

TO: James L. App, City Manager

FROM: Doug Monn, Public Works Director

SUBJECT: Award Contract to Prepare Project Approvals & Environmental Documents (PA&ED) and Plans Specifications & Estimates (PS&E) for 101/46 East Operational and Related Improvements

DATE: April 18, 2006

NEEDS: For the City Council to consider awarding the contract to prepare the PA&ED and PS&E for operational improvements at Highway 101/46 East.

- FACTS:**
1. In 2004, the Project Study Report (PSR) prepared by URS Corporation was approved by Caltrans to install operational improvements at Highway 101/46 East and related improvements as follows:
 - modification of the 13th Street over-crossing over Highway 101
 - modification of the existing southbound off-ramp at 16th Street
 - addition of a southbound on-ramp at Highway 101 and 16th/17th Street
 - addition of a second lane to the existing southbound on-ramp at Highway 101/46 East
 - provision of a re-striped Highway 46 travelled way to include a second left turn lane from westbound Highway 46 onto the southbound Highway 101 on-ramp.
 2. The City Council adopted a budget of \$100,000 in FY 2005-06, \$100,000 in FY 2006-07, and \$1,000,000 in FY 2007-08 for this project (see attached). The initial approach was to prepare the PA&ED and PS&E phase in incremental steps until such time as a funding source is identified to construct the entire project.
 3. The City received a State Grant in the amount of \$360,000 towards the preparation of the PA&ED and the PS&E.
 4. On April 5, 2006, the SLOCOG Board programmed \$5,655,000 towards the construction phase of the project, with actual appropriation of the funds scheduled in 2008.
 5. It is requested that completion of the PA&ED and PS&E be accelerated in order to be ready when the construction phase funding is available.
 6. A scope of work and fee proposal from URS Corporation in the amount of \$898,408 is attached to prepare the PA&ED and PS&E.

**ANALYSIS
AND**

CONCLUSION: It is proposed that the City Council award a contract to URS Corporation per the attached scope of work and fee proposal.

POLICY

REFERENCE: General Plan

FISCAL

IMPACT: The adopted CIP budget provides budget appropriations and funding sources for this project as follows:

FY 2006	\$100,000	Gas Tax/TDA Funding
FY 2007	\$100,000	Gas Tax/TDA Funding
FY 2008	\$1,000,000	SLOCOG Grant
FY 2009	\$4,000,000	SLOCOG Grant

While the adopted budget indicates \$5 million in SLOCOG grant funding only \$360,000 is available for preparation of the PA&ED. Thus, the remaining cost to prepare the PA&ED, \$538,408 (\$898,408 - \$360,000), must come from local sources. An additional \$10,092 is requested to fund incidental project costs (i.e. prints, copies, etc.)

More specifically, component funding sources are identified as follows:

Gas Tax	\$221,700
Traffic Impact Fees	\$326,800
SLOCOG Grant	<u>\$360,000</u>
Total Sources	\$908,500

While the Gas Tax contribution is slightly higher than adopted (by \$21,700), there are sufficient resources on hand to fund preparation of the PA&ED.

A budget adjustment is needed to accelerate the \$1,000,000 programmed in fiscal year 2008 but for which no formal appropriation has been authorized.

OPTIONS:

- a. Adopt Resolution No. 06-xx
 - 1) approving a CIP budget adjustment to accelerate programmed funding from fiscal year 2008 to fiscal year 2006 and authorize a transfer from the Traffic Mitigation Impact Fee Fund to the Gas Tax Fund in the amount of \$326,800; and
 - 2) awarding a contract to URS Corporation in the amount of \$898,408 to prepare the PA&ED and PS&E for 101/46 East operational and related improvements, and authorizing the City Manager to execute the contract.
- b. Amend, modify, or reject the above option.

Prepared by:

Ditas Esperanza, P.E., Capital Projects Engineer

Attachments (2)

- 1) Excerpt from Adopted CIP Budget
- 2) Scope of Work and Fee Proposal

**PROPOSED
Capital Improvement Projects Budget
FY 2005-2006 to 2008-2009**

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

*Final amount subject to final year end results



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

PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) PHASE			
TASKS	TASK DESCRIPTIONS	TASKS	TASK DESCRIPTIONS
1	Project Management & QA/QC	7	Administrative Draft Reports
1.01	Project and Schedule Management	7.01	Revised Alternative Plans
1.02	Quality Assurance/Quality Control	7.02	ROW and Utility Impact Plans
		7.03	Structure Advance Planning Studies
2	Team Meetings	7.04	Geotechnical Evaluation
		7.05	Traffic Management Planning
3	Mapping and ROW Delineation	7.06	Landscaping Planting and Aesthetics Concepts Discussion
		7.07	Preliminary Hydraulic Evaluation/Erosion Control/Drainage Study
4	Agency Coordination & System Planning	7.08	Prepare Environmental Evaluation Section
		7.09	Update ROW Data Sheets
5	Traffic Data / Analysis / Reports	7.10	Prepare Storm Water Data Report
5.01	Traffic Volumes and Acc. Analysis	7.11	Prepare Cost Estimates
5.02	Traffic Analysis and Forecasts	7.12	Prepare Design Exception Fact Sheets
5.03	Admin. Draft Traffic Report	7.13	Administrative Draft PR Preparation
5.04	Draft Traffic Report		
5.05	Final Traffic Report	8	Prepare Draft Reports
		8.01	Draft Project Report and Attachments
6	Environmental Documentation	8.02	Draft Design Exception Fact Sheets
6.01	Technical Studies and Reports		
6.02	Administrative Draft ED	9	Prepare Final Reports
6.03	Prepare Draft ED	9.01	Final Project Report and Attachments
6.04	Prepare ED	9.02	Final Design Exception Fact Sheets
6.05	Mitigation Monitoring and Reporting Plan	9.03	Final Report Scanning & Delivery



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PLANS, SPECIFICATIONS AND ESTIMATE (PS&E) PHASE			
TASKS	TASK DESCRIPTIONS	TASKS	TASK DESCRIPTIONS
10	Utility Coordination and ROW Engineering	14	95% PS&E, TMP and SWPPP
10.01	Utility Initial Contact A	14.01	Plans Preparation
10.02	Utility Relocation Coordination Contact B	14.02	TMP
10.03	Utility Construction Notification Contact C	14.03	SWPPP
10.04	ROW Legal Descriptions and Exhibits	14.04	Technical Specifications
		14.05	Quantities and Estimate Calculations
11	35% Plans, Cross Sections and Estimate		
11.01	Plans Preparation	15	Draft Final PS&E, TMP and SWPPP
11.02	Cross Section Preparation	15.01	Plans Preparation
11.03	Structure Type Selection Report	15.02	TMP
11.04	Preliminary Traffic Management Plan (TMP)	15.03	SWPPP
11.05	Preliminary Storm Water Pollution Prevention Plan (SWPPP)	15.04	Technical Specifications
11.06	Quantities and Estimate Calculations	15.05	Quantities and Estimate Calculations
12	Environmental Permits (Informal Only)	16	Final PS&E, TMP and SWPPP
		16.01	Plans Preparation
13	65% PS&E, TMP and SWPPP	16.02	TMP
13.01	Plans Preparation	16.03	SWPPP
13.02	TMP	16.04	Technical Specifications
13.03	SWPPP	16.05	Quantities and Estimate Calculations
13.04	Technical Specifications		
13.05	Quantities and Estimate Calculations	17	Bidding Support



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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 prior work products and documents generated by URS and with the specific work scopes of our extended team members, as such these documents contain greater details on task specifics and are hereby incorporated by reference. URS will prepare and submit necessary documents as presented in this scope of work that will conform to Caltrans standards and procedures.

