Salinas River is identified in the City's Circulation Element for reducing congestion on the local street system. The fourth alternatives, the "Minimum Build Alternative" will exclude the South River Crossing traffic volumes. These services include the following;



6.01 Traffic Criteria Documentation and Coordination

ATE will provide a summary of the traffic related assumptions and criteria confirmation requests in a memorandum format. This memorandum will provide initial traffic related concepts, challenges, constraints that are suggested to be addressed in the study. The "Opening Day" and "Design Year" (20 year horizon) years for forecasting future traffic conditions should be addressed at the kick-off meeting. A 10-year horizon period would also provide information as to operations of the roundabout alternatives for detailed evaluation.

These services include ATE attendance at the project kickoff meeting, at four PDT meetings, at three internal URS team review meetings and attendance at a two day Value Analysis Study as discussed in other tasks.

6.02 Existing Traffic Counts, LOS and Accident Data Analysis

Obtain ADT and peak hour count data for the key roadways and intersections that would be affected by the project and evaluate existing operations using the Highway Capacity Manual Operations Methodology (2000). This scope of work includes the collection of new counts at the US Route 101/SR 46(W) interchange. ATE collected counts April 2005 volumes for the weekday P.M. peak hour period. Additional counts will be collected for the weekday A.M. peak hour period; and for the Friday and Saturday peak hour periods during the summer peak period since the interchange is affected by summer recreational traffic to/from the Central Coast; and counts of truck volumes by leg since truck-related uses are located in the area. The key intersections that would be studied include the following:

Route 46W/Route 101 Intersections

Rt 46/Theater Dr
Rt 46/Route 101 SB
Rt 46/Route 101 NB
Rt 46/Ramada Dr

Counts for Route 46, the Route 101 ramps and the mainline will be obtained from Caltrans, District 5 (either through published information or through the Caltrans Project Manager). Existing Levels of Service will be produced based on the count information. Accident data/analysis will also be requested from Caltrans through the PDT team.

6.03 Forecast of Traffic Volumes

Develop traffic forecasts for the Opening Day and the 20-Year horizon. The City's traffic model (developed by others) produced volumes for the PSR-PDS. It is assumed these volumes will be refined (but not substantially revised bases on



criteria revisions) for the horizon years and for the various alternatives. This task will run concurrently with the initial traffic task for coordination with the Caltrans, SLOCOG, the County of San Luis Obispo, and the City reviewers for concurrence on the traffic forecasts.

6.04 Alternatives Development/LOS Analysis and Roundabout Peer Review

Based on the traffic volume forecasts and the City's LOS threshold, we will work with the design team to develop the geometry required to accommodate horizon year traffic forecasts. For each alternative, calculate the Opening Day and the 20-Year horizon (20 years from Opening Day) levels of service at the interchange. Level of service for the roundabout alternatives will be calculated using the SIDRA software and the RODEL software programs. The roundabout analyses will be provided to URS for independent peer review of an alternative by KAI. ATE will coordinate and revise the results accordingly for inclusion in the draft and final documents.

6.05 Sensitivity Analysis and 10 Year Volume Forecasts

Perform sensitivity analysis for each of the build alternatives to address the higher regional flows that use the interchange on Fridays and Saturdays during summer periods. Develop traffic forecasts for 10-Year horizon to address project phasing. Perform level of service analyses to determine what component of the project can be phased and the time frame for phasing the alternatives.

6.06 Southbound US Route 101 Weave Analysis

Address freeway weaving and the need for a southbound auxiliary ramp on US Route 101 between the Spring Street ramp and the SR 46 West ramp. Existing counts will be collected at the Spring Street ramp and 20-year forecasts will be developed based on area growth assumptions.

6.07 Draft Traffic Summary Report

Provide summary report of the traffic analyses for inclusion into the URS report(s).

6.08 Final Traffic Summary Report

Address comments submitted on the draft report and prepare final traffic report.

