

## ITEM 4.11

### CITY MANAGER'S REPORT NOVEMBER 13, 2023 CITY COUNCIL REGULAR MEETING

**ITEM:** **APPROVE PROFESSIONAL CONSULTING SERVICES AGREEMENT WITH DOKKEN ENGINEERING TO COMPLETE THE PROJECT INITIATION DOCUMENT PHASE FOR THE ROTH ROAD AND I-5 INTERCHANGE, CIP PS 14-04**

**RECOMMENDATION:** **Adopt Resolution Approving a Professional Consulting Services Agreement with Dokken Engineering to complete the Project Initiation Document phase for the Roth Road and I-5 Interchange, CIP PS 14-04**

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#### **SUMMARY:**

The Project Initiation is the first project phase in developing a planning process toward interchange improvements and approval from the California Department of Transportation (Caltrans). During this phase, a Project Initiation Document (PID) is prepared to define the scope of work for traffic, environmental, and other technical studies required to develop the Project Study Report-Project Development Support (PSR-PDS). The PSR-PDS will review feasible design alternatives and establish programming documents for an interchange project.

The City requested proposals from consultants to provide professional and technical planning services to complete the PID phase for the Roth Road and Interstate 5 (I-5) Interchange Capital Improvement Project (CIP) PS 14-04 (Project). After reviewing and evaluating the three (3) proposals received, Dokken Engineering was selected based on their previous work history, qualifications, positive references, estimated budget, and overall understanding of the project requirements.

Staff is requesting City Council approve a Professional Consulting Services Agreement with Dokken Engineering in the amount of \$330,889 to complete the PID phase for CIP PS 14-04. Sufficient funds have been allocated in the Fiscal Year (FY) 23-24 approved budget.

#### **BACKGROUND:**

Roth Road is an east-west freight corridor that provides access from I-5 to State Route 99 via Airport Way and French Camp Road. The Roth Road corridor is surrounded by a mix of land uses ranging from agriculture and rural residential homes to goods movement related businesses and light industrial uses. It provides access to the Union Pacific Railroad Lathrop Intermodal Facility (UPRR Facility), the Sharpe Facility of Defense Distribution Depot San Joaquin, and several adjacent distribution facilities.

**NOVEMBER 13, 2023 CITY COUNCIL REGULAR MEETING  
APPROVE PROFESSIONAL CONSULTING SERVICES AGREEMENT WITH  
DOKKEN ENGINEERING TO COMPLETE THE PROJECT INITIATION  
DOCUMENT PHASE FOR ROTH ROAD AND I-5 INTERCHANGE, CIP PS 14-04**

Existing trips from these facilities and future developments in the North Lathrop, Manteca, UPRR Facility, and San Joaquin County area will generate traffic impacting the Roth Road and I-5 interchange. On October 2, 2023, the City issued a Request for Proposal (RFP) for qualified consultants to provide professional engineering consulting services to complete the PID phase for the Roth Road and I-5 Interchange project.

After reviewing and evaluating the three (3) proposals received, Dokken Engineering was selected based on their previous work history, qualifications, positive references, estimated budget and overall understanding of the project scope. Staff is requesting City Council approve a Professional Consulting Services Agreement with Dokken Engineering in the amount of \$330,889 to complete the PID phase for CIP PS 14-04.

**REASON FOR RECOMMENDATION:**

The PID phase is needed to develop initial traffic studies, evaluate interchange design alternatives, and conduct a preliminary level environmental analysis for the Project. The PID will enable the collaboration between the City and Caltrans towards the completion of the PSD-PDS that establishes a well-defined purpose, need statement, proposed project scope, cost estimate and schedule of the Project.

**FISCAL IMPACT:**


Sufficient funds have been approved in the adopted FY 2023-24 budget to fund the Professional Consulting Services Agreement with Dokken Engineering for a total cost not to exceed \$330,889.

**ATTACHMENTS:**

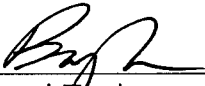
- A. Resolution Approving a Professional Consulting Services Agreement with Dokken Engineering to Complete the Project Initiation Document Phase for Roth Road and I-5 Interchange, CIP PS 14-04
- B. Professional Consulting Services Agreement with Dokken Engineering to Complete the Project Initiation Document Phase for Roth Road and I-5 Interchange, CIP PS 14-04

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**DOKKEN ENGINEERING TO COMPLETE THE PROJECT INITIATION**  
**DOCUMENT PHASE FOR ROTH ROAD AND I-5 INTERCHANGE, CIP PS 14-04**

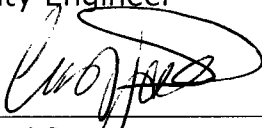
**APPROVALS:**

  
\_\_\_\_\_  
Angel Abarca  
Assistant Engineer

11-02-2023  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Brad Taylor  
City Engineer


11/6/2023  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Cari James  
Finance Director

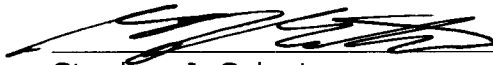
11/7/2023  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Michael King  
Assistant City Manager

11-6-2023  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Salvador Navarrete  
City Attorney

11.2.2023  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Stephen J. Salvatore  
City Manager

11.7.23  
\_\_\_\_\_  
Date

**RESOLUTION NO. 23 -**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP APPROVING PROFESSIONAL CONSULTING SERVICES AGREEMENT WITH DOKKEN ENGINEERING TO COMPLETE THE PROJECT INITIATION DOCUMENT PHASE FOR ROTH ROAD AND I-5 INTERCHANGE, CIP PS 14-04**

**WHEREAS**, the Project Initiation is the first project phase in developing a planning process towards interchange improvements and approval from the California Department of Transportation (Caltrans); and

**WHEREAS**, during this phase, a Project Initiation Document (PID) is prepared to scope traffic, environmental, and other technical studies required to develop the Project Study Report-Project Development Support (PSR-PDS); and

**WHEREAS**, the PSR-PDS will review feasible design alternatives and develop programming documents for an interchange project; and

**WHEREAS**, the PID will enable the collaboration between the City and Caltrans towards the completion of the PSD-PDS that establishes a well-defined purpose, need statement, proposed project scope, cost estimate and schedule of the Project; and

**WHEREAS**, the City requested proposals from consultants to provide professional and technical planning services to complete the PID phase for the Roth Road and Interstate 5 (I-5) Interchange Capital Improvement Project (CIP) PS 14-04 (Project); and

**WHEREAS**, after reviewing and evaluating the three (3) proposals received, Dokken Engineering was selected based on their previous work history, qualifications, positive references, estimated budget and overall understanding of the project requirements; and

**WHEREAS**, staff is requesting City Council approve a Professional Consulting Services Agreement with Dokken Engineering in the amount of \$330,889 to complete the PID phase for CIP PS 14-04; and

**WHEREAS**, sufficient funds have been approved in the adopted fiscal year 2023-24 budget to complete the Professional Consulting Services Agreement and no fiscal impact is anticipated.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Lathrop does hereby approve a Professional Consulting Services Agreement with Dokken Engineering to complete the Project Initiation Document (PID) Phase for Roth Road and I-5 Interchange, CIP PS 14-04.

The foregoing resolution was passed and adopted this 13th day of November 2023, by the following vote of the City Council, to wit:

AYES:

NOES:

ABSENT:

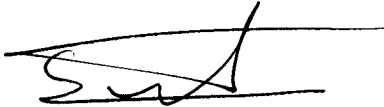
ABSTAIN:

\_\_\_\_\_  
Sonny Dhaliwal, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Teresa Vargas, City Clerk

  
\_\_\_\_\_  
Salvador Navarrete, City Attorney

**CITY OF LATHROP**

**AGREEMENT FOR PROFESSIONAL CONSULTING SERVICES WITH DOKKEN  
ENGINEERING**

**TO PROVIDE PROFESSIONAL AND TECHNICAL PLANNING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION DOCUMENT (PID) FOR ROTH ROAD AND  
INTERSTATE 5 INTERCHANGE PROJECT, CIP PS 14-04**

**THIS AGREEMENT**, dated for convenience this 13<sup>th</sup> day of November 2023, is by and between **DOKKEN ENGINEERING** ("CONSULTANT") and the **CITY OF LATHROP**, a California municipal corporation ("CITY");

**RECITALS:**

**WHEREAS**, CONSULTANT is specially trained, experienced, and competent to perform Professional Engineering Consulting Services, which are required by this agreement; and

**WHEREAS**, CITY selected the CONSULTANT pursuant to said qualifications; and

**WHEREAS**, CONSULTANT is willing to render such Professional Engineering Consulting Services, as hereinafter defined, on the following terms and conditions;

**NOW, THEREFORE**, CONSULTANT and the CITY agree as follows:

**AGREEMENT**

**(1) Scope of Service.**

CONSULTANT agrees to perform Professional Consulting Services in accordance with the scope of work and fee proposal provided by CONSULTANT, attached hereto as Exhibit "A" and incorporated herein by reference. CONSULTANT represents it is prepared to and can diligently perform these services in accordance with the upmost standards of its profession and to CITY'S satisfaction. The fee proposal shall include all reimbursable costs required for the performance of the Scope of Services. Payment of additional reimbursable costs considered to be over and above those inherent in the original Scope of Services shall be approved of in advance and in writing, by the CITY.

**(2) Compensation.**

CITY hereby agrees to pay CONSULTANT a sum not to exceed **\$330,889**, for the Professional Engineering Consulting Services set forth in Exhibit "A". CONSULTANT shall be paid any uncontested sum due and payable within thirty (30) days of receipt of billings containing all information pursuant to Paragraph 5 below. Compensation for any task must be equal to or less than the percentage of task complete. In no event shall CONSULTANT be entitled to compensation for work not included in Exhibit "A", unless a written change order or authorization describing the extra work and payment terms has been executed by CITY's authorized representative prior to the commencement of the work. Payment is made based on a time and materials basis.

CITY OF LATHROP – CONSULTING SERVICES AGREEMENT WITH DOKKEN ENGINEERING FOR ROTH ROAD AND INTERSTATE 5 INTERCHANGE PROJECT, CIP PS 14-04

(3) **Effective Date and Term.**

The effective date of this Agreement is **November 13, 2023** and it shall terminate no later than **June 30, 2025**.

(4) **Independent Contractor Status**

It is understood and agreed by both parties that CONSULTANT, while engaged in carrying out and complying with any of the terms and conditions of this Agreement, is an independent contractor and not an employee of the CITY. As an independent contractor, CONSULTANT is responsible for controlling the means and methods to complete the scope of work described in Exhibit "A" to City's satisfaction. CONSULTANT expressly warrants not to represent, at any time or in any manner, that CONSULTANT is an employee of the CITY.

(5) **Billings**

CONSULTANT'S bills shall include a list of all tasks, a total amount due, the amounts previously billed, and the net amount due on the invoice. Except as specifically authorized by CITY, CONSULTANT shall not bill CITY for duplicate services performed by more than one person. In no event shall CONSULTANT submit any billing for an amount in excess of the rates or the maximum amount of compensation provided in section (2) for either task or for the entire Agreement, unless modified by a properly executed change order.

(6) **Advice and Status Reporting**

CONSULTANT shall provide the CITY with timely reports, orally or in writing, of all significant developments arising during performance of its services hereunder, and shall furnish to CITY such information as is necessary to enable CITY to monitor the performance of this Agreement.

(7) **Assignment of Personnel**

CONSULTANT shall assign only competent personnel to perform services pursuant to this Agreement. If CITY asks CONSULTANT to remove a person assigned to the work called for under this Agreement, CONSULTANT agrees to do so immediately, without requiring the City to process a reason or explanation for its request.

The services shall be performed by, or under the direct supervision, of CONSULTANT's Authorized Representative **Juann Ramos**, CONSULTANT shall not replace its Authorized Representative without the prior written approval by the CITY.

(8) **Assignment and Subcontracting**

It is recognized by the parties hereto that a substantial inducement to CITY for entering into this Agreement was, and is, the professional reputation and competence of CONSULTANT. Neither this Agreement nor any interest therein may be assigned by CONSULTANT without the prior written approval of CITY'S authorized representative. CONSULTANT shall not subcontract any portion of the performance contemplated and provided for herein, other than the subcontractors noted in the proposal, without prior written approval of the CITY'S authorized representative.

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(9) Insurance

On or before beginning any of the services or work called for by any term of this Agreement, CONSULTANT, at its own cost and expense, shall carry, maintain for the duration of the Agreement, and provide proof thereof that is acceptable to the CITY the insurance specified in subsections (a) through (c) below with insurers and under forms of insurance satisfactory in all respects to the CITY. CONSULTANT shall not allow any subcontractor to commence work on any subcontract until all insurance required of the CONSULTANT has also been obtained for the subcontractor. Verification of this insurance shall be submitted and made part of this Agreement prior to execution.

- (a) Workers' Compensation. CONSULTANT shall, at CONSULTANT'S sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by CONSULTANT. Said Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than one million dollars. In the alternative, CONSULTANT may rely on a self-insurance program to meet these requirements provided that the program of self-insurance complies fully with the provisions of the California Labor Code. The insurer, if insurance is provided, or the CONSULTANT, if a program of self-insurance is provided, shall waive all rights of subrogation against the CITY for loss arising from work performed under this Agreement.
- b) Commercial General and Automobile Liability Insurance. CONSULTANT, at CONSULTANT'S own cost and expense, shall maintain commercial general and automobile liability insurance for the period covered by this Agreement in an amount not less than one million dollars per occurrence, combined single limit coverage for risks associated with the work contemplated by this Agreement. If Commercial General Liability Insurance or an Automobile Liability form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit. Such coverage shall include but shall not be limited to, protection against claims arising from bodily and personal injury, including death resulting therefrom, and damage to property resulting from activities contemplated under this Agreement, including the use of owned and non-owned automobiles.

Coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (ed. 11/88) and Insurance Services Office Automobile Liability form CA 0001 (ed. 12/90) Code 1 (any auto).

Each of the following shall be included in the insurance coverage or added as an endorsement to the policy:

- (i) CITY, its officers, employees, agents, and volunteers are to be covered as insured with respect to each of the following: liability arising out of activities performed by or on behalf of CONSULTANT, including the insider's general supervision of CONSULTANT; products and completed operations of CONSULTANT; premises



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owned, occupied or used by CONSULTANT. The coverage shall contain no special limitations on the scope of protection afforded to CITY, its officers, employees, agents, or volunteers.

