

TO: James L. App, City Manager
FROM: Doug Monn, Public Works Director
SUBJECT: Theatre Drive Realignment and Southerly Ultimate Improvements
DATE: October 17, 2006

NEEDS: For the City Council to consider authorizing design and appropriate funding to realign the Theatre Drive connection at Highway 46 to the west and improve Theatre Drive to the southerly City limits.

- FACTS:**
1. In 1997, the City entered into a Cooperative Agreement with the San Luis Obispo Council of Governments (SLOCOG) and the County of San Luis Obispo, and a Memorandum of Understanding (MOU) with the California Department of Transportation (Caltrans), to develop transportation improvement options for the Route 101/46W interchange.
 2. In April 2005, a Project Study Report (PSR) was approved by Caltrans that identifies alternatives to improve safety and reduce congestion in and around the US Route 101/46 West interchange. Recommendations include:
 - 1-A) Realign Theatre Drive to the west from its current connection to Highway 46.
 - 1-B) Realign Vine Street to connect with Highway 46W west of its current location and in alignment with the realigned Theatre Drive.
 - 2) Construct west roundabout to accommodate Highway 101/46 traffic movement.
 - 3) Construct east roundabout to accommodate Highway 101/46 traffic movement.

ANALYSIS &

CONCLUSION: The cost to construct the ultimate 101/46W improvements is estimated at \$60,000,000. Upon review of the alternatives, it was determined that the improvements could be broken down into phases.

It is logical that the City initiate Phase 1-A which will improve traffic by eliminating Theatre Drive turning movement conflicts at the 101/46W/Vine Street intersection (see attached exhibit). Phase 1-A will also improve Theatre Drive to its ultimate configuration to the southerly City limits. The construction cost is estimated to be \$22,000,000.

URS Corporation has submitted the attached Scope of Work and Fee Proposal to prepare the construction documents in the amount of \$394,602.

POLICY

REFERENCE: Approved Project Study Report / Circulation Element of the General Plan

FISCAL

IMPACT: A Community Facilities District will be formed to fund the area private development's share of interchange improvements. Costs incurred prior to forming the CFD may be reimbursed from the CFD funds. Until such time as the CFD is approved, funds must be advanced from other sources. It is recommended that funds for Phase 1-A design be advanced from the Traffic Mitigation Development Impact Fee Fund.

The additional amount (the difference between \$394,602 and \$450,000) is to cover project contingencies and fees to pay PG&E to underground utilities.

OPTIONS:

- a. Adopt Resolution No. 06-xx to:
 - 1) authorize a transfer from the Traffic Mitigation Development Impact Fee Fund to the Hwy 101/46W CFD Fund in the amount of \$450,000; and
 - 2) appropriate \$450,000 to Budget No. 309.710.5224.222 for the design of first phase improvements at 101/46W, and
 - 3) authorize the City Manager to enter a contract with URS Corporation to prepare the construction documents in the amount of \$394,602.

- b. Amend, modify, or reject the above option.

Prepared by:

Ditas Esperanza, P.E., Capital Projects Engineer

Attachments (2)

- 1) Scope of Work and Fee Proposal with Exhibits
- 2) Resolution

RESOLUTION NO. 06-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
APPROPRIATING FUNDS FOR THE THEATRE DRIVE REALIGNMENT AND
SOUTHERLY ULTIMATE IMPROVMENTS AT THE 101/46 WEST INTERCHANGE,
AND AUTHORIZE PREPARATION OF THE CONSTRUCTION DOCUMENTS

WHEREAS, the City of Paso Robles has entered into agreements with the County of San Luis Obispo, the San Luis Obispo Council of Governments (SLOCOG), and the State of California Department of Transportation (Caltrans) to review the near-term and long-term traffic operations and cumulative traffic impacts of regional and local growth development to a study area including the Route 101/46 West interchange; and

WHEREAS, URS Corporation prepared a Project Study Report (PSR) identifying alternatives to improve safety and reduce congestion in and around the US Route 101/46 West interchange consistent with local and regional plans, and said study was approved by Caltrans in April 2005; and

WHEREAS, staff recommends that the City proceed with this first phase (realigning Theatre Drive to the west) as well as improving Theatre Drive to its ultimate configuration to the southerly City limits, at an estimated cost of \$22 million; and

WHEREAS, URS Corporation has submitted a Scope of Work and Fee Proposal to prepare the construction documents for this first phase of construction in the amount of \$394,602; and

WHEREAS, design costs are eligible for reimbursement pursuant to City Council Resolution No. 06-134 adopted August 1, 2006; and

WHEREAS, funds must be advanced from other sources until such time as the CFD is formed and bonds are sold; and

WHEREAS, the Traffic Mitigation Development Impact Fee Fund is the most applicable source; and

WHEREAS, a budget appropriation in the amount of \$450,000 from Budget No. 309.710.5224.222 is needed for design of first phase improvements at 101/46 West.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

SECTION 1. The City Council of the City of El Paso de Robles does hereby approve a temporary advance from the Traffic Mitigation Development Impact Fee Fund to the Hwy 101/46W CFD Fund in the amount of \$450,000.