Deliverables:

- Traffic Criteria Scoping Memorandum
- Meeting Attendance
- Traffic Counts Data
- Draft Traffic Summary Report (Up to 10 copies)
- Final Traffic Summary Report (Up to 10 copies)



Task 7 – Environmental Documentation

Based upon the work effort accomplished in the PSR-PDS phase, a combined CEQA/NEPA document is anticipated. The appropriate environmental document is anticipated to be an IS-ND/EA-FONSI (Initial Study - Negative Declaration for CEQA documentation and Environmental Assessment – Finding of No Significant Impact for NEPA documentation) for the project. This is abbreviated as an IS/EA for the initial document and as an ND/FONSI for the approval document. This scope also assumes an informal level of communication/coordination with Army Corp of Engineers (ACOE) and CA Department of Fish and Game (CDFG) representatives to assist in the confirmation of project requirements.

7.01 Technical Studies and Reports

It is expected that a CEQA/NEPA compliant IS-ND/EA-FONSI is the appropriate level of environmental review for approval. Under CEQA, the lead agency would be Caltrans because the project is located on the state highway system with the City as the responsible agency having the principle role of carrying out the production of the environmental studies and document. Under NEPA, the lead agency would be the Federal Highway Administration (FHWA) with Caltrans coordinating the review of the NEPA document.

Based upon this expectation, the proposed scope of the technical reports for incorporation into the environmental document is described below.

Scope of Technical Studies and Reports

Biology: At areas to be impacted due to interchange construction and road alignments: assess and delineate wetlands and riparian vegetation areas along the drainage; consider potential endangered species impacts; calculate the acreage of impacts on biological resources; consider mitigation to minimize the impacts including oak tree impacts that will be defined for City purposes to adhere to the City's Oak Tree Preservation ordinance. This information would be included in a Natural Environment Study (NES).

Archaeological Resources: Conduct a site record and map search for previously recorded cultural resources in the vicinity of the Project. Conduct a systematic pedestrian survey of the Environmental Study Area (ESA). Summarize the results of the research and survey in a stand-alone Phase 1 Archaeological report (ASR). Complete a Historical Resources Evaluation Report (HRER). If any sites within the study area are found to be eligible, a finding of effects document, data recovery plan, and/or an ESA Action Plan may also be required, this effort is



CITY OF EI PASO DE ROBLES

Project Report and Environmental Document for the US Rte 101/SR 46W IC Improvements

not currently anticipated or included in this scope of work. These reports would be completed in conformance with Caltrans' Section 106 Programmatic Agreement implemented on January 1, 2004 with FHWA and SHPO.

Noise: Conduct noise measurements in the field at representative sensitive noise receptors. Produce a noise impact analysis using methodologies compatible with those outlined in the Caltrans Traffic Noise Analysis Protocol (October 1998) and in conformance with FHWA guidelines. Predicted noise levels from the project will be compared to existing noise levels. Compare the noise analysis with the appropriate significance standard for both NEPA and CEQA, and produce a noise report that would include appropriate mitigation for project areas above the FHWA Guidelines for roadway noise, and to reduce potentially significant NEPA and CEQA noise impacts to less than significant levels.

Air Quality: Produce an emissions inventory of the current emissions at the project site. Consultation with the local Air Pollution Control District and project conformance with the Regional Transportation Improvement Plan (RTIP) will be important. Conduct CO "hot spots" modeling, using the Caline 4 model.

Hazardous Materials: This section will use the materials compiled for the PEAR already produced for this project (data resource searches and field investigations). URS will review our existing files on the ARCO station and other available data to determine what kind of leak detection equipment is in place, and review leak detection records. If field review of the existing structures (buildings and bridges) and records for the project area indicate that asbestos, lead paint or other hazardous materials are likely to be present, URS would then recommend a sampling survey scope of work to test structures that are potentially to be removed as part of the project. The sampling survey is not currently included in this scope of work.

Potential lead deposit on road shoulders will be assessed with a formal lead sampling and assessment per Caltrans standards, and an ISA will be prepared per Caltrans guidelines.

Land Use: Assess and summarize the current land use(s) within the project area. Map residences, businesses, and other buildings in the ESA. In addition, assess the City and County General Plan policies to see if the proposed project is consistent.

