

CITY COUNCIL AGENDA: MARCH 18, 2014

SUBJECT: ACCEPTANCE OF THE STATE ROUTE 190 PROJECT INITIATION DOCUMENT (PID) AND COMMENCEMENT TO PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA&ED) STAGE FOR NEAR TERM PROJECTS

SOURCE: PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION & COMMUNITY DEVELOPMENT DEPARTMENT - PLANNING DIVISION

Background:

The City of Porterville updated its General Plan in 2008 establishing policies and implementation strategies to guide the City's growth over the next twenty plus years. A major component of the General Plan is establishing a comprehensive circulation network throughout the City and surrounding County areas. The Circulation Element of the General Plan responds to the requirements of Government Code §65302 (b), which requires the identification of the "location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan."

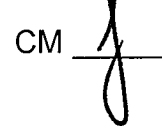
The preparation of the Circulation Element in concert with the Land Use Element forms the roadmap for growth of the community. The vision for the growth of Porterville was cast into the plan through a significant public participation process and is being implemented with each development and public works project constructed in the city. State Routes 65 and 190, within the Porterville area, are regional connectors linking Porterville with the surrounding areas of the County and other communities. This study focuses on the future improvements to the SR 190 corridor.

State Route 190 is the major east-west transportation corridor in Porterville. Extending from State Route 99 near Tipton at its westerly terminus to Quaking Aspen Camp near Ponderosa, State Route 190 provides Tulare County a regional transportation corridor. The regional connectivity of State Route 190 intersects with facilities to extend Porterville's reach for importing and exporting goods beyond the region, throughout California, and beyond.

The importance of State Route 190 to the economic future and growth of Porterville cannot be overstated. Employment opportunities associated with agricultural exports and ease of access to other elements of the state highway system generate significant annual tax revenues and create jobs for the City. Tourism drawn to the Sequoia National Forest includes visitors to the Eagle Mountain Casino on the Tule River Indian Reservation, and is an additional benefit to the local economy.

Dir  Appropriated/Funded

 CM



Item No. 2

SR 190 Corridor Study

California Department of Transportation (Caltrans) has recently completed the SR 190 Corridor Study and the City Council, in concept, approved the Study. Caltrans reviewed the current function of SR 190 and considered different alternatives to accommodate the growth projected in the City's General Plan. The General Plan anticipated a series of improvements to SR 190, including new interchanges at Westwood Street, Hillcrest Street, and Road 284 (Reservation Road), and improvements to the interchange at Main Street. Grade separations considered in the General Plan were at Newcomb Street, Plano Street, and Indiana Street. A series of modeling efforts have resulted in projected needs for immediate improvements, interim improvements, and ultimate designs that would function through the term of the General Plan.

As a result of Caltrans' efforts, it was determined that the existing and projected traffic volumes are less than envisioned initially by the adopted Circulation Element of the General Plan. With this determination, Caltrans provided information based on a three (3) tiered approach. The tiered approach allows flexibility in implementing corridor improvements from the near future to ultimate designation. A brief description of the tiered concept follows:

1. Near Term Projects - Improvements along SR 190 that need immediate attention and planning.
2. Interim Projects - Improvements along SR 190 that will experience failures during the life of the General Plan (2030).
3. Ultimate Projects - Those projects defined by the General Plan that will effectively serve the City well beyond the current 2030 General Plan horizon.

The concept was presented at the December 12, 2012, City Council Study Session and later for approval by the Council on August 6, 2013. Caltrans has completed the corridor study and a copy of the document is attached for Council's review. The attached study, in concept, is substantially the same as presented to City Council during the Study Session. Staff is seeking Council's acceptance of the document and permission to "lock-in" funding sources for the necessary projects. The necessary projects defined as **Near Term Projects** in the corridor study are as follows:

Location	Project Description
Westwood/SR 190 Intersection	Construct temporary improvements to improve access at this intersection. These improvements may entail a widened intersection controlled by a traffic signal or a roundabout.
Westbound Auxiliary Lane from Jaye Street to SR 65	Extend the existing outside lane for westbound SR 190 from Jaye Street to SR 65 northbound ramp.

Plano/SR 190 Intersection	Construct 4 lanes on Plano Street with dual left turn and dedicated right turn lanes on all approaches with new traffic signals.
Main/SR 190 Intersection	Signalize the Ramp Terminals at Main Street, construct dedicated left and right turn lanes for the eastbound off ramp.

In light of the recent passage of Amendment No. 3 to the 2006 ½ cent Transportation "Measure R" Expenditure Plan, staff has had several conversations with Caltrans and TCAG regarding the next step in the process. TCAG is requesting that City Council accept the State Route Corridor Study and authorize TCAG to program the listed **Near Term Projects** in the upcoming State Transportation Improvement Program (STIP). In order to accomplish this, Caltrans had to prepare a Project Initiation Document (PID). This document is now complete and staff has found the document to be sound.

Project Initiation Document (PID)

A PID is a streamlined process using the Project Study Report-Project Development Support (PSR-PDS) as the baseline PID. The relatively new process will expedite the funding of projects through Project Approval and Environmental Document (PA&ED). It is also a necessary step in securing State and/or Measure R Regional funds. An approved PID is a requirement for any major work on the State Highway System (SHS) regardless of how it is funded.

The completed PID is attached for Council's review. Caltrans has performed additional traffic analyses at each "Near Term" project location, which is common when preparing a PID. As previously stated, this document is the baseline document which allows for a smooth transition into PA&ED. A few modifications have come forth as part of the PID process. Project locations remain the same, but the following improvements are now being proposed:

- **Plano/SR 190 Intersection:** Review the feasibility of a roundabout via the Intersection Control Evaluation (ICE) guidelines. *Initially it was felt the traffic volumes at this intersection would make a roundabout infeasible. However, the PID is now suggesting that a Traffic Signal may not be the best solution. An Intersection Control Evaluation (ICE) will voice the pros and cons between a Traffic Signal vs. a Roundabout at this intersection and will reveal the best option.*
- **Main/SR 190 Intersection:** Signalized ramp terminals are being removed from the scope of work and replaced with the improvements necessary to widen the off-ramp to accommodate a designated right-turn lane onto northbound Main Street. *This is a direct result of additional review and analysis at both ramp terminals, which determined the Main Street traffic*

volumes do not support traffic signals as defined in the SR 190 Corridor Study.

The project costs were also reviewed again as part of the PID preparation. The following is an estimate of the "Near Term" projects as they are now defined:

Locations	Capital Outlay Project Estimate
Westwood/SR 190 Intersection	\$5,230,000 - \$6,400,000
Westbound Auxiliary Lane from Jaye Street to SR 65	\$760,000 - \$925,000
Plano/SR 190 Intersection	\$7,040,000 - \$9,200,000
Main/SR 190 Intersection	\$715,000 - \$870,000
Total	\$13,745,000 - \$17,395,000

Caltrans is now seeking concurrence with the City of Porterville to move into the PA&ED phase. Staff concurs with the PID results and all of the projects are considered low to moderate risk from an environmental processing standpoint.

Caltrans is now asking the City to execute the PID document by signature of the City Engineer and the execution of a Cooperative Agreement between Caltrans and the City authorizing Caltrans to proceed with the preparation of the PA&ED. A draft agreement is attached for Council's review. The cost to prepare the document is borne solely by the City and the fee is anticipated to be \$680,000. TCAG has partnered with the City on all efforts associated with the SR 190 Corridor Study and the PID and have agreed to fund the PA&ED with Measure R Regional Funds.

RECOMMENDATION: That the City Council:

1. Accept Caltrans' State Route 190 PID;
2. Authorize the City Engineer to sign the State Route 190 PID;
3. Approve moving towards the Project Approval-Environmental Document (PA&ED) phase of the identified Near Term Projects;
4. Approve entering into Cooperative Agreement or Agreements with Caltrans for the preparation of Project Approval-Environmental Document (PA&ED);
5. Authorize the Mayor and City Manager to execute the Cooperative Agreement with Caltrans; and
6. Authorize the Mayor and City Manager to execute the attached Resolution and Measure R Supplemental Agreement and Cooperative Agreement for the purpose of financing the PA&ED at an estimated cost of \$680,000.

ATTACHMENTS:

Draft Final PID document
Sample PA&ED Cooperative Agreement
Measure R Program Supplement to Cooperative
Agreement
Measure R Resolution

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**Project Study Report-Project Development Support
(PSR-PDS)**

To

**Request approval of a locally funded project to proceed
to the Project Approval and Environmental Document
Phase**

On Route 190 in Tulare County

Between 0.3 miles west of Westwood Road

And 0.3 miles east of Plano Street

APPROVAL RECOMMENDED:

MICHAEL REED, *PROJECT SPONSOR, Accepts
Risks Identified in this PSR-PDS and Attached Risk Register*

APPROVAL RECOMMENDED:



GARTH FERNANDEZ, *CALTRANS PROJECT MANAGER*

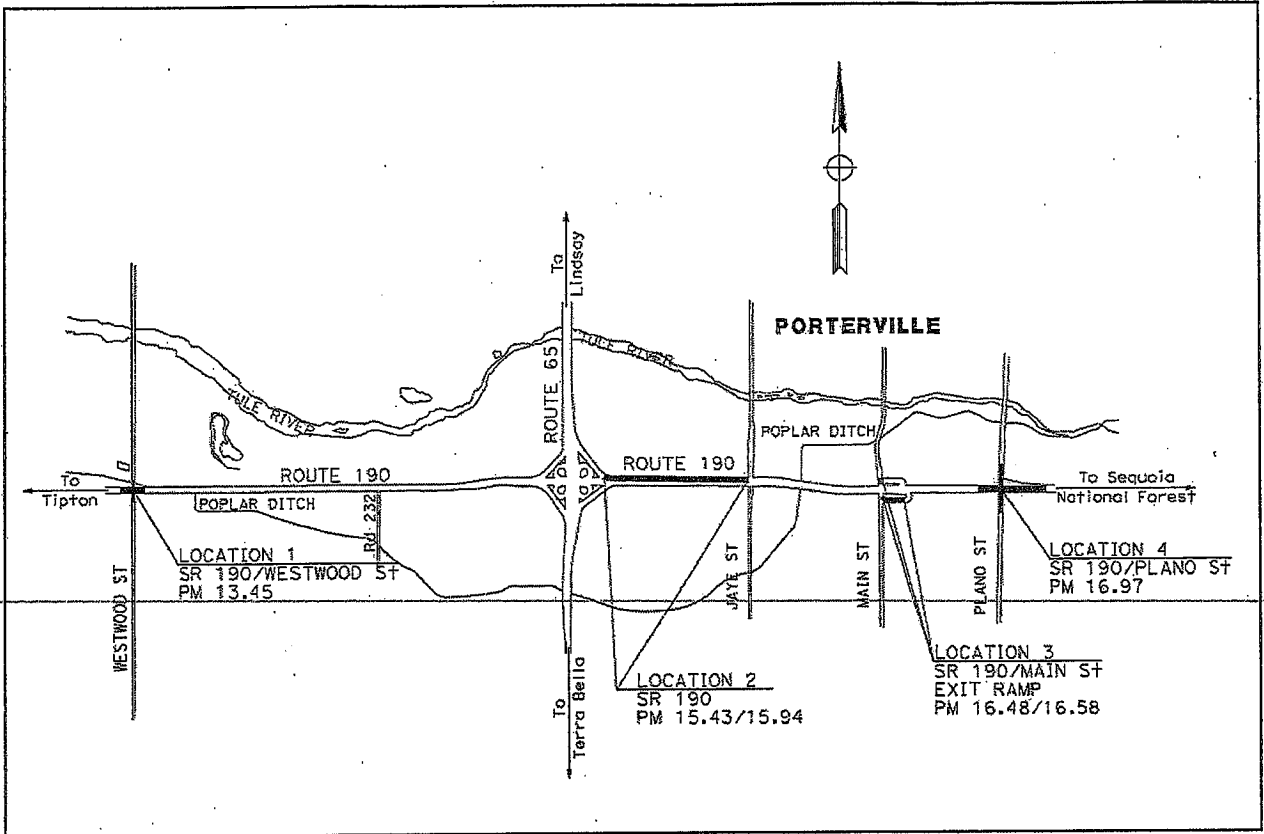
APPROVED:

SHARRI BENDER EHLERT,
DISTRICT DIRECTOR

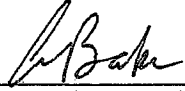
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PROJECT SCOPE AND TECHNICAL DATA ARE VALID THROUGH: _____

Vicinity Map



This project study report-project development support has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



REGISTERED CIVIL ENGINEER

01/24/2013

DATE

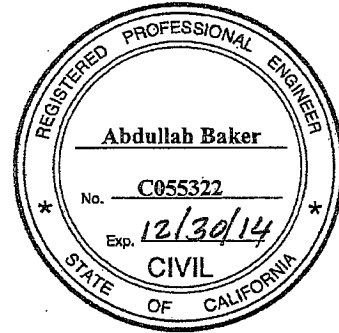


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1. INTRODUCTION

California Department of Transportation (DOT) developed the State Route (SR) 190 Traffic engineering feasibility study for the 190 corridor between Westwood Street and Hillcrest Street in August 2013. The study identified future transportation needs and practical solutions associated with the projects increasing traffic volumes in the City of Porterville. This Project proposes to address near term operational improvements along the corridor at the following four locations:

1. Construct a roundabout at Westwood Street/SR 190 intersection to mitigate local development impacts in west Porterville.
2. Extend the existing number 3 lane on westbound SR 190 from Jaye Street to the northbound SR 65 on-ramp by adding 1700 feet of travel way and shoulder.
3. Construct a right-turn lane on the eastbound SR 190 off-ramp onto Main Street, and insure that the handicap ramps are ADA compliant.
4. Construct 4 lanes on Plano Street/SR 190 intersection with dual-left and dedicated right-turn lanes on all approaches, and Reconstruct the existing intersection signalization system. Alternatively, a roundabout will be considered consistent with the Intersection Control Evaluation (ICE) guidelines.

A Build alternative would be programmed in the 18/19 FY using local measure funds.

Project Limits	06-Tulare-190-PM 13.1/17.3
Number of Alternatives	1
Current Capital Outlay Support Estimate for PA&ED	\$680,000
Current Capital Outlay Construction Cost Range	SR190/Westwood St: \$5,230,000-\$6,400,000 SR 190: Jaye Street to SR 65: \$760,000-\$925,000 East bound (EB) and West bound (WB) SR 190 Main Street off-ramp: \$715,000-\$870,000 SR 190 and Plano St. signalized intersection/roundabout: \$7,040,000-\$9,200,000
Current Capital Outlay Right-of-Way Cost Range	SR190/Westwood St: \$430,000-\$537,000 SR 190: Jaye Street to SR 65: \$10,000-\$13,000 East bound (EB) and West bound (WB) SR 190 Main Street off-ramp: \$10,000-\$13,000 SR 190 and Plano St. signalized intersection/roundabout: \$250,000-\$700,000
Funding Source	Local, Reimbursed
Type of Facility	2-lane conventional highway, and 4-lane

	expressway.
Number of Structures	None.
Anticipated Environmental Determination or Document	Negative Declaration (ND)
Legal Description	On Route 190, in Tulare County, From 0.3 miles west of Westwood Road to 0.3 miles east of Plano Street.
Project Development Category	3

2. BACKGROUND

SR 190 between SR 99 and SR 65 is a 2-lane conventional highway. At-grade intersections are located at approximately 1-mile on center. Beginning at Westwood Street (PM 13.45), which is near the western planning boundary for the City of Porterville, the roadbed includes 12-foot lanes with 8-foot outside shoulders. Land use between Westwood Street and Prospect Street (PM 14.96) is principally rural farmland with some rural residential abutting the highway. The SR 190/SR 65 freeway-to-freeway interchange (PM 15.21) is a full cloverleaf. From this location to the east, SR 190 is a divided 4-lane expressway with a 22-foot unpaved median, 12-foot lanes, 8-foot outside shoulders and inside shoulders that vary from 1 to 5 feet, through Blue Heron Parkway (PM 18.45). There is a partial interchange at Main Street (PM 16.45). The Jaye Street and SR 190 location includes commercial/retail/industrial (Riverwalk Market Place Shopping Center, the Walmart Distribution Center, Beckman Industry), and medium- and low-density residential housing. The Porterville College and Porterville Development Center are located south of SR 190, on Main Street and Blue Heron Parkway, respectively.