SECTION 2. The City Council of the City of El Paso de Robles does hereby appropriate \$450,000 to Budget No. 309.710.5224.222 for the design of first phase improvements at the 101/46 West interchange.

SECTION 3. The City Council does hereby authorize the City Manager to enter a contract with URS Corporation to prepare the construction documents in the amount of \$394,602.

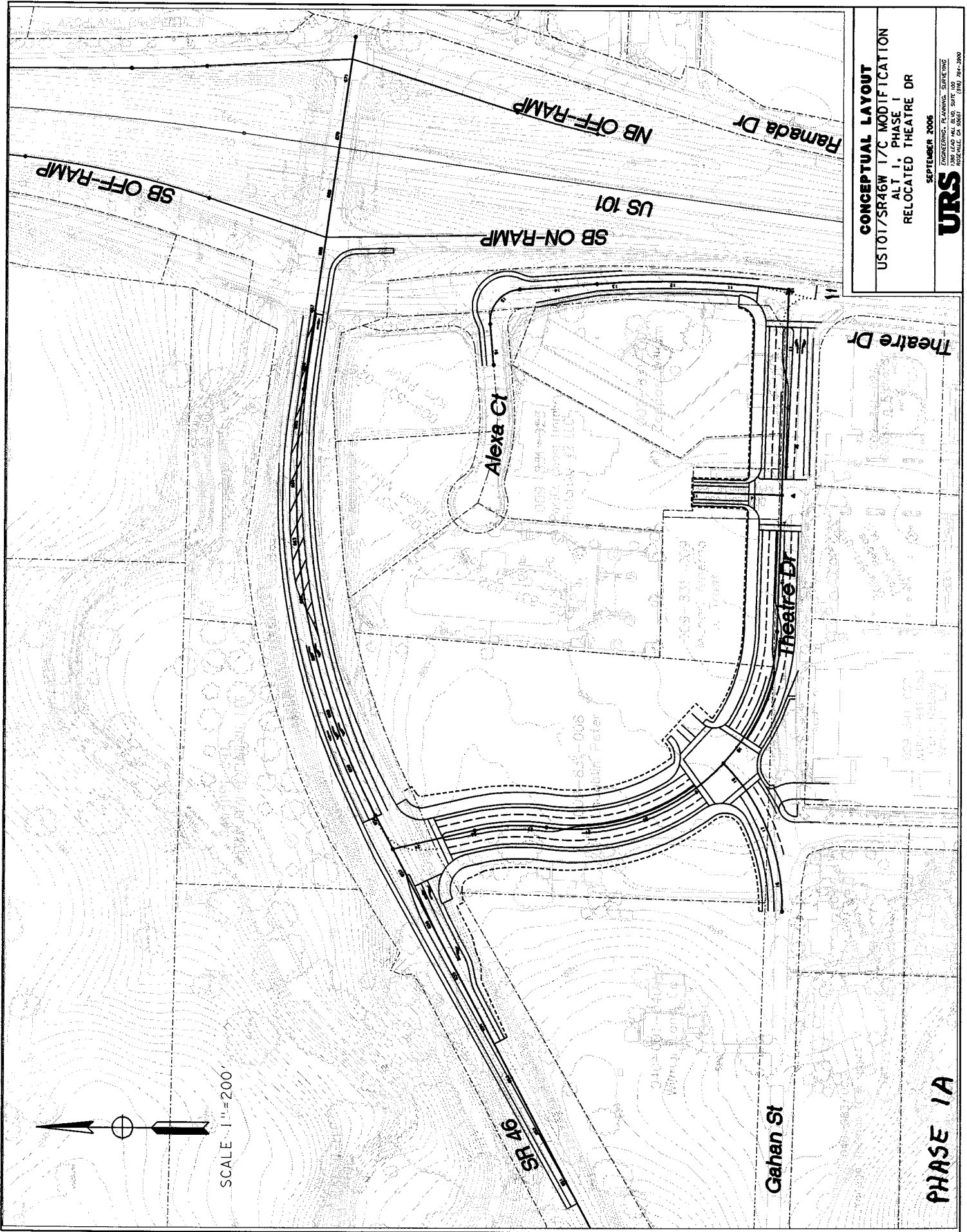
PASSED AND ADOPTED by the City Council of the City of Paso Robles this 17th day of October 2006 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Deborah D. Robinson, Deputy City Clerk