The project will entail the planning and design of two retaining walls at the west end of the existing 13th Street Overcrossing (Br. No. 49-0145), new on/off ramps near 17th Street, the construction of a southbound auxiliary lane (approximately 1/2 mile) that will extend from 17th Street to the US 101 SB on ramp at SR 46, an additional lane at the SB 101 onramp, a structure mounted sign replacement on the Rte 101/46 Separation (Br. No. 49-0165R), an additional left turn lane from SR 46 WB to US 101 SB, and a sign structure near the SR 46 Salinas River Bridge (Br. No. 49-0035). Design documents are to be advertised by the City and will therefore not be subject to State OE or CADD electronic review. Structure seismic retrofit work, live load analysis and capacity upgrades or abutment modifications (other than specifically stated work) are explicitly excluded from this scope of work. The project limits are anticipated to be as shown on Alternative 6 of the approved PSR.

The Project consultant team consists of URS Corporation (Civil, Structures and Environmental), Associated Transportation Engineers (Traffic and Electrical), Bender Rosenthal Inc. (Right of Way Data Sheets, PR), Earth Systems Pacific (Geotech), and Vaughan Surveys (Surveys and Right of Way Engineering).

Budget and schedule estimates are presented with our proposal in an itemized fashion to identify logical sequencing and breakout. URS will endeavor to maintain the estimated time and efforts as shown in these breakouts but actual efforts may vary from these breakouts. The scope budget will be managed as a not to exceed total project effort budget with flexibility for individual task budgets explicitly acknowledged.



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Task 1 – Project Management & QA/QC

1.01 Project and 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, 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 will overlap into the design phase, includes the administration of the project (including contract/sub-consultant contract administration), invoicing and monitoring of task budgets and balancing variances in those budgets to stay within the overall project budget.

1.02 Independent Quality Assurance Program

This is an on-going task that will also overlap onto the design phase and is scheduled to be performed immediately prior to submittals. URS implements review of the project documents by a 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:

- Project Schedule Updates
- General Project Coordination and Administration
- Invoicing and Budget Tracking
- Project Specific QA File Materials (either an "In-House" or client walk through review of the general procedures is available if requested).



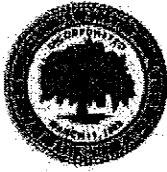
Task 2 - Team Meetings

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, 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.

Ten (10) 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 (including the Traffic Analysis information) ;
- 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 and Traffic Analysis;
- One (1) meeting to present the Draft PR/ED, the 35% plan documents and go over the response to previously provided comments;
- One (1) meeting to review comments on the Draft PR/ED, 35% documents
- One (1) meeting to present the Final PR/ED submittal and response to comments on the Draft documents.
- One (1) meeting to review comments on the 65% PS&E package
- One (1) meeting to present the 95% PS&E package and the response to the comments on the previous submittal.
- One (1) meeting to present the Final PS&E package and the response to the comments on the previous submittal.



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

Deliverables:

- Attendance at a Kickoff meeting and up to ten PDT meetings (11 meetings total)
- Preparation of Project Displays
- Meeting Agenda & Notes

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 will extend the prior limits of the project mapping as shown in the following graphic (Figure 1), will generate mapping in US Customary (English) units and will perform the following services for the project:

Mapping - Aerial photopanel ground targets will be installed and will provide the basis for survey control to the aerial photogrammetrist. 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 and Chapter 13 Caltrans Surveys Manual for photogrammetric mapping, except that ground photo control will be derived from GPS measured points only. Provide a topographic map in US Customary Units with planimetric features, text annotation suitable for plotting at a scale of 1"=50', and with 2 foot interval and 10 foot index contours in both hard copy form and a digital AutoCAD file on CD. The mapping file will be layered to follow the CADD standards conventions provided by URS. The mapping area will be covered as outlined on the following graphic (see Figure 1). Conventional field survey time allocated to this estimated effort includes locations of above ground utility features and conform areas as follows: US Rte 101 at 13th Street Overcrossing (westerly abutment and bent areas below, west embankment area, bridge deck/sidewalk areas of the existing), topographic densification for sign location and isolated conforms within the SR 46 East right of way, and cross sections (at 50' stations) along the southbound 101 side only from edge of traveled way to right of way fence extending from interchange to 13th Street overpass.

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



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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 within the highway right of way, easily accessible and identifiable at the time of photopanel installation.

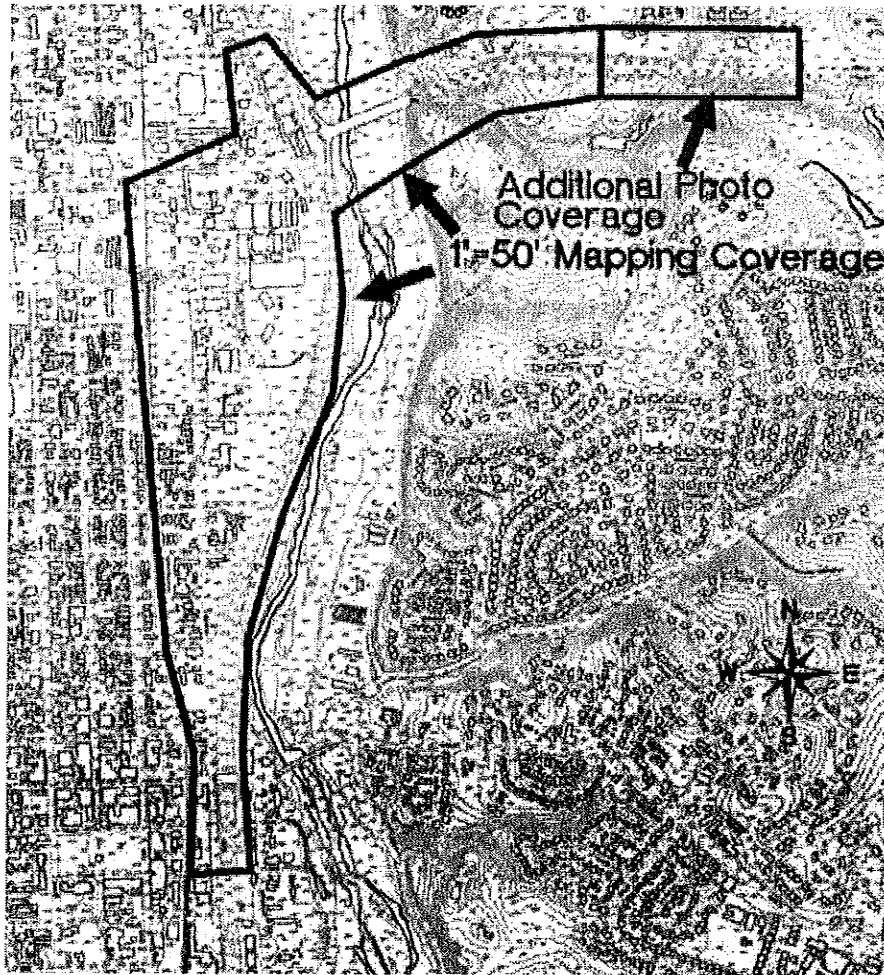


Figure 1 – Mapping Limits Graphic Description



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Vaughan will coordinate with Caltrans to obtain encroachment permits for survey field work and assist in obtaining encroachment permit for geotechnical field work. Vaughan will also coordinate and secure traffic safety contractor to perform required closures and traffic control, coordinate services agreement with California Highway Patrol for traffic control and worker safety during required field operations and coordinate with geotechnical engineer, Caltrans, CHP and supervise traffic control and closures. This scope assumes up to 3 consecutive days of closures and does not include any geotechnical services.