As reported by the California Demographic research unit, the City of Porterville is the third largest City in Tulare County and has grown at approximately four percent per year between 1960 and 1990. The urban area of Porterville has approximately 54,000 people within the City and another 6,800 people in East Porterville, a county island. Growth in the City could be expected at not less than 2.5 to 3 percent, resulting in a 2035 population of 100,000 to 113,000 people, respectively. The Tulare County Association of Governments (TCAG) travel demand model was used to forecast future traffic volumes to the 2035 horizon year. Near term operational improvement projects were developed to accommodate growth.

The City of Porterville has reviewed and approved the findings of the SR 190 Corridor Study and the scope of this project.

Travel patterns on the route reflect the diverse character of the community – from commercial, industrial and agricultural trucking to recreational travelers accessing Lake Success, the Sierra Nevada Mountains, and to mineral resources like Porterville Rock. In the City of Porterville, commuter pattern is in large part between north Porterville and East Porterville traveling through the SR 190/SR 65 freeway-to-

freeway interchange. Development in west Porterville is expected to increase traffic at Westwood and west of SR 65.

3. PURPOSE AND NEED

The purpose is to provide channelization, eliminate merge movements and allow pedestrian movements at the intersections and varies by location:

Location 1: SR 190 and Westwood Street

Purpose: To improve intersection operations at SR 190 and Westwood Street.

Need: To mitigate excessive delays and queuing that would result from growth in west Porterville.

Location 2: SR 190: Jaye Street to SR 65

Purpose: To eliminate the merge movements associated with the westbound lane drop west of Jaye Street and subsequent diverge movement to northbound SR 65 off-ramp by extending the existing number three lane from Jaye Street to the SR 65 departure point.

Need: To improve route continuity between the number three lane on westbound SR 190 at Jaye Street through the northbound departure point to SR 65.

Location 3: EB and WB SR 190 Main Street off-ramp

Purpose: To separate the right-turn movement from the left-turn movement by adding right-turn channelization. Handicap access ramps and sidewalk will be provided where needed to meet ADA requirements within the interchange.

Need: To mitigate increasing delay and reduce queue back up due to a lack of gap acceptance on Main Street with increasing traffic volumes.

Location 4: SR 190 and Plano Street intersection

Purpose: To improve operations in the intersection and on the approaches, and to provide for pedestrian movements.

Need: To mitigate excessive delay and reduce queue back up that is occurring on some movements today but will occur on most movements in the future as development continues in the area.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

Traffic engineering studies will be performed during the Project Approval Environmental Document (PA&ED) phase. This will include new turn counts, forecasted traffic for opening day and 10-years after opening day, intersection level of service and queuing analysis, signal warrant analysis, pedestrian accessibility analysis, and alternatives evaluation.

Under the Intersection Control Evaluation (ICE) guidelines, an early Step-One Access Strategy and Configuration Assessment/Screening was performed in December 2013. Based on the given planning level of traffic analysis it has been determined that roundabouts would meet the purpose and need of this project at Westwood Street and Plano Street.

The SR 190 Corridor Study used existing traffic counts and forecasted traffic to identify the deficiencies. Planning interviews with City Engineering staff and peak hour observations indicated the following:

1. SR 190 and Westwood Street:

The existing intersection is a 4-way stop controlled intersection. Excessive delay and queuing is expected to worsen on the westbound approach on SR 190 in the evening and on the southbound approach on Westwood in the morning. Converting the intersection to a roundabout should reduce the overall delay.

Existing and Future Levels Of Service For SR 190 and Westwood St Intersection Without Improvements (All-Way Stop Control)

YEAR	PEAK HOUR PERIOD	LOS	DELAY (sec/veh)
2012	AM	B	10.5
	PM	C	21.3
2015	AM	C	17.0
	PM	F	75.1
2020	AM	F	121.4
	PM	F	253.2

HCS All-Way Stop Control Analysis was used for this table.

2. SR 190: Jaye Street to SR 65:

Extension of the westbound auxiliary lane is needed to balance lane utilization coming from the Jaye Street intersection, to benefit the westbound SR 190 to northbound SR 65 traffic movement and eliminate the merge/diverge movements in the number three lane between Jaye Street and the SR 65 northbound connector movement.

3. EB and WB SR 190 Main Street off-ramp:

The eastbound off-ramp termini is a shared left and right turn lane. During peak periods of traffic on Main Street, vehicles turning left from the ramp to southbound Main Street can cause excessive delay. It is anticipated that the traffic volumes are not sufficient to warrant signalization. To minimize queuing and delay on the approach, a dedicated right turn lane will separate the two turning movements and minimize queuing and delay. Traffic Operations has determined there is no need for signalization.

4. SR 190 and Plano Street intersection:

The existing northbound approach experiences excessive queuing the morning. In the future, many more movements are expected to experience delay and queuing. Intersection improvements will provide an acceptable level of service for many years.

Existing and Future Levels of Service for SR 190 and Plano St Intersection Without Improvements (Signal Traffic Control)

YEAR	PEAK HOUR PERIOD	LOS	DELAY (sec/veh)
2008	AM	C	31.6
	PM	C	32.3
2015	AM	D	38.0
	PM	D	39.4
2020	AM	D	43.5
	PM	D	47.4
2025	AM	D	52.7
	PM	E	60.0
2030	AM	E	67.8
	PM	F	80.3
2035	AM	F	87.9
	PM	F	108.9

Synchro 6 was used for signal analysis.

5. DEFICIENCIES

The SR 190 Corridor Study included preliminary forecasting and traffic analysis. It is provided below as the basis of programming. During the PA&ED phase, the forecasting and operational analysis will be validated using updated counts and the soon-to-be-released Tulare COG regional travel model. The proposed improvements should provide not less than a 10-year design life.

1. SR 190 and Westwood Street:

Westwood Level of Service (LOS) is expected to reach LOS 'F' by the year 2015 as indicated in the table below. This would cause additional traffic congestion due to slower speeds, and cause long traffic backups at the intersection which is considered to be unacceptable for most drivers. As an early indication of this, right-turn movement occurs outside of the designated lane, on the right shoulder. Drivers have created in part a de facto right turn lane to experience less delay when they use the shoulder. This analysis indicates the 2015 LOS of F is caused in large part by this right-turn movement, and suggests the predicted 2015 LOS of F could be slightly premature as shown in the following table.

SR 190 and Westwood St. Intersection LOS Summary

YEAR	STOP CONTROL	SCENARIO	PEAK HOUR PERIOD	LOS	DELAY (sec/veh)
2015	All-Way Stop Control	Without Improvements	AM	B	14.7
			PM	F	59.7
2025	Roundabout		AM	B	
			PM	C	

Synchro 6 was used for all-way stop control analysis and SIDRA 5.1.1 for roundabout analysis.

2. SR 190: Jaye Street to SR 65:

The travel demand model indicates large peak hour traffic volumes due to commuter traffic traveling between the northern section of Porterville and East Porterville via SR 65 freeway to freeway interchange. Currently the outer lane (lane 3) on SR 190 drops out and merges into two lanes west of Jaye Street which leads to conflict with traffic diverging right onto the northbound SR 65 on-ramp.

3. EB and WB SR 190 Main Street off-ramp:

Direct and indirect traffic delays impact Porterville College and the downtown community due to left-turn and right-turn movement onto Main Street. To minimize queuing and delay on the approach, a dedicated right-turn lane will separate the two turning movements.

4. SR 190 and Plano Street intersection:

Over time, the SR 190 and Plano Street at-grade intersection LOS will degrade. An early onset of operational failure is occurring today on the northbound approach where queue blocking and excessive delay occur in the morning for a short period. Without improvement, intersection delays and queuing will worsen as multiple approach movements fail.

2035 Levels of Service for SR 190 and Plano St Intersection Without and With Improvements

	PEAK HOUR PERIOD	LOS	DELAY (sec/veh)
Without Improvements	AM	F	87.9
	PM	F	108.9
With Improvements	AM	D	36.8
	PM	D	37.9

6. CORRIDOR AND SYSTEM COORDINATION

SR 190, formerly known as SR 127, was added to the State Highway System in 1933. It serves as a Terminal Access (TA) Route from SR 99 to near Springville, under the Federal Surface Transportation Assistance Act (STAA) of 1982. It is a Minor Arterial between SR 99 and western Porterville, and again east of Porterville to Balch Park Road. SR 190 is a Principal Arterial through the Porterville urban area.

The Transportation Concept Report (TCR) for SR 190 was last updated in 2007. It is scheduled to be updated in the near future. The concept facility is 4 lanes between SR 99 and SR 65. The TCR indicates a 4-lane conventional highway is acceptable. The SR 190 Corridor Study proposes, as a result of development in the Porterville Planning Area, a divided expressway from Westwood (PM 13.4) to SR 65 and a narrow median expressway from Blue Heron Parkway (PM 18.3) to Reservation Road (PM 21.0).

7. ALTERNATIVES

Build alternative and the No-Build option have been evaluated and considered. No nonstandard features are proposed:

Alternative 1:

1. SR 190 and Westwood Street

Widen SR 190 at the intersection with Westwood and construct a roundabout (See Exhibit L-1). Build storage ditches along all approaches to the proposed roundabout, 6:1, 2:1, 2 feet deep, and install appropriate Intelligent Transportation System (ITS) on SR 190 east of Westwood Street. (See Exhibit X-1).

2. SR 190: Jaye Street to SR 65

Extend the existing number three SR 190 westbound lane from Jaye Street to the northbound SR 65 on-ramp by adding 1,700 feet of travel way and shoulder with re-grading of ditch side slope and adjustment of existing drainage inlets located in the

drainage system running parallel to the North of SR 190, and install appropriate ITS on SR 190 at SR 190/SR 65. (See Exhibit L-2 & L-3)

3. East bound (EB) and West bound (WB) SR 190 Main Street off-ramp

Widening east bound SR 190 Main Street off-ramp to accommodate for right-turn lane, relocate Hot Mix Asphalt (HMA) spillway, and handicap ramps. Ensure that pedestrian facilities are in compliance with American with Disabilities Act (ADA) standard as outlined in DIB 82-04. (See Exhibit L-4)

4. SR 190 and Plano Street intersection

Two alternatives will be considered at this location:

1. Widening SR 190 and Plano St. to four lanes with dual-left and dedicated right-turn lanes on all approaches including a dedicated right-turn pocket for NB Plano Street to EB SR 190, reconstruct the existing intersection signalization system, and update several drainage systems within this location. The existing Metal Beam Guard Rail (MBGR) will be removed from the right side of westbound SR 190 just east of Plano Street.
2. Construct a roundabout consistent with the Intersection Control Evaluation (ICE) guidelines. (Sheet L-5)

Alternative 2:

No-build alternative.

8. RIGHT-OF-WAY

1. SR 190 and Westwood Street

Right-of-way acquisition and utilities relocation are needed at Westwood. Utility relocation appears to be limited to franchise utilities.

2. SR 190; Jaye Street to SR 65

No right-of-way acquisition is expected for the extension of the number 3 lane on SR 190 between SR 65 and Jaye Street. Overhead utilities are present at the SR 65 north bound on-ramp and will be reviewed in detail during PA&ED.

3. East bound (EB) and West bound (WB) SR 190 Main Street off-ramp

No right-of-way acquisition is expected for the off-ramp to Main Street. No utility relocation is anticipated at this location but will be reviewed in detail during PA&ED.

4. SR 190 and Plano St. Intersection

Right-of-way acquisition and utility relocation are expected at Plano Street. Adjusting manholes and water valves to grade may be needed as city owned utilities are located in the area. Franchise utilities are expected to need relocation outside the build area, to public utility easement on Plano Street. The right-of-way lead time would be a minimum of months after receiving certified appraisal maps.

Utilities: Utility relocations are anticipated and will be added to the planning level cost estimate. Utilities will be reviewed in detail during PA&ED.

Railroad: There is no railroad involvement.

9. STAKEHOLDER INVOLVEMENT

The City of Porterville authorizes the California Department of Transportation (Caltrans) through a cooperative agreement (dated 08/15/2013) to develop the operational improvements proposed in this document.

10. ENVIRONMENTAL DETERMINATION/DOCUMENT

The anticipated environmental document for the proposed project is a Focused Initial Study with Negative Declaration. This document level has been selected based on existence of a Cortese List property within the project limits. Caltrans will be the Lead Agency in preparation of a joint NEPA/CEQA document. Caltrans will serve as the Lead Agency under its assumption of responsibility pursuant to 23 US Code 327 if federal funds are sought and the project is appropriately listed in the Tulare County FTIP. Lack of federal funds would reduce resource agency review times by 30 days. The project was scoped assuming federal funds are sought.

The estimated time to obtain approval is 18 months from the start of environmental studies. Assuming a start date of July 2014 FED would be completed by December 31, 2015. If the project were to exclude activities at Plano Street, the environmental document could be reconsidered, which could result in a reduced schedule.

It is anticipated that multiple environmental studies and reports will be required for this project including (but not limited to) Historic Property Survey Report, Air/Noise and Water Quality Studies, Natural Environment Study Preliminary Site Assessment, and Initial Site Assessment which will address hazardous waste concerns. Currently it is estimated that Cultural and Air and Noise studies will be the critical path for delivery of the environmental document. No permits are required as project is currently proposed.

11. FUNDING

An executed cooperative agreement between the Department and the City of Porterville will be required prior to the commencement of the Project Approval and Environmental Document (PA&ED) phase. All PA&ED work performed by the Department will be reimbursed by the City of Porterville, using Tulare County Transportation Authority Measure R funds.

Capital Outlay Project Estimate

1. SR190/Westwood St	\$5,230,000-\$6,400,000
2. SR 190: Jaye Street to SR 65	\$760,000-\$925,000
3. East bound (EB) and West bound (WB) SR 190 Main Street off-ramp	\$715,000-\$870,000
4. SR 190 and Plano St. Intersection	\$7,040,000-\$9,200,000

Total **\$13,745,000-\$17,395,000**

This estimate assumes the project is a single construction project with four locations. If these four locations are considered individual projects, then it is highly anticipated that the project estimate would be considerably higher.

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. Capital cost escalated to 18/19 FY at 3% per year.

Capital Outlay Support Estimate

Capital outlay support estimate for programming PA&ED from Tulare County Transportation Authority Measure R funds for this project: \$680,000

12. SCHEDULE

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROGRAM PROJECT	M015	07/01/2014
BEGIN ENVIRONMENTAL	M020	08/01/2014
CIRCULATE DPR & DED EXTERNALLY	M120	07/01/2015
PA & ED	M200	01/01/2016

The anticipated funding fiscal year for construction is 18/19 FY.

13. RISKS

Risks identified at the early PID phase of the project are Low to Moderate with category risks involving environmental and organizational:

1. If Cultural Resources are encountered during PA/ED the cost and schedule for environmental compliance could be adversely impacted.
2. Any changes or impacts to Popular Ditch during the PA/ED phase would require additional studies, permits, and time.
3. One property (Shell Gas Station, 730 Plano Street) is listed on the Cortese List and will require preparation of an Initial Site Assessment to determine if there are significant hazardous waste issues.
4. Due to the streamlined PSR-PDS format of this document, more detailed alternatives/scope during PA/ED would require additional studies.