- (ii) The insurance shall cover on an occurrence or an accident basis, and not on a claim made basis.
  - (iii) An endorsement must state that coverage is primary insurance and that no other insurance affected by the CITY will be called upon to contribute to a loss under the coverage.
  - (iv) Any failure of CONSULTANT to comply with reporting provisions of the policy shall not affect coverage provided to CITY and its officers, employees, agents, and volunteers.
  - (v) Insurance is to be placed with California-admitted insurers with a Best's rating of no less than A: VII.
  - (vi) Notice of cancellation or non-renewal must be received by CITY at least thirty days prior to such change.
- (c) Professional Liability. CONSULTANT, at CONSULTANT'S own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than One Million Dollars (\$1,000,000) per claim made and per policy aggregate covering the licensed professionals' errors and omissions, as follows:
- (i) Any deductible or self-insured retention shall not exceed \$150,000 per claim.
  - (ii) Notice of cancellation, material change, or non-renewal must be received by the CITY at least thirty days prior to such change shall be included in the coverage or added as an endorsement to the policy.
  - (iii) The policy must contain a cross liability or severability of interest clause.
  - (iv) The following provisions shall apply if the professional liability coverages are written on a claims made form:
    1. The retroactive date of the policy must be shown and must be before the date of the Agreement.
    2. Insurance must be maintained and evidence of insurance must be provided for at least five years after completion of the Agreement or the work, so long as commercially available at reasonable rates.

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3. If coverage is canceled or not renewed and it is not replaced with another claims made policy form with a retroactive date that precedes the date of this Agreement, CONSULTANT must provide extended reporting coverage for a minimum of five years after completion of the Agreement or the work. The CITY shall have the right to exercise at the CONSULTANT'S cost, any extended reporting provisions of the policy should the CONSULTANT cancel or not renew the coverage.
  4. A copy of the claim reporting requirements must be submitted to the CITY prior to the commencement of any work under this Agreement.
- (d) Deductibles and Self-Insured Retentions. CONSULTANT shall disclose the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement. During the period covered by this Agreement, upon express written authorization of the CITY's authorized representative, CONSULTANT may increase such deductibles or self-insured retentions with respect to CITY, its officers, employees, agents, and volunteers. The CITY's authorized representative may condition approval of an increase in deductible or self-insured retention levels upon a requirement that CONSULTANT procure a bond guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.
- (e) Notice of Reduction in Coverage. In the event that any coverage required under subsections (a), (b), or (c) of this section of the Agreement is reduced, limited, or materially affected in any other manner, CONSULTANT shall provide written notice to CITY at CONSULTANT'S earliest possible opportunity and in no case later than five days after CONSULTANT is notified of the change in coverage.
- (f) In addition to any other remedies CITY may have if CONSULTANT fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, CITY may, at its sole option:
- (i) Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;
  - (ii) Order CONSULTANT to stop work under this Agreement or withhold any payment which becomes due to CONSULTANT hereunder, or both stop work and withhold any payment, until CONSULTANT demonstrates compliance with the requirements hereof;
  - (iii) Terminate this Agreement.

Exercise of any of the above remedies, however, is an alternative to other remedies CITY may have and is not the exclusive remedy for CONSULTANT'S breach.

**(10) Indemnification - CONSULTANT’S Responsibility**

As to the CONSULTANT’S work hereunder, it is understood and agreed that (a) CONSULTANT has the professional skills necessary to perform the work, (b) CITY relies upon the professional skills of CONSULTANT to perform the work in a skillful and professional manner, and (c) CONSULTANT thus agrees to so perform.

Acceptance by CITY of the work performed under this Agreement does not operate as a release of said CONSULTANT from such professional responsibility for the work performed. It is further understood and agreed that CONSULTANT is apprised of the scope of the work to be performed under this Agreement and CONSULTANT agrees that said work can and shall be performed in a fully competent manner in accordance with the standard of care applicable to CONSULTANT’S profession.

CONSULTANT shall indemnify, defend, and hold CITY, its officers, employees, agents, and volunteers harmless from and against any and all liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused by the willful misconduct or negligent acts or omissions of CONSULTANT, its employees, subcontractors, or agents, or on account of the performance or character of this work, except for any such claim arising out of the negligence or willful misconduct of the CITY, its officers, employees, agents, or volunteers. It is understood that the duty of CONSULTANT to defend shall be governed by Section 2782 of the California Civil Code and in no event shall the cost to defend charged to CONSULTANT exceed CONSULTANT’S proportionate share of fault. Acceptance of insurance certificates and endorsements required under this Agreement does not relieve CONSULTANT from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply whether or not such insurance policies shall have been determined to be applicable to any of such damages or claims for damages.

**(11) Licenses**

If a license of any kind, which term is intended to include evidence of registration, is required of CONSULTANT, its employees, agents, or subcontractors by federal or state law, CONSULTANT warrants that such license has been obtained, is valid and in good standing, and CONSULTANT shall keep it in effect at all times during the term of this Agreement, and that any applicable bond has been posted in accordance with all applicable laws and regulations.

**(12) Business Licenses**

CONSULTANT shall obtain and maintain a CITY of Lathrop Business License until all Agreement services are rendered and accepted by the CITY.

**(13) Termination**

Either CITY or CONSULTANT may cancel this Agreement upon 30 days written notification to the other party.

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In the event of termination, the CONSULTANT shall be entitled to compensation for services performed to the effective date of termination; provided, however, that the CITY may condition payment of such compensation upon CONSULTANT'S delivery to the CITY of any or all documents, photographs, computer software, video and audio tapes, and other materials provided to CONSULTANT or prepared by or for CONSULTANT or the CITY in connection with this Agreement.

**(14) Funding**

CONSULTANT agrees and understands that renewal of this agreement in subsequent years is contingent upon action by the City Council consistent with the appropriations limits of Article XIII (B) of the California Constitution and that the Council may determine not to fund this agreement in subsequent years.

**(15) Notices**

All contracts, appointments, approvals, authorizations, claims, demands, Change Orders, consents, designations, notices, offers, requests and statements given by either party to the other shall be in writing and shall be sufficiently given and served upon the other party if (1) personally served, (2) sent by the United States mail, postage prepaid, (3) sent by private express delivery service, or (4) in the case of a facsimile transmission, if sent to the telephone FAX number set forth below during regular business hours of the receiving party and followed with two (2) Days by delivery of a hard copy of the material sent by facsimile transmission. Personal service shall include, without limitation, service by delivery and service by facsimile transmission.

To City: City of Lathrop, City Clerk  
390 Towne Centre  
Lathrop, CA 95330

Copy to: City of Lathrop  
Department of Public Works  
390 Towne Centre  
Lathrop, CA 95330  
Main: (209) 941-7430 / Fax (209) 941-7449

To Consultant: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**(16) Miscellaneous**

- (a) Consent. Whenever in this Agreement the approval or consent of a party is required, such approval or consent shall be in writing and shall be executed by a person having the express authority to grant such approval or consent.
- (b) Controlling Law. The parties agree that this Agreement shall be governed and construed by and in accordance with the Laws of the State of California.

CITY OF LATHROP – CONSULTING SERVICES AGREEMENT WITH DOKKEN ENGINEERING FOR ROTH ROAD AND INTERSTATE 5 INTERCHANGE PROJECT, CIP PS 14-04

- (c) Definitions. The definitions and terms are as defined in these specifications.
- (d) Force Majeure. Neither party shall be deemed to be in default on account of any delay or failure to perform its obligations under this Agreement, which directly results from an Act of God or an act of a superior governmental authority.
- (e) Headings. The paragraph headings are not a part of this Agreement and shall have no effect upon the construction or interpretation of any part of this Agreement.
- (f) Incorporation of Documents. All documents constituting the Agreement documents described in Section 1 hereof and all documents which may, from time to time, be referred to in any duly executed amendment hereto are by such reference incorporated in the Agreement and shall be deemed to be part of this Agreement.
- (g) Integration. This Agreement and any amendments hereto between the parties constitute the entire Agreement between the parties concerning the Project and Work, and there are no other prior oral or written agreements between the parties that are not incorporated in this Agreement.
- (h) Modification of Agreement. This Agreement shall not be modified or be binding upon the parties unless such modification is agreed to in writing and signed by the parties.
- (i) Provision. Any agreement, covenant, condition, clause, qualification, restriction, reservation, term or other stipulation in the Agreement shall define or otherwise control, establish or limit the performance required or permitted or to be required of or permitted by either party. All provisions, whether covenants or conditions, shall be deemed to be both covenants and conditions.
- (j) Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is void or unenforceable, the provisions of this Agreement not so affected shall remain in full force and effect.
- (k) Status of CONSULTANT. In the exercise of rights and obligations under this Agreement, CONSULTANT acts as an independent contractor and not as an agent or employee of CITY. CONSULTANT shall not be entitled to any rights and benefits accorded or accruing to the City Council members, officers or employees of CITY, and CONSULTANT expressly waives any and all claims to such right and benefits.
- (l) Successors and Assigns. The provisions of this Agreement shall inure to the benefit of, and shall apply to and bind, the successors and assigns of the parties.
- (m) Time of the Essence. Time is of the essence of this Agreement and each of its provisions.

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In the calculation of time hereunder, the time in which an act is to be performed shall be computed by excluding the first Day and including the last. If the time in which an act is to be performed falls on a Saturday, Sunday or any Day observed as a legal holiday by CITY, the time for performance shall be extended to the following Business Day.

- (n) Venue. In the event that suit is brought by either party hereunder, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of San Joaquin or in the United States District Court for the Eastern District of California.
- (o) Recovery of Costs. The prevailing party in any action brought to enforce the terms of this Agreement or arising out of this Agreement may recover its reasonable costs, including reasonable attorney's fees, incurred or expended in connection with such action against the non-prevailing party.

**(17) Notice to Proceed**

Prior to commencing work under this agreement, CONSULTANT shall receive a written "Notice to Proceed" from CITY. A Notice to Proceed shall not be issued until all necessary bonds and insurances have been received. City shall not be obligated to pay CONSULTANT for any services prior to issuance of the Notice to Proceed.

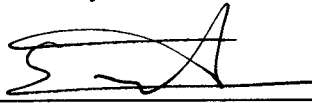
**(18) Signatures**

The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective legal entities of the CONSULTANT and the CITY. This agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

CITY OF LATHROP – CONSULTING SERVICES AGREEMENT WITH [CONSULTANT]  
FOR ROTH ROAD AND INTERSTATE 5 INTERCHANGE PROJECT, CIP PS 14-04

Approved as to Form:

City of Lathrop  
City Attorney



\_\_\_\_\_  
Salvador Navarrete

11-2-2023

\_\_\_\_\_  
Date

Recommended for Approval:

City of Lathrop  
Assistant City Manager

\_\_\_\_\_  
Michael King

\_\_\_\_\_  
Date

Accepted By:

City of Lathrop  
390 Towne Centre Drive  
Lathrop, CA 95330

\_\_\_\_\_  
Stephen J. Salvatore  
City Manager

\_\_\_\_\_  
Date

CONSULTANT:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Fed ID # \_\_\_\_\_  
Business License # \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Representative / Title



EMERY 4

**PROFESSIONAL CONSULTING SERVICES  
FOR DEVELOPMENT OF PID FOR  
ROTH ROAD & I-5 INTERCHANGE PROJECT  
CIP PS 14-04**



OCTOBER 17, 2023







# DOKKEN ENGINEERING

*Transportation Solutions from Concept to Construction*

October 27, 2023

Attn: Angel Abarca, Assistant Engineer  
City of Lathrop – Public Works Department  
390 Towne Centre Drive  
Lathrop, CA 95330

**RE: Request for Proposals for Professional Consulting Services for  
Development of Project Initiation (PID) for Roth Road and  
Interstate 5 Interchange Project (CIP PS 14-04)**

## PRIMARY CONTACT

**Juann Ramos, PE** | Project Manager

Address: 110 Blue Ravine Road, Suite 200  
Folsom, CA 95630  
Telephone: 916.858.0642  
Fax: 916.858.0643  
Mobile: 916.337.8981  
E-Mail: jramos@dokkenengineering.com

Dear Mr. Abarca and Selection Committee:

As the City of Lathrop plans for future growth and accommodating the large amount of freight traffic in the city as well as in Manteca and within San Joaquin County, they are looking to take the next steps towards improving the critical Interstate 5 (I-5)/Roth Road interchange. Within the City, the I-5/Roth Road interchange serves as a primary route for traffic coming to and from large warehouses, industrial, and logistics land uses. Additionally, it provides alternate access to developing land uses west of the interchange. To provide the necessary capacity in the project area, the City would like to implement improvements within the interchange to accompany other improvements along Roth Road and adjacent Harlan Road.

Dokken Engineering (Dokken) is excited to submit our proposal to provide all-inclusive engineering and environmental services to complete the Project Study Report – Project Development Support (PSR-PDS) for the I-5/Roth Road interchange. With our established understanding of the project from our work on the City's Harlan Road Realignment project, we have assembled a team that is exceptionally qualified for this project in several important respects:

- **Extensive Project History** | Dokken has an unmatched understanding of the project objectives, constraints, stakeholder, and overall project having completed the Environmental Document and Precise Plan for the Harlan Road Realignment project and through current preparation of the construction plans, specifications, and estimate (PS&E) for that project. As part of the Harlan Road project, we understand the land use and current needs of Roth Road through and adjacent to the interchange. Additionally, our team member DKS, has already analyzed the traffic needs of Roth Road at the interchange as part of their work with the San Joaquin Council of Governments (SJCOG) Roth Road Improvement Study. We recognize the interchange is an important component of the overall functionality of the region's traffic and goods movement network. With this in-depth project history and understanding, our engineers and environmental planners have all the tools to immediately begin work on the PID phase with no learning curve, something other consultants do not have.
- **Familiar and Experienced Team** | Dokken strategically selects subconsultants for our projects to ensure that we have not only a balanced workload to provide our clients with exceptional service, but also that the staff has the experience and knowledge required of the project. The team selected for this project have the benefit of not only having the experience necessary but are also intimately familiar with the project area and Caltrans District 10. The familiarity begins with the leadership of the team who have been involved within the project area since the beginning of the Harlan Road project. Juann Ramos (Project Manager), Jacqueline Lockhart (Project Engineer), and Jamie Formico (Right of Way Manager) have worked on the Harlan Road project through the Environmental Document and Precise Plan phase and now into PS&E. These project leaders have an unmatched and all-encompassing understanding of the project components and what it will take to bring this project through the PID phase and into the Project Approval and Environmental Document (PA&ED), and further onto construction. Additionally, having worked with the City on other projects, these leaders have the familiarity with City goals and procedures and this knowledge will help streamline the overall progression of the project and more efficiently move the project forward.