Record Data Boundary and Right of Way Delineation - The rights of way for SR 46 East and US 101 will be surveyed within the project area. Riverside Avenue and cross streets 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. However, it is anticipated that the City will provide Title Reports for the two parcels anticipated to be affected at the 17th St ramp location. Sufficient boundary monumentation including at least 3 state right of way control 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, this information will be included in the mapping file and as a separate block file on the CD described above.

Deliverables:

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

Task 4 – Agency Coordination and System Planning

In addition to other tasks focused on review of the project progress and concepts this task is intended to provide coordination assistance for the agencies system planning and project programming. Per the Caltrans' PDPM, revising access controls to a Freeway Agreement (such as relocation of a ramp or addition of a ramp) 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 establishment of a Cooperative Agreement between the City and Caltrans for the delivery of the PAED and PS&E, then formal approval of the project through the approval of the Project Report and Environmental Document. The City, SLOCOG and Caltrans have agreed to pursue PS&E concurrently with the PAED phase. Concurrent with the PAED phase is the preparation of a revised Freeway Agreement and Cooperative Agreement for the



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further 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 the construction (including prior ROW clearance) and final acceptance of the project. This task is limited to activities through the PAVED process (which will have some overlap on design) and is not intended for coordination of construction related issues. Caltrans would develop draft agreements and URS would be available to assist if requested. Due to the indeterminate nature of the coordination/support requests this task is currently intended to proceed for the budgeted amount on a time and materials basis to the NTE amount shown for this task. If additional support requests are received they are to be authorized by the City as extra work (as/if needed).

Deliverables:

- General Coordination Support

Task 5 - 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 the study will be focused on two alternatives; the PSR recommended build alternative and the No Build alternative. These services include ATE attendance at the project kickoff meeting and at up to four PDT meetings (2 general meetings and 2 comments review meetings at the Admin. Draft and Draft Report stages). ATE will provide a summary memorandum of the proposed traffic study criteria to the City and to Caltrans prior to the Kickoff meeting for confirmation of the approach and assumptions with the agencies at the KO meeting. These services of this task include the following;

5.01 Traffic Volumes and Accident Analysis

Obtain traffic volume data for Route 46, Route 101, and the ramps and intersections affected by the project, as listed below. The analysis will focus on the weekday A.M. and P.M. peak hour periods at the affected intersections and roadways; and operations at the Route 46(E)/Route 101 interchange during the Friday peak period. ATE will obtain ADT counts from Caltrans for the State



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routes (Route 101 and Route 46 East). ATE will obtain counts from City for the study-area intersections. Existing counts taken in February 2004 are available from the City for intersections except the Riverside Avenue-16th Street/Route 101 SB intersection. The age and accuracy of existing counts will be discussed at the kick-off meeting. New counts will be collected at locations identified at the kick-off meeting. The scope anticipates collecting new counts at 3 intersections and 2 roadways where current count data is not available.

Study-Area Roadways

US 101 (SB between 13th St OC and SR 46E)
SR 46E (just east of US 101)

Study-Area Intersections

US 101/SR 46 E NB Ramps
US 101/SR 46 E SB Ramps
US 101 SB ramp at Riverside Avenue-16th Street
Riverside Avenue-13th Street

Obtain current accident data for the intersections and ramps comprising the US 101/SR 46E interchange. Accident data will be requested from Caltrans through the PDT team. Update accident analysis prior to the final submittal using data provided by Caltrans through the PDT team. The accident rates will be compared to Statewide averages using the Caltrans TASAS B report. A detailed accident review/analysis of the accident histories using the TASAS C report will be provided by Caltrans if necessary.

5.02 Traffic Analysis and Forecasts

Evaluate existing operations for US 101 SB between SR 46E and 16th Street using the Highway Capacity Manual Operations Methodology (Caltrans requirement). Evaluate existing operations for the study-area intersections using SYNCHRO program which follows the Highway Capacity Manual Operations Methodology (Caltrans requirement).

Develop traffic forecasts for horizon year periods using the City's traffic model data developed by Omni-Means for the General Plan Circulation Element and Chandler Ranch traffic studies. The City's buildout traffic model was recently updated by Omni-Means for the Chandler Ranch traffic study. These volumes will be refined for the horizon years and project configuration. This task



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includes the time and resources to coordinate with the Caltrans and the City to ensure that the forecasts provided in the study will be accepted.

Perform peak hour level of service analyses for Route 101 SB between Route 46(E) and 16th Street using the Highway Capacity Manual Operations Methodology. Perform peak hour level of service analyses for the study-area intersections using the Synchro program for the project configuration. The analysis will include weekday A.M. and P.M. peak hour operations at the affected intersections and roadways; and operations at the Route 46(E)/Route 101 interchange during the Friday peak period.

Address freeway weaving for southbound Route 101 between Route 46(E) and 16th Street pursuant to Caltrans requirements (Leich method).

5.03 Administrative Draft Traffic Report

Provide an administrative draft report of the traffic analyses and submit to URS for inclusion in the Administrative Draft Report. Provide traffic analyses worksheets in a Technical Appendix and submit copies to URS and Caltrans as part of the Administrative Draft Report submittal.

5.04 Draft Traffic Report

Address comments submitted on the Administrative Draft Report and revised traffic report. Submit to URS for inclusion in the Draft Report. Provide revised traffic analyses worksheets in a Technical Appendix and submit to URS and Caltrans as part of the Draft Report submittal.

5.05 Final Traffic Report

Address comments submitted on the Draft Report and prepare final traffic report for inclusion in the Final Report. Provide final Technical Appendix to URS.

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 6 – Environmental Documentation

Based upon the work effort accomplished in the PSR phase, a combined CEQA/NEPA document is anticipated. Preliminary environmental assessment will include a site review, review of the research, and documentation of the resources that may be affected by the project alternatives. URS will coordinate with the appropriate jurisdictional agencies to confirm the required permitting process and recommend the type of technical studies required for the feasible alternative(s). The project team will work closely with the City to optimize the efficient use of existing documentation and in the preparation of the initial recommendations.

The State (Caltrans) will be the Lead Agency and the City will be a Responsible Agency for CEQA. The City will assess impacts of the Project on the environment and the City will prepare the environmental document to meet the requirements of CEQA and NEPA. The draft and final environmental document will require the State's review and approval prior to public circulation. The resulting environmental document will reflect the independent judgment of the State. The City will provide the data for and prepare drafts of the Draft Project Report (DPR) and Project Report (PR). The State will review and process the reports and request approval of the Project and environmental document by the Federal Highway Administration (FHWA). The City will be responsible for the public hearing process.

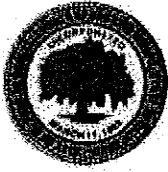
6.01 Technical Studies and Reports

URS reviewed the City's Environmental Scoping Checklist for the proposed project and the existing PEAR determined that a CEQA/NEPA-compliant combined Initial Study (IS) - Negative Declaration (ND) and Environmental Assessment (EA) – Finding of No Significance (FONSI), abbreviated as a ND/FONSI may be the appropriate level of environmental review. Caltrans PM staff has indicated that jurisdictional reviewing agencies would be willing to process a Categorical Exclusion as the appropriate 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: Neither formal nor informal consultation with USFWS is anticipated in this scope. Assess and map existing vegetation of significance (as deemed appropriate by URS staff) within the project ROW. Count and assess the health of oak trees in the ROW. Consider any potential endangered species impacts, and conduct surveys for regionally rare bats. Calculate the acreage of impacts on biological resources due to ramp construction and road alignments. Consider mitigation to minimize the impacts.



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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 APE. Summarize the results of the research and survey in a stand-alone Phase 1 Archaeological report. 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. These reports would need to be completed in conformance with Caltrans' Section 106 Programmatic Agreement implemented on January 1, 2004 with FHWA and SHPO. This scope assumes negative findings of these resources.