Agriculture: Consult with City and County staff to discuss their policies on continued agricultural use on lands designated as urban in their General Plans. Mitigation measures will likely be implemented for the loss of the existing prime soils within the ESA.



Visual: Review aerial photos and engineering plans for the project. Photograph the current project area. Assess visual impacts through a Visual Impact Assessment (VIA), including potential project effects and any appropriate mitigation. Concept level landscaping graphics and a text discussion of the types of landscaping that may be applicable will be included, visual simulations are not currently included in this scope of work.

Geology: Assess soil erosion and sedimentation potential as well as liquefaction potentially associated with the project based on existing records and documentation. Study topographic features and land disturbance associated with the project and assess the potential for degradation of water quality. Develop mitigation measures through the implementation of a comprehensive erosion control/revegetation plan to reduce geologic impacts to less-than-significant levels.

Water Quality: Review applicable hydrology studies and assess potential flow modifications and storm water impacts. Recommend incorporation of standard Caltrans Best Management Practices (BMPs) to protect water quality during construction and maintenance of the facility.

Traffic: URS and Associated Transportation Engineers (ATE) will produce a traffic report. The report will assess current and predicted traffic volumes and will provide traffic management options during construction.

Cummulative Impacts: Discussion on the consideration of whether the environmental impacts of the project may be individually limited, but cumulatively considerable (ie.. the incremental effects of the project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and/or the effects of probable future projects.)

Task 7.02 Administrative Draft Environmental Document (IS/EA)

As previously mentioned, URS expects that the appropriate level of environmental review for the proposed project is an IS- ND/EA-FONSI based on our understanding of the project to date, and the reasons herein listed:

- Federal funds will likely be needed to finance the project, therefore kicking off the NEPA environmental process,
- Impacts to visual resources can be effectively mitigated to less than significant levels,



CITY OF EI PASO DE ROBLES

Project Report and Environmental Document for the US Rte 101/SR 46W IC Improvements

- Noise, traffic, and air quality impacts are anticipated to be less than significant because they would be temporary and localized,
- Cultural resources will not be impacted
- Hazardous wastes will not be encountered or can be avoided,
- Geologic hazards can be avoided and/or mitigated,
- Substantial alterations to drainages would not occur or would not result in significant impacts,
- Significant impacts to endangered species or wetlands are not anticipated,
- As a context sensitive solution to be consistent with local planning, impacts to oak trees are expected to be mitigated to less than significant levels by replacing the trees in ratios and propagation methods considered sufficient by local agencies.

URS recommends that the City of Paso de Robles (City) proceed with a IS-ND/EA-FONSI as the appropriate CEQA/NEPA -compliant environmental review. In the event that potential significant and unmitigable impacts become apparent as a result of project refinement, additional technical studies, changes in regulations or for other reasons, URS would be prepared to assist the City in producing an EIR for the project with the accompanying Statement of Overriding Consideration (and an EIS if necessary) as an additional scope of effort.

Administrative Draft IS/EA: URS will prepare a combined Initial Study/Environmental Assessment (IS/EA) Administrative Draft document for submittal to the City, Caltrans and FHWA. The IS/EA will follow the 2004-03 IS/EA outline found on the Caltrans Standard Environmental Reference (SER) website. The Administrative Draft IS/EA will be a bound document with text, maps, and appendices. It will be a concise document, organized and written to be highly readable to be easily reviewed by the agencies. The document will be designed as a "stand-alone" document to be circulated without the Project Report.

The IS/EA will address impacts from the alternatives considered feasible in the PSR. Mitigation measures will be described in sufficient detail to provide the basis of determining that no residual significant impacts would occur.



Task 7.03 Draft Environmental Document (IS/EA)

Screen Check IS/EA: Based upon the written comments received to the Administrative Draft IS/EA, URS will revise the document to incorporate the comments from the reviewing agencies. URS will deliver up to 20 copies of the screen check IS/EA for final review and written comments before preparing the IS/EA for public review.