- **Superior Project Experience** | Dokken is well known and respected for our design and environmental work on interchange projects of which most began during the PID phase prior to moving into the PA&ED, final design, right of way acquisition, permitting, and construction. And, throughout the project progression, all our professional services comply with Caltrans, regulatory agencies, and federal requirements. Each project, specifically interchange projects, have different challenges, all of which has prepared our team and provided us the knowledge and approach to apply to this City project. Recent projects we have applied this experience and expertise on similar projects include:
  - o Interstate 205/Chrisman Road Interchange for the City of Tracy
  - o State Route 65/South Beale Road Interchange for Yuba County
  - o Interstate 15/Limonite Avenue Interchange for Riverside County
  - o Interstate 80 Auxiliary Lanes for the Cities of Roseville and Rocklin
  - o Highway 59 and Black Rascal Creek Bridge Widening for the City of Merced
  - o State Route 4 Wagon Trail Realignment for Calaveras County
  - o And many more!!
- **Unmatched Caltrans Experience** | 80% of Dokken's projects require approvals from Caltrans. We are Central Region experts and have completed dozens of major Caltrans projects in District 10 within the last few years, including multiple PIDs. We understand the requirements to secure environmental clearance through Caltrans/FHWA programs, and we can secure approvals for this interchange.

**With our proven success in delivering innovative, high-quality projects on an accelerated schedule, we are ready to work with the City to bring the Roth Road and Interstate 5 Interchange project to fruition.**


We have reviewed the City's Agreement for Professional Consulting Services and understand the contractual form, conflicts of interest provision, and insurance provisions therein. We have no requests to modify the terms at this time.

John Klemunes, Jr., PE, is authorized to sign agreements on behalf of the firm. Dokken understands this proposal is valid for a period of 120 days from the submittal date. Dokken also acknowledges the contractual forms, insurance provisions, and conflict interest provisions set forth in the RFP and have no modifications or exceptions. **If you have any questions, please contact our Project Manager, Juann Ramos, at 916.858.0642 or [jramos@dokkenengineering.com](mailto:jramos@dokkenengineering.com).**

We look forward to the opportunity of working with the City on the PID for the Roth Road and Interstate 5 Interchange project.

Sincerely,

  
John Klemunes, Jr. PE  
President

  
Juann Ramos, PE  
Project Manager



PROFESSIONAL CONSULTING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION (PID) FOR

**Roth Road and Interstate 5  
Interchange Project  
(CIP PS 14-04)**

**Statement of  
Qualifications**

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## Statement of Qualifications

### ABOUT DOKKEN ENGINEERING

Founded in 1986, Dokken is a multi-discipline, professional services firm specializing in all phases of project development, including preliminary engineering, feasibility studies, PSRs, PA&EDs, PS&Es, and construction management for public agency clients. During the past 37 years, we have developed an exceptional depth of experience and expertise, having engineered and obtained environmental compliance on more than 3,000 infrastructure projects, including more than 2,000 federally funded projects.

Dokken almost exclusively works with public agencies, including cities, counties, municipal and joint agencies. Many of our staff have experience working directly with and previously for local agencies or resource agencies, such as Caltrans, FHWA, and U.S. and CA Department of Fish & Wildlife. Through this combined experience, we understand the circumstances of our clients' projects and meet their needs by developing the best approach and innovative solutions for project delivery. **As a result of our collective experience, we save our clients valuable time and money in delivering their projects.**

### FIRM RESOURCES & CAPABILITIES

Dokken employs a diverse group of **over 140 civil, traffic, structural, hydraulics/hydrology, and drainage designers, as well as environmental planners, community outreach experts, funding and right of way specialists**, who together provide seamless and cost-effective project delivery. With the majority of project work being performed by one firm, under one roof, project coordination and communication is maximized. Dokken has worked extensively with Caltrans throughout California on projects involving design oversight, Local Assistance and Caltrans staff augmentation. We are very familiar with Caltrans' Highway Design Manual, Standard Plans and Specifications, and LAPM. In addition, our in-house right of way team has significant knowledge and experience with the Uniform Relocation Act.

#### Caltrans Delivery Experts

Our team has extensive experience working with Caltrans, the Federal Highway Administration, and Federal and State Resource Agencies. Our team understands the Caltrans project development process and has obtained invaluable insight into the local agency side of project funding, programming, authorization paperwork, and Federal regulations that apply to local agency project delivery with Caltrans oversight. We will use these skills and knowledge (from the delivery of over 3,000 projects) to ensure projects are successfully delivered and compliant with oversight agency requirements.

**Over 80% of Dokken's projects require approvals from Caltrans.** We are the North Region Caltrans experts at designing ADA-accessible roadway projects and have completed dozens of major Caltrans improvement projects in Districts 1, 2, 3, and 10 within the past 5 years. We understand the requirements to secure environmental clearance through Caltrans/FHWA programs and ADA access approval by the Division of State Architects, and we can accommodate those approval considerations now, during analysis. Recently, our team was successful on receiving a Caltrans District 3 Encroachment Permit on the first attempt for the I-80 Auxiliary Lanes Project for Placer County Transportation Planning Authority (PCTPA).

#### Financial Stability

Dokken is a growing, financially responsible firm with the majority of our business coming from repeat clients. Dokken is financially sound and has no long-term debt. We promptly pay our subconsultants and vendors, evidenced by our Class 1 credit ratings (indicating lowest risk) with Dun & Bradstreet Credibility Corp (DUNS #15 020 9971). For all our 37 years in business, we have maintained insurance coverage that exceeds industry standards through reputable insurance companies with the highest A.M. Best ratings.

Dokken meets all of Caltrans' A&E Consultant Audit and Review Process requirements and successfully navigates the audit and review process with every one of our projects subject to Caltrans oversight. We have a Cognizant Approval Letter from Caltrans Audits & Investigations. We have our financial statements and overhead rate voluntarily audited annually by an independent Certified Public Accountant to expedite the Caltrans process and to ensure that our financials and indirect cost rate comply with all federal funding rules. Also, our accounting staff and independent auditors regularly attend Caltrans Audits and Investigations training sessions to ensure that we are up to date with the latest requirements.

### DOKKEN FAST FACTS

#### Headquarters:

110 Blue Ravine Road, Suite 200  
Folsom, CA 95630  
Tel: (916) 858-0642  
Fax: (916) 858-0643

#### Branch Offices:

1450 Frazee Road, Suite 100  
San Diego, CA 92108  
  
2192 Civic Center Drive  
Redding, CA 96001

**Business Classification:** Corporation  
**State Organized Under:** California

**Year of Incorporation:** 1986

**Number of Employees:** 143

#### Our Applicable Services:

- Project Management
- Interchange/Highway Design
- Caltrans D3 PA&ED and PS&E Approvals
- Structures Design
- NEPA/CEQA Environmental Approvals
- Right of Way Acquisition & Relocation Assistance
- Utility Coordination, Public Outreach, & Stakeholder Coordination
- Transportation Planning
- Funding Assistance
- 3-D Modeling & Renderings
- Construction Support & Inspection

**[www.dokkenengineering.com](http://www.dokkenengineering.com)**



**Interchange Experience**

Dokken has designed **over 50 interchanges** throughout California, including over 20 in the Northern CA region. The table below is an example of our experience working on interchange projects with project elements relevant to those on the Roth Road and I-5 Interchange project.

CALIFORNIA INTERCHANGES	PID	PR	ED	PS&E	PERMITS	ROW
I-5 / Arena Boulevard IC, Sacramento	•	•	•	•		
I-10 / Portola Avenue IC, Palm Desert		•	•	•	•	•
I-15 / Limonite Avenue IC, Riverside County	•	•		•	•	
I-80 / Auxiliary Lanes, Roseville & Rocklin	•	•		•	•	•
I-80 / Elkhorn Blvd-Greenback Ln IC Improvements, Sacramento County	•	•	•	•	•	
I-80 / Truxel Road IC, Sacramento	•	•	•	•	•	•
I-205 / Chrisman Road New IC, Tracy	•	•	•			
I-215 / Scott Road IC, Riverside County	•	•	•	•	•	
SR-70 / Feather River Blvd IC, Yuba County				•		
SR-86 / Avenue 66 IC, Riverside County		•	•	•	•	
SR-99 / Bond Rd-Laguna Blvd New IC, Elk Grove	•	•		•		
SR-99 / Elkhorn Blvd IC Improvements, Sacramento County		•	•	•		
SR-99 / Pelandale Avenue New IC, Modesto		•	•	•	•	•
SR-99 / Riego Road IC, Sutter County	•	•	•			
US-50 / Empire Ranch Road New IC, Folsom			•			
US-50 / Zinfandel Drive IC Improvements, Rancho Cordova	•	•	•	•		
US-50 / Western Placerville - 2 New ICs, Placerville	•	•	•	•	•	•

**TRUSTED SUBCONSULTANTS**

Dokken has assembled a team of trusted subconsultants to deliver this project. Below you will find a brief description of their services offered and similar project experience. On page 5, you will find detailed descriptions for the similar projects and client references for each subconsultant.

**UNICO ENGINEERING, INC.**

**Role: Survey and Mapping**

Established in 2013, UNICO Engineering is a certified DBE firm that is fully committed to providing high-quality construction management, engineering, and land surveying services to public and private clients. UNICO serves clients throughout California with a current staff of over 90 from their corporate office located in Folsom. Their success is measured by the success of their clients, their responsiveness, and the quality and value of their work. Top on their priority list is to understand their clients' objectives and expectations. They provide value to their clients by sharing their goal of effectively managing the costs of the projects which they are assigned. UNICO's survey team has the technology and experience to address any of your surveying needs, including topographic mapping, bathymetric (hydrographic) surveys, ALTAs, boundary surveys, construction staking, easements, aerial surveys, right of ways, terrestrial LiDAR scanning and drone surveying.

**Similar Project Experience:**

- City of Lathrop | Manthey Road Bridge Replacement
- City of Elk Grove | SR 99/Whitelock Parkway Interchange
- City of Modesto | SR 132 West Freeway/Expressway, Phase 1
- City of Folsom | US 50/Empire Ranch Road Interchange
- Stanislaus County | McHenry Ave Corridor Widening, Phase 1

**DKS ASSOCIATES**

**Role: Traffic Studies**

Founded in 1979, DKS Associates provides specialized transportation planning, engineering, and design services to public agencies across the country. Firmwide, their staff includes 155 professionals with offices in Oakland, Sacramento, and Anaheim, CA; Portland (Headquarters) and Salem, OR; Seattle, WA; and Austin, TX. DKS specializes in performance-based transportation planning/engineering that blends traffic engineering, transportation planning, and traffic analysis at multiple scales of analysis. Some of the core services relevant to this RFQ include the following, Multimodal Transportation Planning and Analysis, Travel and Demand Modeling and Operations, Traffic Engineering, Environmental Support, Safety Studies, Complete Street Planning, Roundabout Design and Planning, Fee Studies, Signal/Electrical Design, Electromobility, Grant Support, and more.

**Similar Project Experience:**

- SJCOG | Roth Road Improvement Study
- City of Sacramento | 1-5/ Richards Boulevard Interchange
- City of Sacramento | I Street Interchange PSR-PDS
- Merced County | Atwater-Merced Expressway Traffic Study
- Merced County | SR-99 Widening Applegate Interchange PSR



PROFESSIONAL CONSULTING SERVICES FOR  
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(CIP PS 14-04)**

**Project  
Experience**

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## Project Experience

### I-205/Chrisman Road New Interchange | Tracy, CA

#### CLIENT & CONTACT

City of Tracy  
Anju Pillar, PE  
(209) 831-6455

#### PROJECT DURATION

2012 - Present

#### SIMILAR KEY STAFF

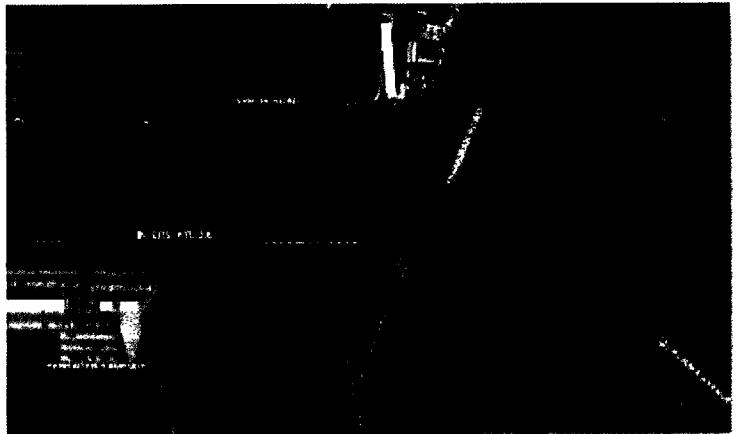
- Juann Ramos, PE
- Jacqueline Lockhart, PE
- Zach Liptak
- Jamie Formico

Dokken provided project management, environmental, and engineering services for the completion of a PSR-PDS and is currently working through the PA&ED phase for a new interchange on Interstate 205 in the City of Tracy, which will serve as a critical link between the Bay Area and Central Valley for interregional recreation and commuter traffic. This interchange will provide a vital new connection to I-205 to serve the forecasted traffic demand generated by growth within the City and the surrounding communities. The new interchange is proposed to have a partial cloverleaf and spread diamond configuration in the vicinity of the existing Paradise Road overcrossing.

The project will also construct auxiliary lanes along I-205 between MacArthur Drive and the new interchange. This interchange is a part of the Federal Interstate System and

therefore FHWA requires review and approval of the new access point. **Dokken received conceptual approval of the new interchange through Caltrans and FHWA with the completion of the PSR-PDS in only 10 months.** The accurate project scoping completed with the PSR-PDS and PEAR allowed a seamless transition in the PA&ED phase.

Dokken also recently received approval through Caltrans Headquarters that the project has no increase in induced vehicle miles traveled (VMT).



### I-15/Limonite Avenue Interchange | Riverside County

Dokken provided engineering and environmental services for a PSR-PDS, PA&ED, PS&E, and construction support for this multi-jurisdictional project involving Caltrans, Riverside County, and the Cities of Eastvale and Jurupa Valley, to replace the existing Interstate 15/Limonite Avenue interchange and widen Limonite Avenue to three lanes in each direction through the interchange area. **The project was the first in the state to receive SB-1 funding and required both a fast-track design to meet funding deadlines as well as close coordination with the I-15 Express Lane Project to facilitate an expedited construction schedule.**

The existing tight diamond interchange was reconstructed as a partial cloverleaf layout to include loop on-ramps in the NW and SE quadrants. The three-

lane direct on-ramps in the northeast and southwest quadrants have California Highway Patrol enforcement areas, and maintenance pads, and are metered with one lane on each ramp dedicated to high occupancy vehicles.