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 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 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 already compiled for the PEAR ISA as a basis for conducting an ND level of analysis for the APE with respect to hazardous materials. Should the scope of work be modified to include dewatering or construction activities encountering groundwater, additional investigation may be warranted to minimize the potential exposure to impacted groundwater vapors. This is due to the fact that the ISA concluded potentially contaminated groundwater was found to be evident in wells located hydraulically upgradient and approximately 200 to 500 feet to the west/northwest of the northern project site boundary.

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 APE. Map residences, businesses, etc. in the APE. In addition, consider the City and County policies' consistency with the proposed project.

Visual: Review aerial photos and engineering plans for the project. Photograph the current project area. Assess visual impacts in an abbreviated Visual Impact Assessment (VIA), including potential project effects and any



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appropriate mitigation. The project is an operational improvements project, not a capacity increasing improvement and consistent with the existing corridor therefore visual simulations are not included in this scope.

Geology: Assess soil erosion and sedimentation potential associated with the project. Study topographic features and land disturbance associated with the project and assess the potential for degradation of water quality. Mitigate any impacts to a less-than-significant level through implementing a comprehensive erosion control/revegetation plan.

Water Quality: Review applicable hydrology studies and assess potential flow modifications and storm water impacts. Incorporate standard Caltrans Best Management Practices (BMP's) 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.

Task 6.02 Administrative Draft Environmental Document

URS expects that the appropriate level of environmental review for the proposed project is a ND and NEPA Categorical Exclusion based on our understanding of the project to date, and the reasons listed below:

- Federal funds will likely be needed to finance the operational improvement project, initiating the NEPA environmental process,
- Impacts to visual resources (i.e., loss of trees) can be effectively mitigated to less than significant levels.
- Noise, traffic, and air quality impacts would be less than significant because they would be temporary and localized.
- No cultural resources or hazardous wastes will likely be impacted.
- No farmlands would be removed.
- No geologic hazards would likely be encountered or created.
- No substantial alterations to drainages would occur.
- No significant impacts to endangered species or wetlands are anticipated at this time.
- 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.

Administrative Draft IS/EA: URS will prepare an Administrative Draft ND for submittal to the City. It will follow the general format used in previous City Negative Declarations, unless otherwise directed. The most current City Environmental Checklist will be used. The Administrative Draft ND will be a bound document with text, maps, and appendices. It will be a concise



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document, organized and written to be highly readable. The document will be designed as a "stand-alone" document to be circulated without the Project Report. It will include the following elements:

- Cover
- Draft Negative Declaration sheet
- Project Description
- Completed City Environmental Checklist (environmental setting, impacts, and mitigation)
- List of Contacts
- List of Preparers
- Data Sources
- Appendices (maps, sites photos, correspondence, etc)

The project description will be a condensed version of the Caltrans Project Study Report. The environmental review will be presented as narratives following each checklist topic, with the following subheadings: Environmental Setting, Impacts, and Mitigation Measures. The ND will address impacts of any alternatives that are considered feasible in the Project Report. Mitigation measures will be described in sufficient detail to provide the basis of determining that no residual significant impacts would occur.

Task 6.03 Draft Environmental Document

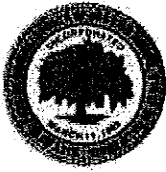
Screen Check: Based upon the written comments received to the Administrative Draft, URS will revise the document to incorporate the comments from the reviewing agencies. URS will deliver up to 20 copies of the screen check document for final review and written comments before preparing the IS for public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

Mailing List: URS will prepare a distribution list for mailing the Draft ND, 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 Notices of Availability of the Draft ND and for City or County hearings on the project in the local newspapers. URS will coordinate the publication of the Notice of Intent to Adopt a Final ND in local newspapers and at the office of County Clerk.

Produce Draft Document: URS will deliver 50 copies of the Draft ND to the City for mailing to interested agencies and other parties for review and comment. URS will also provide 25 copies of each technical report.

Public Review: URS will assist the City in planning and executing the public meeting on the Draft ND and on the adoption of the Final ND. URS will



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prepare oversized maps and posters, and handouts, as required. URS will make presentations, take minutes, and record all public questions and comments.

Assist with Public Hearing: URS will assist the City in planning and executing the public meeting on the IS environmental document and on the adoption of the Final ND. 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 6.04 Prepare Environmental Document

URS will prepare 50 copies of the Final ND for submittal to the City for distribution. An electronic version in both Word and Adobe pdf format will be provided of the entire document.

URS will assist the City with the preparation and filing of the NOD after the project ED has been approved.

Task 6.05 Prepare Mitigation Monitoring and Reporting Plan

URS will prepare a Mitigation Monitoring and Report Plan (MMRP) for adoption by the City at the time that the project is approved. The plan will be presented in a matrix form. It will contain the following columns: Mitigation measure, timing of mitigation implementation, entity responsible for mitigation, method of monitoring and reporting, and timing of reporting. The plan will also include an introductory narrative describing the project and plan terms.

Deliverables:

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



Task 7 – Administrative Draft Reports

This task addresses the first stage of report preparation once the mapping has been generated, the confirmation of the approach on the analysis, 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:

7.01 Concept Plans Update

This task is to update the PSR recommended geometric concept 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 the PSR Alt 6 “build” alternative (in English units) and discuss the previously studied alternatives in a text narrative reference to the PSR. The interchange plans will incorporate details for the limits of ramp, structure (13th St. OC only) and frontage road improvements in the immediate area of the overcrossing and 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.

7.02 Prepare ROW and Utility Impact Plans

The maps produced as a function of the PSR will be updated and further field verified for changes since the initial work was completed and conformity to the updated/refined ROW delineation.

7.03 Structure Advance Planning Studies

URS will update the Advance Planning Studies (APS) we prepared for the wall and barrier modifications to the existing 13th St. overcrossing. This APS will now also include a new recommendation from the Caltrans Bridge Inspection Report to place methacrylate on the existing bridge deck.

URS will also prepare an APS for the Rte 101/46 Separation (Sign Replacement). This APS will show the location and size of a proposed structure mounted sign to replace an existing structure mounted sign.



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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 for each structure location. The APS Plans will show the following:

1. Plan views, elevation views, typical sections, general dimensions for the structures such as overall lengths, widths, and depths.
2. Available vertical clearances.
3. Aesthetics recommendations (general).
4. Preliminary foundation types recommendation.
5. New locations of utilities in the 13th Street Overcrossing that will need relocating from their locations in the existing sidewalks (assumed by others and to fit within the proposed sidewalks).

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.

7.04 Geotechnical Evaluation

The project will entail the construction of new on/off ramps near 16th Street, an additional lane at the US 101 SB onramp at the 46E IC, the construction of a southbound auxiliary lane (approximately 1/2 mile) that will extend from SR 46 E IC to proposed 17th Street exit ramp, the construction of two retaining walls at the west end of the existing 13th Street overcrossing, and



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construction of a sign structure near the SR 46 E (Salinas River) bridge. The retaining walls at the 13th Street Overcrossing may be cantilevered from the existing abutment, be soil nailed, pre-stressed tie-back or may be founded on conventional spread footings. The sign structure may be supported by caissons, which would be constructed near the banks of the Salinas River. This task will be primarily executed by our local geotechnical Subconsultant, Earth Systems Pacific (ESP) and consist of providing a Preliminary Foundation Report (PFR), a Final Foundation Report (FFR), a Materials Report (MR), and an Aerially Deposited Lead (ADL) sampling and testing.