14. FHWA COORDINATION

This project is considered to be an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

15. PROJECT REVIEWS

District Maintenance _____	Akmal Mostafa	Date <u>12/16/13</u>
District Traffic Safety Engineer _____	Albert Lee	Date <u>12/16/13</u>
Headquarters Design Coordinator _____	Mike Janzen	Date <u>12/05/13</u>
Project Manager _____	Garth Fernandez	Date <u>12/05/13</u>
District Safety Review _____	Edward Salazar	Date <u>12/16/13</u>
Constructability Review _____	Abdul Baker	Date <u>11/13/13</u>

16. PROJECT PERSONNEL

Garth Fernandez, Project Manager	(559) 243-8012
Abdul Baker, Design Manager	(559) 243-8037
Abdul Baker, Project Engineer(s)	(559) 243-8037
Bill Moses, Maintenance Engineer	(559) 445-6514
Albert Lee, Traffic Operations Chief	(559) 488-4111
Susan Schilder, Environmental Scoping Chief	(559) 445-6429
Nick Dumas, Right of Way Branch Chief	(559) 445-6195
Jeffrey Whitaker, Storm Water Quality Branch	(559) 243-3568

17. ATTACHMENTS (NUMBER OF PAGES)

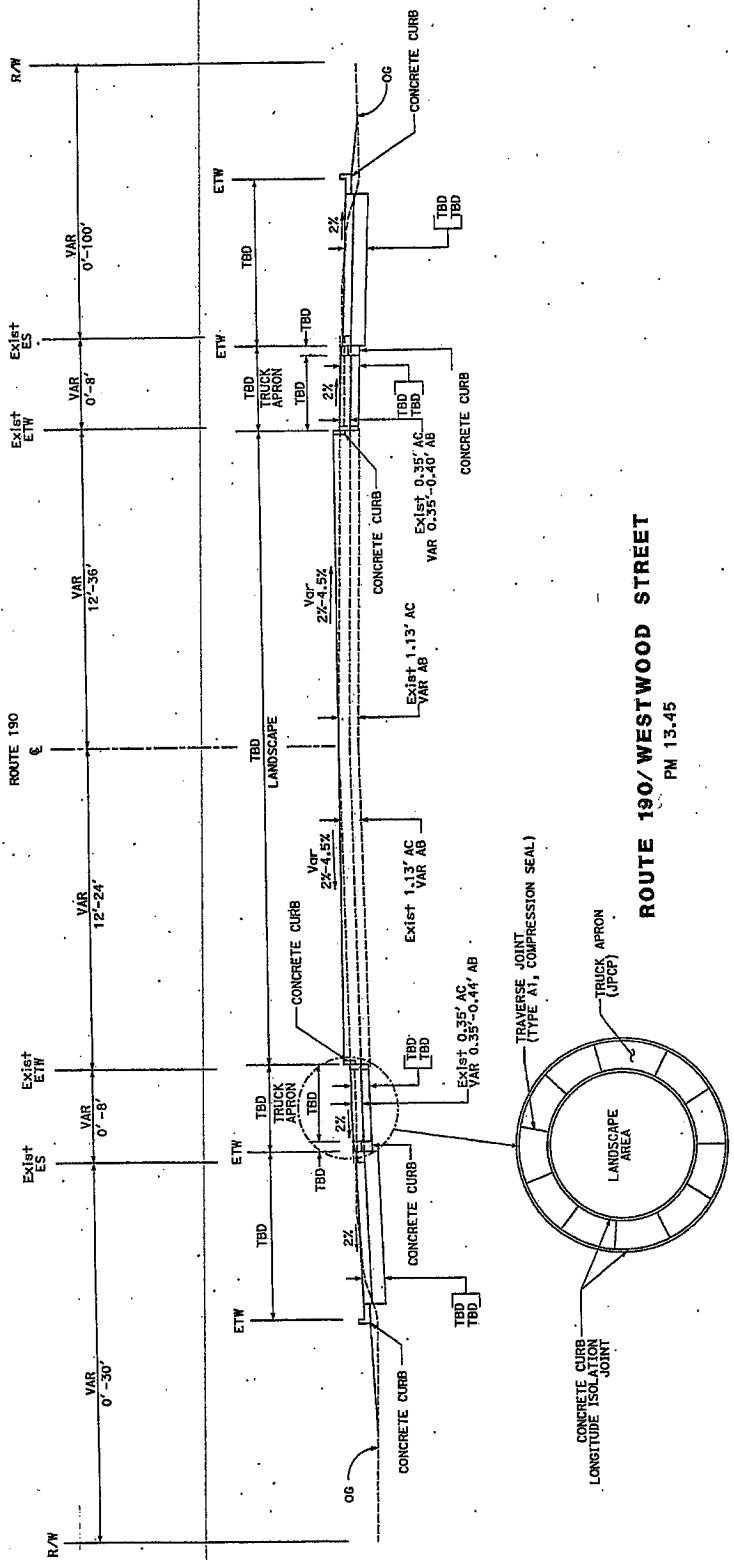
Exhibit A: Location and/or Vicinity Map	(1)
Exhibit B: Cross Sections Maps X-1 and X-2	(2)
Exhibit C: Layout Maps L-1 to L-5	(5)
Exhibit D: Preliminary Environmental Assessment Report	(6)
Exhibit E: Right of Way Cost Estimate	(2)
Exhibit F: Risk Management Plan	(1)
Exhibit G: Transportation Planning Scoping Information	()

DIST	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
06	Tul	190	R13.1/17.3		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR EMPLOYEES SHALL IN NO MANNER BE HELD LIABLE FOR ANY DAMAGES OF ANY KIND OR CONSEQUENCES OF ANY KIND ARISING OUT OF OR FROM THE USE OF THIS PLAN SHEET.

NOTES:
 1. FOR COMPLETE RIGHT OF WAY AND ACCURATE DATA SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.



ROUTE 190/WESTWOOD STREET
 PM 13.45

EXHIBIT B

TYPICAL CROSS SECTIONS
X-1
 NO SCALE

PROJECT NUMBER & PHASE

UNIT: 1:476

RELATIVE BORDER SCALE
 15" IN INCHES

USERNAME: 20127248
 DGN FILE: 061400004c0001.dgn

BORDER LAST REVISED 7/2/2010

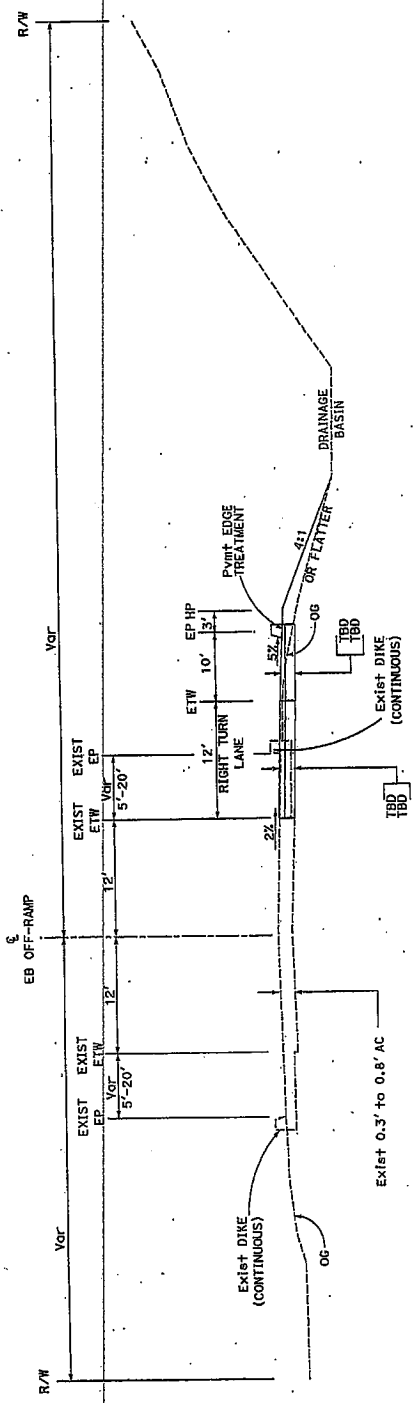
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ABDUL BAKER	CHECKED BY	DATE REVISED
06-DESIGN	DESIGNED BY		REVISOR BY	

PROJECT	COUNTY	ROUTE	POST MILES	SHEET TOTAL
06	TUI	190	RT3.1717.3	REL. SHEETS

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 SAN FRANCISCO, CALIFORNIA

NOTES:
 1. FOR COMPLETE RIGHT OF WAY AND ACCURATE DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

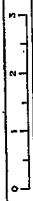


EB ROUTE 190 MAIN STREET OFF-RAMP
 PM 16.54

TYPICAL CROSS SECTIONS
X-3
 NO SCALE

PROJECT NUMBER & PHASE
 UNIT 1476

RELATIVE BORDER SCALE
 IS IN INCHES



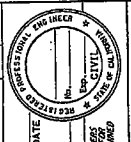
0614000004

USERNAME -> 817/848
 DWF FILE -> 0614000004.dwg

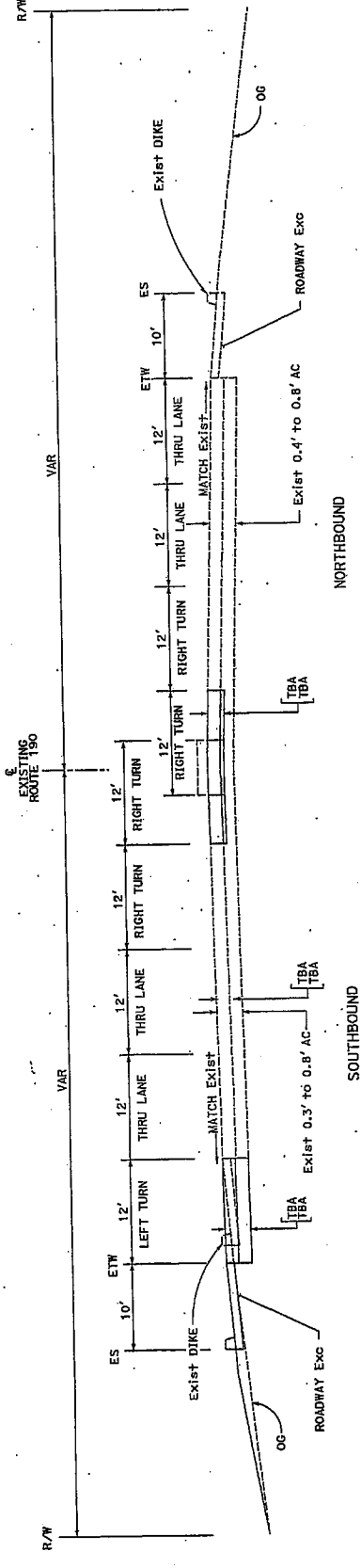
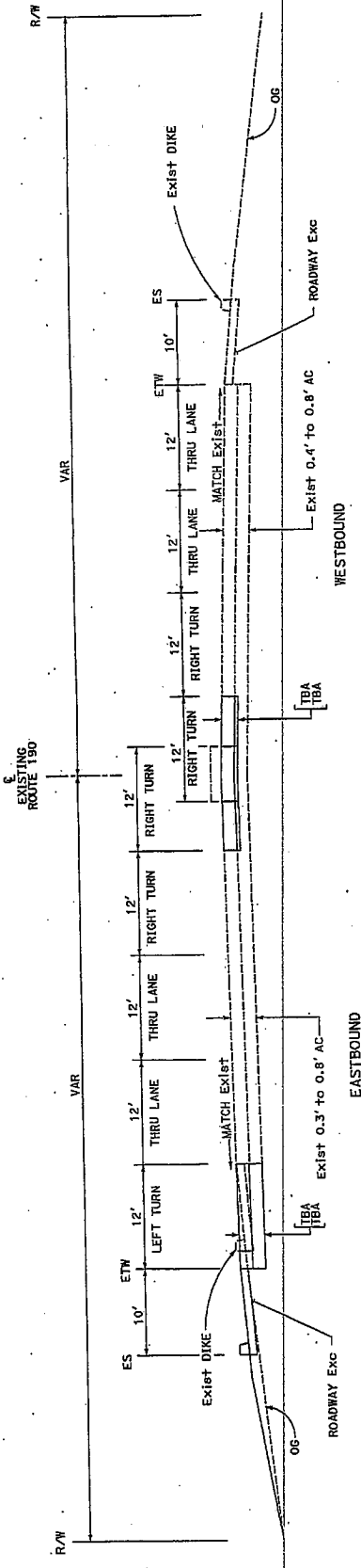
BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	ABDUL BAKER	CHECKED BY	DATE REVISED
DESIGNED BY	REVISOR			

DIST	COUNTY	ROUTE	POST MILES	SHEET TOTAL
06	Tul	190	R13.1/11.3	11
REGISTERED CIVIL ENGINEER DATE				
PLANS APPROVAL DATE				
THE STATE OF CALIFORNIA OR ITS OFFICERS OF HIGHWAYS OR LOCAL AGENCIES OF RECORD COPIES OF THIS PLAN SHEET.				



NOTES:
1. FOR COMPLETE RIGHT OF WAY AND ACCURATE DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.



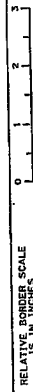
PLANO STREET
PM 16.97

TYPICAL CROSS SECTIONS
X-4

NO SCALE

PROJECT NUMBER & PHASE

UNIT 1476



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DGN FILE => 061400004c004.dgn

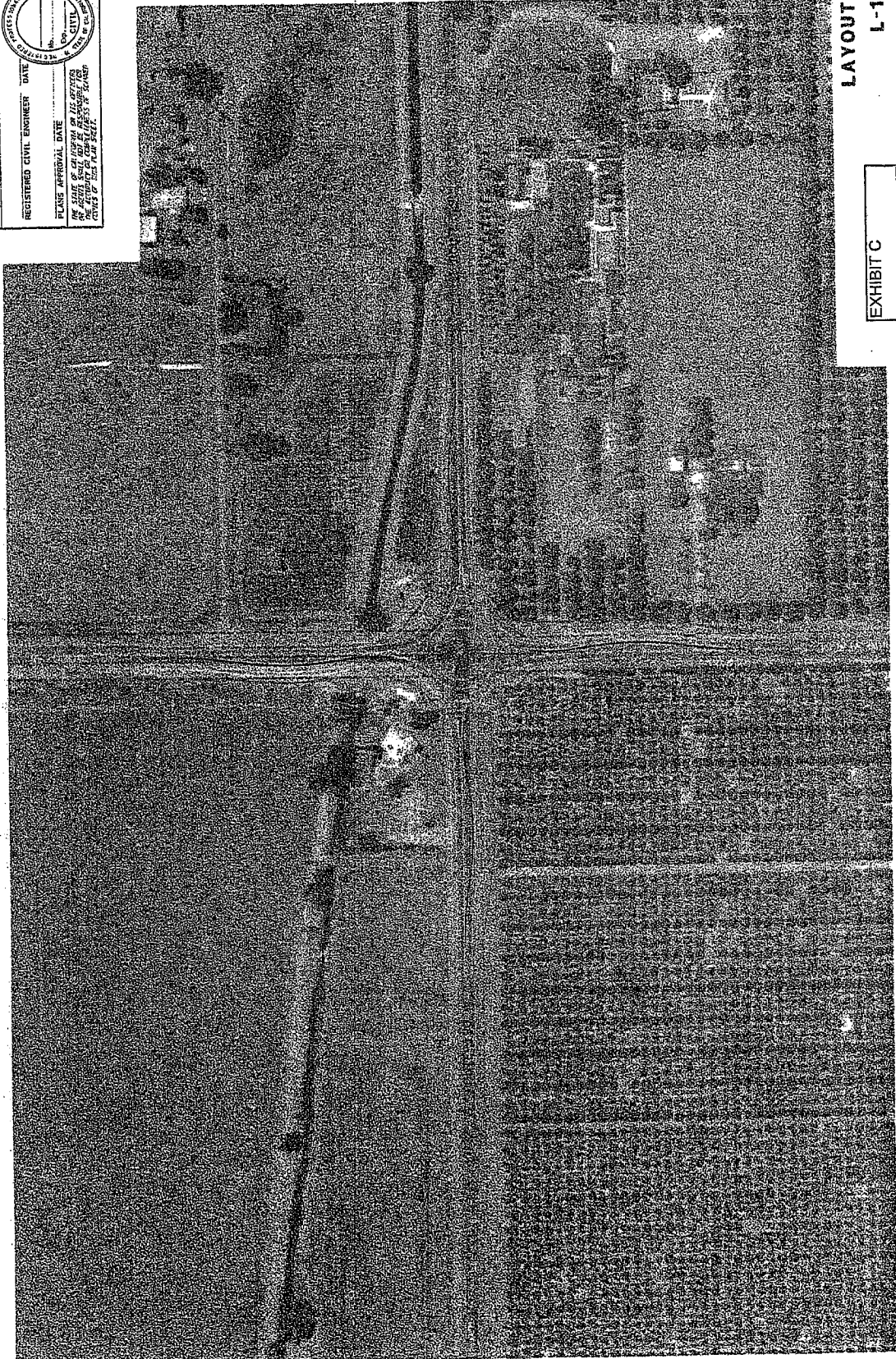
BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	ABDUL BAKER	CHECKED BY	DATE REVISED	REVISIONS
08-DESIGN						

DATE	COUNTY	ROUTE	SECTION	PROJECT	SHEET NUMBER
06	Tul	190			
REGISTERED CIVIL ENGINEER			DATE		
CLASS APPROVAL DATE					

No. _____
 CIVIL
 STATE OF CALIFORNIA

I, _____
 REGISTERED CIVIL ENGINEER
 DO HEREBY CERTIFY THAT THE
 ABOVE IS A TRUE AND CORRECT
 COPY OF THE ORIGINAL AS SUBMITTED
 TO THE STATE ENGINEER.