The interchange is in a developing suburban area where the interchange needed to remain open during construction and accommodate adjacent new development. Dokken developed unique and creative geometric alignments and staging concepts to accommodate the concurrent development construction and access and maintain all movements within the interchange during construction.



#### CLIENT & CONTACT

County of Riverside  
John Ashlock, PE  
(951) 955-1511

#### PROJECT DURATION

2007 - 2020

#### SIMILAR KEY STAFF

- Juann Ramos, PE
- Jacqueline Lockhart, PE
- Zach Liptak

## Harlan Road Realignment at Roth Road | Lathrop CA

Dokken is currently providing project management, PS&E, environmental and right of way services for the Harlan Road Realignment at Roth Road in Lathrop. Roth Road, at the northern boundary of the City serves large industrial and warehouse land uses as well as provides access to the Union Pacific freight yard just east of Interstate 5. All these land uses are creating increased traffic volumes, with a significant amount of truck traffic. The existing Harlan Road intersection at Roth Road is too close to the I-5 northbound ramp intersection, and with these large traffic volumes, operations between the two intersections are failing. The project is therefore realigning Harlan Road approximately 500-feet to the east to increase the intersection spacing. Additionally, the Roth Road interchange will require upgrades to accommodate the increase traffic and the realignment will make room for the future interchange improvements.

### CLIENT & CONTACT

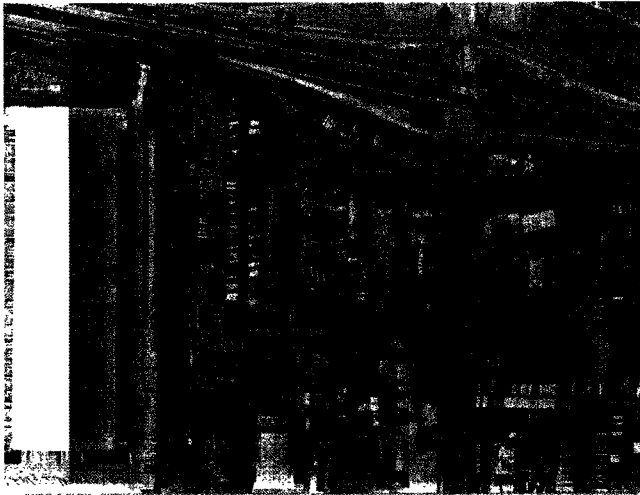
City of Lathrop  
Angel Abarca  
(209) 941-7498

### PROJECT DURATION

2019 – Present

### SIMILAR KEY STAFF

- Juann Ramos, PE
- Jacqueline Lockhart, PE
- Jamie Formico
- UNICO Engineering



This realigned Harlan Road will include three travel lanes and a center two-way left turn lane south of Roth Road and two travel lanes with a center striped median north of Roth Road. This lane configuration will incorporate the ultimate improvements necessary for Harlan Road within the Project area. Additionally, the project is including a storm drainage trunk line that will extend down Harlan Road to an existing pump station.

Dokken completed the Environmental Document and Precise Plan in 2020 and is currently preparing the PS&E and right of way acquisition for Phase I of the project.

## SR 65 South Beale Road Interchange | Yuba County

### CLIENT & CONTACT

Yuba County  
Samuel Bunton, PE  
(530) 749-5649

### PROJECT DURATION

2022-Present

### SIMILAR KEY STAFF &

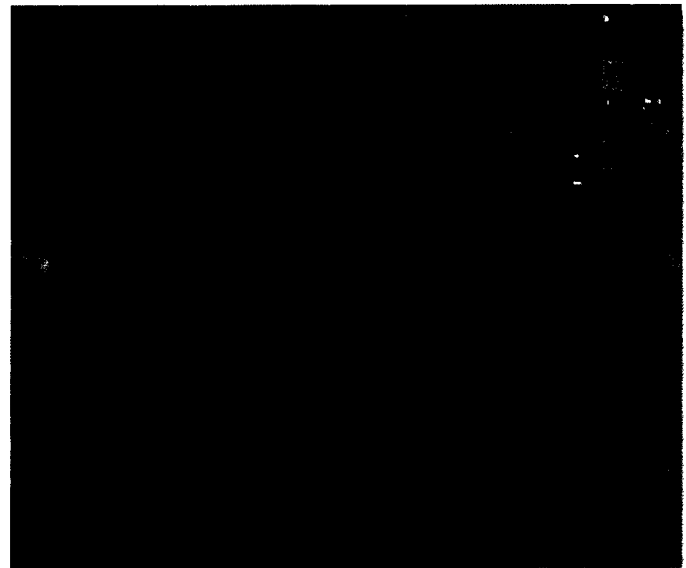
- Juann Ramos, PE
- Jacqueline Lockhart, PE
- UNICO Engineering

Located in the southern part of Yuba County, State Route 65 (SR 65) serves as a crucial and heavily traveled route connecting local communities and facilitating transportation to and from adjacent Placer County. At present, an unsignalized intersection where South Beale Road intersects with SR 65 poses significant safety and operational challenges. The existing intersection experiences a notably higher rate of fatal and injury collisions compared to similar intersections statewide and operates below an acceptable level of service, largely due to high left turn volumes and adjacent UPRR railroad tracks.

Dokken is currently providing project management, engineering, and environmental services for the preparation of a PSR-PDS and PEAR for a new interchange at the South Beale

Road intersection. In coordination with the County and Caltrans, Dokken has developed two alternatives for the new interchange and a grade separation with the adjacent UPRR tracks. Both of these alternatives have been studied and scoped with the PEAR and TEPA.

Funding for the project will be a combination of local, state, and federal sources, thus necessitating compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This project is vital for enhancing safety and efficiency along this critical







## SUBCONSULTANT PROJECT EXPERIENCE

### UNICO ENGINEERING, INC.

#### SR 99/ Whitelock Parkway Interchange | City of Elk Grove, CA

This project is located on SR 99 at Whitelock Parkway (between Elk Grove Boulevard and Kammerer Road). The project includes a new interchange at Whitelock Parkway and SR 99, potential bike/pedestrian crossing over SR99, realignment or modifications to East Stockton and West Stockton Boulevards and widening of Whitelock Parkway. The Project may also include auxiliary lanes in both the northbound and southbound directions between Elk Grove Blvd and Grant Line Road and would include high occupancy vehicle lanes in both northbound and southbound directions between Elk Grove Blvd and just south of Grant Line Road.

**CLIENT & CONTACT**  
City of Elk Grove  
Tom Metcalf  
(916) 478-2281  
**PROJECT DURATION**  
2021-PRESENT

**CLIENT & CONTACT**  
City of Folsom  
Mark Rackovan  
(916) 461-6711

**PROJECT DURATION**  
2018-2019

#### US 50/ Empire Ranch Road Interchange | City of Folsom, CA

This project constructs a new freeway interchange on US 50 between the existing East Bidwell Street and Latrobe Road Interchanges. The interchange now includes a 4- or 6-lane overpass with full ramp connections to westbound and eastbound Highway 50 bicycle and pedestrian facilities and traffic signal controls. The project connects the existing Empire Ranch Road/Iron Point Road intersection to the north and the future extension of Empire Ranch Road to the south. UNICO provided land surveying services for the PA/ED phase of this project.

### DKS ASSOCIATES

#### Roth Road Improvement Study | San Joaquin County/City of Lathrop/City of Manteca CA

Under contract with SJCOG, DKS performed the Roth Road Improvement Study jointly funded by the County of San Joaquin and the cities of Lathrop and Manteca. The Roth Road Corridor Study developed a performance-based analysis that supports the delivery of a transformative package of prioritized system improvements (including the Roth Road/I-5 Interchange) to address critical multimodal travel needs within the greater Roth Road study area. The improvement package will improve essential freight and rail operations and access needs to the Surface Transportation Assistance Act (STAA) National Network (I-5 and SR-99), as well as accommodating the growing truck traffic served by Roth Road, a designated STAA Terminal Access Route and a primary access route to I-5.

**CLIENT & CONTACT**  
SJCOG  
Ryan Niblock  
(209) 235-0588  
**PROJECT DURATION**  
2021-2023

**CLIENT & CONTACT**  
City of Sacramento  
Bill Shunk, PE  
(916) 808-2986

**PROJECT DURATION**  
2019-2023

#### I-5/Richards Boulevard Interchange PA & ED | City of Sacramento, CA

DKS provided travel demand forecasting and traffic analysis services in support of PS&E work related to the Richards Blvd/I-5 Interchange improvement. Work consisted of detailing the SACOG SACSIM travel demand model in the Sacramento central city to determine future interchange demand and then evaluating multiple interchange alternatives for feasibility. Initial screening was completed with Synchro/Simtraffic to identify preferred alternatives for detailed analysis. This detailed analysis was completed using VISSIM to provide information for stakeholder review and ultimate project selection.



PROFESSIONAL CONSULTING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION (PID) FOR

**Roth Road and Interstate 5  
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**Team  
Organization**

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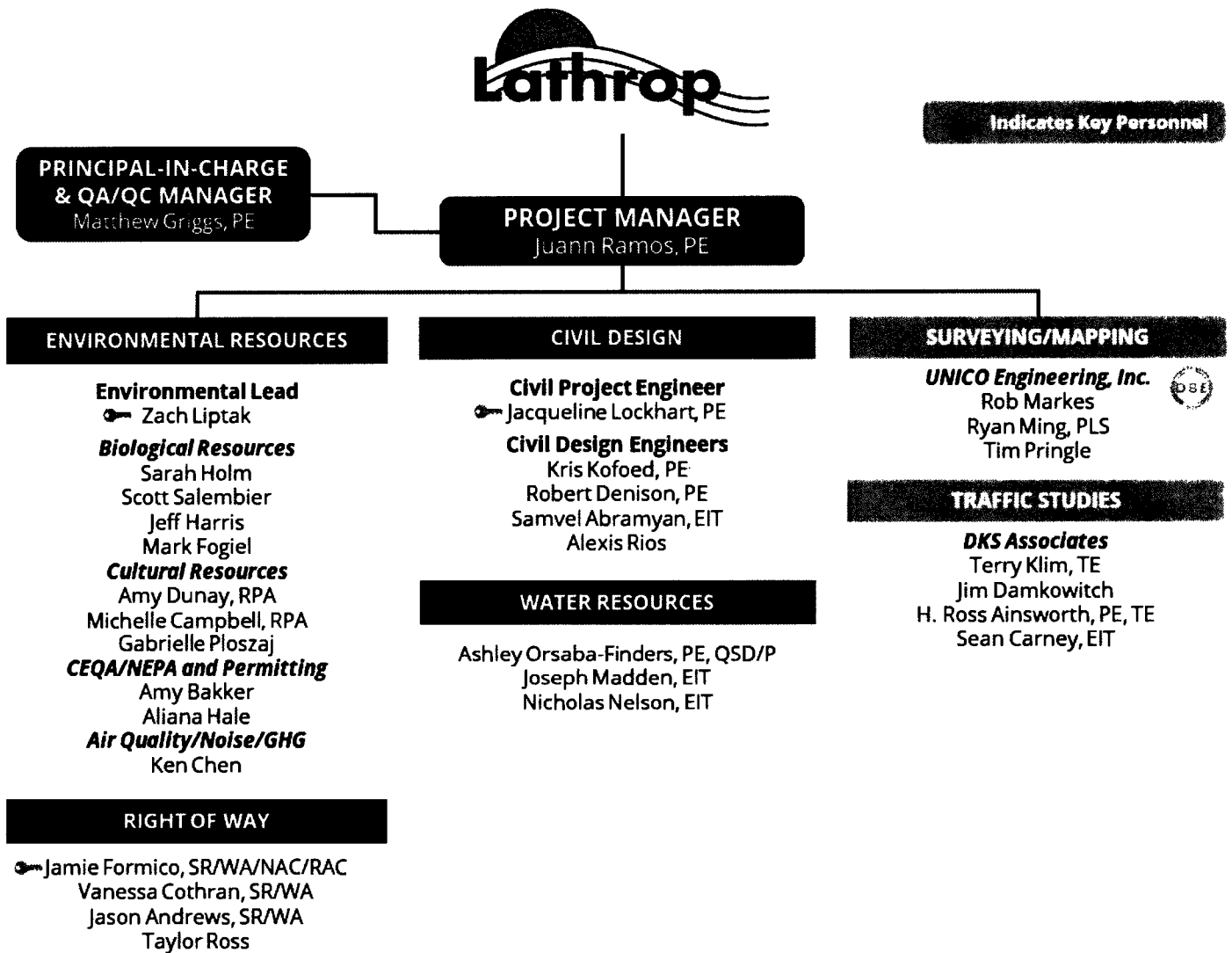


## Team Organization

Dokken has assembled a highly qualified team to provide the engineering services needed to complete the Project Initiation Documents (PID) for the Roth Road and Interstate 5 Interchange Project. The organizational chart below represents our reporting structure and the depth of staff available to complete this project. Resumes for our key staff can be found in the Appendix.