Preliminary Foundation Report

The purpose of the PFR is to document the existing site conditions, existing foundation conditions, make preliminary foundation recommendations, and identify the need for additional investigations and studies. The report will be prepared by a Certified Engineering Geologist and a Registered Geotechnical Engineer. The report will be based upon an evaluation of existing data, including pertinent geologic literature, geologic maps, aerial photographs, existing geotechnical reports, and available as-built documents related to the construction of the existing highway improvements. No subsurface exploration is planned for the PFR. Existing site conditions will be documented insofar as practicable based upon existing data, including topography and geology, types of soil/rock and their engineering properties, pertinent soil conditions or geologic hazards, depth to bedrock, and groundwater depths. A seismic study will be performed. It will include a ground motion study and a discussion of the potential for surface ground rupture. An assessment of liquefaction potential will also be made. The PFR will provide preliminary foundation recommendations, including potential foundation types, alternative foundation types, and construction considerations. The report will include information regarding corrosion data, if available. The report will provide recommendations for future fieldwork and laboratory testing required to produce the FFR.

Final Foundation Report

This report will be based upon field exploration and laboratory testing as identified in the PFR. USA will be alerted to have utility locations positively identified, the team will rely on the USA markings to identify and thereby avoid utility conflicts.

Field Exploration - A total of 18 borings are planned for the project. For the auxiliary lane and 16th Street on and off ramps, approximately 12 borings to a depth of 10 feet are planned. Assuming caissons will be used to support the signage structure at the US 101/46 East interchange, two borings to a depth of 50 feet, one on the north and one on the south side of the Salinas River Bridge, are planned. Four borings are planned for the retaining walls at the



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west end of the 13th Street Overcrossing. Two of these borings, one on the north and one on the south side of the overcrossing will be drilled at the toe of the existing slope to a depth of 15 feet. The other two borings will be drilled to a depth of 30 feet on Riverside Avenue. One will be drilled on the north side of the intersection and one on the south. Proposed boring locations will be noted on a copy of the Advanced Planning sheets for agency review; borings will be drilled to the planned depths as conditions allow. All of the borings, with the exception of the borings for the signage structure caissons, will be drilled with a truck-mounted drill rig. Borings for the signage caissons will be drilled using an all-terrain track mounted drill rig.

All work within the Caltrans and the City of Paso Robles right-of-way will require encroachment permits. We will work with Caltrans to obtain these permits. A "no-fee, over the counter" encroachment permit will be required for work within the City of Paso Robles right-of-way.

In the interest of safety and efficiency we feel that lane closures will be necessary for work along the shoulder of US 101. As requested by the City, borings in Riverside Avenue for the 13th Street overcrossing retaining walls will be drilled at night, also with lane closures. Traffic control operations will be subcontracted to Statewide Safety of Nipomo, California. The fees quoted include traffic control plans that will be developed by Statewide Safety. Per Caltrans requirements, borings along the shoulder of US 101 will be backfilled with slurry and the cuttings will be removed from the site. Soil samples will be taken from the borings using a ring-lined barrel sampler and standard penetration tests will be conducted at selected depths in the borings. Bulk soil samples will be obtained from the auger cuttings for corrosion testing. Soils will be classified in general accordance with the Unified Soil Classification System (ASTM D 2488-00).

Laboratory Analysis - Soil samples will be tested in the laboratory to determine such properties as grain size, unit weight and moisture, maximum density versus optimum moisture, expansion index, one-dimensional consolidation, angle of internal friction and cohesion, and unconfined compressive strength. The final determination of the number and types of tests to be performed will depend upon the subsurface conditions encountered.

Corrosion testing of soil and water, if encountered, will be conducted per Caltrans guidelines. The tests will include determination of pH, soil resistivity, sulfate content, and chloride content. The testing and evaluation of corrosion potential will be subcontracted to a consultant that specializes in this type of work.

Site Geology, Seismic Study, and Liquefaction Evaluation - Per the guidelines for foundation reports, the report will contain an overview of site topography and geology, including geologic hazards such as landslides, slope stability, earthquake history, geologic units, and groundwater. A seismic



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study will be performed that will address active faults and peak bedrock accelerations. Acceleration Response Spectra (ARS) curves will be developed, and fault rupture will be addressed. If the field exploration data indicate potential liquefiable soils or a potential for lateral spreading, a quantitative analysis will be performed, no scour evaluation will be required.

Foundation Recommendations - The field and laboratory data will be reviewed by a Registered Geotechnical Engineer, and evaluated with respect to development of geotechnical criteria for foundations for the retaining wall and sign structures. The report will discuss the surface and subsurface conditions at the sites, provide recommendations for foundation types, and a discussion of why these foundations were determined to be the most suitable for the site conditions. Alternative foundation types will be discussed as appropriate. Items to be addressed will include foundation type, depths, bearing capacities, settlement potential, the impacts of or upon adjacent structures, and construction considerations. A Log of Test Borings (LOTB) will be included in the FFR.

Materials Report - The MR will address earthwork recommendations, design of pavement structural sections, culverts, and corrosivity potential. It will be based upon the results of the field exploration program performed for the FFR. Criteria for cuts, excavations, subgrade treatment, benches, keyways, subdrains, fill material, and fill placement will be provided. Embankment fill settlement, slope stability, expansive soils, moisture control, compaction requirements, erosion potential, and construction considerations will be addressed. Corrosivity test results, evaluation of corrosive potential, and mitigation measures will be included in the MR.

Aerially Deposited Lead (ADL) Sampling/Testing

Soil samples will be collected from the proposed work area to evaluate concentrations of ADL in soil. Our scope of work will be performed per the Caltrans guidance document for ADL testing dated March 16, 2001. The intent of the testing is to evaluate whether the material to be disturbed during the project will require special handling or disposal procedures, and to provide the project contractor with data regarding lead concentrations so that they may use this information to take appropriate health and safety measures.

If lead concentrations are found to be relatively uniform along the project alignment, the data gathered from the proposed scope of work should be sufficient to characterize potential ADL impacts; however, if lead is irregularly distributed, or if isolated "hot spots" are identified, additional assessment may be needed. This scope currently assumes that the results of the ADL testing will not result in ADL remediation being necessary. If, as a result of the soil



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testing, additional sampling or mitigation work is required then that work scope will be refined and presented as an extra work scope to the City.

Soil Sampling. Soil samples will be collected at 10 locations along the project, at distances of 5 and 10 feet from the edge of pavement. Sample locations will be plotted on a plan of the project and marked in the field with a pin flag and/or paint.

Where sample locations coincide with geotechnical borings, they will be collected with the drill rig; elsewhere, the borings will be drilled using a 4-inch diameter hand auger. Soil samples will be collected at depths of 0-6 inches, 12-18 inches and 24-30 inches, in accordance with Caltrans guidelines. Each sample will be thoroughly homogenized by mixing, and then placed in a laboratory-provided container, labeled and placed on ice for transport to the testing laboratory. Augering and sampling equipment will be decontaminated between borings to reduce the possibility of cross-contamination. Soil cuttings generated from the borings will be returned to the hole after sampling.

Laboratory Analysis - Soil samples will be submitted to a state-certified laboratory for analysis. The samples from each boring will be analyzed for total lead by EPA Test Method 6010. Depending on the results of total lead analysis, analysis for soluble lead by the California Waste Extraction Test (WET) may be necessary.

Report Preparation - At the conclusion of field work and analytical testing, a report will be prepared that summarizes the findings of the sampling and analysis. The report will describe sampling operations and procedures, and will present analytical results in tabular form. The report will not constitute a worker exposure prevention plan, which should be prepared by the contractor. A vicinity map, sample location map, and laboratory reports will be included.