CONCEPTUAL LAYOUT
 US 101/SR46W I/C MODIFICATION
 ALT 1, PHASE I
 RELOCATED THEATRE DR

SEPTEMBER 2006

URS
 ENGINEERING, PLANNING, SURVEYING
 1000 WEST 10TH STREET, SUITE 100
 WICHITA, KS 67202

SCALE: 1" = 200'



PHASE 1A

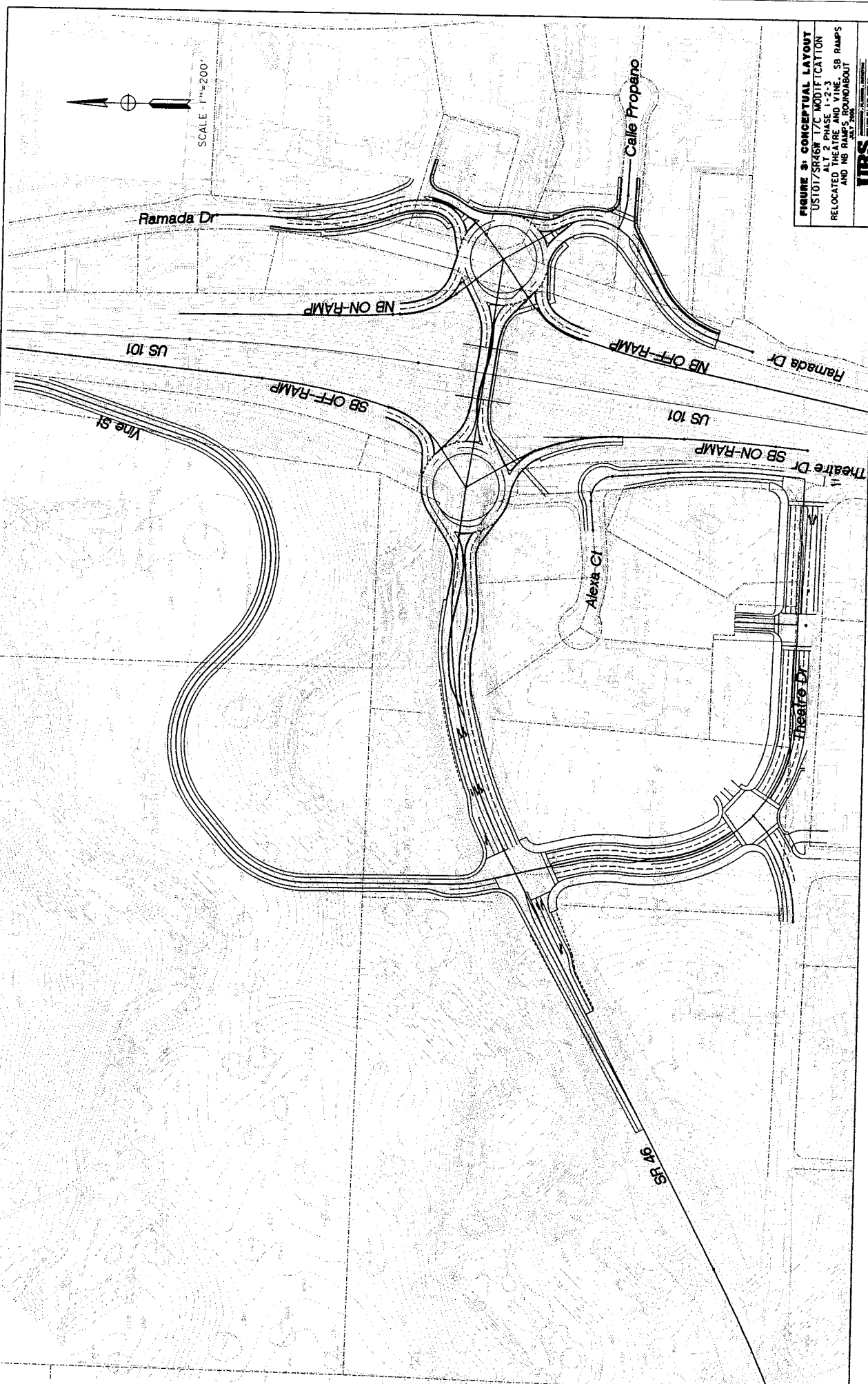


FIGURE 3: CONCEPTUAL LAYOUT
 US 101/SR96 I/C MODIFICATION
 ALT 2 PHASE 1-2-3
 RELOCATED THEATRE AND VINE, SB RAMPS
 AND NB RAMPS ROUNDABOUT





Work Scope – Theatre Drive Widening and Realignment Design

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 based upon our understanding of the project and discussions with City personnel about the limits, goals, and requirements of the project. We would be pleased to discuss any aspect of this proposal with the City and expect that it will be further refined during subsequent steps.