Public Review of the IS/EA: Based upon the written comments received to the Screen Check IS/EA, URS will revise the document to incorporate the comments from the reviewing agencies. Up to 50 copies of the IS/EA will be delivered to the City for mailing to interested agencies and other parties for review and comment. URS will also provide 10 copies of each technical report for distribution by the City.

Mailing List: URS will prepare a distribution list for mailing the IS/EA, and other notices. The list will include local, state, and federal agencies. It will also include key landowners, environmental groups, and local community groups. URS will update the list as necessary throughout the project, with input from the City, as appropriate.

Prepare Notices: URS will prepare a Notice of Intent to adopt an ND per the CEQA guidelines for the City and Caltrans. This notice will be provided to the City for distribution to the State Clearing House.

URS will also prepare a draft public notice for advertising the public process of the ND/FONSI environmental document in local newspapers and at the office of County Clerk. This draft will be provided to the City for distribution by the City to the local news agencies and to the County.

Assist with Public Hearing: URS will assist the City in planning and executing the public meeting on the IS-EA environmental document and on the adoption of the Final ND/FONSI. URS will prepare exhibit and handouts for public review in an "open house" format or as a presentation, if required. URS will make presentations, take minutes, and record public questions and comments.



Task 7.04 Prepare Environmental Document (ND/FONSI)

Prepare Administrative Draft ND/FONSI: Upon receipt of agency and public comments to the IS/EA, URS will assign each comment letter an alphabetic symbol and each comment will be individually numbered. URS will identify substantive comments and prepare a summary of these comments for discussion with the City and Caltrans. At a meeting with the City and Caltrans, URS will discuss the recommended approach for each response. URS will prepare an Administrative Draft of the ND/FONSI and proposed response to comments, for review by the City, Caltrans and FHWA.

Prepare Screen Check ND/FONSI: Upon receipt of comments to the Administrative Draft of the ND/FONSI and proposed response to comments from the agencies, URS will prepare Screen Check ND/FONSI and responses to comments for final review by the agencies.

Prepare ND/FONSI: Upon receipt of comments to the Screen Check ND/FONSI and proposed response to comments from the agencies, URS will prepare the ND/FONSI including response to comments for distribution by the agencies. URS will produce up to 50 copies of the ND/FONSI and deliver those to the City for distribution to other agencies. An electronic version in both Word and Adobe pdf format will be provided of the entire document.

Notice of Determination (NOD): URS will prepare the NOD per the CEQA guidelines for filing within 5 working days after the project has been approved by Caltrans. This NOD will be provided to Caltrans (and copied to the City) for distribution and publication.

Deliverables:

- Technical Reports (Up to 5 copies of each)
- Administrative Draft IS/EA (Up to 20 copies)
- Screen Check IS/EA (Up to 20 copies)
- Public Review IS/EA (Up to 50 copies)
- IS/EA Distribution Mailing List
- NOI for the ND
- Draft Public Notice for ND/FONSI
- Public presentation attendance, notes and comments summary
- Admin. Draft ND/FONSI (Up to 20 copies)
- Screen Check ND/FONSI and response to comments (Up to 20 copies)
- ND/FONSI and response to comments (Up to 50 copies)
- Notice of Determination



Task 8 – Administrative Draft Reports

This task addresses the first stage of report preparation once the mapping has been generated, the results of the Value Analysis study on the PSR-PDS alternatives has been distributed, and the traffic criteria and existing count information has been accepted. This task is a compilation of efforts by various disciplines and will run concurrently with the technical studies for the environmental review. The subtasks and deliverables of this task are as follows:

8.01 Concept Plans Update

This task is to prepare geometric concepts for preliminary environmental, hydraulic, and geotechnical evaluations and to prepare both roadway and bridge structure alternative planning documents. The planning documents are envisioned to include up to 4 “build” alternatives in English units and will incorporate the appropriate recommendations of the Value Analysis study as well as potential geometric revisions to roundabout configurations base on traffic analysis and independent peer reviews (BEI will conduct a geometric design peer review of the double roundabout alternative). The interchange plans will incorporate details for the interchange for the limits of ramp and frontage road improvements in the immediate area of the interchange. Standard access control delineation for improvements within the state right of way will be shown. Typical section, Layout, and Profile exhibits are anticipated to be included at this stage of project development.