7.05 Traffic Management Planning

Construction adjacent to the US 101/SR 46E mainlines and at the interchange will result in impacts to daily and weekend operations. TMP's are intended to define methods of mitigation for motorist delay and inconvenience. The proposed alternative 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 also be



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produced. This task assumes Caltrans staff will provide allowable lane closure charts at the onset to define criteria for the definition of the TMP.

7.06 Landscape Planting and Aesthetics Concept Discussion

The project consists of mostly minor widening along a constrained corridor. Therefore, formal landscaping with the project improvements is not envisioned to be required. It is anticipated that hydroseeding of disturbed soil areas with a native seed mix provided by Caltrans staff will be appropriate. Landscaping within the ROW will be discussed with Caltrans staff and included in a text discussion within 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. However, elevation or typical section views of the minor retaining walls can be provided within the engineering plans.

7.07 Preliminary Hydraulic Evaluation/Erosion Control/Drainage Study

URS will perform hydrologic and hydraulic studies to provide information on hydrology, hydraulics and drainage facility design for the proposed alternatives. We will prepare: 1) a Preliminary Drainage Report to summarize onsite drainage facilities, design approaches and mitigation measures; and 2) a summary of BMP needs and recommendations as per the SWDR definition. Our study will address only the impacts from roadway improvements and we will utilize Caltrans standard checklists/treatments. Cost estimates for the facilities and mitigation measures will be prepared.

7.08 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.



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7.09 Update ROW Data Sheets

The ROW Acquisition/Utility Maps that were updated will then be used to produce the ROW Data sheets for inclusion as an attachment for the Project Report. This scope assumes that the ROW data sheets will address impacts to the two parcels shown on Alternative 6 of the PSR.

7.10 Update Storm Water Data Report

The SWDR will be updated based on the revisions to the project alternative 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.

7.11 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.

7.12 Prepare Design Exception Fact Sheets

Design exception fact sheets for Mandatory or Advisory design standards were prepared and approved in the PSR phase. It may, however, be necessary to revise or provide additional fact sheets at this constrained location. The design concept will be refined, 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 addition or revisions to existing fact sheet exceptions 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. This scope assumes up to one revision of each type of fact sheet.



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7.13 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, resource conservation, ROW issues, environmental issues, 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
- APS Design Memo, Plans, Cost Estimate and APS Checklist
- Preliminary Foundation Report
- Traffic Management Plan checklist
- Area of Potential Construction Exhibit (for environmental review)
- ROW Data Sheets
- Updated Storm Water Data Report
- Alternative cost estimate sheets
- Draft Design Exception Fact Sheets (Mandatory and Advisory, up to 8 copies of each)
- Administrative Draft Project Report (Bound, up to 30 copies)



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Task 8 – Prepare Draft Reports

This task addresses the preparation of revisions to the Administrative Draft Reports based on receipt of written comments by Caltrans and the City. 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:

8.01 Draft Project Report and Attachments

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

8.02 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 Design Exception Fact Sheets (Mandatory and Advisory, up to 8 copies of each)
- Revised SWDR (if applicable)



Task 9 – Prepare Final Reports

This task addresses the preparation of revisions to the Draft Reports based on receipt of written comments by the reviewing agencies and finalization of the Environmental Document. 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 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 Final Project Report and Attachments

Minor revisions to the report and response to comments provided by the appropriate disciplines.

9.02 Final Design Exception Fact Sheets

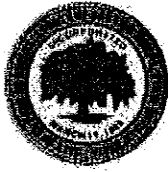
The fact sheets will be revised and response to comments provided by the appropriate disciplines (if necessary).

9.03 Final Report Scanning and Delivery

The final Project Report, and supporting documents will be scanned and copied on to a CD as pdf's.

Deliverables:

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



Task 10 – Utility Coordination and ROW Engineering

URS is fully prepared to provide utility coordination services in a teaming approach with the City staff. We use a three step approach to ensure that the project design process identifies potential utility conflicts; keeps the City and the utility service providers informed on project design issues that could affect existing or proposed services; and that the maximum amount of notice is given for potential relocation activities. Our utility coordination process is both simple and effective. Initially, utility service providers and their contact people are identified, URS will use a City provided standard utility contact list. The PSR process did not identify underground utilities in the project limits other than readily identifiable drainage items. As such, potholing activities are not deemed necessary and are not included in the scope of work. This assumption will be monitored and may be revised if further investigations identify potential conflicts. The following is a brief description of the process:

10.01 Utility Initial Contact "A"

Utility "A" letters are sent out to the utility service providers at the beginning of the project. In the Preliminary Design Phase the initial coordination with utility services will include the determination of existing utilities at the site and their contacts. These determinations will be made with the assistance of City staff, through URS team members, review of As-Built plans and by initial contact with USA. The "A" letters typically provide a description of the proposed project/mapping of the area and request verification of utility locations within the project limits. The information received is office verified (compared to identified facilities and discussed with utility representatives) and digitized onto the project base mapping. URS will further work with the City survey group for utility identification and verification. The City shall be responsible to assist in the identification of City owned or operated facilities.

10.02 Utility Relocation Coordination Contact "B"

Utility "B" letters are typically sent when the design plans have been prepared to the 50-65% level of completion. These letters request final utility relocation design from utility agencies affected by the project and may initiate negotiations of schedule or cost concerns if applicable. Layout and/or Utility plans usually accompany these transmittals.

10.03 Utility Construction Notification Contact "C"

Utility "C" letters are prepared when the design is finalized (to the 100% level) and all known utility conflicts have been verified. Please note that this does not necessarily imply that all field conflicts have been identified or that resolution of known conflicts has been finalized. However, these letters serve



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as a final Notice to Owners to confirm facility relocation prior to construction of the project.

10.04 ROW Legal Description and Exhibits

Perform Boundary Establishment and prepare legal descriptions and plats for 2 parcels, APN # 008-295-011 & 008-296-008 (located northerly of the existing US 101/16th Street SB exit ramp). It is anticipated that up to one revision cycle may be required by either City or Caltrans review comments. Revisions to Freeway Agreement maps or Caltrans ROW maps are anticipated to be accomplished by Caltrans forces and are not included in this task. City is presumed to provide the necessary Title reports and pursue appraisal/acquisition services outside of this scope of work.

The URS team will prepare a Utility Certification form in conformance to current Caltrans policy on high and low risk utilities as well as a right of way certification form (presumed current as of the date of this scope).

Deliverables:

- Utility "A", "B" and "C" letters (with Exhibits)
- Draft and Final Legal Descriptions and Exhibits (2 parcels, one iteration)
- Utility Certification Form
- ROW Certification Form

Task 11 – 35% Plans, Cross Sections and Estimate

The plans and estimate will be updated to reflect a design process rather than a planning process with additional details and calls shown relative to construction.

11.01 Plan Preparation

The plans will be prepared to a 35% level of completion. The anticipated plan sheets to be prepared at this time and to this level may include:

T-1	Title Sheet
X-1,2	Typical Cross Sections
CSS-1	Construction Staking, Survey, Control Data
K-1	Key Map and Line Index
L-1 thru 7	Layouts
P-1,2	Profile and Superelevations
C-1	Construction Detail
D-1 thru 7	Drainage Plans
CS-1,2	Construction Area Signs
E-1,2	Electrical (Notes, Signal layout at 13 th and Riverside)



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11.02 Cross Section Preparation

Cross sections at 50 ft intervals will be cut along the mainline improvements from the end of SB on ramp taper (just north of the 13th St OC) to the widening of the SB on-ramp at the SR 46 E IC and at the limits of improvements on SR 46 E (east of the Salinas River bridge). Cross section sheets will be produced to show the limits of improvements and confirm conform details, slope grades, wall needs and identify potential drainage issues.