The project generally entails improvements along Theater Drive from the southerly City limits to a proposed realigned intersection at SR 46W. This design scope is intended to dovetail and utilize the work of the current PAED phase for the US 101/SR 46W IC improvement planning project. Environmental clearance is assumed to be achieved in that effort or as a CEQA Categorical Exemption by the City for operational improvements and is therefore not included within this scope. This design scope is intended to generate Plans, Technical Special Provisions and Engineer’s Estimate to: coordinate the undergrounding of the overhead utilities along the current Theater Drive alignment; widen the current street section to a 3 lane section (1 lane each direction and a center turn lane) with 2 to 5 foot shoulders; realign the new Theater Dr alignment as defined in the US 101/46W Project Report; and engage in the coordination of a Caltrans Encroachment Permit for the revised intersection improvements. Boiler Plate or “Front End” documents are to be added to the technical Special Provisions by the City. URS will coordinate the design encroachment permit process with Caltrans, it should be noted that additional encroachment permits will be required for construction, the budget estimate is for anticipated levels of effort, if the actual effort is greater than anticipate additional budget may be requested. Landscaping for streetscape improvements are anticipated to be generated by others as a separate project and are therefore not currently included.

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

TASKS	TASK DESCRIPTIONS
1	Project Management and Quality Assurance
2	Team Meetings, Data Collection
3	Topographic Surveys, Base Mapping & R/W Delineation
4	Geotechnical Investigations & Report
5	Utility Coordination
6	35% Plans Submittal
7	65% PS&E Submittal & Constructibility Review
8	95% Plans, Specifications & Estimates Submittal
9	100% (Final) Plans, Specifications & Estimates Submittal
10	Encroachment Permit



Task 1 –Project Management and Quality Assurance

The URS Project Manager, Jorge Aguilar, will be the single point of contact to the City and will provide continuous communication with the City, Caltrans, and other public agencies as necessary to address the project specifics. This consultation and guidance will be provided through both written and oral communication methods on anything relating to the project. In addition, Jorge and the team will be available to make presentations to the City Council or other public agencies as determined necessary at various points during the project. For budgeting purposes, URS will assume 2 such presentations will be conducted.

This task will address the coordination of the various project delivery tasks, design disciplines and client communication needs. The project schedule, task budgets, invoicing and production progress will be tracked to ensure timely monitoring and monthly reporting of progress to the City. URS' Project Control System recognizes and combines the elements of cost reporting and forecasting with the important variables of task and budget and communicating this information to the URS project manager and subsequently to the Client by the PM. This project control system will provide the information and analysis for the correct assessment of project status.

Computerized Financial Management System – URS utilizes a proprietary management system called “Enterprise One” developed specifically for URS by J.D. Edwards. The system was developed to meet the stringent requirements needed to comply with Federal and State service audits. The system provides reports detailing records of labor, sub consultant, and other direct costs and breakdowns by task and individual milestone. The records are organized by Labor Codes to show each type of deliverable that will be produced for a project. The most detailed reports allow the identification of man-hour expenditure by tasks to provide the City and URS' Project Manager with details of expenditures to track project performance.

Progress Reporting – The Project Manager prepares a progress report each month documenting financial and technical performance for major projects. Because URS is publicly traded, the Security Exchange Commission requires that the financial disclosure information is accurate. A report on technical and financial information is summarized by the PM and provided to the client to identify the technical and financial progress of with the project.

Schedule – URS will use Microsoft Project to track project performance. A list of major milestone dates will be included in our monthly progress report to compare the actual schedule with the planned schedule to easily identify opportunities to expedite the schedule or areas of concern.

Independent Quality Assurance Program

This is an on-going task that is scheduled to be performed immediately prior to each submittal. URS implements a review of the project documents by a senior level engineer that is not involved in the project design. This review is in addition to the “in-house” 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 whom is responsible for the periodic audit of project files to ensure adherence to QA procedures and to assist in the



documentation of QA processes. In addition, a corporate staff member will periodically conduct spot audits of the project files to assure compliance with the mandated plan. This plan is established as part of the project initiation.

Deliverables:

- Project Schedule Updates
- Progress Reports and Monthly Invoicing
- General PDT Coordination and Administration
- Materials, Presentation, Attendance at up to 2 Council or Public Body meetings
- Budget Tracking
- Project Specific QA/QC File Materials

Task 2 – Team Meetings, Data Collection

Kick-Off and Regular PDT Meetings

URS will coordinate a Kick-Off meeting comprised of the City and key URS and sub consultant personnel. This meeting will also serve to establish the Project Development Team (PDT). The PDT will provide the overall input and direction for the project through this initiation phase and in general will include City and key members of the URS team. The URS and project managers will each work to identify key individuals needed to participate in the decision making process or specific meetings as necessary to resolve critical issues.