LAYOUT
L-1

EXHIBIT C

PROJECT NUMBER & PHASE

UNIT: 1476

RELATIVE TO THE CENTERLINE

DATE: 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

FUNCTIONAL SUPERVISOR

CHECKED BY	DATE REVISED
DESIGNED BY	REVISED BY

DATE PLOTTED: 10-08-13

TIME PLOTTED: 12:52

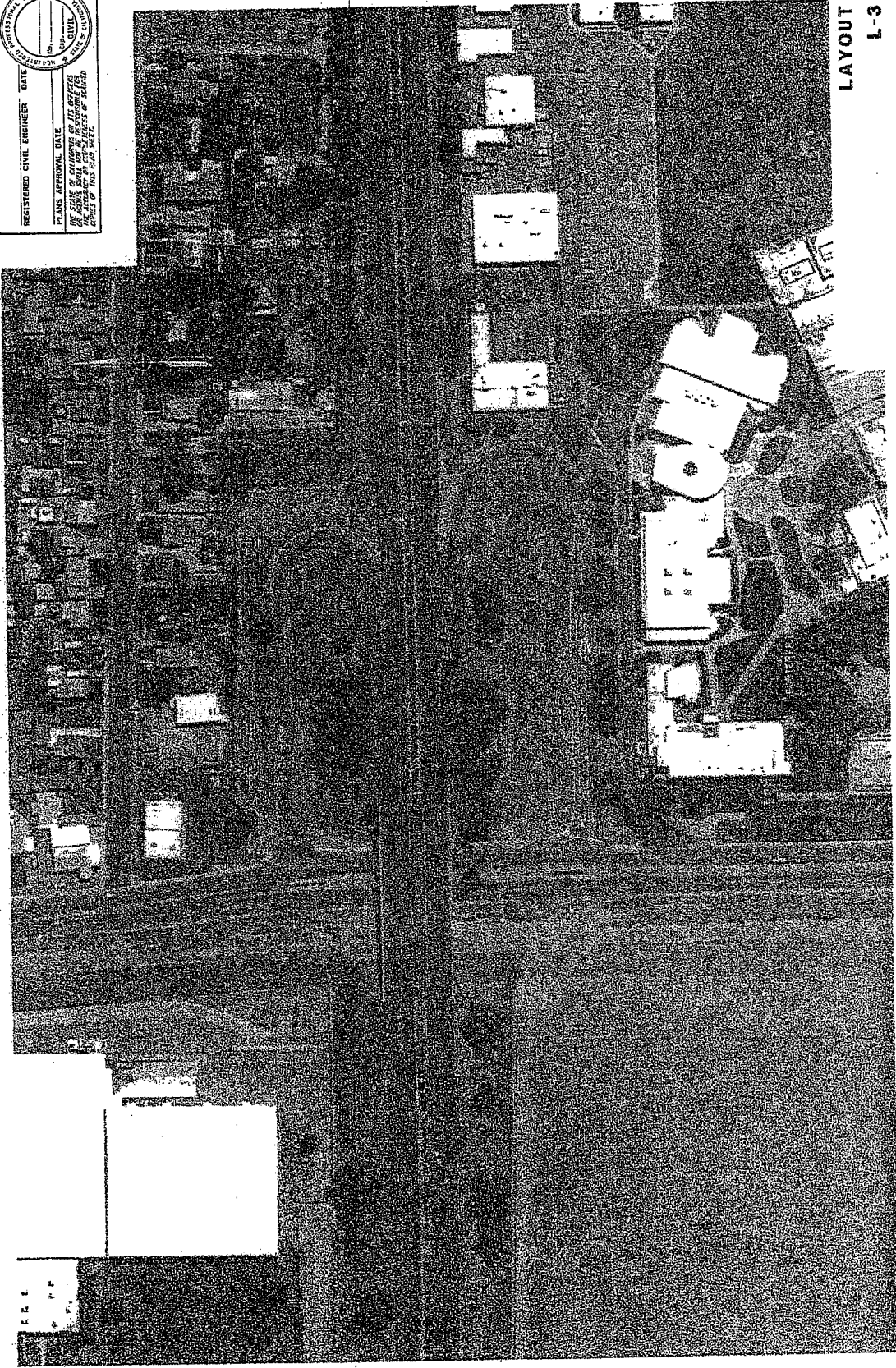
0614000004

DATE	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
06	Tul	190	VAR		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

WE STATE THAT THESE PLANS WERE PREPARED BY US OR UNDER OUR CLOSE PERSONAL SUPERVISION AND TO THE BEST OF OUR KNOWLEDGE AND BELIEF THEY COMPLY WITH ALL CITY, STATE AND FEDERAL REQUIREMENTS.



LAYOUT
L-3

DATE PLOTTED 10-07-2013

PROJECT NUMBER & PHASE

UNIT 1476

RELATIVE NUMBER SC41 F
IN INCHES

ORDER NO 122848
DWG FILE 03 261000046001.dwg

ORDER LAST REVISED 7/2/2010

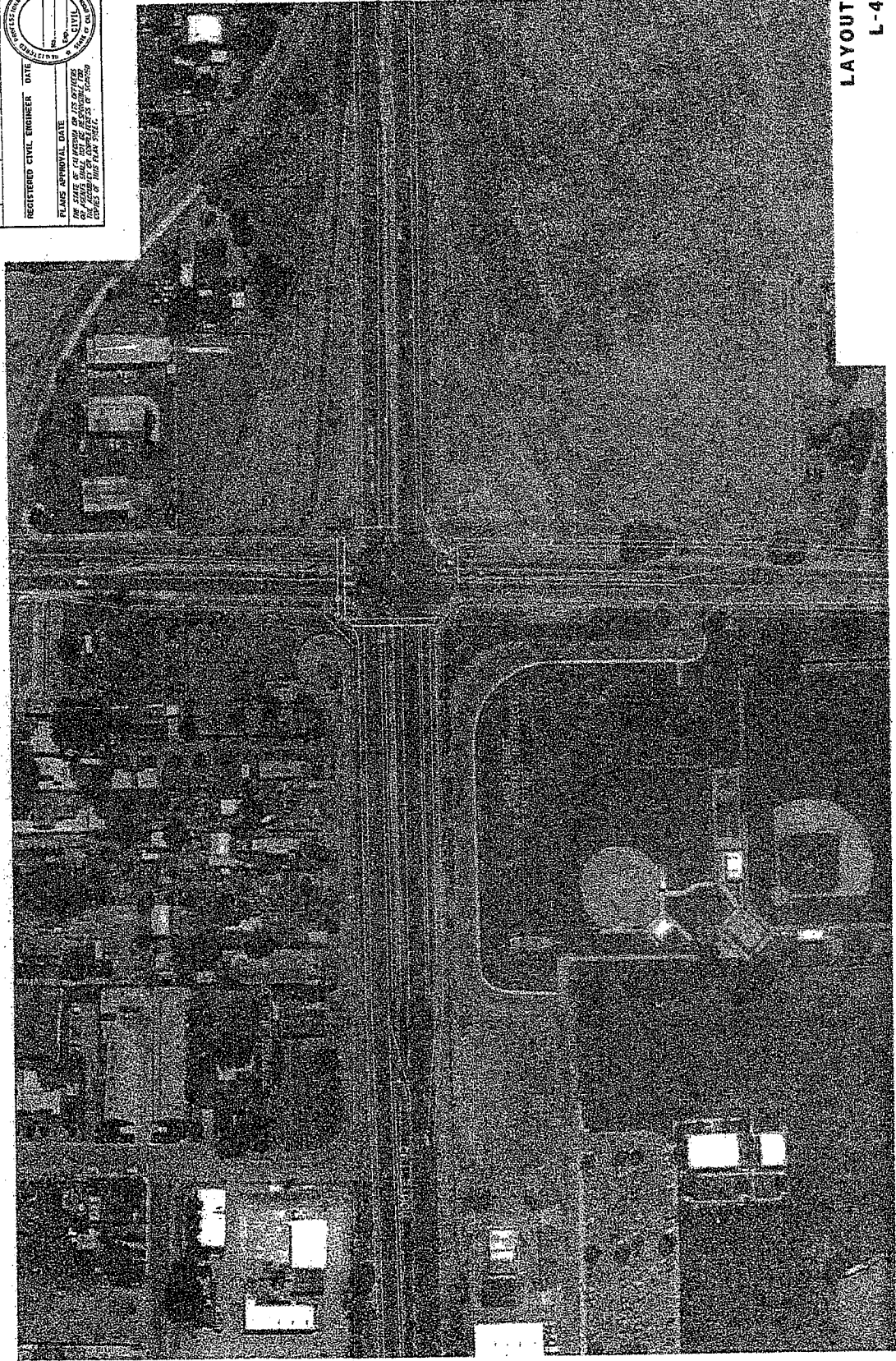
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY
		REVISOR BY	DATE REVISED

DATE	COUNTY	ROUTE	POST MILES	TOTAL PROJECT	SHEET TOTAL
06	Tul	190	VAR		NO. SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA BY ITS OFFICERS
 OF PUBLIC WORKS FOR THE REGION OF THE
 COUNTY OF TULARE HEREBY APPROVES
 THESE PLANS FOR THE PROJECT OF THE
 COUNTY OF TULARE STATE



LAYOUT
L-4

10-08-13 DATE PLOTTED => 10-OCT-2013
 1:16:25 PM TIME PLOTTED => 12155

PROJECT NUMBER & PHASE 0614000004

UNIT 1476

RELATIVE BORDER SCALE
1:5 IN FIGURES

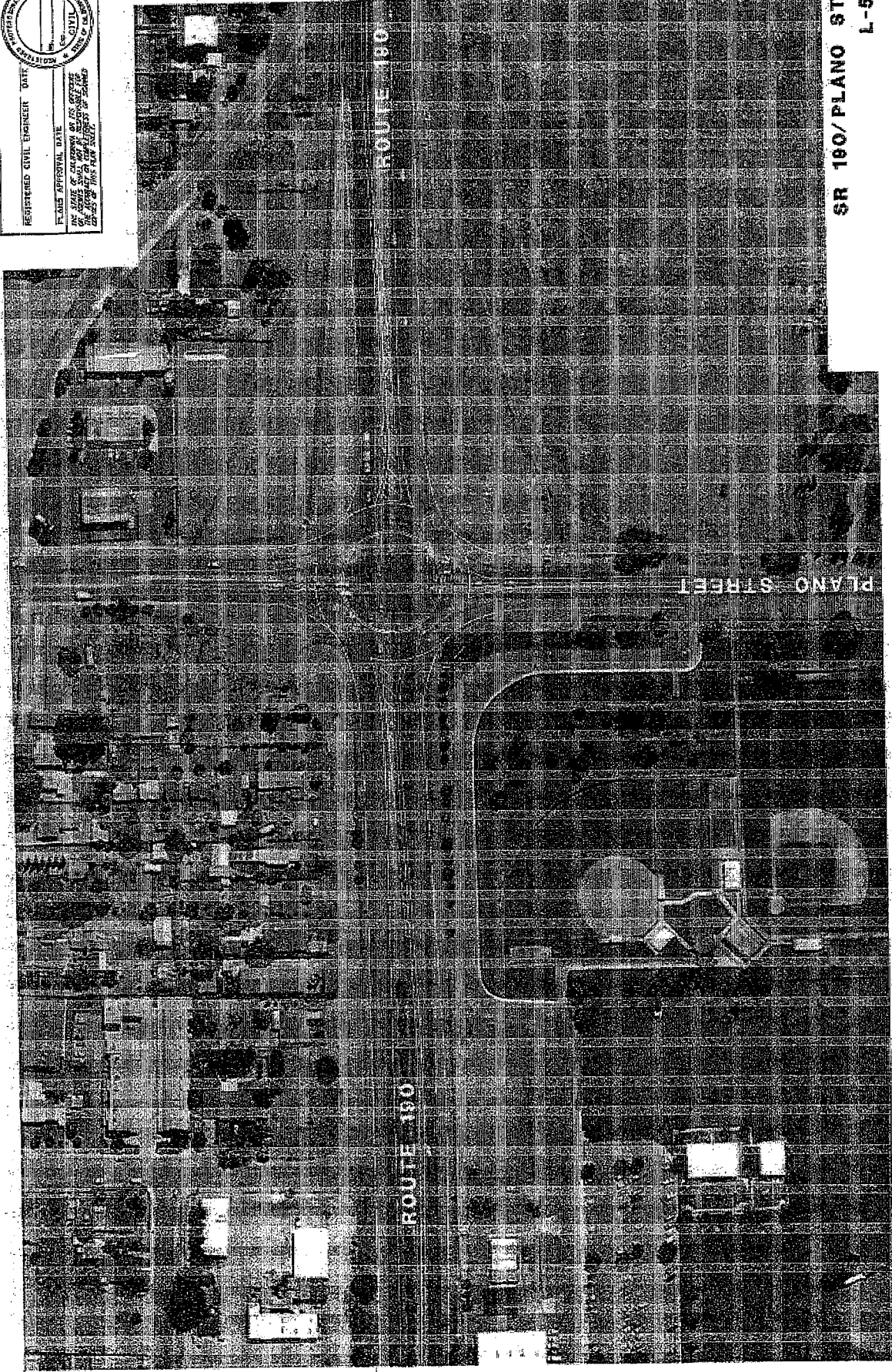
USERNAME => 2127248
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BORDER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION		FUNCTIONAL SUPERVISOR	DESIGNED BY	ALCANTARA	CHECKED BY	DATE REVISED	REVISED BY
BORDER LAST REVISED 7/2/2010							

DATE	COUNTY	ROUTE	PROJECT	PROJECT NO.	PROJECT NAME
06	TUL	190	VAR		

REGISTERED CIVIL ENGINEER DATE: _____
 PLANS APPROVAL DATE: _____
 THE STATE OF CALIFORNIA AS AN OFFICER OF THE STATE SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THIS PLAN SET.



PROJECT NUMBER & PHASE: SR 190/PLANO ST L-5

UNIT: 1476

RELATIVE BORDER SCALE: 1" = 15' IN FEET

USGS FILE: 911000014908_14760001.dwg

BARRIER LAST REVISED 7/2/2010

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	CHECKED BY
		DATE REVISD	DATE REVISD

DATE PLOTTED: 12-24-2014 TIME PLOTTED: 10:08:13



PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

District 06	County Tulare	Route 190	PM Various	EA 06-0Q431
Project Title: 190 Operational Improvements				
Project Manager Garth Fernandez			Phone # (559) 243-8012	
Design Manager Abdul Baker			Phone # (559) 243-8037	
Environmental Manager Kelly Hobbs			Phone # 559-445-5286	
PEAR Preparer Kelly Hobbs			Phone # 559-445-5286	

2. Project Description

Purpose and Need

The project is needed to improve access and mobility to and from the state highway. The purpose is to provide channelization, eliminate merge movements and allow pedestrian movements at the intersections of State Route 190 and Westwood, Jaye, Plano Streets and the West Bound off ramp at the State Route 190 and Main Street Interchange.

Description of work

Westwood Street

Improve the operation of the intersection by either: Installation of signalization or Construction of a roundabout to mitigate local development impacts in west Porterville that use Westwood Street at SR 190.

SR65 and Jaye Street

Extend the existing number 3 lane at westbound Jaye Street to the northbound SR65 on-ramp by adding 1700 feet of travel way and shoulder.

Main Street eastbound off-ramp

Construct an eastbound off-ramp right-turn lane and handicap ramps.

Plano intersection

Construct 4 lanes on Plano Street with dual-left and dedicated right-turn lanes on all approaches. Reconstruct the existing intersection signalization system. Alternatively, a

Revised April 2011

EXHIBIT D

roundabout will be considered consistent with the Intersection Control Evaluation (ICE) guidelines.

Alternatives

The project includes one build alternative for each of the project components described above and a no build alternative.

3. Anticipated Environmental Approval

CEQA		NEPA	
Environmental Determination			
Categorical Exemption	<input type="checkbox"/>	Categorical Exclusion	<input checked="" type="checkbox"/>
Environmental Document			
Focused Initial Study with proposed Negative Declaration (ND)	<input checked="" type="checkbox"/>	Routine Environmental Assessment with proposed Finding of No Significant Impact	<input type="checkbox"/>
		Complex Environmental Assessment with proposed Finding of No Significant Impact	<input type="checkbox"/>
Environmental Impact Report	<input type="checkbox"/>	Environmental Impact Statement	<input type="checkbox"/>
CEQA Lead Agency (if determined):		Caltrans	
Estimated length of time (months) to obtain environmental approval:		9 - 18 Month	
Estimated person hours to complete identified tasks:		804	

4. Special Environmental Considerations

The Plano Street improvements require completion of an Historic Property Survey Report and consultation with the State Historic Preservation Officer will be required to document cultural resources. However, findings are anticipated to be No Historic Properties Affected. No 4(f) resources are anticipated. An Initial Site Assessment to determine if there is significant hazardous waste issues at 730 Plano Street. A Preliminary Site Investigation may be required depending on the findings of the ISA.