Our Project Manager, Juann Ramos, PE, will be supported by a staff that has worked together on many similar interchange projects. Acting as an extension of City staff, our goal is to provide you with painless project delivery. We do this by utilizing the following project management methodology and approach:

- ✓ "No Surprises" Communication
- ✓ Clear, Concise, and Complete Reporting
- ✓ Project Schedule Monitoring
- ✓ Budget Control





PROFESSIONAL CONSULTING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION (PID) FOR

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**Project  
Understanding**

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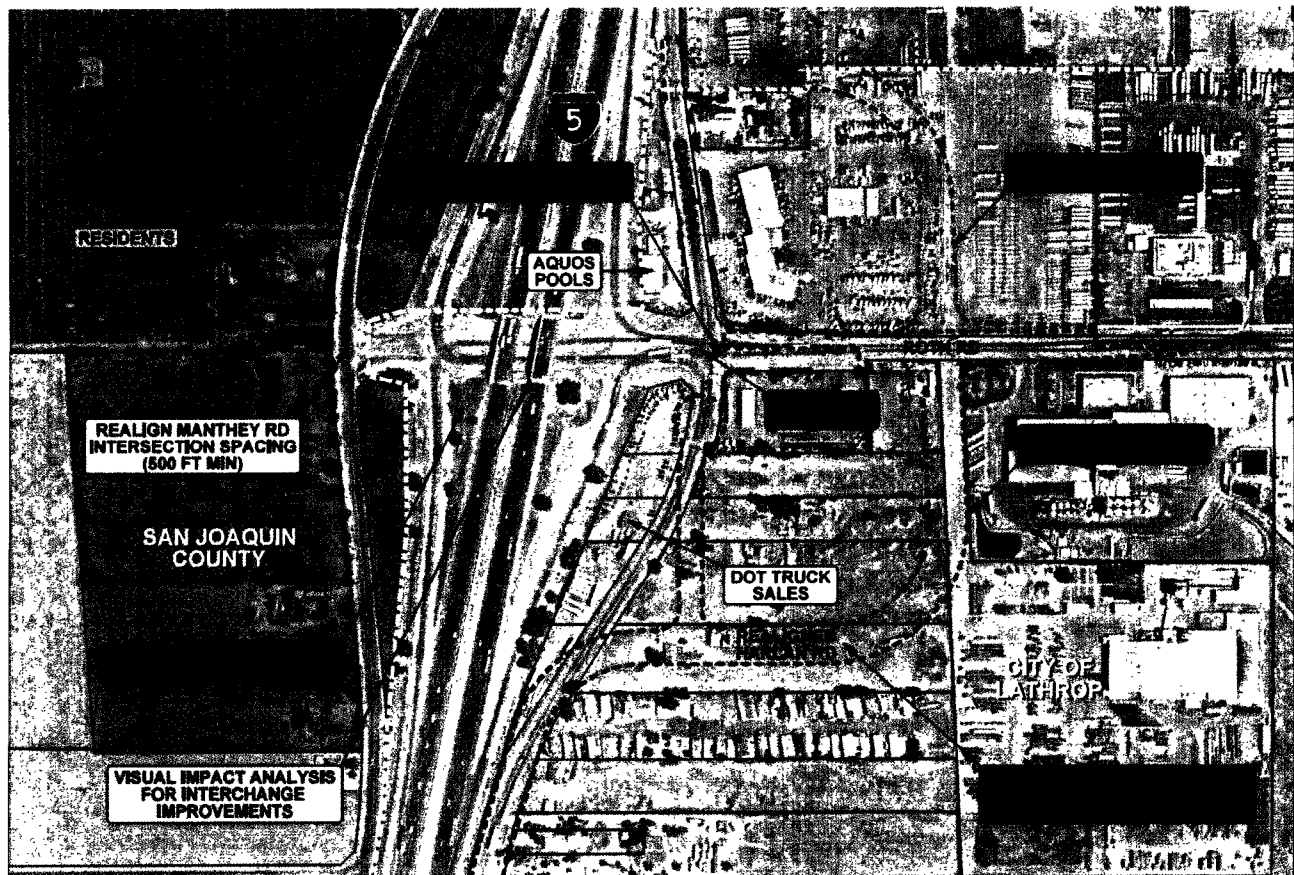
## Project Understanding

### PROJECT BACKGROUND

The City of Lathrop is advancing the next steps towards the ultimate construction and improvement of the existing interchange at Roth Road on Interstate 5 (I-5) to address increased traffic volumes and to support goods movement. Within the San Joaquin Valley, Lathrop is centrally located making it a key contributor to providing critical goods movement via trucking and railroad throughout the region and the State. The Roth Road interchange along I-5 has therefore become a heavily traveled route, and with plans by the City and the City of Manteca to create an extension of Roth Road to State Route 99 (SR-99), it will become an even more critical arterial. To maintain operations, support the growth of goods movement, and accommodate future development west of I-5, the City would like to improve the interchange at I-5.

Roth Road currently connects to I-5 with a tight diamond interchange configuration with immediately adjacent frontage road intersections of Manthey Road on the west side and Harlan Road on the east side. There is currently no development on the west side of the freeway, but on the east side, there are existing developments primarily of either industrial or supporting trucking operations. As a first phase to address the necessary interchange improvements, Dokken is currently working with the City on the Harlan Road Realignment project which will realign the existing Harlan Road intersection on Roth Road approximately 500 feet further to the east to provide sufficient intersection spacing to the northbound ramp termini intersection. Additionally, the project will widen Roth Road to four lanes from the interchange to just east of the realigned Harlan Road intersection. The completion of the Harlan Road project will serve as the first step to improving the overall project area so that the critically needed interchange improvements can occur. Since we are already working within the project area, we understand the interchange needs and complexities of all the constraints, as well as have the expertise and experience required to work through the interchange approval process with Caltrans. Dokken's goal is to provide efficient project approval and delivery of the interchange to complete the City's vision for the project area. **As described below, Dokken has the solutions and expertise required to deliver the City's Roth Road and I-5 Interchange 5 Project (CIP PS 14-04).**

Dokken has extensive experience with this project as we are currently working on the Harlan Road Realignment Project, our team members worked on the Roth Road Improvement Study memo for the San Joaquin Council of Governments (SJCOG), and we have also further reviewed the project area and have identified key features affecting the design and functionality of the interchange. These features are shown in the figure below and discussed further in the following sections.



## PROJECT HISTORY

The I-5/Roth Road interchange, at the northern boundary of the City, is in a perfect location to serve the expanding industrial, logistics, and warehousing operations contributing to key goods movement within the region. It also serves as a primary access route to the Union Pacific freight yard just east of I-5. To provide access to all these users, the Roth Road interchange and the surrounding adjacent roadway network requires geometric improvements. The City recognized that future need and in 2010 completed a Draft Precise Plan for the realignment of Harlan Road as a proposed first step in moving the project area improvements forward. Dokken then completed the environmental clearance of the Harlan Road Realignment in 2021 with the approval of the CEQA IS/MND and Final Precise Plan. Currently, Dokken is preparing the final plans, specifications, and estimate (PS&E) and right of way acquisition for Phase I of the Harlan Road Realignment where the southern leg of the Roth Road/Harlan Road intersection will be shifted approximately 500 feet east of the existing intersection and Roth Road will be widened to four-lanes. This initial shift will move the southern connection of Harlan Road away from the northbound ramp termini intersection in order to achieve the Caltrans required intersection spacing as well as improve operations and safety issues caused by the immediately adjacent intersections. The future Phase II will construct the Harlan Road realignment north of Roth Road within the County to complete the intersection necessary intersection separation. Now, Phase III will improve the interchange to complete project area improvements. Additionally, the City coordinated with Dokken team member, DKS, to complete the Roth Road Improvement Study which provides recommendations on future improvements of Roth Road in the City of Lathrop and City of Manteca as well as identifying traffic needs within the project area. As Dokken has been a partner with the City for this work within the project area, we have unmatched knowledge and understanding of the project area's critical considerations and concerns.

## CALTRANS PROCESS

### Project Initiation Phase

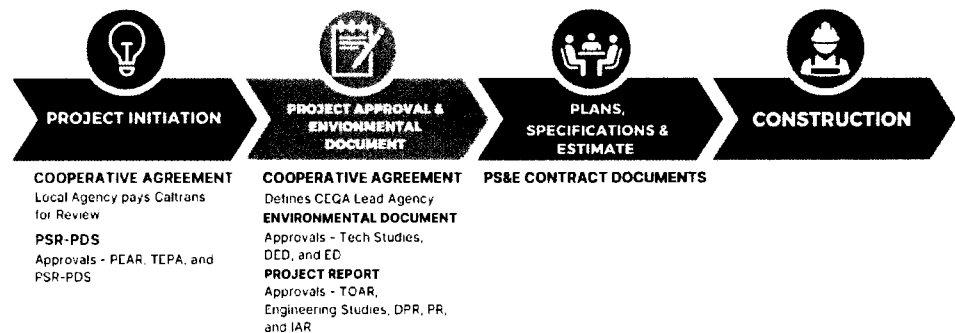
Within the State right of way, any significant improvements, such as an upgrade to an interchange, will require Caltrans approval in compliance with the Project Development Procedures Manual (PDPM). The first formal phase of project development is the preparation of a Project Initiation Document (PID) to establish a well-defined purpose and need statement, project scope, cost estimate, and schedule. The level of PID that is appropriate for this project is a Project Study Report – Project Development Support (PSR-PDS). A PSR-PDS is used for locally funded projects and is used to program funding for only the support costs needed to complete the subsequent Project Approval and Environmental Document (PA&ED) phase; programming for right of way and construction is done with the Project Report during PA&ED.

Dokken has a very clear understanding of this often-complex process and has obtained approval of several PSR-PDS documents in the last few years, including one for the new interchange at Interstate 205/Chrisman Road in the neighboring City of Tracy. The PSR-PDS is a streamlined version of a PID in comparison to the more in-depth Project Study Report (PSR). Dokken knows how to efficiently navigate this streamlined process to obtain quick approval from Caltrans. The PSR-PDS for the I-205/Chrisman Road interchange was a more complicated situation as it is for a new interchange, and even so, **Dokken was able to obtain approval of the PSR-PDS in only 10 months.** This quick approval and completion of the PID phase is important not only to keep the project moving forward but also because the local agency must pay Caltrans for their oversight time during the PID phase, so the faster the document can obtain approval, the less review fees the City will need to provide to Caltrans which is key for this locally funded phase. Additionally, an approved PID will allow the City to have a real project in which to preserve the project footprint and collect development fees.

### Project Approval

Overall, Dokken has a clear and full understanding of the entire Caltrans approval process from this PID phase all the way through the construction of the interchange. While many consultants have worked on other interchange projects within the area, Dokken's experience with the complete process and with local Caltrans District 10 staff is unrivaled. One key approval component that is special to this project is that since the interchange is on an interstate, Federal Highway Administration (FHWA) approval will also need to be granted prior to the completion of PA&ED, which is not required on a State Highway. As this is an existing interchange, approval will be granted through the preparation of an Interchange Access Report (IAR). The IAR will prove to FHWA that the interchange improvements will not degrade or otherwise negatively impact the interstate. This type of report is not that common as it only applies to new interchanges or specific modifications to existing interchanges on interstates only. **We have prepared 7 IAR documents over the last 10 years, including the one we are actively working on with Caltrans District 10 for the I-205/Chrisman Road interchange, and we understand the FHWA policy points and what needs to be included in these reports for FHWA concurrence and approval.**

From start to finish, the approval of significant interchange modifications through Caltrans and FHWA is a long and cumbersome process; however, Dokken fully understands the nuances and critical approvals through each step and will guide the City through this process, starting with the PSR-PDS. The chart to the right, identifies the key components and approvals of the project from conception to construction through Caltrans.



## PROJECT ALTERNATIVES

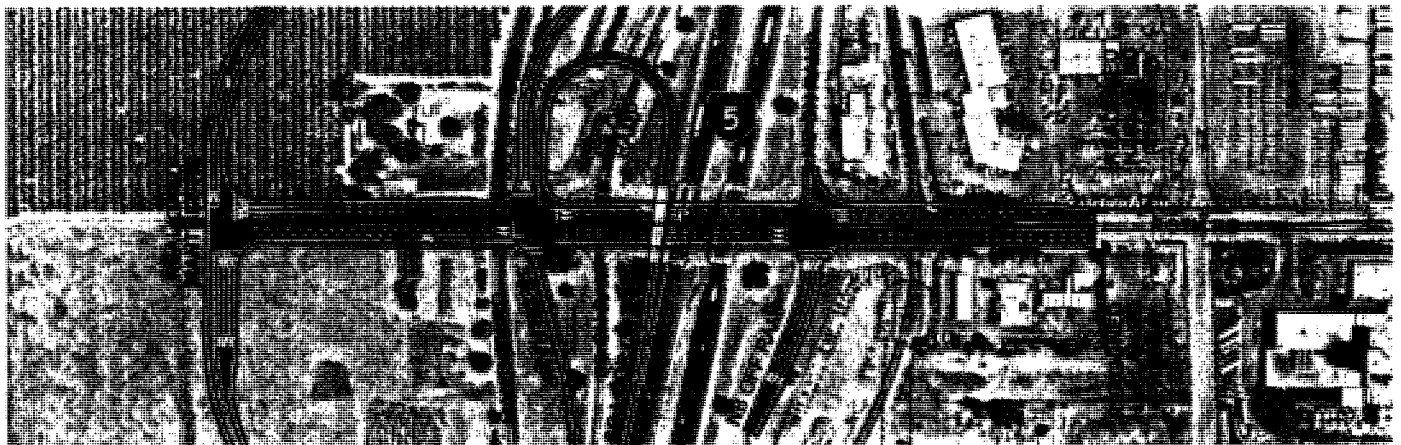
As noted, the intent of the PSR-PDS is to serve as a programming and scoping document for the PA&ED phase and no formal approval of an alternative is granted with the PSR-PDS. Instead, alternative and project approval is obtained through the Project Report at the completion of PA&ED; however, identifying viable conceptual alternatives is crucial to ensure that the environmental studies are scoped properly, the purpose and need is properly developed, and the programmed funds for PA&ED and future phases is appropriately captured. As part of the alternative analysis, Dokken will evaluate a multitude of interchange configurations to determine their feasibility; however, in review of the traffic studies for both the Harlan Road project and the Roth Road Traffic Analysis, discussions with City staff, and evaluation of the project area features, Dokken has developed the following two initial conceptual alternatives.

- Partial L-9 Cloverleaf/Tight Diamond Interchange
- Diverging Diamond Interchange (DDI)

There are several key constraints in the project area that need to be considered as part of the development of alternatives for the improvement to the interchange, including existing development and land use on the east side of the freeway, proposed development on the west side of I-5, the existing bridges of I-5 over Roth Road and the columns in the median of Roth Road, multi-modal facilities, intersection spacing to adjacent Harlan Road and Manthey Road, and the currently proposed Harlan Road realignment. Additionally, as the area is a STAA terminal access route with large volumes of truck traffic, the movements, travel directions, and storage length of the large trucks needs to be incorporated into any design.

### Partial L-9 Cloverleaf/Tight Diamond Interchange

The traffic analysis completed by Dokken team member, DKS, as part of the SJCOG Roth Road Traffic Analysis developed traffic volumes based on the updated General Plans for the City of Lathrop, City of Manteca, and San Joaquin County. The purpose of the analysis is to determine various options for the improvement of Roth Road between all the agencies and to then determine fair share cost responsibilities. Based on the developed volumes, and under all Roth Road improvement extension and expansion scenarios, we have determined that the Partial L-9 Cloverleaf/Tight Diamond and DDI configurations are viable options for the interchange reconstruction. Each of these configurations also assumes the widening of Roth Road to six lanes between Manthey Road and Harlan Road based on the traffic analysis.