The Kick-Off meeting will also cover a review the scope of work, define the roles of the project participants, and confirm schedule and milestone requirements. A field review will follow the meeting with as many PDT members participating as appropriate.

PDT Meetings will be conducted to coincide with each scheduled design deliverable to establish any actions items to assist in quick resolution of comments. This frequency will be maintained throughout the duration of the project to provide continuity. For budgeting purpose 4 meetings have been included within the scope of this task. Two (2) additional discretionary meetings with City staff, City Council or with private citizens are also included in this task. These meetings may be conducted “face to face” at City offices or by teleconference as mutually scheduled by City and URS staff.

Data Collection

We will gather relevant City planning data and record documents. This data should include, but not be limited to; City preliminary layouts and reports, utility information, right of way documents, applicable cooperative agreements, the City’s General Plan(including Policy and Background documents), prior planning studies/permits, as-built plans for facilities adjacent to the project site, and additional data as determined applicable.

Additionally, URS will collect important data from City including, but not limited to: as-built drawings, R/W record maps, accident data, available traffic count data, geotechnical information, and any environmental studies previously conducted. URS will work with Caltrans throughout the development process to identify other pertinent information that may be available and would support the efforts undertaken on this project.



Deliverables:

- Kickoff Meeting at the City offices
- PDT Meeting at the City offices
- Meeting Agenda and Notes

Task 3 – Topographic Surveys, Base Mapping & R/W Delineation

Topographic Mapping of Conform Areas

The general topography for the project will be taken from the base map drawing prepared on the Highway 46 West interchange project in January 2006. Once a particular alignment is identified, 3 particular conform areas will be field surveyed for topographic densification. The densification will include cross sections (at 25' sta.) will be performed near the Vine Street Conform, cross sections (at 25' sta.) will be performed at the Theatre Drive Conform, and necessary densification cross sections (25' sta.) will be performed on Highway 46 proposed intersection for the limits of the project to the east and west. A state highway encroachment permit and traffic control will also be required for this survey.

Plot Rights of Way from record data

The right of way lines and property records calculated from record data will be taken from the base map drawing prepared for URS on the Highway 46 West interchange project in January 2006. Once particular properties are identified for right of way acquisition, those boundaries will be analyzed for survey requirements under a separate scope of work. Since the ultimate proposed alignment is unknown, the actual boundary survey, together with the preparation of legal descriptions and exhibit plats of subject properties is not included within this scope of work.

Topographic Mapping Theatre Drive Extension

The general topography for the project will be based on a conventional field survey with 48 densification cross sections (2400' at 25' sta.) along Theatre Drive.

Field survey locations for all visible or surface marked utilities and features together with cross section data located at approximately 25 foot intervals within the project area as shown on the attached map generating 1"=40' scale topographic mapping with 1 foot interval elevation contours. Vaughan Surveys will provide locations for requested potholed utilities, but will not provide the pothole excavation and will not be responsible to expose said utility features. Also to be located include oak trees, canopies and improvements.

Aerial Photograph

The City's existing 2005 Aerial Photograph will be overlaid and incorporated into the AutoCAD drawing file.



Delineated boundaries and rights of way for Theatre Drive Extension

The right of way lines and property boundaries within the project area will be based on a partial field survey. For this scope of work, it is assumed that preparation of legal descriptions and exhibit plats will be required for 8 subject properties. Additional properties may be added as an additional expense.

Deliverables:

- Topographic Mapping (Hard Copy and Electronic)
- Plat Maps and Legal Descriptions (8 Properties)

Task 4 – Geotechnical Investigations & Report

Services for the preparation of the report will include a site reconnaissance, subsurface field exploration, laboratory testing, and report preparation.

Field Exploration - A total of eight borings are planned for the project. Five borings will be drilled along the proposed relocation route of Theater Drive. Two borings will be drilled along the south side of Highway 46 West near the proposed new intersection. One boring will be drilled at the west end of Alexa Court. The depth of borings will range from 10 to 25 feet. Proposed boring locations are depicted on the attached copy of the Conceptual Layout Sheet; borings will be drilled to the planned depths as conditions allow. The borings will be drilled with a Mobile B-53 truck-mounted drill rig. Soil samples will be obtained from the borings using a ring-lined barrel sampler (ASTM D 3550-01, with shoe similar to ASTM D 2937-00) and Standard Penetration Tests (ASTM D 1586-99) will be performed at selected intervals. Soils will be classified in general accordance with the Unified Soil Classification System (ASTM D 2488-00 and/or D 2487-00). Bulk soil samples will be obtained from the auger cuttings. A Log of Test Borings (LOTB) will be included in the MR.

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. We understand a “no-fee, over the counter” encroachment permit will be required for work within the City of Paso Robles right-of-way.