5. Anticipated Environmental Commitments

The project will require contract provisions for the San Joaquin Valley kit fox and migratory birds. Preconstruction surveys for kit fox and migratory birds will be required. Exclusionary Measures for Migratory Birds will be needed and in place prior to

construction if it occurs between February 1 and September 15. A Lead Compliance Plan will be required.

6. Permits and Approvals

There are no permits required as currently proposed. As currently proposed the project will not require consultation with the US Fish and Wildlife Service or California Department of Fish and Wildlife.

7. Level of Effort: Risks and Assumptions

The project was scoped assuming federal funds are sought. Lack of federal funding would reduce resource agency review. If the project scope changes to require additional right of way not currently proposed including construction easements, utility relocations or work in the Poplar Ditch, if needed would be minimized. The project area has a low to moderate sensitivity for the existence of cultural resources, however there are none known. If previously unknown resources are encountered during PA/ED, the cost and schedule for environmental compliance could potentially be impacted. Probability of occurrence is a 2, the impact to the scope would be High, the impact to cost would be High and the impact to the schedule would be High.

8. PEAR Technical Summaries

Land Use: No Further Studies Needed

Growth: No Further Studies Needed.

Farmlands/Timberlands: No Further Studies Needed.

Community Impacts: No Further Studies Needed

Visual/Aesthetics: TBD; Similar projects have required minimal resources.

Cultural Resources: An archaeological survey and an evaluation of all buildings and structures within the Area of Potential Effect (APE) would be required. A records search of the area would also be required. There are no known recorded cultural resources within the project area; however, some of the project area has not been surveyed. Please allow nine months for completion of this study after the project is programmed. Due to the nature of the project and project area, it is not anticipated that the proposed project would have an adverse effect on historic properties. If federal funds do not become available there will be no requirement for SHPO consultation. If this assumption is incorrect, the schedule for completion of the environmental document would need to be re-evaluated.

Hydrology and Floodplain: The project is not located in the floodplain or regulatory floodways. There is one canal located near the project area which would be avoided.

Water Quality No Further Studies Needed

Storm Water Runoff: To be determined by Stormwater Unit

Geology, Soils, Seismic and Topography: No Issues identified during scoping activities.

Paleontology: No issues identified during scoping

Hazardous Waste/Materials: One property (Shell Gas Station, 730 Plano Street) is listed on the Cortese List would require preparation of an Initial Site Assessment to determine if there are significant hazardous waste issues. A Preliminary Site Investigation may be required depending on the findings of the ISA. The remaining three project components have no known issues and no concerns were encountered during scoping activities.

Air Quality: Project is assumed Not a Project of Air Quality Concern. Project will require Hot Spot Studies for Roundabout, stoplight and auxiliary lanes.

Noise and Vibration: Project is Type 1 and will require Noise Study during PA/ED it is anticipated that noise will not increase to a level requiring mitigation.

Energy and Climate Change: No impacts to energy. Climate Change findings will be prepared by Headquarters staff prior to completion of DED.

Biological Environment: Surveys will be required for San Joaquin kit fox, Valley elderberry beetle, vernal pool fairy shrimp, and American Badger. A Natural Environment Study will be prepared, a Biological Opinion is not anticipated. No work is currently planned in Poplar Ditch which is adjacent to the Westwood Avenue component of the project. If project activities change to include Poplar Ditch additional studies and permits may be necessary.

9. Summary Statement for PSR or PSR-PDS:

The anticipated environmental document for the proposed project is a Focused Initial Study with Negative Declaration. This document level has been selected based on existence of a Cortese List property within the project limits. Caltrans will be Lead Agency in the preparation of a joint NEPA/CEQA document. Caltrans will serve as Lead Agency under its assumption of responsibility pursuant to 23 US Code 327 if federal funds are sought and project is appropriately listed in the Tulare County FTIP. Lack of federal funds would reduce resource agency review times by 30 days. The project was scoped assuming federal funds are sought.

The estimated time to obtain approval is 18 months from the start of environmental studies. Assuming a start date of July 2014, FED would be completed by December 31, 2015. If the project were to exclude activities at Plano Street, the environmental document could be reconsidered, which could result in a reduced schedule.

Revised April 2011

It is anticipated that multiple environmental studies and reports will be required for this project including (but not limited to) Historic Property Survey Report, Air/Noise and Water Quality Studies, Natural Environment Study Preliminary Site Assessment and Initial Site Assessment will address hazardous waste concerns. It is currently estimated that cultural and Air and Noise studies will be the critical path for delivery of the environmental document. No permits are required as project is currently proposed.

10. Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

Cultural Resources specialist John Whitehouse	Date: 12/4/2013
Biologist Primavera Parker	Date: 12/4/2013
Noise and Vibration specialist Vladimir Timofei	Date: 12/11/2013
Air Quality specialist Vladimir Timofei	Date: 12/11/2013
Paleontology specialist/liason Clem Goewert	Date: 12/4/2013
Water Quality specialist Vladimir Timofei	Date: 12/11/2013
Hazardous Waste/Materials specialist Clem Goewert	Date: 12/4/2013
PEAR Preparer (Name and Title) Kelly Hobbs	Date: 12/12/2013

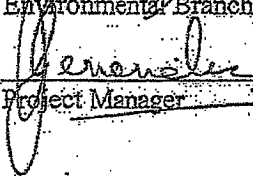
12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.



Environmental Branch Chief

Date: 12/16/2013



Project Manager

Date: 12/17/2013

REQUIRED ATTACHMENTS:

Attachment A: PEAR Environmental Studies Checklist

Attachment B: Estimated Resources by WBS Code

Attachment C: Schedule (Gantt Chart)

Attachment D: PEAR Environmental Commitments Cost Estimate (Standard PSR)

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
PM: Westwood St. PM 13.45
EA: 06-0Q431
Program Code: 400.100

PROJECT DESCRIPTION:

Limits: State Route 190/Westwood Street Intersection.

Proposed Improvement:
(Scope of Work) Construct a 2 lane roadway roundabout at Route 190/Westwood intersection.

Alternative:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1-10 round nearest 100K	\$ 4,800,000
TOTAL STRUCTURES ITEMS		\$ 0
	SUBTOTAL CONSTRUCTION COSTS	\$ 4,800,000
	TOTAL RIGHT OF WAY ITEMS (Not Escalated)	\$ 430,000
	TOTAL PROJECT CAPITAL OUTLAY COSTS (2014)	\$ 5,230,000

Reviewed by
District Program Manager:

(Signature)

(Date)

Approved by Project Manager:

(Signature)

(Date)

Phone Number:

Form revised 12/01/09

EXHIBIT E

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Westwood St. PM 13.45
 EA: 06-0Q431
 Program Code: 400.100

I. ROADWAY ITEMS

<u>Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Section 1 - Earthwork					
Roadway Excavation	25,000	CY	\$15	\$390,000	
Imported Borrow	0	CY	\$0	\$0	
Clearing & Grubbing	1	LS	\$100,000	\$100,000	
Develop Water Supply	1	LS	\$6,000	\$6,000	
Time Related Overhead	240	DAY	\$1,500	\$360,000	
			\$0	\$0	
			Subtotal Earthwork:		\$856,000
Section 2 - Pavement Structural Section*					
Hot Mix Asphalt Concrete	10,000	Ton	\$75	\$750,000	
Minor Concrete	1,900	CY	\$450	\$855,000	
Class 2 Aggregate Base	9,000	CY	\$35	\$315,000	
Edge Drains	0	FT	\$0	\$0	
				\$0	
			Subtotal Pavement Structural Section:		\$1,920,000
Section 3 - Drainage					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	0	LS	\$0	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	0	LS	\$0	\$0	
				\$0	
			Subtotal Drainage:		\$0

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Westwood St. PM 13.45
 EA: 06-0Q431
 Program Code: 400.100

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	0	SF	\$0	\$0	
Noise Barriers	0	EA	\$0	\$0	
Barriers and Guardrails	0	LF	\$0	\$0	
Equipment/Animal Passes	0	EA	\$0	\$0	
Water Pollution Control	1	LS	\$10,000	\$10,000	
Hazardous Waste Investigation and/or Mitigation Work	0	LS	\$0	\$0	
Environmental Compliance	0	LS	\$0	\$0	
Resident Engineer Office Space	1	LS	\$25,000	\$25,000	
				\$0	
			Subtotal Specialty Items:		\$35,000
<hr/>					
<u>Section 5 - Traffic Items</u>					
Portable CMS	1	LS	\$8,000	\$8,000	
Maintain Traffic	1	LS	\$15,000	\$15,000	
Public Information (Press release, etc)	1	LS	\$2,000	\$2,000	
Construction Area Signs	1	LS	\$5,500	\$5,500	
Traffic Delineation	1	LS	\$39,000	\$39,000	
Traffic Control Systems	1	LS	\$20,000	\$20,000	
Electronic Items	1	LS	\$165,000	\$165,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
				\$0	
			Subtotal Traffic Items:		\$254,500

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Westwood St. PM 13.45
 EA: 06-0Q431
 Program Code: 400.100

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
Subtotal Planting and Irrigation Section:					\$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	0	LS	\$0	\$0	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	2	ACRES	\$12,500	\$25,000	
Slope Protection	0	LS	\$0	\$0	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
Subtotal Roadside Management and Safety Section:					\$25,000

TOTAL SECTIONS 1 thru 7 \$3,090,500

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Westwood St. PM 13.45
 EA: 06-0Q431
 Program Code: 400.100

III. ROADWAY ADDITIONS

Section 8 - Minor Items

Item Cost Section Cost

(Subtotal Sections 1 thru 7)

$$\underline{\$3,090,500} \times \begin{matrix} 0.10 \\ (5 \text{ to } 10\%) \end{matrix} = \underline{\$309,050}$$

TOTAL Minor Items: \$309,050

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)

$$\underline{\$3,399,550} \times \begin{matrix} 0.10 \\ (10\%) \end{matrix} = \underline{\$339,955}$$

TOTAL Roadway Mobilization: \$339,955

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)

$$\underline{\$3,399,550} \times \begin{matrix} 0.10 \\ (5 \text{ to } 10\%) \end{matrix} = \underline{\$339,955}$$

Contingencies

(Subtotal Sections 1 thru 8)

$$\underline{\$3,399,550} \times \begin{matrix} 0.20 \\ (**20\%) \end{matrix} = \underline{\$679,910}$$

Supplemental Work & Contingencies: \$1,019,865

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$1,668,870

TOTAL ROADWAY ITEMS: \$4,759,370

(Subtotal Sections 1 thru 10)

Estimate Prepared
by: _____

(Print or Type Name)

Phone: _____

0/0/00

(Date)

Estimate Checked by: _____

(Print or Type Name)

Phone: _____

0/0/00

(Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm> - pdpm

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Westwood St. PM 13.45
 EA: 06-0Q431
 Program Code: 400.100

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	<u>0</u>	<u>0</u>	<u>0</u>	
Total Area - ft ²	<u>0</u>	<u>0</u>	<u>0</u>	
Footing Type (pile/spread)	<u>0</u>	<u>0</u>	<u>0</u>	
Cost per ft ²	<u>0</u>	<u>0</u>	<u>0</u>	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	
SUBTOTAL STRUCTURES ITEMS				\$0
(Sum of Total Cost for Structures)				

Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	<u>\$0</u>
	_____	_____	_____	<u>\$0</u>
SUBTOTAL RAILROAD ITEMS				\$0
TOTAL STRUCTURES ITEMS				\$0
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Westwood St. PM 13.45
 EA: 06-0Q431
 Program Code: 400.100

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ██████████

	Current Values	Rate (%)	Escalation Factor	Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$250,000	25.0	1.25	\$312,500
B. Utility Relocation (State Share)	\$130,000	25.0	1.25	\$162,500
C. Relocation Assistance	\$0	25.0	1.25	\$0
D. Clearance/Demolition	\$50,000	25.0	1.25	\$62,500
E. Title and Escrow Fees	\$0	25.0	1.25	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$430,000			\$537,500 (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* _____ \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100.

PROJECT DESCRIPTION:

Limits: From the departure point at the westbound SR 190 to northbound SR 65 ramp, to 1700 feet east of this location.

Proposed Improvement:
 (Scope of Work) Construct a 1700-foot auxiliary lane and new shoulder.

Alternative:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1-10 round nearest 10K	\$ 750,000
TOTAL STRUCTURES ITEMS		\$ 0
	SUBTOTAL CONSTRUCTION COSTS	\$ 750,000
	TOTAL RIGHT OF WAY ITEMS (Not Escalated)	\$ 10,000
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 760,000

Reviewed by District Program Manager: _____ (Signature) _____ (Date)

Approved by Project Manager: _____ (Signature) _____ (Date)

Phone Number: _____

Form revised 12/01/09

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100

I. ROADWAY ITEMS

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Section 1 - Earthwork					
Roadway Excavation	2,343	CY	\$20	\$46,860	
Imported Borrow		CY	\$0	\$0	
Clearing & Grubbing	1	LS	\$40,000	\$40,000	
Develop Water Supply	1	LS	\$3,000	\$3,000	
Time Related Overhead			\$0	\$0	
Rounding (Contour Grading)			\$0	\$0	
			\$0	\$0	
				Subtotal Earthwork:	\$89,852
Section 2 - Pavement Structural Section*					
Hot Mix Asphalt Concrete	1,293	Ton	\$125	\$161,625	
Minor Concrete		CY	\$0	\$0	
Class 2 Aggregate Base	1,151	CY	\$60	\$69,060	
Edge Drains	0	FT	\$0	\$0	
				\$0	
				Subtotal Pavement Structural Section:	\$230,600
Section 3 - Drainage					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	0	LS	\$0	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	0	LS	\$0	\$0	
				\$0	
				Subtotal Drainage:	\$0

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Section 4 - Specialty Items					
Fence (Type Chain Link)	2,000	FT	\$7	\$14,000	
Noise Barriers	0	EA	\$0	\$0	
Barriers and Guardrails	0	LF	\$0	\$0	
Street Lights	2	EA	\$10,000	\$20,000	
Water Pollution Control	1	LS	\$15,000	\$15,000	
3-wire underground electrical	500	LF	\$25	\$12,500	
Environmental Compliance	0	LS	\$0		
Resident Engineer Office Space	1	LS	\$25,000	\$25,000	
				\$0	
			Subtotal Specialty Items:		\$86,500
Section 5 - Traffic Items					
Portable CMS	1	LS	\$8,000	\$8,000	
Maintain Traffic	1	LS	\$15,000	\$15,000	
Public Information (Press release, etc)	1	LS	\$2,000	\$2,000	
Construction Area Signs	1	LS	\$5,500	\$5,500	
Traffic Delineation	1	LS	\$18,000	\$18,000	
Traffic Control Systems	1	LS	\$4,000	\$4,000	
Electronic Items	1	LS	\$0	\$0	
Temporary Rail (Type K)	2,000	LF	\$40	\$80,000	
Staging	0	LS	\$0	\$0	
				\$0	
			Subtotal Traffic Items:		\$132,500

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100

II. ROADSIDE ITEMS

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
<u>Section 6 Planting and Irrigation</u>					
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	
			Subtotal Planting and Irrigation Section:		\$0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
<u>Section 7: Roadside Management and Safety Section</u>					
Vegetation Control Treatments	0	LS	\$0	\$0	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	1	ACRES	\$10,000	\$5,000	
Slope Protection	0	LS	\$0	\$0	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
				\$0	
			Subtotal Roadside Management and Safety Section:		\$5,000

TOTAL SECTIONS 1 thru 7 \$544,452

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100

III. ROADWAY ADDITIONS

Section 8 - Minor Items

	<u>Item Cost</u>	<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	<u>\$544,452</u> x <u>0.05</u> = <u>\$27,223</u> (5 to 10%)	
	TOTAL Minor Items: <u>\$27,223</u>	

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	<u>\$571,675</u> x <u>0.10</u> = <u>\$57,167</u> (10%)	
	TOTAL Roadway Mobilization: <u>\$57,167</u>	

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	<u>\$571,675</u> x <u>0.10</u> = <u>\$57,167</u> (5 to 10%)	
------------------------------	--	--

Contingencies

(Subtotal Sections 1 thru 8)	<u>\$571,675</u> x <u>0.10</u> = <u>\$57,167</u> (**20%)	
------------------------------	---	--

Supplemental Work & Contingencies: \$114,335

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$198,725

TOTAL ROADWAY ITEMS: \$743,177

(Subtotal Sections 1 thru 10)

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

Estimate Checked by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm> - pdpm

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	0	0	0	
Total Area - ft ²	0	0	0	
Footing Type (pile/spread)	0	0	0	
Cost per ft ²	0	0	0	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	\$0	\$0	\$0	
SUBTOTAL STRUCTURES ITEMS				\$0
(Sum of Total Cost for Structures)				

Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	\$0
	_____	_____	_____	\$0
SUBTOTAL RAILROAD ITEMS				\$0
TOTAL STRUCTURES ITEMS				\$0
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: AuxLane PM 15.48 to 15.79
 EA: 06-0Q431
 Program Code: 400.100

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ██████████

	Current Values	Rate (%)	Escalation Factor	Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	25.0	1.25	\$0
B. Utility Relocation (State Share)	\$10,000	25.0	3.08	\$30,833
C. Relocation Assistance	\$0	25.0	1.08	\$0
D. Clearance/Demolition	\$0	25.0	1.25	\$0
E. Title and Escrow Fees	\$0	25.0	1.25	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$10,000			\$30,833 (Escalated Value)

Anticipated Date of Right of Way Certification: 2016/17 FY
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
(Date)
 (Print or Type Name)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

PROJECT DESCRIPTION:

Limits: Main Street Partial Interchange ramp terminals.