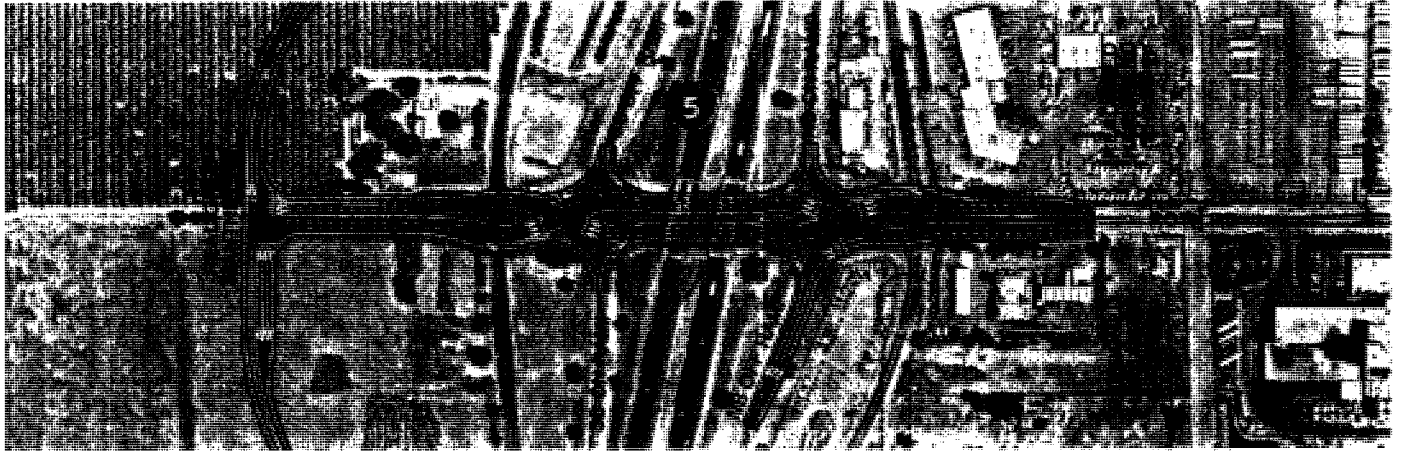


As a majority of the land use and freight operations are coming from the east towards the interchange, the Partial L-9 Cloverleaf/Tight Diamond configuration satisfies the heavy traffic needs because all movements coming from the east are able to make a right turn onto I-5, keeping the traffic moving more efficiently over waiting for a left turn like the existing tight diamond configuration. For the northbound ramps, no change to the configuration is required as no left turn is required here for the heavy movement. A huge benefit of this alternative is that the existing land use and properties on the east have very minimal right of way or access impacts, while still being able to provide maximum capacity. With this alternative, the existing northbound ramp termini intersection will remain in the existing location, so to meet the minimum intersection spacing, the southbound ramp intersection will be shifted further to the west. Additionally, the Manthey Road intersection will also be shifted west to meet intersection spacing and to accommodate the necessary left turn pocket storage and weaving distance for vehicles from the southbound off-ramp to the Manthey Road left turn lane. To accommodate the widening of Roth Road to six lanes, retaining walls under the existing I-5 bridges will be constructed under the abutments so as not to impact the existing bridges. Additionally, between the northbound ramp termini intersection and the realigned Harlan Road, the widening would occur to the north side of the road to not impact the Chevron gas station and hold the curb line constructed by the realignment. For the southbound loop on-ramp, a separate bridge over Roth Road will be constructed alongside the I-5 southbound bridge. This avoids any work on the existing Caltrans I-5 bridge and makes construction easier.

### Diverging Diamond Interchange

A DDI configuration shares many of the same benefits as the Partial L-9/Tight Diamond configuration in that it utilizes right turns for the major movements can accommodate the 6-lane cross-section under the existing I-5 bridges, and minimizes impacts to the built-out eastern side of the freeway. This alternative will also shift the existing Manthey Road to the west to accommodate the minimum intersection spacing and provide storage capacity on Roth Road; however, since the southbound loop on-ramp is not required, there is an overall reduced right of way impact on the west side. Additionally, without the loop, the existing southbound ramps can remain in their current locations with minimal required improvements. Overall, the DDI configuration will have a lower project cost for the reduced right of way, reduced ramp reconstruction, and

elimination of a bridge required for the loop on-ramp. Since the DDI has not yet been fully analyzed as part of the SJCOG Roth Road traffic study, part of the initial geometric development and traffic studies for this project will fully determine the viability of a DDI configuration.



## ENVIRONMENTAL

Dokken understands that identifying environmental constraints within the project area is key in selecting any potential alternatives for the Project. Dokken's experienced team of environmental planners, biologists, botanists, and archaeologists contributed to the Harlan Road Realignment project; therefore, we are intricately familiar with the environmental resources in this area. Our comprehensive understanding of potential environmental impacts that would occur because of the interchange project will expedite the Preliminary Environmental Analysis Report (PEAR) preparation and approval process. Our strategy is to prepare a comprehensive environmental constraints analysis that clearly identifies any sensitive biological resources, cultural resources, and/or hazardous waste in the project area through pedestrian surveys and record searches and include that information in the PEAR. Providing extra scoping information will not only assist the City in identifying a preferred alternative but will also expedite Caltrans review and approval of the document.

Since the project is located within Caltrans right of way, it is considered an "on-system project"; therefore, Caltrans will be the lead agency under CEQA and the lead agency under NEPA for the interchange project. We understand that the Caltrans/FHWA environmental clearance process is often the critical path item for the delivery of a project which, if not managed correctly, can result in costly delays. Our experienced environmental planners have an intricate understanding of the CEQA and NEPA process and what it takes to successfully move a project through the environmental process with Caltrans oversight.

### Senate Bill 743 Vehicle Miles Traveled

The primary environmental constraint for this project is related to Vehicle Miles Traveled (VMT). Senate Bill (SB) 743 went into effect in July 2020 and requires agencies to evaluate projects in terms of VMT. Across the state, capacity-increasing projects are being required to escalate their CEQA environmental document to an EIR due to potential increases in VMT and lack of feasible mitigation.

CEQA requires the project to analyze the with-project and no-project conditions in the future to determine VMT impacts. Based on preliminary data, the California Induced Travel Calculator produced by the National Center for Sustainable Transportation at UC Davis estimates that **the Roth Road and I-5 Interchange Project's increase in capacity will result in approximately 2.2 million additional VMT**. If Caltrans is the CEQA lead agency, the project would be required to utilize this very conservative calculator to estimate VMT impacts for the project. It is anticipated that the required mitigation to offset this level VMT even partially would be unachievable.

Caltrans is currently undergoing significant changes in project scoping and requirements under CEQA due to SB 743. These changes have resulted in lengthy new steps with regular reviews and concurrences from their SB 743 Sustainability Group at Headquarters. We understand that the Caltrans environmental clearance process is often the critical path item for the delivery of a project, and these new project requirements add to these costly hurdles. **Dokken's environmental team is currently navigating this process on five Caltrans projects, and we are the first team in the State to develop a VMT mitigation plan approved by Caltrans, and recently received approval of an Induced Travel Study for a new interchange with no mitigation required.** So, while we are up for the challenge to develop Caltrans-approved mitigation for this project, **our recommendation is for the City of Lathrop to request to be the CEQA lead agency.** The process to request CEQA lead agency status includes submitting a letter request for relinquishment to Caltrans, which Dokken can draft as a component of the PSR-PDS. This letter will be used by the District Director to justify the relinquishment of CEQA Lead Agency.

## COST SAVINGS MEASURES

Since there is no formal project approval granted and the local agency is required to reimburse Caltrans for their review time during the PID phase, it is important to not only get through this phase quickly, but also as cost-effective as possible to allow for the City's funds to be spent in the next PA&ED phase. With this approach in mind, Dokken also looks for other places where money can be saved in the development process. For this project, since Dokken is working on the Harlan Road realignment we can take advantage of some of the base work already developed. For example, a utility base map has already been developed for the east side of the freeway and will need only minimal expansion to cover the area on the west. Additionally, Unico has already performed design-level topographic mapping for the entire area to the east. As a further cost



savings measure for this phase, the topographic mapping we are proposing to supplement our existing mapping with is planning level LiDAR mapping and United States Geological Survey (USGS) based orthoimage. This level of mapping detail is completely sufficient for the conceptual level engineering and environmental studies required for the PID phase. We have used this approach on other projects during the PID phase as it not only saves money at this point but will also save money down the road in obtaining more detailed mapping when the overall project area has been narrowed down and refined. Finally, as noted, DKS recently completed the Roth Road Improvement Study. All the traffic demand model development, traffic volumes, and even microsimulation modeling has been completed and can be easily applied to this project. DKS will repurpose the traffic data, including the detailed freight truck forecasted, to reflect future design year conditions.

A further significant cost savings advantage that the Dokken team offers is in the form of overall history and knowledge within the project area, as well as relationships with property owners. We do not need to waste time and project budget getting up to speed with the project area concerns; we will be able to hit the ground running immediately.

### **RELATIONSHIP WITH CALTRANS DISTRICT 10 AND HEADQUARTERS**

As noted, Dokken has the knowledge to move projects through the cumbersome Caltrans approval process, in numerous Districts throughout the State, including District 10. We have worked with District 10 staff, including Mason Leung, Dina El-Nakhel, and Jaime Quesada, on multiple projects in recent years such as the I-205/Chrisman Road New Interchange, Highway 59 Widening, State Route 4 Wagon Trail Realignment, State Route 132 Expressway, State Route 99/Pelandale Road Interchange, State Route 26 Slope Stabilization, and State Route 99 Merced Guardrail Improvements. Through these projects, we have developed a relationship with the reviewers and other District and Headquarters staff such that they trust our work product and that we collaborate as a team to reach a solution that satisfies all parties involved.

This trust will be advantageous in gaining the support of each Caltrans functional unit and efficiently moving the I-5 and Roth Road Interchange project through the entire approval process. It is also this trust that will help keep the project moving through the inevitable Caltrans staff changes. Due to the agency's size and workload, their resources are often strained which results in frequent changes in the assigned staff. We work with the new staff to quickly get them up to speed on the project so that there are no delays, and because they trust our experience and work product, they are willing to keep pushing forward with us.

For environmental, our close working relationships with District 10 staff, such as Jon Coley, Laura Cook, and Scott Guidi ensures that each milestone is met on time and under budget. Further, we understand that Caltrans having oversight of CEQA can often result in extended review and approval times of technical studies and environmental documents due to potential induced Vehicle Miles Traveled (VMT) associated impacts. Dokken recently received approval on the Induced Travel Study for the I-205/Chrisman Interchange Project from Caltrans District 10 and the SB 743 Working Group at Caltrans Headquarters which found a less than significant impact under CEQA and no mitigation was required. Dokken will ensure that all documentation prepared for this project relating to VMT will be able to be approved by both the District and Headquarters.



**While there are other consultants that can ultimately design any interchange type, Dokken's extensive experience and long-standing relationships with Caltrans District 10 and Headquarters allow us to develop complete, cost-effective designs from the outset and navigate the complicated Caltrans process to achieve expeditious approvals.**

### **CONSISTENT TEAM**

A key differentiator of Dokken from other consultants is the consistency in our staff and overall team on projects. The Project Manager, Project Engineer, Environmental Lead, and even design staff that start the project are the ones that finish the project. Additionally, we strategically select our teams so that one team is not overloaded, allowing us to provide the City with the best service possible. For this project, Juann Ramos our Project Manager, and Jacqueline Lockhart our Project Engineer have significant experience with this location as they have both been working on the Harlan Road Realignment project since the beginning. In addition, UNICO Engineering is providing surveying and right of way engineering for the Harlan Road project, and the same staff that are doing the field and office work will also be used for this project. Our traffic consultant, DKS, has also performed all the traffic modeling and analysis for the Roth Road Improvement Study for SJCOC. Each of these team members have unmatched knowledge of the project, will not need to be retrained, and will be with the team for the duration providing valuable consistency. All of this will keep the project efficiently moving forward without the loss of any project history as well as expedite the schedule.

### **FEDERAL AND STATE REQUIREMENTS**

Every Dokken project requires coordination and compliance with State and Federal regulations. Our team has extensive experience working with Caltrans, Federal Highway Administration, and other Federal and State resource agencies. We will use our knowledge and expertise to successfully deliver this project compliant with each oversight agency's requirements.



While the City is currently using local funds for this current phase of the project, there is the potential and likelihood the City will use Federal funding for a subsequent phase. Therefore, we look ahead and move through the process to obtain project approval to follow standard Caltrans and FHWA requirements.

In addition to the general project approval process described above, we understand the Caltrans and FHWA processes, forms, agreements, and general paperwork required at each step along the way. Since our team has a proven track record of project delivery, we know this process, not only when exhibits need to be submitted but also when FHWA holds all additional funding requests in order to close out their fiscal year. Depending on the City's needs, we are available to assist with preparing these various forms and agreements, including the Request for Authorization (RFA) packages at all major milestones, project development forms (PES, Field Review, Project Change), and project delivery forms (utility coordination and right of way certification).

In addition, Dokken's environmental staff has extensive experience with NEPA/CEQA policies and procedures. We have a close relationship with Caltrans environmental staff, and we will assist the City with all needed Caltrans paperwork. We will work closely with our design team to ensure projects do not have any unmitigable environmental impacts. We are prepared to address project impacts by including reasonable avoidance and minimization solutions early in the project design phase.

**SCHEDULE**

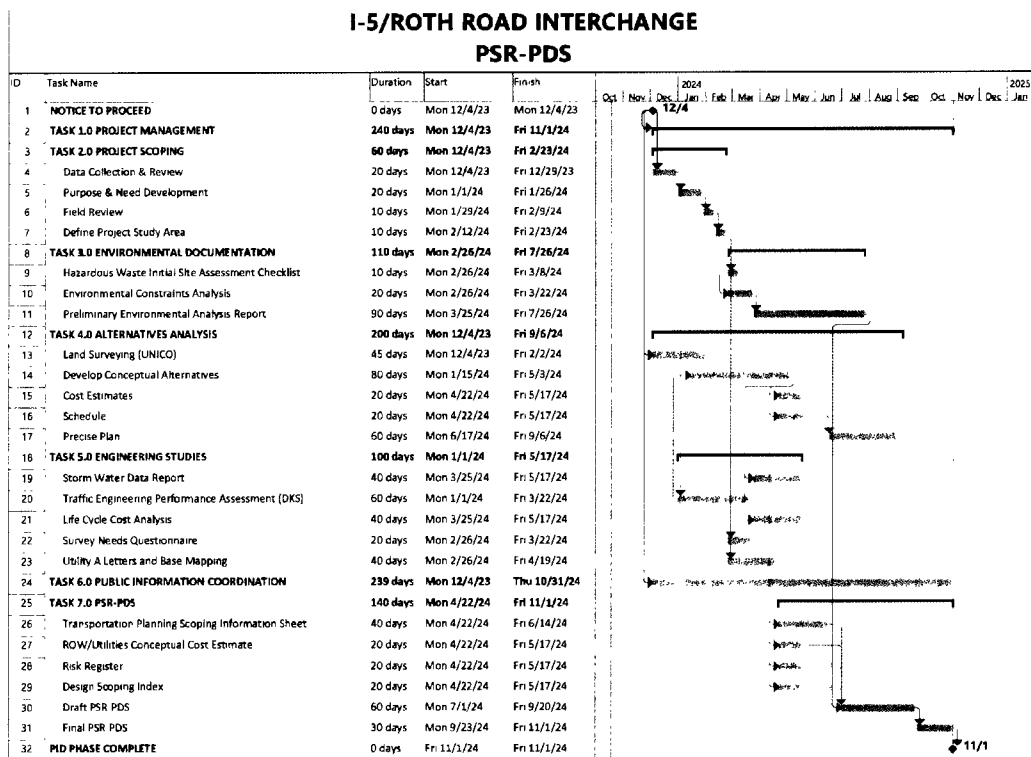
A key benefit to the preparation of a PSR-PDS is that the approval process is intended to be streamlined so the project can move forward into the next phase efficiently. The project schedule is summarized below with critical path tasks shown in red. This schedule is based on the following assumptions:

- Notice to Proceed is provided in December 2023.
- Consensus on purpose and need and the alternatives under consideration is attained in a timely manner.
- City/Caltrans reviews are concurrent and are 4 weeks or less in duration for each deliverable.