8.02 Prepare Revised Roundabout Fact Sheets

Revisions to the units of measure (metric vs. English), traffic analysis and geometric layouts will require updating of the previously approved fact sheet. The traffic and roundabout peer review sub-consultants will work together to prepare a comprehensive assessment of the operations and layout criteria for the roundabout alternatives. The results of this effort will be shared with the traffic, operations and design counterparts in the District for review and comment (District staff has commented however that this report is not required to be reapproved but rather will serve to help the review process). This will include an interactive dialogue on acceptable criteria and presentation requirements for the evolving state and federal guidelines related to roundabouts.



8.03 Structure Advance Planning Studies

URS will prepare Advance Planning Studies (APS) for the bridges. Caltrans structures staff has confirmed that APS's will not be needed for MSE walls or culvert extensions. MSE walls will be identified on the project plans, a typical section will be shown and other information (see items 3, 5 and 6 below) will be shown in table format. The bridge APS's will be prepared in Caltrans format using Caltrans Office of Special Funded Project (OSFP) Memo 3-2 and Caltrans Memos to Designers (MTD) 1-8. The Design Memo will have sufficient information that can be used in developing a preliminary construction cost estimate. The APS Plans will show the following:

1. Plan views, Elevation views and Typical Sections showing the preliminary structure types recommendation.
2. Preliminary profile grade and superelevation diagram.
3. General dimensions for the structures such as overall lengths, widths, and depths.
4. Available vertical clearances.
5. Aesthetics recommendations (general).
6. Preliminary foundation types recommendation.
7. Preliminary abutment and bent types recommendation.
8. Approach slab, barrier type, and slope paving.

The APS Design Memo will include the following:

1. Important or unusual design assumptions or structure features,
2. Local agency requirements such as aesthetics, improvements in the vicinity of the structure, or other obstructions.
3. Any special foundation requirements.
4. Any construction requirements, including limited site accessibility, vertical clearance restrictions, and limits on night time/day time work.
5. Record of discussions with Caltrans personnel concerning any key assumptions.

An APS Construction Cost Estimate will be developed by estimating quantities or unit factors for major items of work and assigning prices to each item. A contingency factor of 25% and mobilization factor of 10% of the total of the items cost will be added to the estimate.



8.04 Geotechnical Preliminary Evaluation

URS will prepare a Preliminary Foundation Report in accordance with Caltrans' Guidelines for Foundation Investigations and Reports, Version 1.2, dated June 2002. It will include a summary of site geology and subsurface conditions, a location/vicinity map, as-built data, ground motion study, liquefaction evaluation, corrosion evaluation, preliminary bridge foundation recommendations and recommendations for field work and laboratory testing. The report will be prepared using existing available information. It is assumed that fieldwork (geotechnical exploration) will not be necessary in developing this preliminary foundation report. Roadway structural section recommendations will be discussed and will be based on assumed R values, "TI" information provided by others and on existing structural section information.

8.05 Traffic Management Planning

Reconstruction of the interchange will likely result in significant impacts to daily and weekend operations. TMP's are intended to define methods of mitigation for motorist delay and inconvenience. The proposed alternatives will be reviewed with traffic operation and construction management specialists and major construction staging concepts will be defined. The effects of those stages will be further reviewed and the impacts to interchange, mainline and local roadway operations will be conceptually identified. A scoping checklist for the TMP to be produced at the design stage will be created and a narrative of impacts and potential mitigation features, detours, closures and durations will be produced.

8.06 Landscape Planting and Aesthetics Concept Discussion

General landscaping of the interchange improvements is not envisioned at this time. Landscaping within the roundabout center islands may be desirable and will be discussed as a section of the report. Aesthetic enhancement(s) to walls and bridge structures will also be discussed for inclusion into the report. A memorandum containing photo exhibits of sample treatments at other locations and the locations on this project where these types of treatments might be used will be provided for review. Renderings or simulations of the project site with landscaping or other aesthetic enhancements are not included as a part of this scope.