Traffic control will be necessary for some of the borings, especially the borings along Highway 46 West. Traffic control will be subcontracted to Statewide Safety of Nipomo, California. The fees quoted include a traffic control plan that will be developed by Statewide Safety. Per Caltrans requirements, borings along the shoulder of Highway 46 West will be backfilled with slurry and the cuttings will be removed from the site.

Presented below is the estimated fee for the field work. We have assumed that a California Highway Patrol (CHP) car will not be required for the work along Highway 46 West as we will not be closing any lanes.

Laboratory Analysis - Soil samples will be tested in the laboratory to determine such properties as grain size, plasticity index, unit weight and moisture, maximum density versus optimum moisture, one-dimensional consolidation, expansion index, 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.

Corrosive 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.

Materials Report - The MR will address earthwork recommendations, design of pavement structural sections, backfill around culverts and other utilities, and corrosivity potential. It will be based upon the results of the field exploration and laboratory programs performed. Preliminary Geotechnical criteria for cut scopes, excavations, subgrade treatment, benches, keyways, subdrains, fill material, and fill placement will be provided. Embankment fill settlement, slope stability, expansive soils, moisture control, compaction recommendations, erosion potential, and construction considerations will be addressed. Corrosivity test results, evaluation of corrosive potential, and mitigation measures will be included in the MR.

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 traffic signals. The report will include discussion of the surface and subsurface conditions at the site, 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, lateral resistance, the impacts of or upon adjacent structures, and construction considerations.

Deliverables:

- Draft Materials Report
- Final Materials Report

Task 5 – Utility Coordination

URS is fully prepared to provide utility coordination services in a teaming approach with 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 and anticipates to include: City of Paso Robles (storm, water, sanitary sewer services), PG&E, SBC, Media-One, Southern California Gas, Comcast), etc... Underground Service Alert (USA) will be contacted to determine subscribing utility providers in the project area. The following is a brief description of the process:



Utility "A" letters are sent out to the utility service providers at the beginning of the project. 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.

Utility "B" letters are typically sent when the design plans have been prepared to the 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.

Utility "C" letters are typically prepared when the design is finalized and all known utility conflicts have been verified. These letters also serve as a Notice to Owners to relocate.

Utilizing preliminary drawings 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. **Utility "A"** letters will be prepared and sent to the various identified utility owners

URS will prepare **Utility "B" letters** when the plans have been prepared to the 65% level of completion. Utility service providers will be contacted and if a conflict exists a relocation design and construction schedule will be requested. Please note that utility facility design services are specifically excluded from this scope of work.

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 between the City and the utility provider have been finalized. However, these letters serve as a Notice to Owners to relocate prior to construction of the City project.

Coordination with Design Plans

URS will coordinate the adjustment of all city owned utilities (sewer, water, storm) as part of the design submittal tasks (Tasks 6 through 9) but this scope does not include detailed design of utility relocation plans. Coordination work will include incorporating joint utility trench information provided by the utility companies into the plan set consistent with undergrounding of facilities along existing Theatre Drive within the limits of the project.

A level of effort for this coordination work has been estimated and included in the fee proposal. It should be noted that utility coordination at times can be onerous and could exceed the anticipated effort. Should the circumstances necessary to coordinate utility work change dramatically from the assumptions made in this scope, URS will contact the City to negotiate and resolve any additional or ongoing support necessary to provide continuity with design efforts being completed concurrently.



Deliverables:

- Utility "A" letters
- Utility "B" letters
- Utility "C" letters

Task 6 – 35% Plans Submittal

URS will continue the design process following completion of the preliminary design efforts currently in progress. The URS team will meet with the City and Caltrans to go over comments and develop consensus for the continuation of the design process, this meeting is envisioned to occur as part of the meetings identified in Task 2. URS will prepare meeting notes to ensure accurate understanding of the resolution of comments and/or to document the intended direction for the preparation of the final documents. At this stage it is assumed that no additional alternatives will be requested, only those identified from the previous submittal. For this submittal and all others it is assumed wall or other structures plans will not be needed. The following table shows the plan sheets that may be included in this submittal:

35% Submittal	
No. Of Sheets	Sheet Descriptions
1	Title Sheet
1	General Notes
1	Survey Notes and Control Diagram
2	Typical Cross Sections Sheet
6	Layout Sheets (Plan and Profile)
6	Drainage Plans
2	Construction Details
6	Utility Plans
NI	Pavement Delineation and Signing
NI	Lighting Plan
8	Preliminary Cross Section Sheets*
33	Total Sheets
NI – Not Included in this submittal	
* Cross sections not to be included in advertised PS&E	

These plans will be developed based on our knowledge of the site and the comments received previously from the City. At this stage, it is assumed that all design alternatives and concepts will have been fully defined and approved by City staff. Plan sheets will be prepared on 11" x 17" sheets for the submittal. Gutter flowline and/or Top of Curb information will be shown on plans as appropriate.