11.03 Structure Type Selection Report

Structure Type Selection. A type selection report in accordance with the requirements of the Caltrans Memo to Designers (MTD) 1-29, dated July 2000 and Office of Special Funded Projects (OSFP) Information and Procedures Guide 4-2, dated June 2002 will be carried out. The General Plan for the 13th Street Overcrossing will reflect the preferred wall type at the west end of the structure, proposed work to modify the existing barriers/sidewalks and the new locations of the relocated utilities in the existing bridge. The Rte 101/46 Separation General Plan will reflect the proposed structure mounted sign replacement.

For the Type Selection Report, special attention will be given to the following:

- Design issues
- Wall type discussion and summary of what was investigated during the APS phase.
- Utilities in the bridge
- Aesthetics and compatibility with the existing structure and surrounding areas
- Constructibility
- Clearances for construction operations
- Foundation issues
- Speed of construction
- Construction cost
- Construction impact and disruption to existing traffic during construction

The single type selection report will include for each structure a type selection memo, a vicinity map, a general plan, and a preliminary construction cost estimate (general plan estimate). The report will be submitted for review and approval. It is anticipated that no Type Selection meeting will be needed. Items that are excluded from this scope of work are seismic analysis, seismic retrofit, live load analysis, live load capacity upgrade, and load and resistance factor design (LRFD).



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No further design will be conducted prior to the written approval of the Structure Type Selection. Once approval is received from Caltrans on the proposed General Plans, final General Plans and cost estimate will be submitted for Caltrans distribution.

11.04 Preliminary Traffic Management Plan (TMP)

URS staff will coordinate with District Traffic Operations, Public Outreach and Traffic Safety staff to refine the requirements of the TMP for this project. The layout sheets will be used to generate concept stage construction plans to begin a detailed discussion of probable work area requirements. This tool will be used with the traffic operational analysis and the initial lane closure charts (to be provided by District staff) to further identify potential impacts and mitigation factors. District staff will be queried on past lessons learned and recent TMP's developed by the District. These discussions will be held at or immediately prior to regularly scheduled PDT meetings. The results of the discussion will be included in the TMP template for this project and other aspects of the project work products.

11.05 Preliminary Storm Water Pollution Prevention Plan (SWPPP)

A concept Storm Water Pollution Prevention Plan will be prepared using the March 2003 Storm Water Quality Handbook, Project Planning and Design Guide. The information from the Storm Water Data Report and the project Layout plan sheets will be used to generate the concept that will then be submitted for review by District NPDES Coordinators for comment and or approval.

11.06 Cross Section Preparation

Quantities will then be recalculated and estimates will be revised to show bid items, unit codes, item prices and further general detail than is shown in the Project Report.

At this point it is also advisable to identify utility locations on plan and section sheets. URS will do this and update the Utility Tracking sheet to check on the status of the previous task.

Deliverables:

- 35% Plans (Up to 5 copies)
- Structure Type Selection Report
- Preliminary TMP
- Preliminary SWPPP
- 35% Estimate



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Task 12 – Environmental Permits (Informal Only)

It is not currently anticipated that project specific environmental permits will be required. Letter waivers with regulatory agencies (specifically RWQCB) may be necessary but is not anticipated to generate a significant effort. The actual effort may differ from the current assumptions due to unforeseen events. Due to the indeterminate nature of the permit status at this time, this task is currently intended to proceed for the budgeted amount on a time and materials basis to the NTE amount shown for this task. If additional support requests are received they are to be authorized by the City as extra work (as/if needed).

Deliverables:

- Memos to File

Task 13 – 65% PS&E, TMP and SWPP

After receipt of written City comments on the 35% submittals, URS will review the comments and arrange a Comments Review Meeting, this meeting is envisioned to occur as part of the meetings identified in Task 2. It is anticipated that only Caltrans and City staff will review and comment on the plan submittals and that no other agencies will require additional plan review coordination. The City will be responsible for coordinating the attendance of agency project participants, the consultant will coordinate the attendance of key design personnel and sub-consultants. Please note that it will be crucial to include all reviewers that supplied comments to the previous submittal as attendees to this meeting and that all participants be ready to address specific project issues. URS will then produce meeting notes to document and confirm the inclusion, or resolution of the comments.

The design will continue based on the direction defined within the comments review meeting to a 65% PS&E status. At this stage it is assumed that no additional alternatives will be requested, and that the project will focus on continuing the refinement of the improvements identified from the previous submittal. This submittal is a formal Caltrans submittal and therefore will include additional packages for review by State staff.



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13.01 Plan Preparation

The plans will be prepared to a 65% level of completion. The anticipated plan sheets to be prepared at this time and to this level may include:

T-1	Title Sheet
X-1,2	Typical Cross Sections
CSS-1	Construction Staking, Survey, Control Data
K-1	Key Map and Line Index
L-1 thru 7	Layouts
P-1, 2	Profile and Superelevations
C-1 thru 3	Construction Detail
D-1 thru 9	Drainage Plans
U-1 thru 7	Utility Plans
SC-1-7	Stage Construction, Traffic Handling
DE-1, 2	Detour
CS-1,2	Construction Area Signs
PD-1 thru 9	Pavement Delineation Plan, Details and Quantities
S-1 thru 9	Sign Plan, Details and Quantities
E-1 thru 6	Electrical (Notes, Signal layout at 13 th and Riverside, Lighting)

Bridge Plans. Upon approval of the Type Selection report, the URS Team will proceed with the final wall and structure mounted sign design creating design calculations, details and construction documents according to Caltrans procedures. The structure plans, specifications and estimate will be prepared in accordance with the current edition of the following Caltrans manuals:

- Information and Procedures Guide
- Bridge Design Specifications (LFD)
- Memo to Designers
- Bridge Design Aids
- Bridge Design Details
- Standard Plans
- Standard Specifications
- Caltrans PS&E Guide

The typical list of final bridge design drawings will include, but is not limited to, the following:



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13th St Overcrossing (Modify)

- General Plan
- Foundation Plan
- Retaining Wall Layout
- Retaining Wall Details No. 1
- Retaining Wall Details No. 2
- Barrier and Utility Details No. 1
- Barrier and Utility Details No. 2
- As-Built Log of Test Borings
- Log of Test Borings

Rte 101/46 Separation (Sign Replacement)

- General Plan
- Sign Plan
- Sign Details

It is assumed that no bridges on the project cross an earthquake fault.

13.02 Preliminary Traffic Management Plan (TMP)

URS will update the TMP based on previous comments and on design refinements.

13.03 Preliminary Storm Water Pollution Prevention Plan (SWPPP)

URS will update the TMP based on previous comments and on design refinements.

13.04 Technical Specifications

A standard set of Caltrans contract technical specifications utilizing the latest available special provisions for "on system" improvements will be prepared with unedited standard special provisions utilized to the extent possible.

13.05 Quantities and Estimate Calculations

Contract bid item list with quantities and unit prices will be developed. Preliminary draft BEES style estimate will be generated (this is the preferred type by Caltrans at this stage to enable the data entry process into Caltrans BEES system). The preliminary cost estimate will identify the various work items, quantities, and unit costs, estimating the total project cost including allowances for mobilization and contingencies.

A copy of the complete 65% PS&E package will be submitted for review and comments from the City and Caltrans.



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Deliverables:

- 65% Plans (Up to 20 copies)
- 65% Technical Specifications (Up to 20 copies)
- 65% Estimate
- Updated TMP
- Updated SWPPP

Task 14 – 95% PS&E, TMP and SWPP

After receipt of written agency comments on the previous submittals, URS will review the comments and arrange a Comments Review Meeting with reviewers to discuss the comments, this meeting is envisioned to occur as part of the meetings identified in Task 2. URS will be responsible for coordinating the attendance of agency project participants, the consultant project manager will coordinate the attendance of key design personnel and sub-consultants. Please note that it will be crucial to include all reviewers that supplied comments to the previous submittal as attendees to this meeting and that all participants be ready to address specific project issues. URS will then produce meeting notes to document and confirm the inclusion, or resolution of the comments.