8.07 Preliminary Hydraulic Evaluation/Erosion Control/Drainage Study

URS is please to include WRECO, Inc. on our team to complete the hydrology / hydraulics portion of the project. WRECO will perform hydrologic and hydraulic



studies to provide the team with information on hydrology, hydraulics and drainage facility design for the proposed alternatives. WRECO will prepare: 1) a Location Hydraulic Study Report to summarize floodplain impacts and mitigation measures; 2) a Preliminary Drainage Report to summarize major onsite and offsite drainage facilities, design approaches and mitigation measures; 3) a Water Quality Report to summarize water quality impacts and mitigation measures; and 4) Storm Water Data Report to summarize BMP needs and recommendations with the assistance of the URS civil design team. To support the Environmental Document preparation, WRECO will assess project's water quality impacts and identify general mitigation measures. Our study will address only the impacts from roadway improvements and we will utilize Caltrans standard checklists. Cost estimates for the facilities and mitigation measures will be prepared.

8.08 Prepare Environmental Evaluation Section

This will be an interactive task that will produce an "Area of Potential Construction Exhibit (for environmental review)" and will rely on the preliminary findings of the environmental review. A summary of and reference to the environmental studies, findings and documentation will be prepared for inclusion into this section of the report.

8.09 Update Preliminary ROW Acquisition/Utility Maps/Data Sheets

The project is unique in that the various alternatives cover four land use categories: agricultural, industrial, commercial, and potentially residential. The various alternatives include potential impacts to gas stations, restaurants, hotels, a vineyard and industrial businesses. Preliminary ROW Acquisition/Utility Maps will be generated by the civil design members of the team that will then be used to produce the ROW Data sheets for inclusion as an attachment for the Project Report. BRI will provide the Right of Way analysis for the Project Report and Environmental Document for the project. This project Right of Way analysis will include the following items:

- Review of current and projected land use patterns from a right of way cost perspective for each study alternative
- A comparable analysis of each property
- Right of Way estimates, by parcel, for each alternative for inclusion in the Right of Way Data Sheets
- Analysis of up to 26 parcels for right of way data sheets
- Relocation Assistance (RAP) estimate for effected parcels



- Up to 4 Right of Way Data Sheets per Caltrans's Standard. The ROW data sheets are expected to be based on the build alternatives included in the approved PSR-PDS

8.10 Update Storm Water Data Report

The SWDR will be updated based on the revisions to the project alternatives and the more detailed hydrologic/hydraulic review. The report will identify the need for BMP's and make recommendations. The report will also include the preliminary cost estimate for the recommended BMP's. This task also includes coordination efforts for review and approval of this "stand alone" report.

8.11 Prepare Updated Cost Estimates

The cost estimates for the alternatives will be updated using the appropriate format, guidelines and breakdowns shown in the PDPM. The cost estimates will include the structures and ROW costs and will be included in the appendix to the report.

8.12 Prepare Design Exception Fact Sheets

Design exception fact sheets for Mandatory or Advisory design standards will be necessary at this constrained location. The alternative design concepts will be reviewed and checked against the design standards listings contained in the Caltrans Highway Design Manual. The design team will review all exceptions that are identified and assess to see if they can be avoided. If exceptions to standards are deemed necessary they will be discussed with the Caltrans Design and Project Management representatives. If deemed appropriate, the specific design standard and reason for requested exception (including impact and cost to make standard) will be documented in a draft Design Exception Fact sheet. The exception requests will be submitted to the District for review and approval. Mandatory design standards exception requests will also be reviewed by HQ staff and that coordination will be accomplished by District personnel.