Deliverables:

- 35% Plans (City - 6 - 11"x17" and 2 - 22"x34", Caltrans 15 11"x17" copies)

Task 7 – 65% Plans/Specifications/Preliminary Estimate Submittal & Constructibility Review

Roadway design plans and details will be further developed in coordination with the traffic aspects of the project to the 65% level of completion upon receipt of written City and Caltrans comments to the 35% submittal. Pavement delineation, signing, and lighting plans will also be included in this submittal with the assistance of Associated Transportation Engineers (ATE). The plans anticipated at this stage of the project may include the following;

65% Submittal	
No. Of Sheets	Sheet Descriptions
1	Title Sheet
1	General Notes
1	Survey Notes and Control Diagram
2	Typical Cross Sections Sheet
6	Layout Sheets (Plan and Profile) (1" = 40')
6	Drainage Plans
4	Construction Details
6	Utility Plans (1" = 40')
6	Pavement Delineation and Signing
3	Signal and Lighting Plan (1" = 20')
8	Preliminary Cross Section Sheets*
44	Total Sheets
NI – Not Included in this submittal	
* Cross sections not to be included in advertised PS&E	

The URS design team will meet with URS construction management staff to go over the 35% plans and the comments received to those plans to ensure constructibility considerations are included into the 65% plan production.

The 65% plan set will include more detail and design information than provided in the previous deliverable. . It is anticipated that there will be a signal installation with advanced flashing beacon at the relocated SR 46(W)/Theatre Drive location and a signal modification at the SR 46(W)/South Vine Street intersection. At this level of design, signal plans in accordance with Caltrans Standards will be prepared along with street lighting plans per City of Paso Robles standards for Theatre Drive from existing to Route 46W. Additionally, roadside sign and pavement delineation plans will be



prepared showing additions and deletions to the signing and striping in the area of the new signal and for the South Vine Street area.

The URS team will also provide unedited standard special provisions (SSP's) to be utilized for the proposed project. It is assumed that the City's General Conditions, Contract Requirements, and any other "Front End" or City specific requirements would be provided by city personnel and included in the specification package.

Deliverables:

- Attendance at a 35% Comments Review Meeting (Part of Task 2)
- Written Response to 35% Written Comments
- Written Summary of Constructibility Review Meeting
- 65% Plans (6 - 11"x17" and 2 - 22"x34", Caltrans 15 11"x17" copies)
- Standard Special Provisions (SSP's) – unedited (6 City, 15 Caltrans)
- Preliminary Estimates

Task 8 – 95% Plans, Specifications & Estimates Submittal

After receipt of written City and Caltrans comments on the 65% submittals, URS will review the comments and arrange a 65% Comments Review Meeting with City and Caltrans reviewers to discuss the comments, this meeting is envisioned to occur as part of the meetings identified in Task 2. It is anticipated that only City and Caltrans 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 project manager will coordinate the attendance of Caltrans staff, 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 65% comments review meeting to a 95% PS&E status. Technical Special Provisions will be refined for inclusion into a City standard "boiler-plate" package by the City and a draft estimate will be generated.

At this stage it is assumed that no additional alternatives will be requested, only those identified from the previous submittal. The plans anticipated at this stage of the project may include the following:



95% Submittal	
No. Of Sheets	Sheet Descriptions
1	Title Sheet
1	General Notes
1	Survey Notes and Control Diagram
2	Typical Cross Sections Sheet
6	Layout Sheets (Plan and Profile) (1" = 40')
6	Drainage Plans
4	Construction Details
6	Utility Plans (1" = 40')
1	Utility Details
6	Pavement Delineation and Signing
3	Signal and Lighting Plan (1" = 20')
8	Preliminary Cross Section Sheets*
45	Total Sheets
NI – Not Included in this submittal	
* Cross sections not to be included in advertised PS&E	

Deliverables:

- Attendance at a 65% Comments Review Meeting (Part of Task 2)
- Written Response to 65% Written Comments
- 95% Plans (6 - 11"x17" and 2 – 22"x34", Caltrans 15 11"x17" copies)
- Draft Special Provisions (6 City, 15 Caltrans)
- Draft Estimates

Task 9 – 100% (Final) Plans, Specifications & Estimates Submittal

After receipt of written City and Caltrans comments on the 95% submittals, URS will review the comments and arrange a 95% Comments Review Meeting with City and Caltrans reviewers to discuss the comments, this meeting is envisioned to occur as part of the meetings identified in Task 2. It is anticipated that only City and Caltrans 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 project manager will coordinate the attendance of Caltrans staff, 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 final submittal review meeting notes to document and confirm the inclusion, or resolution of the comments. The design will continue based on the direction defined within the 95% comments review meeting to a 100% PS&E status. The technical special provisions will be finalized and submitted to the City in hardcopy and electronic format for the City's inclusion into a full Special