The resulting schedule shows a duration of 11 months for completing the PSR-PDS phase. In this scenario, the PA&ED phase could begin in Winter 2025. This represents a realistic schedule based on our experience with similar projects and reflects a streamlined approach in which project tasks are performed in tandem to the extent possible.

The table below is a summary of PSR-PDS schedules that Dokken has delivered for previous projects of similar scope:

PROJECT	PID DURATION	NOTICE TO PROCEED	TRAFFIC	ALTERNATIVE CONCEPTS	ENVIRO	PSR - PDS
I-205/Chrisman Avenue New Interchange	10 months	February 2012	June 2012	August 2012	October 2012	November 2012
I-15/Limonite Avenue Interchange	12 months	October 2011	November 2011	March 2012	August 2012	September 2012





PROFESSIONAL CONSULTING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION (PID) FOR

**Roth Road and Interstate 5  
Interchange Project  
(CIP PS 14-04)**

# **Scope of Work**

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## Scope of Work

Following is a comprehensive scope of work that supports the delivery of the Project Initiation Document (PID) phase of the Roth Road at Interstate 5 Interchange Project. The following scope includes the studies to support the preparation of a Project Study Report – Project Development Support (PSR-PDS) and Preliminary Environmental Analysis Report (PEAR).

### TASK 1.0 PROJECT MANAGEMENT

#### Task 1.1 Project Meetings

CONSULTANT will organize, attend, and facilitate meetings as necessary to provide progress updates, coordinate between technical disciplines, and facilitate overall project communication. For each meeting, CONSULTANT will provide meeting notices, prepare meeting materials and agenda, attend, and facilitate the meeting and prepare meeting minutes. CONSULTANT will consult with the City's project manager prior to each meeting to get input regarding the agenda. The following meetings are anticipated for this project:

- **Kickoff Meeting:** At the start of the project, CONSULTANT will organize a kickoff meeting with all key personnel on the project. The purpose of this meeting will be to review the goals and objectives of the project, discuss each team member's roles and responsibilities, identify critical project issues, and obtain consensus on task durations, particularly reviews. The kickoff meeting will ensure that everyone on the project team is on the same page regarding project delivery and execution.
- **PDT Meetings:** The project development team (PDT) meetings will serve as the primary forum for reviewing the status of the project and identifying and resolving project issues. Attendees will include CONSULTANT's Project Manager, CONSULTANT task leads as needed, City and Caltrans staff and other stakeholders as necessary.
- **Technical Coordination Meetings:** CONSULTANT will coordinate technical issues with the City, Caltrans and others through meetings and correspondence.

*Deliverables: Meeting Notices, Agendas, Exhibits, and Minutes*

#### Task 1.2 Progress Reports

CONSULTANT will prepare Progress Reports to record the progress of the project and as supporting data for invoices presented monthly to the City. The Progress Report will include accomplished tasks for the month, anticipated progress for the next month, pending issues/resolutions, and schedule completion target dates. CONSULTANT will include Progress Reports with the monthly invoices.

*Deliverables: Monthly Progress Reports*

#### Task 1.3 Progress Schedule

CONSULTANT will, within 2 weeks of Notice to Proceed, provide a detailed baseline schedule to the City for review and comment. The schedule will be prepared using Microsoft Project and will show contracted tasks/milestones with dependencies and durations, critical path tasks and responsibility assignments. Subsequent to establishing the baseline schedule, CONSULTANT will update the schedule on a monthly basis, to coincide with the PDT meetings.

*Deliverables: Project Schedule*

#### Task 1.4 Project Administration

CONSULTANT will monitor and control the effort and progress of the proposed services as follows:

- **Set up project accounting system:** CONSULTANT will structure the accounting system in accordance with the City's invoicing and tracking needs.
- **Prepare Subconsultant agreements:** CONSULTANT will execute contracts with the proposed subconsultants for the scope of services described herein.
- **Monitor Subconsultant progress and review/approve invoices:** CONSULTANT will track the work progress of the proposed subconsultants and review their invoices for format and content compliance.

#### Task 1.5 Quality Control

CONSULTANT will have a quality management plan in effect during the entire course of the project and will develop a plan establishing a process to ensure design calculations are independently checked. Exhibits and plans will also be checked, corrected, and back-checked for accuracy and completeness. CONSULTANT will review subconsultant submittals to ensure that appropriate background information, study methodology, interpretation of data, format and content are completed in accordance with current standards.

*Deliverables: Quality Management Plan*

## TASK 2.0 PROJECT SCOPING

### Task 2 1 Data Collection and Review

CONSULTANT will meet with the City and Caltrans to request and obtain any new data related to the project site that may have changed since the completion of the previous study.

### Task 2 2 Purpose and Need Development

CONSULTANT will coordinate with the City and Caltrans to develop project Purpose and Need and identify transportation deficiencies while evaluating the underlying transportation needs, and primary objectives of the project. CONSULTANT will coordinate with interested agencies for available project information including utility companies.

*Deliverables: Purpose and Need*

### Task 2 3 Field Review

CONSULTANT will conduct a site reconnaissance to identify and document any new/changed physical features, character, adjacent uses, potential design constraints, and new environmental considerations. Field information will be recorded using field notes and digital photos. The observed environmental considerations will be used to support the environmental constraints analysis.

*Deliverables: Field Notes/Photo Log*

### Task 2 4 Define Project Study Area

CONSULTANT will develop a Project Study Area (PSA), taking into consideration the geometric footprint of each design alternative, topographic/environmental constraints, appropriate buffers to accommodate reasonable modifications, and project risks. The PSA will be reviewed with the project team to obtain input and will ultimately be finalized for use with future project studies.

*Deliverables: Project Study Area*

## TASK 3.0 ENVIRONMENTAL DOCUMENTATION

### Task 3 1 Hazardous Waste Initial Site Assessment (ISA) Checklist

CONSULTANT will prepare a Hazardous Waste Initial Site Assessment Checklist to identify any potential for encountering hazardous waste or hazardous materials in the project area. The checklist will incorporate an agency records search utilizing State Water Resources Control Board sites GeoTracker and Envirostor, as well as a visual survey of the project site. The findings in this checklist will be summarized and included in the Preliminary Environmental Analysis Report (PEAR).

*Deliverables: Hazardous Waste Initial Site Assessment Checklist*

### Task 3 2 Environmental Constraints Analysis

CONSULTANT will perform preliminary survey work, obtain records searches, and examine any information from prior environmental analysis of the project area in order to prepare an environmental constraints analysis for the Project. In order to provide a complete scoping of the physical and human environment within the project area the following tasks will be performed:

- Obtain and evaluate prior environmental studies, local general plan information, and any other local policies which could affect the environmental process.
- Discuss and verify initial Purpose and Need and a project description through coordination with the City.
- Obtain a Cultural Resources/Native American Resources records search.
- Survey the built environment for potential historic resources (if any) that could require full evaluation during the environmental document phase.
- Obtain record search/species list from the United States Fish and Wildlife Service and California Natural Diversity Database to evaluate the potential for threatened, endangered, or other special status plant and animal species.
- Prepare an initial environmental constraints map of identified environmental resources in the project area. Once the project features have been identified, this map will be converted into an Environmental Study Area map for use with the PEAR and future environmental documentation.
- Identify environmental technical studies, environmental documents, and required environmental regulatory permits. (i.e. USACE, USFWS, RWQCB, CDFW, etc.)

*Deliverables: Environmental Constraints Mapping*

### Task 3 3 Preliminary Environmental Analysis Report

CONSULTANT will prepare the Preliminary Environmental Analysis Report (PEAR) using Caltrans template and guidelines. The PEAR will incorporate the findings from the constraints analysis to identify potential environmental issues and constraints that will be addressed in the NEPA or CEQA documentation, the risks and assumptions that were used to anticipate those issues, the anticipated level of environmental

documentation, and the resources and schedule needed to complete the PA&ED phase. A draft of the PEAR will be provided to the City for review and comment prior to submittal to Caltrans. This scope also includes coordination with Caltrans as needed.

*Deliverables: Preliminary Environmental Analysis Report*

## **TASK 4.0 ALTERNATIVES ANALYSIS**

### **Task 4.1 Land Surveying and Right of Way Mapping**

CONSULTANT will utilize and provide United States Geological Survey (USGS) based orthoimage and available topographic or LiDAR information of the project footprint. To confirm the accuracy of the available USGS information, CONSULTANT will perform minimal survey measurements to sample the accuracy of the topography. CONSULTANT will deliver the orthoimage and topographic data in an AutoCAD based drawing in California State Plane Coordinates, NAD83 and NAVD88 elevations. The mapping limits will encompass the full interchange from Roth Road and Interstate 5 to a point along Interstate 5 approximately 0.6 miles both northerly and southerly of Roth Road including on ramps, off ramps, frontage streets and an area westerly of Interstate 5 for realignment of Manthey Road. The horizontal control will be based on the North American Datum (NAD83), California State Plane Coordinate System Zone 3 and the North American Vertical Datum (NAVD88). Control research will be conducted with Caltrans to tie the survey and mapping services for this project into existing Caltrans control and relevant City of Lathrop Control. CONSULTANT will set durable survey control within the project limits for current and future work.

*Deliverables: Orthoimage and USGS Based LiDAR Topographic AutoCAD Base File*

### **Task 4.2 Conceptual Alternatives**

CONSULTANT will develop up to three (3) viable conceptual alternatives that will take into consideration City and Caltrans goals, existing and future roadway connections, Caltrans and City right of way, structures, utilities, environmental features, and future development. CONSULTANT will prepare layout exhibits for the City and Caltrans to review and comment.

*Deliverables: Conceptual Alternative Exhibits*

### **Task 4.3 Cost Estimates**

CONSULTANT will prepare conceptual cost estimates in order of magnitude for cost comparison of the above refined conceptual alternatives. The conceptual cost estimates will include roadway items, structure items, utilities, and right of way items. Cost estimates will be utilized to support alternative analysis as part of the PID approval process.

*Deliverables: Cost Estimates*

### **Task 4.4 Schedule**

CONSULTANT will prepare conceptual schedules identifying major milestones of the project phase in preparation of future Project Approval and Environmental Document (PA&ED), and general dates for PS&E and Construction.

*Deliverables: Schedules*

### **Task 4.5 Alternative Base Maps**

CONSULTANT will prepare a base map for each of the up to three (3) conceptual alternatives. The base map will include a layout with preliminary geometrics, profile, and typical sections. Preliminary right of way will be identified on the base maps.

*Deliverables: Alternative Base Maps*

## **TASK 5.0 ENGINEERING STUDIES**

### **Task 5.1 Storm Water Data Report**

Compliance with Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit will be documented in the Storm Water Data Report (SWDR). The SWDR will be prepared to ensure that the programmed project includes sufficient right-of-way and budget for the required storm water controls.

CONSULTANT will develop a long-form PID-level SWDR in accordance with the latest Caltrans Project Planning and Design Guide. The document will include:

- A description of the project and the major engineering features.
- A preliminary estimate of the Total Disturbed Soil Area (DSA), New Impervious Surface (NIS) Area, and Post Construction Treatment Area (PCTA).
- A determination of Risk Level and requirement for Treatment BMPs.
- A discussion of the stormwater quality issues specific to this project.
- A description of the probable design pollution prevention BMPs.
- A description of the probable permanent treatment BMPs, if required.
- A description of the probable maintenance and construction site BMPs.
- SWDR Summary Spreadsheets

- Maps and exhibits

CONSULTANT will work with the Caltrans District Storm Water Coordinator to circulate the draft document through the Maintenance, Landscape, and Storm Water units.

*Deliverables: PID Level Storm Water Data Report*

#### **Task 5.2 Traffic Engineering Performance Assessment**

CONSULTANT will prepare all requisite traffic operations and safety analyses (collision reduction predictive method) for completing a PSR-PDS Traffic Evaluation and Performance Assessment (TEPA). All applicable traffic data and analysis tools will be drawn from the Roth Road Improvement Study (September 2023).

CONSULTANT will utilize all currently available data and models developed as part of the Roth Road Improvement Study to evaluate multiple interchange design alternatives. CONSULTANT will perform the following analysis stages:

1. Utilize all analysis tools, models, and data developed as part of the Roth Road Improvement Study (DKS, 2023) to reflect the future multi-modal travel demand patterns in the study area.
2. Examine all relevant jurisdiction Active Transportation Plans, Local Roadway Safety Plans, and Long-Range Transit Plan and other planning documents to determine the multimodal needs and planned improvements.
3. Prepare all requisite traffic operations determinations and safety analyses of interchange configuration alternatives to winnow the number of viable interchange alternatives to three (3).
4. Prepare TEPA document.

The project study area will be focused on the immediate interchange area plus the greater surrounding areas. CONSULTANT will coordinate with the City of Lathrop and Caltrans to determine the total number of intersections to be included in this TEPA analysis of operations.

Freeway analysis will be limited to northbound and southbound basic freeway and merge-diverge influence areas between the I-5 interchanges at Lathrop Road and Roth Road and between the Roth Road and French Camp Road interchanges. Freeway operations will be based on HCM 7th Edition operational methods using HCM-compatible Excel Spreadsheet models developed by CONSULTANT.

CONSULTANT will develop operations models for one (1) hour AM and PM peak periods for the following analysis scenarios:

- Existing Conditions: Used for model calibration and to establish baseline operating conditions.
- Forecast No Build: Represents 20 years after construction with existing configuration accounting for other approved adjacent projects. Used for comparison with other scenarios.
- Forecast Alternatives: Represents 20 years after construction with up to six (6) interchange configurations. Includes other approved adjacent projects.