Proposed Improvement: Construct an eastbound of ramp right-turn lane, handicap ramps, and signalize the eastbound off ramp as well as the westbound on ramp termini.
 (Scope of Work)

Alternative:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1-10 round nearest 1k	\$ <u>702,000</u>
TOTAL STRUCTURES ITEMS		\$ <u>0</u>
	SUBTOTAL CONSTRUCTION COSTS	\$ <u>702,000</u>
	TOTAL RIGHT OF WAY ITEMS (Not Escalated)	\$ <u>13,000</u>
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ <u>715,000</u>

Reviewed by District Program Manager: _____ (Signature) _____ (Date)

Approved by Project Manager: _____ (Signature) _____ (Date)

Phone Number: _____

Form revised 12/01/09

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

I. ROADWAY ITEMS

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Section 1 - Earthwork					
Roadway Excavation	370	CY	\$35	\$12,950	
Imported Borrow		CY	\$0	\$0	
Clearing & Grubbing	1	LS	\$6,000	\$6,000	
Develop Water Supply	1	LS	\$3,000	\$3,000	
Survey Monuments	1	LS	\$1,000	\$1,000	
Rounding (Contour Grading)			\$0	\$0	
			\$0	\$0	
			Subtotal Earthwork:		\$22,950
Section 2 - Pavement Structural Section*					
Hot Mix Asphalt Concrete	300	Ton	\$150	\$45,000	
Remove AC surfacing	2,400	FT ²	\$5	\$12,000	
Class 2 Aggregate Base	201	CY	\$100	\$20,100	
Handicap Ramp and Minor Concrete	1	LS	\$9,000	\$9,000	
				\$0	
			Subtotal Pavement Structural Section:		\$86,100
Section 3 - Drainage					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	0	LS	\$0	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	0	LS	\$0	\$0	
				\$0	
			Subtotal Drainage:		\$0

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	0	SF	\$0	\$0	
Noise Barriers	0	EA	\$0	\$0	
Barriers and Guardrails	0	LF	\$0	\$0	
Intersection Signalization	2	LS	\$170,000	\$340,000	
Water Pollution Control	1	LS	\$25,000	\$25,000	
Hazardous Waste Investigation and/or Mitigation Work	0	LS	\$0	\$0	
Environmental Compliance	0	LS	\$0	\$0	
Resident Engineer Office Space	1	LS	\$25,000	\$25,000	
				\$0	
				Subtotal Specialty Items:	\$390,000
<hr/>					
<u>Section 5 - Traffic Items</u>					
Portable CMS	1	LS	\$4,500	\$4,500	
Maintain Traffic	1	LS	\$6,000	\$6,000	
Public Information (Press release, etc)	1	LS	\$2,000	\$2,000	
Construction Area Signs	1	LS	\$5,500	\$5,500	
Traffic Delineation	1	LS	\$10,000	\$10,000	
Traffic Control Systems	1	LS	\$1,800	\$1,800	
Electronic Items	1	LS	\$6,000	\$6,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
				\$0	
				Subtotal Traffic Items:	\$35,800

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	
Subtotal Planting and Irrigation Section:					\$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	0	LS	\$0	\$0	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	0	ACRES	\$0	\$0	
Slope Protection	0	LS	\$0	\$0	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
				\$0	
Subtotal Roadside Management and Safety Section:					\$0

TOTAL SECTIONS 1 thru 7 \$534,850

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

III. ROADWAY ADDITIONS

Section 8 - Minor Items

	<u>Item Cost</u>	<u>Section Cost</u>
(Subtotal Sections 1 thru 7)	<u>\$534,850</u>	<u>\$26,743</u>
	x 0.05 (5 to 10%)	=
		<u>\$26,743</u>
		TOTAL Minor Items: <u>\$26,743</u>

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	<u>\$561,593</u>	<u>\$56,159</u>
	x 0.10 (10%)	=
		<u>\$56,159</u>
		TOTAL Roadway Mobilization: <u>\$56,159</u>

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	<u>\$561,593</u>	<u>\$28,080</u>
	x 0.05 (5 to 10%)	=
		<u>\$28,080</u>

Contingencies

(Subtotal Sections 1 thru 8)	<u>\$561,593</u>	<u>\$56,159</u>
	x 0.10 (**20%)	=
		<u>\$56,159</u>

Supplemental Work & Contingencies: \$84,239

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$167,141

TOTAL ROADWAY ITEMS: \$701,991

(Subtotal Sections 1 thru 10)

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

Estimate Checked by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm> - pdpm

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

II. STRUCTURE ITEMS

	STRUCTURE		
	No. 1	No. 2	No. 3
Bridge Name	_____	_____	_____
Structure Type	_____	_____	_____
Width (out to out) - (ft)	_____	_____	_____
Span Length - (ft)	0	0	0
Total Area - ft ²	0	0	0
Footing Type (pile/spread)	0	0	0
Cost per ft ²	0	0	0
(incl. 10 % mobilization and 20 % contingency)			
Total Cost for Structure	\$0	\$0	\$0

SUBTOTAL STRUCTURES ITEMS \$0
 (Sum of Total Cost for Structures)

Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	<u>\$0</u>
	_____	_____	_____	<u>\$0</u>
				<u>\$0</u>
				<u>\$0</u>

SUBTOTAL RAILROAD ITEMS \$0

TOTAL STRUCTURES ITEMS \$0
 (Sum of Structures Items plus Railroad Items)

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190/Main St. PM 16.54
 EA: 06-0Q431
 Program Code: 400.100

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ██████████

	Current Values	Rate (%)	Escalation Factor	Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	5.0	1.00	\$0
B. Utility Relocation (State Share)	\$13,000	5.0	1.00	\$13,000
C. Relocation Assistance	\$0	5.0	1.00	\$0
D. Clearance/Demolition	\$0	7.0	1.00	\$0
E. Title and Escrow Fees	\$0	4.0	1.00	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$13,000			\$13,000 (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* _____ \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
(Date)
 (Print or Type Name)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
PM: SR190 Plano St. PM 16.97
EA: 06-0Q431
Program Code: 400.100

PROJECT DESCRIPTION:

Limits: State Route 190/Plano Street intersection.

Proposed Improvement: Signalized at-grade intersection at Route 190 with dual left-turn lanes on all approaches, provide curb-gutter, and sidewalk. Widen Plano St. from 2 lanes to 4 lanes.
(Scope of Work)

Alternative:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1-10 round nearest 100K	\$ 7,300,000
TOTAL STRUCTURES ITEMS		\$ 0
	SUBTOTAL CONSTRUCTION COSTS	\$ 7,300,000
	TOTAL RIGHT OF WAY ITEMS (Not Escalated)	\$ 250,000
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 7,550,000

Reviewed by
District Program Manager:

(Signature) (Date)

Approved by Project Manager:

(Signature) (Date)

Phone Number:

Form revised 12/01/09

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190 PlanoSt. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

I. ROADWAY ITEMS

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Section 1 - Earthwork					
Roadway Excavation	26,350	CY	\$20	\$527,000	
Imported Borrow	15,000	CY	\$15	\$225,000	
Clearing & Grubbing	1	LS	\$48,000	\$48,000	
Remove AC Surfacing	0	SQFT	\$0.00	\$0	
Time Related Overhead	150	DAY	\$2,000	\$300,000	
Rounding (Contour Grading)			\$0	\$0	
			\$0	\$0	
			Subtotal Earthwork:		\$1,100,000
Section 2 - Pavement Structural Section*					
Hot Mix Asphalt Concrete	18,700	Ton	\$75	\$1,402,500	
Minor Concrete	590	CY	\$450	\$265,500	
Class 2 Aggregate Base	12,950	CY	\$32	\$414,400	
Overlay Existing Pavement	3,350	TON	\$75	\$251,250	
				\$0	
			Subtotal Pavement Structural Section:		\$2,333,650
Section 3 - Drainage					
Large Drainage Facilities	0	LS	\$0	\$0	
18" Alternative Pipe Culvert	0	FT	\$0	\$0	
24" Alternative Pipe Culvert	0	FT	\$0	\$0	
32" Alternative Pipe Culvert	0	FT	\$0	\$0	
12" PVC Water Main	0	FT	\$0	\$0	
Drainage Inlets	0	EA	\$0	\$0	
10" Sanitary Sewer Pipe	0	FT	\$0	\$0	
				\$0	
			Subtotal Drainage:		\$0

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190 PlanoSt. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Remove Fence	1,500	FT	\$5	\$7,500	
Fence (Chain Link, Type CL-6)	2,800	FT	\$20	\$56,000	
Concrete Barrier (Type 60C)	0	LF	\$0	\$0	
Concrete Barrier (Type 736)	0	LF	\$0	\$0	
Metal Beam Guardrail (Steel Post)	0	LF	\$0	\$0	
Water Pollution Control	1	LS	\$40,000	\$40,000	
Environmental Compliance	0	LS	\$0		
Resident Engineer Office	1	LS	\$25,000	\$25,000	
3-wire Buried Electrical	2,000	LF	\$25	\$50,000	
Street Lights	8	EA	\$10,000	\$80,000	
Intersection Signalization	1	LS	\$250,000	\$250,000	
				<u>\$0</u>	

Subtotal Specialty Items: \$508,500

<u>Section 5 - Traffic Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Portable CMS	1	LS	\$16,000	\$16,000	
Maintain Traffic	1	LS	\$15,000	\$15,000	
Public Information (Press release, etc)	1	LS	\$5,000	\$5,000	
Construction Area Signs	1	LS	\$5,500	\$5,500	
Traffic Delineation	1	LS	\$40,000	\$40,000	
Traffic Control Systems	1	LS	\$50,000	\$50,000	
Temporary Railing (Type K)	0	LS	\$0	\$0	
Electronic Items	1	LS	\$275,000	\$275,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
				<u>\$0</u>	

Subtotal Traffic Items: \$406,500

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190 PlanoSt. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	
Subtotal Planting and Irrigation Section:					\$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	1	LS	\$20,000	\$20,000	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	3	ACRES	\$10,000	\$30,000	
Temporary BMS	1	LS	\$300,000	\$300,000	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
				\$0	
Subtotal Roadside Management and Safety Section:					\$350,000

TOTAL SECTIONS 1 thru 7 \$4,698,650

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
PM: SR190 PlanoSt. PM 16.97
EA: 06-0Q431
Program Code: 400.100

III. ROADWAY ADDITIONS

Section 8 - Minor Items

Item Cost Section Cost

(Subtotal Sections 1 thru 7) \$4,698,650 x 0.10 = \$469,865
(5 to 10%)

TOTAL Minor Items: \$469,865

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8) \$5,168,515 x 0.10 = \$516,852
(10%)

TOTAL Roadway Mobilization: \$516,852

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8) \$5,168,515 x 0.10 = \$516,852
(5 to 10%)

Contingencies

(Subtotal Sections 1 thru 8) \$5,168,515 x 0.20 = \$1,033,703
(**20%)

Supplemental Work & Contingencies: \$1,550,555

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$2,537,271

TOTAL ROADWAY ITEMS: \$7,235,921

(Subtotal Sections 1 thru 10)

Estimate Prepared by: _____ Phone: _____ 0/0/00
(Print or Type Name) (Date)

Estimate Checked by: _____ Phone: _____ 0/0/00
(Print or Type Name) (Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm> - pdpm

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190 PlanoSt. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	0	0	0	
Total Area - ft ²	0	0	0	
Footings Type (pile/spread)	0	0	0	
Cost per ft ²	0	0	0	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	\$0	\$0	\$0	
SUBTOTAL STRUCTURES ITEMS				\$0
(Sum of Total Cost for Structures)				

Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	<u>\$0</u>
	_____	_____	_____	<u>\$0</u>
SUBTOTAL RAILROAD ITEMS				\$0
TOTAL STRUCTURES ITEMS				\$0
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: SR190 PlanoSt. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ██████████

	Current Values	Rate (%)	Escalation Factor	Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	25.0	1.25	\$0
B. Utility Relocation (State Share)	\$150,000	25.0	1.25	\$187,500
C. Relocation Assistance		25.0	1.25	\$0
D. Clearance/Demolition	\$100,000	25.0	1.25	\$125,000
E. Title and Escrow Fees	\$0	25.0	1.25	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$250,000			\$312,500 (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: _____

(Print or Type Name)

Phone: _____

0/0/00
(Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
PM: Plano St. PM 16.97
EA: 06-0Q431
Program Code: 400.100

PROJECT DESCRIPTION:

Limits: State Route 190/Plano Street intersection.

Proposed Improvement: Construct a 4 lane roadway with 14 foot median, and a roundabout at Route 190/Plano intersection.
(Scope of Work)

Alternative:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1-10 round nearest 100K	\$ 6,500,000
TOTAL STRUCTURES ITEMS		\$ 0
SUBTOTAL CONSTRUCTION COSTS		\$ 6,500,000
TOTAL RIGHT OF WAY ITEMS (Not Escalated) round nearest 10K		\$ 540,000
TOTAL PROJECT CAPITAL OUTLAY COSTS		\$ 7,040,000

Reviewed by
District Program Manager:

(Signature)

(Date)

Approved by Project Manager:

(Signature)

(Date)

Phone Number: _____

Form revised 12/01/09

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Plano St. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation	26,000	CY	\$15	\$390,000	
Imported Borrow	0	CY	\$0	\$0	
Clearing & Grubbing	1	LS	\$100,000	\$100,000	
Develop Water Supply	1	LS	\$6,000	\$6,000	
Time Related Overhead	240	DAY	\$1,500	\$360,000	
			\$0	\$0	
			Subtotal Earthwork:		\$856,000
<u>Section 2 - Pavement Structural Section*</u>					
Hot Mix Asphalt Concrete	15,000	Ton	\$75	\$1,125,000	
Minor Concrete	2,800	CY	\$450	\$1,260,000	
Class 2 Aggregate Base	13,000	CY	\$35	\$455,000	
Edge Drains	0	FT	\$0	\$0	
				\$0	
			Subtotal Pavement Structural Section:		\$2,840,000
<u>Section 3 - Drainage</u>					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	0	LS	\$0	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	0	LS	\$0	\$0	
				\$0	
			Subtotal Drainage:		\$0

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Plano St. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

<u>Section 4 - Specialty Items</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	0	SF	\$0	\$0	
Noise Barriers	0	EA	\$0	\$0	
Barriers and Guardrails	0	LF	\$0	\$0	
Equipment/Animal Passes	0	EA	\$0	\$0	
Water Pollution Control	1	LS	\$125,000	\$125,000	
Hazardous Waste Investigation and/or Mitigation Work	0	LS	\$0	\$0	
Environmental Compliance	0	LS	\$0	\$0	
Resident Engineer Office Space	1	LS	\$25,000	\$25,000	
				\$0	
			Subtotal Specialty Items:		\$150,000
<hr/>					
<u>Section 5 - Traffic Items</u>					
Portable CMS	1	LS	\$8,000	\$8,000	
Maintain Traffic	1	LS	\$15,000	\$15,000	
Public Information (Press release, etc)	1	LS	\$2,000	\$2,000	
Construction Area Signs	1	LS	\$5,500	\$5,500	
Traffic Delineation	1	LS	\$39,000	\$39,000	
Traffic Control Systems	1	LS	\$20,000	\$20,000	
Electronic Items	1	LS	\$175,000	\$175,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
				\$0	
			Subtotal Traffic Items:		\$264,500