Provisions package that includes the “boiler plate” and other sections. An RE Binder will be prepared in general compliance with the guidelines in Appendix GG of the Caltrans Project Development Procedures Manual (PDPM). Construction staking notes are to be generated by the construction contractor and are specifically excluded from this scope. Typical information anticipated to be contained in the RE Binder includes:

- As-Built Information
- Geotechnical Info
- Survey Control Info
- Traffic Data
- Environmental Doc.
- Cross Section Sheets
- Landscaping Details
- R/W Information
- Applicable Permits
- Quantity Calculations
- Utility Correspondence
- Contact Information

Deliverables:

- Attendance at a 95% Comments Review Meeting (Part of Task 2)
- Written Response to 95% Written Comments
- 100% Plans (1 - 22” x 34” vellum set, 4 – 11” x 17” bond sets, electronic sheet files on CD, Caltrans 15 - 11”x17”)
- 100% Technical Special Provisions (2 hardcopies, 1 electronic file, Caltrans 15 - 11”x17”)
- 100% Engineers Estimate (4 hardcopies, 1 electronic file)
- RE Binder

Task 10 – Caltrans Encroachment Permit

This project will be constructed within Caltrans R/W and will therefore require the development of documents in accordance with Caltrans standards following the encroachment permit process. URS will complete and submit all applicable forms and provided necessary documents for Caltrans review and approval. Design documents will be submitted to Caltrans as provided in the above tasks.

URS will prepare a Water Pollution Control Plan (WPCP) in accordance with Caltrans stormwater guidelines to be used and adopted by the contractor. A draft plan will be prepared and comments from Caltrans will be incorporated to produce the final plan. It is assumed 1 review of the draft plan will occur. Should additional reviews become necessary, URS will perform this submittal and review as extra work.

The City will be responsible for any fees to Caltrans or other agencies as necessary to complete the project and encroachment permit process. It should be anticipated that the administrative fees, performance bond, payment bond, and WPCP fees will be requested by Caltrans, prior to final approval of the encroachment permit.

During Caltrans review, the District may request additional information that is not a part of this scope of work. If items not provided in the above Tasks are required by Caltrans, URS will negotiate with the City additional scope and fee to provide the additional services.

Deliverables:

- Permit Application (2 copies)
- PS&E Packages for Permit Submittal (2 package submittals, 7 copies each)

URS Team Resource Estimate for the Theater Drive Widening and Realignment Design																	BUDGET SUMMARY			
TASK	TASK DESCRIPTION	PRINCIPLE	PROJECT OR TASK MANAGER	SENIOR ENGINEER	ASSOC. ENGINEER	ENGINEER	SENIOR SURVEYOR	SENIOR TECHNICIAN	TECHNICIAN	2-PERSON SURVEY CREW	PROJECT ASSISTANT	ATE	Earth Systems	Vaughan Surveys	Misc. Direct Costs	TOTAL LABOR HOURS	LABOR \$	TOTAL COST \$		
		URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	URS HRS	Cost	HRS	LABOR \$	COST \$	
		8	120	72							40				\$1,000	240	\$33,200	\$34,200		
2	Team Meetings, Data Collection		80		36	36					20	44			\$2,727	216	\$27,610	\$30,337		
3	Topographic Surveying, Base Mapping, RAW Delineation			4	10			12	4		2			196	\$4,500	228	\$29,750	\$34,250		
4	Geotechnical Investigation & Report			6	10				6		2		108		\$9,216	132	\$12,477	\$21,693		
5	Utility Coordination		4		40	120			40		80				\$1,900	284	\$27,260	\$29,160		
6	35% Plans Submittal		4	16	60	80		80	80		20				\$800	340	\$34,760	\$35,560		
7	65% PS&E & Constructibility		8	24	60	120		120	80		24	182			\$1,020	618	\$61,395	\$62,415		
8	85% PS&E Submittal		16	24	60	120		120	80		32	19			\$1,520	471	\$48,755	\$50,275		
9	100% (Final) PS&E Submittal		4	24	60	80		80	80		24	15			\$1,910	367	\$37,425	\$39,335		
10	Caltrans Encroachment Permit		80	40	120	80			120		40				\$20	480	\$53,600	\$53,620		
	SUB-TOTALS	8	316	210	456	636		412	490		284	260	108	196	\$24,613	3,376	\$366,232	\$390,845		
	URS LABOR COSTS	\$1,400	\$52,140	\$26,250	\$50,160	\$66,780		\$43,260	\$44,100		\$21,300							\$305,390		
	URS DIRECT COSTS																	\$10,322		
	SUBCONSULTANTS TOTAL COSTS																	\$75,133		
	SUBCONSULTANT MARKUP @ 5%																	\$3,757		
	TOTAL																	\$394,602		