8.13 Administrative Draft Project Report

A text narrative report will be produced to document the information produced in the previous sub-tasks and other tasks leading up to this point. The report will include:

- discussion to introduce the project,
- provide a recommendation and project background,
- define the "Need and Purpose" and conformity to state/regional/local planning,
- identify the alternatives that were reviewed and summarize rejected alternatives,
- provide discussion of various considerations (hazardous waste, the VA study, resource conservation, ROW issues, environmental issues, air quality, title VI considerations, public hearings, freeway agreements, permits, utilities, cooperative agreement features between agency stakeholders, TMP considerations, stage construction concepts, truck and oversized loads)
- project programming and funding
- project reviews and participation

The report will be presented in a format that follows the guidelines contained in Appendix K of the Caltrans PDPM. Attachments will be in draft form.

Deliverables:

- Alternative concept plans
- Administrative Draft Roundabout Fact Sheet (up to 8 copies)
- APS Design Memo.
- APS Plans and Cost Estimates
- APS Checklist per Caltrans requirements
- Preliminary Foundation Report
- Traffic Management Plan checklist
- Landscaping/aesthetic treatment samples memorandum
- Area of Potential Construction Exhibit (for environmental review)
- ROW Data Sheets
- Updated Storm Water Data Report
- Alternative cost estimate sheets
- Administrative Draft Design Exception Fact Sheets (Mandatory and Advisory, up to 8 copies of each)
- Administrative Draft Project Report (Bound, up to 30 copies)



Task 9 – Prepare Draft Reports

This task addresses the preparation of revisions to the Administrative Draft Reports based on receipt of written comments by the reviewing agencies. At this point it is assumed that the alternatives and the criteria for the analysis have been defined with no significant criteria or geometric revisions anticipated. Written comments and potential plan markups are to be provided by each agency by the end of an agreed upon review period. Each agency's internal comments are to be reconciled and screened by the primary point of contact for that agency. A meeting to go over comments to the previous submittal will be scheduled (see "Team Meetings", Task 2). This task is a compilation of efforts by various disciplines and will run concurrently with the preparation of the draft environmental document. The SWDR will be updated to reflect comments on the previous submittal (if necessary). A PDT meeting will be scheduled at the time of submittal to present the deliverable to the reviewing agencies and go over past comments and response to those comments (see "Team Meetings", Task 2). The subtasks and deliverables of this task are outlined as follows:

9.01 Draft Project Report and Attachments

The report will be revised and response to comments provided by the appropriate disciplines.

9.02 Draft Roundabout Fact Sheet

The fact sheet will be revised and response to comments provided by the traffic and civil disciplines.

9.03 Draft Design Exception Fact Sheets

The fact sheets will be revised and response to comments provided by the appropriate disciplines.

Deliverables:

- Draft Project Report (Bound, up to 30 copies)
- Draft Roundabout Fact Sheet (up to 8 copies)
- Draft Design Exception Fact Sheets (Mandatory and Advisory, up to 8 copies of each)
- Revised SWDR (if applicable)



Task 10 – Prepare Final Reports

This task addresses the preparation of revisions to the Draft Reports based on receipt of written comments by the reviewing agencies. At this point it is assumed that the alternatives and the criteria for the analysis have been well defined and agreed upon with no significant revisions to the prior submittal anticipated. Written comments and potential plan markups are to be provided by each agency by the end of an agreed upon review period. Each agency's internal comments will be reconciled and screened by the primary point of contact for that agency. A meeting to go over comments to the previous submittal will be scheduled (see "Team Meetings", Task 2). This task is a compilation of efforts by various disciplines and will be accomplished after the preparation and approval of the final environmental document. The SWDR will be updated to reflect comments on the previous submittal (if necessary). A PDT meeting are to be scheduled at the time of submittal to present the deliverable to the reviewing agencies and go over past comments and response to those comments (see "Team Meetings", Task 2). The subtasks and deliverables of this task are outlined as follows:

10.01 Final Project Report and Attachments

The report will be revised and response to comments provided by the appropriate disciplines.

10.02 Final Roundabout Fact Sheet

The fact sheet will be revised and response to comments provided by the traffic and civil disciplines.

10.03 Final Design Exception Fact Sheets

The fact sheets will be revised and response to comments provided by the appropriate disciplines.

10.04 Final Report Scanning and Delivery

The final Project Report, Roundabout Fact Sheet and Design Exceptions will be scanned and copied on to a CD as pdf's.