The previous design tasks will continue based on the direction defined within the comments review meeting to a 95% PS&E status. At this stage it is assumed that no additional alternatives will be requested, only those identified from the previous submittal. All resolved and agreed upon comments from 65% review will be incorporated into the Special Provisions. Consistency check between the plans and specifications will be performed at this stage to assure that every construction work item for the project has a method of payment stated in the specifications and is accounted for in the Construction Cost Estimate. Estimates will be updated with item of work checks and accounting, with a method of payment identified for each. During this task, quantity calculations showing sketches, diagrams and dimensions for use by field personnel will be submitted. An independent set of structure quantity calculations will be prepared at this stage and a thorough check of roadway quantities will be performed. Structural quantity take-offs between the two sets of quantity calculations will be in accordance with the Caltrans Bridge Design Aids 11-25. This submittal is a formal Caltrans submittal and therefore will include additional packages for review by State staff.



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Additionally, an independent check of the structure plans utilizing the unchecked details (65%), the Foundation Reports and other pertinent information will be performed. An independent set of checker's calculations to verify the structural design of all the plan details will be developed.

Deliverables:

- 95% Plans (Up to 20 copies)
- 95% Technical Specifications (Up to 20 copies)
- 95% Estimate
- Updated TMP
- Updated SWPPP

Task 15 – Draft Final PS&E, TMP and SWPP

After receipt of written agency comments on the previous submittals, URS will review the comments and arrange a Comments Review Meeting with reviewers to discuss the comments, this meeting is envisioned to occur as part of the meetings identified in Task 2. URS will be responsible for coordinating the attendance of agency project participants, the consultant project manager will coordinate the attendance of key design personnel and sub-consultants. Please note that it will be crucial to include all reviewers that supplied comments to the previous submittal as attendees to this meeting and that all participants be ready to address specific project issues. URS will then produce meeting notes to document and confirm the inclusion, or resolution of the comments.

The design will continue based on the direction defined within the comments review meeting to a 100% PS&E status. At this stage it is assumed that no additional alternatives will be requested, only those identified from the previous submittal. This submittal will be a formal Caltrans submittal and therefore will include additional packages for review by State staff.

Deliverables:

- Draft Final Plans (Up to 20 copies)
- Draft Final Technical Specifications (Up to 20 copies)
- Draft Final Estimate
- Draft Final TMP
- Draft Final SWPPP



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Task 16 – Final PS&E, TMP and SWPP

At this stage it is presumed that this task would consist of final and very minor edits to the previous design package before advertisement of the project.

Deliverables:

- Final Plans (Mylar and PDF, 1 set)
- Final Technical Specifications (1 hardcopy and 1 pdf version)
- Final Estimate (1 hardcopy and 1 pdf version)
- Draft Final TMP
- Draft Final SWPPP
- 1 CD of project drawing, specifications and estimate files

Task 17 – Bidding Support

During the advertising of the project the design staff would be available to answer bidding related questions and attend a bidders pre-proposal meeting if requested

The Resident Engineer's File will be prepared and submitted as part of this task.

Items to be furnished will include, but not be limited to:

- Analysis of Quantities
- Pertinent correspondence
- Calculations
- Contact Lists
- Active Encroachment Permits
- Preliminary Plans
- Cross Sections
- Survey notes (not including slope stake notes)
- Monumentation data
- Slope stake notes
- Foundation Report
- Deck Contours
- Quantity Summary forms
- Joint Seal Calculations forms

Due to the indeterminate nature of the coordination/support requests this task is currently intended to proceed for the budgeted amount on a time and materials basis to the NTE amount shown for this task. If additional support requests are received they are to be authorized by the City as extra work (as/if needed).



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Additional URS Team Services Available as Extra Work

Services During Construction. URS will assist the City with the construction activities, as necessary (construction staking, design support, materials testing, etc...) It is understood that all such activities will only be done when authorized by the City, and that all such activities will be paid for on an extra work basis. Construction phase activities may include, but not be limited to the following:

- Review shop drawings
- Review submittals
- Review proposed Contractor changes
- Attend construction meetings
- Assist in tie-back anchor or soil nail wall installation inspection

Record Drawings, This work will be performed only if authorized by the City as an amendment to the contract. URS will complete record drawing, as necessary. They will be based on information received from the Resident Engineer.

Work Schedule

The work schedule is dependent on the Notice To Proceed (NTP) date, the approval process of the Project Report work and will ultimately depend on the funding of construction for the full project delivery. The proposed Cooperative Agreement between the City and Caltrans is through final design and does not include specific construction or right of way acquisition processes but does specify that the agreement is to terminate upon completion and acceptance of the construction contract for the project or on December 31, 2009, whichever comes first.

Assuming a one year construction window this would imply an advertising of the project in late 2008 or early 2009 (prior to the construction season). URS will prepare a detailed schedule for the PDT to consider, comment and consent to as part of the project initiation. The project schedule will include submittal milestone dates, agency review periods and anticipated ED completion/Certification dates.

RESOLUTION NO. 06-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
AUTHORIZING AN ADJUSTMENT TO THE CAPITAL IMPROVEMENT BUDGET
AND AWARDING A CONTRACT TO PREPARE ENVIRONMENTAL DOCUMENTS
FOR 101/46 EAST IMPROVEMENTS

WHEREAS, in 2004, a Project Study Report (PSR) prepared by URS Corporation was approved by Caltrans to install operational and related improvements at Highway 101/46 East ; and

WHEREAS, City Council adopted a budget of \$100,000 in FY 2005-06, \$100,000 in FY 2006-07, and \$1,000,000 in FY 2007-08 for this project with the intent of preparing the PA&ED and PS&E in incremental steps until such time as funding sources were identified to construct the entire project; and

WHEREAS, on April 5, 2006, the SLOCOG Board programmed \$5,655,000 towards the construction phase of the project, with actual appropriation of funds scheduled in 2008; and

WHEREAS, in order for the City to have its environmental documents ready when construction phase funding is available, completion of the PA&ED and PS&E needs to be accelerated ; and

WHEREAS, URS Corporation submitted a scope of work and fee proposal in the amount of \$898,408 for preparation of the PA&ED and PS&E; and

WHEREAS, while the adopted project budget indicates \$5 million in SLOCOG grant funding, only \$360,000 is available for preparation of the PA&ED, and the remaining cost to prepare the PA&ED must come from local sources; and

WHEREAS, a total of \$908,500 in funding sources has been identified as follows:

Gas Tax	\$221,700
Traffic Impact Fees	\$326,800
SLOCOG Grant.....	\$360,000;

and

WHEREAS, a budget adjustment is needed to accelerate the \$1,000,000 programmed in fiscal year 2008 but for which no formal appropriation has been authorized.

THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. The City Council of the City of Paso Robles does hereby approve a budget appropriation from the Gas Tax Fund in the amount of \$1,000,000 to budget account No. 200.910.5452.787 for preparation of the PA&ED project.

SECTION 2. The City Council does hereby approve a transfer from the Traffic Mitigation Impact Fee Fund to the Gas Tax Fund in the amount of \$326,800, as follows:

200.000.4899.000	\$326,800
213.000.5899.000	\$(326,800).

SECTION 3. The City Council does hereby award a contract to URS Corporation in the amount of \$898,408 to prepare the PA&ED and PS&E for 101/46 East operational and related improvements, and authorizes the City Manager to execute the contract.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 18th day of April 2006 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

Frank R. Mecham, Mayor

Cathy M. David, Deputy City Clerk