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Plano St. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

II. ROADSIDE ITEMS

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	
Subtotal Planting and Irrigation Section:					\$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	0	LS	\$0	\$0	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	8	ACRES	\$12,500	\$100,000	
Slope Protection	0	LS	\$0	\$0	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
				\$0	
Subtotal Roadside Management and Safety Section:					\$100,000

TOTAL SECTIONS 1 thru 7 \$4,210,500

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Plano St. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

II. STRUCTURE ITEMS

	STRUCTURE			
	No. 1	No. 2	No. 3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	0	0	0	
Total Area - ft ²	0	0	0	
Footing Type (pile/spread)	0	0	0	
Cost per ft ²	0	0	0	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	\$0	\$0	\$0	
SUBTOTAL STRUCTURES ITEMS				\$0
(Sum of Total Cost for Structures)				

Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	\$0
	_____	_____	_____	\$0
SUBTOTAL RAILROAD ITEMS				\$0
TOTAL STRUCTURES ITEMS				\$0
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: _____ Phone: _____ 0/0/00
 (Print or Type Name) (Date)

(If appropriate, attach additional pages as backup)

PSR-PDS COST ESTIMATE



Dist-Co-Rte: 00-Tul-190
 PM: Plano St. PM 16.97
 EA: 06-0Q431
 Program Code: 400.100

III. RIGHT OF WAY ITEMS

No. of years for Escalation = ██████████

	Current Values	Rate (%)	Escalation Factor	Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$250,000	25.0	1.25	\$312,500
B. Utility Relocation (State Share)	\$200,000	25.0	1.25	\$250,000
C. Relocation Assistance	\$0	25.0	1.25	\$0
D. Clearance/Demolition	\$84,000	25.0	1.25	\$105,000
E. Title and Escrow Fees	\$0	25.0	1.25	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$534,000			\$667,500 (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work* \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: _____

(Print or Type Name)

Phone: _____

0/0/00
(Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

LEVEL 2 RISK REGISTER		Project Name:		SR 190 Operational Improvement				DIST-EA		06-00431		Project Manager		Garth Fe	
Status	ID #	Type	Category	Risk Identification		Risk Statement		Current status/assumptions		Risk Assessment		Time Impact	Time Score		
				Title	Risk Statement	Probability	Cost Impact	Cost Score							
Active	1	Threat	Environmental	Cultural Resources	If previously unknown cultural resources are encountered during PA&ED, the cost and schedule for environmental compliance could be adversely impacted.	low to moderate sensitivity for the existence of cultural resources	2-Low	8-High	8	8-High	8	8			
Active	2	Threat	Environmental	Poplar Ditch	If design changes and impacts to the poplar ditch occur during PA&ED, additional studies, permits, and time may be required.	No work is currently planned in Poplar Ditch	3-Moderate	4-Moderate	4	4-Moderate	4	4			
Active	3	Opportunity	Environmental	Plano Street	If the project excluded work at Plano Street, the environmental document could be reconsidered, which could result in a reduced schedule.	Work at Plano street is included in project. One property at this location is on the Corresp. List. For that reason, the anticipated environmental document is a Focused Initial Study with Negative Declaration.	3-Moderate	4-Moderate	4	4-Moderate	4	4			
Active	4	Threat	Organizational	PSR(PDS) Format	Due to the lack of detail study during the PID phase, more alternatives/scope are identified during PA&ED which require additional studies.	PSR (PDS) format is a streamlined format and design alternatives have not been extensively studied at PSR phase	2-Low	4-Moderate	4	4-Moderate	4	4			

EXHIBIT F

irmandez			
Rationale	Strategy	Risk Response	Risk Owner
		Response Actions	Updated
	Avoid	If risk is triggered, a course of action will be determined at that time	Environmental 1/16/2014
	Avoid	Avoid impacts to Poplar ditch	Environmental 1/16/2014
	Accept	At this time, the location will not be pulled out of this project	Environmental 1/16/2014
	Accept	Design concepts/alternatives will be assessed early in the PA&ED phase to determine if additional scope/alternatives are required	Design 1/16/2014

COOPERATIVE AGREEMENT

This Agreement, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Porterville, a body politic and municipal corporation or chartered city of the State of California, referred to hereinafter as CITY.

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.
2. For the purpose of this Agreement, project approval and environmental document (PA & ED) for operational improvements at four locations on State Route (SR) 190 including; westbound auxiliary lane from SR 65 to Jaye Street, intersection improvements at SR 190 and Westwood, and intersection improvements at SR 190 and Plano, and Main Street ramp termini improvements will be referred to hereinafter as PROJECT. This description only serves to identify the PROJECT. The project scope of work is defined in the appropriate authorizing documents per the Project Development Procedures Manual.
3. All responsibilities assigned in this Agreement to complete the following PROJECT COMPONENTS will be referred to hereinafter as OBLIGATIONS:
 - Project Approval and Environmental Document (PA&ED)
4. This Agreement is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between PARTNERS regarding the PROJECT.
5. The following work associated with this PROJECT has been completed or is in progress
 - CALTRANS developed the Project Initiation Document (Cooperative Agreement No. 06-1577).
6. In this Agreement capitalized words represent defined terms and acronyms.
7. PARTNERS hereby set forth the terms, covenants, and conditions of this Agreement, under which they will accomplish OBLIGATIONS.

RESPONSIBILITIES

8. CITY is SPONSOR for 100% of PROJECT.

9. The FUNDING PARTNER(S) and the details of the funding commitments are documented in the latest FUNDING SUMMARY.
10. CALTRANS is IMPLEMENTING AGENCY for PA&ED.
11. CALTRANS is the CEQA lead agency for PROJECT.
12. CALTRANS is the NEPA lead agency for PROJECT.

SCOPE

Scope: General

13. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; and CALTRANS STANDARDS.
14. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for that component as part of the PROJECT MANAGEMENT PLAN.
15. Any PARTNER may, at its own expense, have representatives observe any OBLIGATIONS performed by another PARTNER. Observation does not constitute authority over those OBLIGATIONS.
16. Each PARTNER will ensure that personnel participating in OBLIGATIONS are appropriately qualified or licensed to perform the tasks assigned to them.
17. PARTNERS will invite each other to participate in the selection of any consultants who participate in OBLIGATIONS.
18. If the work performed on this Project is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771 CITY must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. CITY agrees to include prevailing wage requirements in its contracts for public work. Work performed by CITY's own forces is exempt from the Labor Code's Prevailing Wage requirements.

CITY shall require its contractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is "public works" as defined in Labor Code Section 1720(a)(1) and Labor Code Section 1771. Subcontracts shall include all prevailing wage requirements set forth in CITY contracts.

19. Any PARTNER responsible for completing WORK shall make its personnel and consultants that prepare WORK available to help resolve WORK related problems and changes for the entire duration of the PROJECT including PROJECT COMPONENT work that may occur under separate agreements.
20. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right of way. Contractors and/or agents, and utility owners will not perform activities within the SHS right of way without an encroachment permit issued in their name.
21. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
22. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for PROJECT in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between PARTNERS.

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.

23. If a PARTNER receives a public records request pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT.
24. If HM-1 or HM-2 is found during a PROJECT COMPONENT, IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.
25. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
26. CITY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing SHS right of way. CITY will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.

27. If HM-2 is found within PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
28. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
29. PARTNERS will comply with all of the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this Agreement.
30. IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written quarterly progress reports during the implementation of OBLIGATIONS in that component.
31. Upon OBLIGATION COMPLETION, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the SHS within SHS right of way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right of way.

32. IMPLEMENTING AGENCY for a PROJECT COMPONENT will accept, reject, compromise, settle, or litigate claims of any non-Agreement parties hired to do WORK in that component.
33. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this Agreement in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on claim.
34. PARTNERS will maintain, and will ensure that any party hired by PARTNERS to participate in OBLIGATIONS will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.
35. If FUNDING PARTNERS fund any part of OBLIGATIONS with state or federal funds, each PARTNER will comply, and will ensure that any party hired to participate in OBLIGATIONS will comply with the federal cost principles of 2 CFR, Part 225, and administrative requirements outlined in 49 CFR, Part 18. These principles and requirements apply to all funding types included in this Agreement.
36. PARTNERS will maintain and make available to each other all OBLIGATIONS-related documents, including financial data, during the term of this Agreement.

37. PARTNERS will retain all OBLIGATIONS-related records for three (3) years after the final voucher.
38. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if PROJECT utilizes federal funds), and CITY will have access to all OBLIGATIONS-related records of each PARTNER, and any party hired by a PARTNER to participate in OBLIGATIONS, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any OBLIGATIONS-related records needed for the audit.

The audited PARTNER will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTNERS have thirty (30) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to mediation. Mediation will follow the process described in the General Conditions section of this Agreement.

39. If FUNDING PARTNERS fund any part of PROJECT with state or federal funds, each FUNDING PARTNER will undergo an annual audit in accordance with the Single Audit Act of OMB Circular A-133.
40. If FUNDING PARTNERS fund any part of PROJECT with federal funds, any PARTNER that hires another party to participate in OBLIGATIONS will conduct a pre-award audit of that party in accordance with the *Local Assistance Procedures Manual*.
41. PARTNERS will not incur costs beyond the funding commitments in this Agreement. If IMPLEMENTING AGENCY anticipates that funding for WORK will be insufficient to complete WORK, IMPLEMENTING AGENCY will promptly notify SPONSOR.
42. If WORK stops for any reason, IMPLEMENTING AGENCY will place PROJECT right of way in a safe and operable condition acceptable to CALTRANS.
43. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this Agreement, in order to keep PROJECT in environmental compliance until WORK resumes.

44. Each PARTNER accepts responsibility to complete the activities that it selected on the SCOPE SUMMARY. Activities marked with "N/A" on the SCOPE SUMMARY are not included in the scope of this Agreement.

Scope: Environmental Permits, Approvals and Agreements

45. PARTNERS have determined that there are no environmental permits, approvals or agreements necessary for PROJECT. If PARTNERS later determine that an environmental permit, approval or agreement is necessary PARTNERS will amend this Agreement to ensure completion and implementation of all environmental permits, approvals, and agreements.

Scope: Project Approval and Environmental Document (PA&ED)

46. CALTRANS is the CEQA lead agency for PROJECT. CALTRANS will determine the type of environmental documentation required and will cause that documentation to be prepared.
47. Any PARTNER involved in the preparation of CEQA environmental documentation will follow the CALTRANS STANDARDS that apply to the CEQA process including the guidance provided in the Standard Environmental Reference (SER) available at www.dot.ca.gov/ser.
48. Pursuant to Chapter 3 of Title 23, United States Code (23 U.S.C. 326) and 23 U.S.C. 327, CALTRANS is the NEPA lead agency for PROJECT. CALTRANS is responsible for NEPA compliance and will prepare any needed NEPA environmental documentation or will cause that documentation to be prepared.
49. Any PARTNER involved in the preparation of NEPA environmental documentation will follow FHWA and CALTRANS STANDARDS that apply to the NEPA process including, but not limited to, the guidance provided in the FHWA Environmental Guidebook (available at www.fhwa.dot.gov/hep/index.htm) and the Standard Environmental Reference (SER) available at www.dot.ca.gov/ser).
50. CALTRANS will prepare the appropriate CEQA environmental documentation to meet CEQA requirements.
51. CALTRANS will prepare the appropriate NEPA environmental documentation to meet NEPA requirements.
52. Any PARTNER preparing any portion of the CEQA environmental documentation, including any studies and reports, will submit that portion of the documentation to the CEQA lead agency for review, comment, and approval at appropriate stages of development prior to public availability.
53. Any PARTNER preparing any portion of the NEPA environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials,

determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.

54. CALTRANS will prepare, publicize, and circulate all CEQA-related public notices and will submit said notices to the CEQA lead agency for review, comment, and approval prior to publication and circulation.
55. CALTRANS will prepare, publicize, and circulate all NEPA-related public notices. CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.
56. The CEQA lead agency will attend all CEQA-related public meetings.
57. CALTRANS will plan, schedule, prepare materials for, and host all CEQA-related public meetings and will submit all materials to the CEQA lead agency for review, comment, and approval at least ten (10) working days prior to the public meeting date.
58. The NEPA lead agency will attend all NEPA-related public meetings.
59. CALTRANS will plan, schedule, prepare materials for, and host all NEPA-related public meetings.
60. If a PARTNER who is not the CEQA or NEPA lead agency holds a public meeting about PROJECT, that PARTNER must clearly state its role in PROJECT and the identity of the CEQA and NEPA lead agencies on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA or NEPA public review process.

That PARTNER will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the appropriate lead agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTNER makes any changes to the materials, it will allow the appropriate lead agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

The CEQA lead agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities. The NEPA lead agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

61. The PARTNER preparing the environmental documentation, including the studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that PROJECT remains in environmental compliance.

COST

Cost: General

62. PARTNERS will document specific funding, billing, and payment details in a FUNDING SUMMARY. The FUNDING SUMMARY is incorporated and made an express part of this Agreement.

A valid FUNDING SUMMARY must be in place at all times until OBLIGATION COMPLETION.

PARTNERS will create a new FUNDING SUMMARY each time the funding, billing and payment details of PROJECT change. The FUNDING SUMMARY is only valid after each FUNDING PARTNER signs and dates the FUNDING SUMMARY. The most current fully executed FUNDING SUMMARY supersedes any previous FUNDING SUMMARY created for this Agreement.

Replacement of the FUNDING SUMMARY will not require an amendment to the body of this Agreement unless the rules of the new funds require it.

Each PARTNER will designate a legally authorized representative to sign the FUNDING SUMMARY on its behalf.

63. PARTNERS may invoice the appropriate FUNDING PARTNER according to the terms documented in the FUNDING SUMMARY.
64. If CITY has received Electronic Funds Transfer (EFT) certification from CALTRANS then CITY will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
65. Unless otherwise documented in the FUNDING SUMMARY, all fund types contributed to a PROJECT COMPONENT will be spent proportionately within that PROJECT COMPONENT.
66. Unless otherwise documented in the FUNDING SUMMARY, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
67. After PARTNERS agree that all WORK is complete for a PROJECT COMPONENT, PARTNER(S) will submit a final accounting for all OBLIGATIONS costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the financial commitments of this Agreement.
68. If FUNDING PARTNERS fund OBLIGATIONS with American Recovery and Reinvestment Act (ARRA) funds, PARTNERS will adopt the terms, conditions, requirements, and constraints of the American Recovery and Reinvestment Act of 2009.

69. If FUNDING PARTNERS fund OBLIGATIONS with Proposition 1B Bond funds, PARTNERS will meet the requirements of California Government Code Section 8879.20 et al. (Proposition 1 legislation), the governor's Executive Order 2007-S-02-07, and the California Transportation Commission (CTC) program guidelines for the applicable account.

Right of way purchased using Proposition 1B Bond funds will become the property of CALTRANS, and any revenue from the sale of excess lands originally purchased with bond funds will revert to CALTRANS.

70. The cost of any awards, judgments, or settlements generated by OBLIGATIONS is an OBLIGATIONS cost.
71. CALTRANS, independent of PROJECT, will pay, or cause to be paid, all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right of way.
72. CITY, independent of PROJECT, will pay, or cause to be paid, all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within PROJECT limits and outside of the existing SHS right of way.
73. HM MANAGEMENT ACTIVITIES costs related to HM-2 are CONSTRUCTION SUPPORT and CONSTRUCTION CAPITAL costs.
74. The cost to comply with and implement the commitments set forth in the environmental documentation is an OBLIGATIONS cost.
75. The cost of any legal challenges to the CEQA or NEPA environmental process or documentation is an OBLIGATIONS cost.
76. CALTRANS will provide encroachment permits to PARTNERS, their contractors, consultants and agents, at no cost.
77. Fines, interest, or penalties levied against a PARTNER will be paid, independent of OBLIGATIONS cost, by the PARTNER whose actions or lack of action caused the levy.
78. If federal funds are used on PROJECT while this Agreement is active CALTRANS will administer all federal subvention funds documented on the FUNDING SUMMARY.

79. Travel, per diem, and third-party contract reimbursements are an OBLIGATIONS cost only after those hired by PARTNERS to participate in OBLIGATIONS incur and pay those costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Personnel Administration (DPA) rules current at the effective date of this Agreement.

If CITY invoices for rates in excess of DPA rates, CITY will fund the cost difference and reimburse CALTRANS for any overpayment.

80. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

81. If CALTRANS reimburses CITY for any costs later determined to be unallowable, CITY will reimburse those funds.

82. The cost to place PROJECT right of way in a safe and operable condition and meet all environmental commitments is an OBLIGATIONS cost.

83. Because IMPLEMENTING AGENCY is responsible for managing the scope, cost, and schedule of a project component, if there are insufficient funds available in this Agreement to place PROJECT right of way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY accepts responsibility to fund these activities until such time as PARTNERS amend this Agreement.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

84. If there are insufficient funds in this Agreement to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTNER implementing commitments or conditions accepts responsibility to fund these activities, as they apply to each PARTNER's responsibilities, until such time as PARTNERS amend this Agreement.

Each PARTNER may request reimbursement for these costs during the amendment process.

85. Except as otherwise provided in this Agreement, PARTNERS will pay invoices within thirty (30) calendar days of receipt of invoice.

Cost: Environmental Permits, Approvals and Agreements

86. The cost of coordinating, obtaining, complying with, implementing, including renewing and amending resource agency permits, agreements, and approvals is an OBLIGATIONS cost.

Cost: Project Approval and Environmental Document (PA&ED)

87. The cost to prepare, publicize, and circulate all CEQA and NEPA-related public notices is an OBLIGATIONS cost.
88. The cost to plan, schedule, prepare materials for, and host all CEQA and NEPA-related public hearings is an OBLIGATIONS cost.

SCHEDULE

89. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

GENERAL CONDITIONS

90. PARTNERS understand that this Agreement is in accordance with and governed by the Constitution and laws of the State of California. This Agreement will be enforceable in the State of California. Any PARTNER initiating legal action arising from this Agreement will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this Agreement resides, or in the Superior Court of the county in which PROJECT is physically located.
91. All OBLIGATIONS of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
92. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless CITY and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

93. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under this Agreement.
94. PARTNERS do not intend this Agreement to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this Agreement. PARTNERS do not intend this Agreement to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.
95. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this Agreement.
96. PARTNERS will not interpret any ambiguity contained in this Agreement against each other. PARTNERS waive the provisions of California Civil Code section 1654.
97. A waiver of a PARTNER's performance under this Agreement will not constitute a continuous waiver of any other provision. An amendment made to any article or section of this Agreement does not constitute an amendment to or negate all other articles or sections of this Agreement.
98. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
99. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
100. PARTNERS will first attempt to resolve Agreement disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of CITY will attempt to negotiate a resolution. If PARTNERS do not reach

a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this Agreement. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this Agreement resides or in the Superior Court of the county in which PROJECT is physically located. The prevailing PARTNER will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this Agreement or to enforce the provisions of this article including equitable relief.

101. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
102. If any provisions in this Agreement are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other Agreement provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this Agreement.
103. PARTNERS intend this Agreement to be their final expression and supersedes any oral understanding or writings pertaining to OBLIGATIONS.
104. If during performance of WORK additional activities or environmental documentation is necessary to keep PROJECT in environmental compliance, PARTNERS will amend this Agreement to include completion of those additional tasks.
105. Except as otherwise provided in the Agreement, PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.
106. Partners agree to sign a COOPERATIVE AGREEMENT CLOSURE STATEMENT to terminate this Agreement. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated, modified in writing by mutual agreement, or expire by the statute of limitations.
107. The following documents are attached to, and made an express part of this Agreement:
SCOPE SUMMARY.

DEFINITIONS

ARRA – American Recovery and Reinvestment Act of 2009

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

CEQA (California Environmental Quality Act) – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

CFR (Code of Federal Regulations) – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government

CONSTRUCTION CAPITAL – See PROJECT COMPONENT.

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this Agreement and in all amendments to this Agreement.

FHWA – Federal Highway Administration

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at www.fhwa.dot.gov/topics.htm.

FUNDING PARTNER – A PARTNER, designated in the FUNDING SUMMARY, that commits a defined dollar amount to fulfill OBLIGATIONS. Each FUNDING PARTNER accepts responsibility to provide the funds it commits in this Agreement.

FUNDING SUMMARY – An executed document that lists the funding, billing, and payment commitments. Commitments include, but are not limited to, FUNDING PARTNER(S), fund source, fund type, payment method, invoice frequency, deposit amounts, and PROJECT COMPONENT(S) in which funds are to be spent. Funds listed on the FUNDING SUMMARY are “not-to-exceed” amounts for each FUNDING PARTNER.

GAAP (Generally Accepted Accounting Principles) – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See <http://www.fasab.gov/accepted.html>.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER is responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

NEPA (National Environmental Policy Act of 1969) – This federal act establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

OBLIGATION COMPLETION – PARTNERS have fulfilled all OBLIGATIONS included in this Agreement, and all amendments to this Agreement, and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

OBLIGATIONS – All responsibilities included in this Agreement.

OMB (Office of Management and Budget) – This federal office oversees the preparation of the federal budget and supervises its administration in Executive Branch agencies.

PA&ED (Project Approval and Environmental Document) – See PROJECT COMPONENT.

PARTNER – Any individual signatory party to this Agreement.

PARTNERS – The term that collectively references all of the signatory agencies to this Agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other PARTNER.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The activities required to deliver the project initiation document for PROJECT.
- **PA&ED (Project Approval and Environmental Document)** – The activities required to deliver the project approval and environmental documentation for PROJECT.
- **PS&E (Plans, Specifications, and Estimate)** – The activities required to deliver the plans, specifications, and estimate for PROJECT.
- **R/W (Right of Way) SUPPORT** – The activities required to obtain all property interests for PROJECT.
- **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for PROJECT.

- **CONSTRUCTION SUPPORT** – The activities required for the administration, acceptance, and final documentation of the construction contract for PROJECT.
- **CONSTRUCTION CAPITAL** – The funds for the construction contract.

PROJECT MANAGEMENT PLAN – A group of documents used to guide a project's execution and control throughout that project's lifecycle.

QMP (Quality Management Plan) – An integral part of the PROJECT MANAGEMENT PLAN that describes IMPLEMENTING AGENCY's quality policy and how it will be used.

QC/QAP (QUALITY CONTROL/QUALITY ASSURANCE PROGRAM) - CALTRANS quality control and quality assurance procedures for all environmental documents as described in the Jay Norvell Memos dated October 1, 2012 (available at http://www.dot.ca.gov/ser/memos.htm#LinkTarget_705). This also includes the independent judgment analysis and determination under CEQA that the environmental documentation meets CEQA Guideline requirements.

SCOPE SUMMARY – The attachment in which each PARTNER designates its commitment to specific scope activities within each PROJECT COMPONENT as outlined by the *Workplan Standards Guide for the Delivery of Capital Projects* available at www.dot.ca.gov/hq/projmgmt/guidance.htm.

SHS (State Highway System) – All highways, right of way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

SPONSOR – Any PARTNER that accepts the responsibility to establish scope of PROJECT and the obligation to secure financial resources to fund PROJECT. SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds to fully fund the PROJECT scope. If a PROJECT has more than one SPONSOR, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by CALTRANS as the owner/operator of the SHS.

DFM (Department Furnished Material) – Any materials or equipment supplied by CALTRANS.

WORK – All scope activities included in this Agreement.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTNER to this Agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

The primary Agreement contact person for CALTRANS is:
Garth Fernandez, Project Manager
2015 E Shields, Suite 100
Fresno, California 93721
Office Phone: (559) 243-8012

The primary Agreement contact person for CITY is:
Mike Reed, City Engineer
291 N. Main Street
Porterville, CA 93257
Office Phone: (559) 782-7462

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this Agreement.
3. The people signing this Agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
Sharri Bender-Ehlert
District Director

CERTIFIED AS TO FUNDS:

By: _____
Bill Etherton
Budget Manager

CITY OF PORTERVILLE

By: _____
Virginia Gurrola
Mayor

ATTEST:

By: _____
John D. Lollis
City Manager

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Julia Lew
City Attorney

SCOPE SUMMARY

4	5	6	7	8	Description	CT	C1	N/A
2	160				Perform Preliminary Engineering Studies and Draft Project Report	X		
2	165				Perform Environmental Studies and Prepare Draft Environmental Document	X		
2	170	05			Required permits	X		
2	170	15			Railroad Agreements	X		
2	170	20			Freeway Agreements	X		
2	170	25			Agreement for Material Sites	X		
2	170	30			Executed Maintenance Agreement	X		
2	170	40			Route Adoptions	X		
2	170	45			MOU From Tribal Employment Rights Office (TERO)	X		
2	170	55			NEPA Delegation			
2	175				Circulate Draft Environmental Document and Select Preferred Project Alternative Identification	X		
2	180				Prepare and Approve Project Report and Final Environmental Document	X		

CLOSURE STATEMENT

1. Did PARTNERS complete all scope, cost and schedule commitments included in this Agreement and any amendments to this Agreement?
YES / NO

2. Did CALTRANS accept and approve all final deliverables submitted by CITY?
YES / NO

3. Did the CALTRANS HQ Office of Accounting verify that all final accounting for this Agreement and any amendments to this Agreement were completed?
YES / NO

4. If construction is involved, did the CALTRANS District Project Manager verify that all claims and third party billings (utilities, etc.) have been settled before termination of the Agreement?
YES / NO

If ALL answers are "YES", this form may be used to TERMINATE this Agreement.

CLOSURE STATEMENT

PARTNERS agree that they have completed all scope, cost, and schedule commitments included in Cooperative Agreement 06-1577 and any amendments to this Agreement.

The final signature date on this document terminates Cooperative Agreement 06-1577 except survival articles.

All survival articles in Cooperative Agreement 06-1577 will remain in effect until expired by law, terminated or modified in writing by PARTNER's mutual agreement, whichever occurs earlier.

The people signing this Agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CITY

By: _____
Sharri Bender Ehlert
District Director

By: _____
Virginia Gurrola
Mayor

Date: _____

Date: _____

CERTIFIED AS TO ALL FINANCIAL
OBLIGATIONS/TERMS AND POLICIES

By: _____
William Etherton
Budget Manager

FUNDING SUMMARY Number 1

Project Number: 0614000004

Agreement: 06-1577

Part I - FUNDING SUMMARY table

Funding Source	Funding Partner	Fund Type	PA&ED Support	PS&E Support	R/W Capital	R/W Support	CON Capital	CON Support	Totals by Fund Type
IMPLEMENTING AGENCY - >									
LOCAL	CITY	Measure	\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000
		Totals by Component	\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000

This table represents full funding of each PROJECT COMPONENT in Agreement 06-1577.

Billing and payment details follow.

FUNDING SUMMARY Number 1

Project Number: 0614000004

Agreement: 06-1577

Part I – FUNDING SUMMARY table

Funding Source	Funding Partner	Fund Type	PA&ED Support	PS&E Support	R/W Capital	R/W Support	CON Capital	CON Support	Totals by Fund Type
IMPLEMENTING AGENCY - >									
LOCAL	CITY	Measure	\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000
		Totals by Component	\$680,000	\$0	\$0	\$0	\$0	\$0	\$680,000

This table represents full funding of each PROJECT COMPONENT in Agreement 06-1577.

Billing and payment details follow.

FUNDING SUMMARY Number 1

Project Number: 0614000004

Agreement: 06-1577

Part II – Billing and Payment Details

Cost: PA&ED (Project Approval and Environmental Document)

1. Each PARTNER listed below will do work for PA&ED as described in the SCOPE SUMMARY of this Agreement:

- CALTRANS

Therefore, based on the funding types displayed in the FUNDING SUMMARY table for this PROJECT COMPONENT:

- CALTRANS may invoice CITY

PARTNERS will exchange funds for actual costs.

CALTRANS will invoice City for a \$5,000 initial deposit after execution of this Agreement and thirty (30) working days prior to the commencement of PA&ED expenditures. This deposit represents two (2) months' estimated support costs.

Thereafter, CALTRANS will submit to City monthly invoices for estimated monthly costs based on the prior month's expenditures.

FUNDING SUMMARY Number 1

Project Number: 0614000004

Agreement: 06-1577

Part III – Signature Page

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

APPROVED

By _____
Garth Fernandez
Project Manager

Date _____

District Budget Manager

HQ Accounting

CITY OF PORTERVILLE

APPROVED

By _____

Date _____

**MEASURE 'R' PROGRAM SUPPLEMENT TO
COOPERATIVE AGREEMENT**

This Program Supplement is made and entered into on **March 18, 2014**, by and between the City of Porterville ("Sponsor") and the TULARE COUNTY ASSOCIATION OF GOVERNMENTS, acting as the Local Transportation Authority ("Authority").

This Program Supplement hereby incorporates the "Measure 'R' Cooperative Agreement" for Measure 'R' expenditures, which was entered into between the Sponsor and the Authority on May 29, 2007, and is subject to all terms and conditions thereof. This Program Supplement is executed under authority of Resolution No. _____-2014, approved by the Sponsor on March 18, 2014 (see copy attached).

Project scope and costs are incorporated herein as Exhibit "A" and agreed upon by Sponsor and Authority.

Covenants of Sponsor

- 1.1. SPONSOR agrees that it will only proceed with work authorized for specific phase(s) with a written "Authorization to Proceed" or AUTHORITY action and will not proceed with future phase(s) of this project(s) prior to receiving a written "Authorization to Proceed" or AUTHORITY action.
- 1.2. The SPONSOR will assist Caltrans in administering the project (Project Approval and Environmental Documentation) in accordance with SPONSOR and Caltrans standards.
- 1.3. Project Approval and Environmental Documentation information shall be submitted by the SPONSOR to the AUTHORITY within 60 days after the project contract award.
- 1.4. Failure to submit Project Approval and Environmental Documentation information in accordance with section 1.3 will cause a delay (without interest or penalties) in AUTHORITY processing invoices for the construction phase.
- 1.5. If no costs have been invoiced for a six-month period, SPONSOR agrees to submit for each phase a written explanation of the absence of project(s) activity along with target billing date and billing amount.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day and year first written above.

COUNTY OF TULARE TRANSPORTATION
AUTHORITY

CITY OF PORTERVILLE

By: _____
Authority Director

By: _____
Cameron J. Hamilton, Mayor

Attest:

By: _____
John D. Lollis, City Clerk

EXHIBIT "A"

State Route 190 Project Approval and Environmental Documentation (PA&ED) Phase for the "Near Term" Projects

Project Scope

The City of Porterville and Caltrans have partnered over the last several years to prepare a State Route 190 Corridor Study and a Project Initiation Document (PID). Both documents are complete and approved by the City Council. Caltrans is now seeking authorization to move into the next phase of project development for the "Near Term" projects as now defined in the most recently prepared document, the PID. City Council and Caltrans will execute a Cooperative Agreement to prepare a PA&ED for operational improvements at four locations on State Route (SR) 190 including: westbound auxiliary lane from SR 65 to Jaye Street, intersection improvements at SR 190 and Westwood Street, intersection improvements at SR 190 and Plano Street, and Main Street ramp termini improvements.

Caltrans Capital Outlay Support Estimate

\$680,000

Project Schedule

Project Milestones		Scheduled Delivery Date (Month/Day/Year)
PROJECT PROGRAM	M015	07/01/2014
BEGIN ENVIRONMENTAL	M020	08/01/2014
CIRCULATE DPR & DED EXTERNALLY	M120	07/01/2015
PA & ED	M200	01/01/2016

RESOLUTION NO. _____ - 2014

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
AFFIRMING AND APPROVING THE SUPPORT OF THE CITY COUNCIL FOR
THE STATE ROUTE 190 PROJECT APPROVAL AND ENVIRONMENTAL
DOCUMENTATION (PA&ED) PHASE

WHEREAS, the City of Porterville Measure R Regional Program is eligible to receive 100% reimbursement for the Project Approval and Environmental Documentation (PA&ED) phase of the State Route 190 "Near Term" projects as defined in the Project Initiation Document (PID), which meets the Measure 'R' guidelines and City General Plan for Regional Projects; and

WHEREAS, the Tulare County Association of Governments is requesting that the City of Porterville approve and submit a Supplemental Agreement that will allow the City to receive reimbursement for all of Caltrans costs associated with the preparation of the PA&ED;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Porterville does hereby affirm and approve support of the PA&ED phase of the State Route 190 "Near Term" projects and authorizes the Mayor and City Clerk to execute the Program Supplement and any other related documents as may be required.

PASSED, APPROVED and ADOPTED this 18th day of March, 2014.

Cameron J. Hamilton, Mayor

ATTEST:

John D. Lollis, City Clerk

By: Patrice Hildreth, Chief Deputy City Clerk