Deliverables:

- Final Project Report (Bound, up to 30 copies)
- Final Roundabout Fact Sheet (up to 8 copies)
- Final Design Exception Fact Sheets (Mandatory and Advisory, up to 8 copies of each)
- CD containing copies of Final PR, Roundabout/DEF sheets as pdf's
- Final SWDR (if applicable)



1380 Lead Hill Boulevard, Suite 100
Roseville, California 95661-2997
Tel: (916) 784-3900
Fax: (916) 784-0211

26 October 2005

Ms. Ditas Esperanza
City of El Paso de Robles
Public Works Department
1000 Spring Street
Paso Robles, CA 93446

Subject: PAED Phase for the US 101/46 W Interchange – Traffic Data Documentation

Dear Ditas:

We're pleased to be able to send this letter of appreciation to you, and the City Council for entrusting URS as your consultant to move the above project forward.

We would like to confirm our commitment to successfully deliver this planning and environmental effort and to support the City in partnering with the affected or interested stakeholders. To this end, we'd like to reiterate key components of our understanding and approach as they specifically relate to the traffic modeling aspects of the project:

- The past effort for the PSR-PDS phase included a detailed traffic analysis at the project site (by ATE) that used volumes from an independent traffic study sponsored by SLOCOG and produced by Omni Means. The Caltrans PSR-PDS process did not require such a detailed traffic analysis but the local agency stakeholders agreed it was critical for local concerns. The SLOCOG study was viewed as a "neutral" assessment and used to determine a more widespread or regional analysis of traffic origination and destination data through the project area for purposes of "jurisdictional split" of traffic origination/destination between the City, County and SLOCOG/State stakeholders. The approved PSR-PDS was based on that study;
- During one iteration of the SLOCOG/Omni Means study, the density factors for land uses near the project area were increased and it was found that the resultant volumes rendered unacceptable levels of service (LOS's) for almost all proposed improvement alternatives. After much discussion the local agencies agreed not to change the density factors for the surrounding land uses, the PSR-PDS analysis moved forward and was completed based on the original model assumptions (land uses and density factors);
- The SLOCOG/Omni Means independent study traffic modeling assumptions used a City and County General Plan "build out" assumption for the surrounding areas. The proposed ATE traffic study for the PAED effort includes traffic counts and Caltrans traffic information retrieval for the ramps/mainline so as to interpolate between the "build-out" condition and the new existing conditions for this phase of the work (an update of the "existing" conditions for the report);
- The City desires to document the conditions and assumptions of the past model, specifically of the independent model that yielded the volumes for the specific project analysis to ensure that future conditions by any agency do not negate the results of the analysis. URS was asked to assist in the effort to document the model conditions;
- After recent contact with Omni Means representatives, we have learned that their independent study was not based on a single model but rather a combination of a "Templeton" and a "City of Paso Robles"

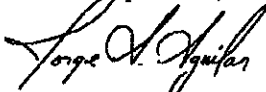
model. The results of the two model analysis were then combined to yield the reported and agreed upon outcomes. Omni Means staff are looking into the details of the documentation request;

- URS will coordinate the technical aspects of the project and work with ATE, Omni Means and the City to facilitate the generation of the desired previous model documentation. Being located in Roseville and just a few blocks from the Omni Means offices that generated the report, I will personally offer to meet with the Omni Means Project Manager and assist with the documentation effort;
- As your Project Manager, I will coordinate this projects' effort with the City, Caltrans, SLOCOG and the County. For this important project, our scope includes a "policy level" team coordination task that is intended to define a forum to readily resolve project concerns at a higher level and thereby provide direction to technical staff. I anticipate that you, Jim App and perhaps other City representatives would participate and assist in the coordination of attendance by other agency leaders in those key meetings.

Again, we appreciate this opportunity and look forward to working with you and the City on this project. Please feel free to contact me if you have any questions or need additional information.

Sincerely,

URS Corporation, Americas



Jorge Aguilar, PE
Project Manager

c:File 1-A