Both an opening year and design year analysis will be performed.

CONSULTANT will repurpose all traffic data collected as part of SJCOG's Roth Road Improvement Study (DKS, 2023). The need for "new" data collection is not anticipated. CONSULTANT will also use the modified Roth Road Improvement Study SJCOG travel demand model including the freight truck forecasts (layered together) to reflect future (design year) conditions.

The traffic, safety, and engineering analyses will conform to the current edition of Caltrans's Project Development Procedures Manual (PDPM) Appendix S, Chapter 5, Article 5 Traffic Engineering Performance Assessment.

#### **Task 5.2.1 Memorandum of Traffic Assumptions**

CONSULTANT will be to prepare a Traffic Memorandum of Assumptions (MOA) to be agreed upon by the stakeholders and to document the agreement between the City of Lathrop, City of Manteca, County of San Joaquin, SJCOG, and Caltrans for conducting the traffic analysis. CONSULTANT will prepare an MOA for Project Development Team (PDT) approval.

#### **Task 5.2.2 Existing and Projected Volumes**

CONSULTANT will utilize existing and future year volume sets gleaned from the recently completed Roth Road Improvement Study.

#### **Task 5.2.3 Traffic Assessments**

CONSULTANT will prepare a qualitative assessment of the applicability of SB 743 and Caltrans Traffic Analysis Framework (TAF) to this project. CONSULTANT will evaluate the need for a VMT analysis of the interchange configuration alternatives. A key question is the relevance of applying the NCST tool for estimating induced VMT.

To help inform design and other environmental and state requirements, CONSULTANT will perform the following traffic assessments.

#### **Travel Demand Model Forecasting**

CONSULTANT will conduct travel demand forecasting for the analysis horizon year utilizing SJCOG's modified travel demand model. The AM/PM peak hour future year volume sets suitable for operational assessments were developed as part of the Roth Road Improvement Study. These forecasts have been post-processed using the procedures recommended in NCHRP Report 255.

#### Collision Analysis

Based on the existing TASAS collision data database), CONSULTANT will summarize the most recent available 5 years of collision data for the study intersections and roadways and provide a figure showing the collision history by accident type. The collision analysis will serve to identify any noteworthy collision trends.

#### Multimodal Connectivity

CONSULTANT will examine all relevant jurisdiction Active Transportation Plans, Local Roadway Safety Plans, Long Range Transit Plans, and other multimodal planning documents to determine the future pedestrian and bicycle demand that will need to traverse the Roth Road interchange.

#### Traffic Operations Sensitivity Analysis

CONSULTANT will conduct a traffic operations analysis for no build and up to three (3) interchange configuration alternatives for the opening year and future design year forecasts. The concepts would be at a scaled sketch planning level where the roundabout and/or signal concepts, as well as interchange configuration concepts, and roadway network modification alternatives are depicted over aerial photography or base mapping provided by others. The sketches will be based on the above traffic operation tasks. Adjusted future traffic volumes based on potential changes in the overall road network will be input to the traffic operations models to evaluate future conditions for each alternative considering changes in travel patterns based on the overall transportation network. CONSULTANT will apply the SYNCHRO model to evaluate signalized intersection operations. Refinements to the configurations of each alternative will be based on operational analysis results.

#### Task 5.2.4 TEPA

CONSULTANT will prepare and submit a technical memorandum capturing the findings of the traffic operations sensitivity analysis.

*Deliverables: Traffic Engineering Performance Assessment (TEPA)*

#### Task 5.3 Life Cycle Cost Analysis

A Life Cycle Cost Analysis (LCCA) is required by Caltrans to justify the pavement materials and structural section of the proposed roadway. CONSULTANT will prepare the LCCA in accordance with Caltrans' latest program and report the findings in the draft LCCA report.

*Deliverables: Life Cycle Cost Analysis*

#### Task 5.4 Survey Needs Questionnaire

To assist with the establishment of vertical and horizontal project datums, CONSULTANT will prepare a PSR-PDS Survey Needs Questionnaire. This document will be submitted to Caltrans for review/approval and also included as an attachment to the PSR-PDS.

*Deliverables: Survey Needs Questionnaire*

#### Task 5.5 Utility A Letters and Base Mapping

CONSULTANT will prepare and send Utility A Letters and project exhibits to all potential utility owners within the project area. Based on Utility A Letter responses from the utility companies, CONSULTANT will incorporate the obtained maps and utility information to compile a utility base map.

*Deliverables: Utility A Letters; Utility Base Map*

#### Task 5.6 Intersection Control Evaluation (ICE) [OPTIONAL]

CONSULTANT will prepare traffic and safety studies that support a stage 1 ICE study. Per Caltrans Traffic Operations Policy Directive 13-02, this study will focus on Access Strategy and Configuration Assessment and Screening. The ICE process integrates and, in many respects, facilitates traffic studies and alternative development activities. The MOA will set the foundations to work collaboratively and early with the City of Lathrop and Caltrans to maximize the flexibility of the ICE policy and conduct the detailed engineering, operations, and performance analyses needed to advance Step 1 ICE recommendations. Interchange concepts will first be evaluated at a high level for feasibility. Each alternative will be evaluated using Sim-Traffic microsimulation. CONSULTANT will determine delay and queueing benefits which are key for identifying feasible interchange designs. For the purposes of the safety analysis, CONSULTANT will review the available crash history in the study area and identify any existing trends. Interchange concepts will be evaluated based on how they interact with these existing trends as well as any potential benefits or disbenefits they may have for safe operations.

The first step will be to consider applicable Caltrans System Planning document (TCR) and more recent work for the interchange to generate the Step 1 ICE document. CONSULTANT will objectively evaluate and compare signal and roundabout intersection control at each ramp termini.

The evaluation results will support outreach and advisory committee activities to allow stakeholders to make investment decisions based on the optimal traffic control and operational strategy for the design life of the interchange. Specifically, these evaluations could be applied to each ramp terminal intersection and adjacent road intersections:

- Safety performance and collision cost estimation, where quantifiable
- Weekday AM and PM peak hour capacity and operational considerations
- Service life analysis
- Conceptual Initial/phased estimated construction costs



- Cost of performance impacts / Cost savings of performance benefits (controlling peak hour cost of delay)
- Operation and maintenance life-cycle costs
- Multimodal considerations
- Cost-effectiveness of reduced pollutant emissions

The footprints of the concepts will support evaluating and finalizing the environmental study areas. Step 1 ICE would evaluate and advance intersection control strategies and potentially offer recommendations to screen lower-ranked concepts. CONSULTANT will prepare and submit an Intersection Control Evaluation (ICE) document for Step 1 as part of this phase of the project.

*Deliverables: Step 1 Intersection Control Evaluation*

#### **Task 5.7 VISSIM Microsimulation [OPTIONAL]**

CONSULTANT will apply its VISSIM microsimulation model of the top three (3) build configurations. This will provide a relative comparison of Measures of Effectiveness (i.e., throughout, delay, peak hour demand served, queue lengths) between the top three alternatives and video clips of the peak hour operations.

*Deliverables: VISSIM Microsimulation*

### **TASK 6.0 PUBLIC INFORMATION COORDINATION**

#### **Task 6.1 Project Fact Sheet**

CONSULTANT will prepare a Fact Sheet for the project based on coordination and input from the City. The Fact Sheet will include project background information, project description, Purpose and Need, alternatives being considered, cost estimates, project status, schedule, and contact information. The Fact Sheet will be used to inform the public and other stakeholders about the project.

*Deliverables: Project Fact Sheet*

#### **Task 6.2 Public Requests for Information**

CONSULTANT will assist the City in responding to public questions and requests for information via emails, letters, and phone calls.

*Deliverables: Responses to Public Requests for Information*

### **TASK 7.0 PROJECT STUDY REPORT – PROJECT DEVELOPMENT SUPPORT**

#### **Task 7.1 Transportation Planning Scoping Information Sheet**

CONSULTANT will prepare a Transportation Planning Scoping Information Sheet (TPSIS), in accordance with Caltrans guidelines. Completion of the TPSIS will include preparation of text and table content for each of the applicable five sections of the document: System Planning; LD-IGR; Smart Mobility, Complete Streets, and Regional Planning; Climate Change and Environmental Considerations; and Tribal Government Coordination. The TPSIS will be included as an attachment to the PSR-PDS.

*Deliverables: Transportation Planning Scoping Information Sheet*

#### **Task 7.2 Right of Way/Utilities Conceptual Cost Estimate**

CONSULTANT will prepare conceptual cost estimates for the project right of way and utility components. The estimate will take into consideration potential fee takes, temporary/permanent easements, as well as significant utility relocations. The estimate will be included as an attachment to the PSR-PDS.

*Deliverables: Right of Way/Utility Cost Estimate*

#### **Task 7.3 Risk Register**

CONSULTANT will prepare a Risk Register to identify risks associated with implementation of alternatives. The Risk Register will be included as an attachment to the PSR-PDS.

*Deliverables: Risk Register*

#### **Task 7.4 Design Scoping Index**

CONSULTANT will prepare a Design Scoping Index (DSI) to assist in determining the feasibility of the project alternatives. A DSI will be prepared for each significantly different alternative, considering Design Concept & Route Matters, Design Criteria, Roadway and Structures Characteristics, Right of Way, Hydraulics/Stormwater, and Worker Safety. The DSI will be included as an attachment to the PSR-PDS.

*Deliverables: Design Scoping Index*

**Task 7.5 Draft PSR-PDS**

CONSULTANT will prepare the Draft Project Study Report-Project Development Support (PSR-PDS) in accordance with Caltrans guidelines. The document will discuss the proposed project alternatives, purpose and need, and provide the information needed to estimate and program the capital outlay support cost necessary to complete the studies and work needed during PA&ED.

The draft will be submitted to Caltrans and the City for review and comment. CONSULTANT will meet with Caltrans and City for comments resolution and make updates to the PSR-PDS.

*Deliverables: Draft PSR-PDS*

**Task 7.6 Final PSR-PDS**

After receiving and discussing comments on the Draft PSR-PDS, CONSULTANT will prepare Final PSR-PDS.

*Deliverables: Final PSR-PDS*



PROFESSIONAL CONSULTING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION (PID) FOR

**Roth Road and Interstate 5  
Interchange Project  
(CIP PS 14-04)**

**Required  
Statements**

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## Required Statements

### INSURANCE REQUIREMENTS

Dokken can meet the City's insurance requirements and a copy of our insurance can be provided upon the outcome of the contract.

### CONFLICTS OF INTEREST

Dokken does not possess any financial, business, or other relationship with the County or developers in the area that may have an impact upon the outcome of the contract or the construction project. Dokken does not have any current clients that may have a financial interest in the outcome of this contract of the construction project that will follow, nor do we have any financial interest or relationship with any construction company that might submit a bid on the construction project. Dokken would like to disclose the two current existing contracts held with the City, Harlan Road Realignment at Roth Road and Manthey Road Bridge Replacement.

### PROPRIETARY INFORMATION

Dokken understands that this proposal shall become property of the City once submitted and will be proprietary.

### CITY BUSINESS LICENSE

Dokken currently holds a City Business License for the City of Lathrop and understands this will need to be kept current during the project duration. The license number is 20694.



PROFESSIONAL CONSULTING SERVICES FOR  
DEVELOPMENT OF PROJECT INITIATION (PID) FOR

**Roth Road and Interstate 5  
Interchange Project  
(CIP PS 14-04)**

# Appendix

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Key Staff Resumes  
Fee Proposal



## Juann Ramos, PE PROJECT MANAGER

### Education

1994, BS Environmental Engineering, California Polytechnic State University, San Luis Obispo

1999, MS Civil & Environmental Engineering, California Polytechnic State University, San Luis Obispo

### License / Certification

2001, CA Professional Civil Engineer, #C61931

### Years of Experience

28 years (21 w/ Dokken)



Mr. Juann Ramos brings 28 years of transportation engineering and project management experience. Juann specializes in leading teams in the delivery of roadway, interchange, and bridge projects for local agencies. His experience includes managing on-

call contracts; preparation of Project Study Reports and Project Reports; Environmental Document coordination; and PS&E bid documents. Juann is an expert in the preparation of geometric plans and specifications for highway systems, conventional roadways, and site-related improvements, such as bikeway planning and design, right of way engineering and traffic control.

### Harlan Road Realignment | Lathrop, CA

**Project Manager** | Juann is leading the team in the design of Harlan Road Realignment. The project includes precise plan line, right of way, environmental assessment and preparation of all documents, survey and base plans, permitting, construction plans, specifications and estimates. Collaborating with subconsultants, the City of Lathrop and the diverse team at Dokken, Juann continues to manage the project with respect to the timeline and milestones.

### I-205/Chrisman Road Interchange | Tracy, CA

**Project Manager** | This project will construct a new interchange along I-205 between I-5 and MacArthur Drive. The PSR-PDS was delivered and approved in only 10 months, making it the first streamlined PSR-PDS in Caltrans District 10. The proposed interchange is a partial cloverleaf which includes four diamond-type ramps and two loop on-ramps configured for upgraded connections when Chrisman Road is upgraded to a four to six-lane expressway planned in the future. Juann was responsible for preparation and delivery of a PSR-PDS. The PSR-PDS followed the newly streamlined process developed by Caltrans and approved by FHWA.

### Capital SouthEast Connector: White Rock Road | Folsom, CA

**Project Manager** | This project is a gap closure from the completed Sacramento County improvements on White Rock Road to the White Rock Road improvements in El Dorado County near Latrobe Road. Between Prairie City Road and Carson Crossing Road, White Rock Road was reconstructed on a new alignment as a

four-lane expressway with a center earth median, an adjacent Class I bike/pedestrian trail on the north side and constructed a large wildlife crossing at Alder Creek. Intersections were signalized and Scott Road was realigned to connect with Prairie City Road. Juann was responsible for preparing and presenting multiple alignment alternatives, in-depth agency coordination, team management, presenting information at meetings for the community, and coordination with various subconsultants.

### I-15/Limonite Avenue Interchange | Riverside County

**Project Engineer** | Project improvements consist of a new 8-lane overcrossing; 3 through lanes in each direction plus 2 turn lanes; widening of the off ramps from 2 to 4 lanes; the addition of 2 new loop on ramps; new auxiliary lanes on all quadrants and widening of Limonite to 4 lanes in each direction. Juann was responsible for preparation of alternative study, preliminary engineering and environmental report, bridge and roadway PS&E, construction staging, traffic management, construction staging and traffic handling, utility coordination, and construction engineering. Juann developed traffic management plan and stage construction plans including detour routes, night closures, and a comprehensive construction schedule that would reduce impacts to motorists on I-15. His traffic management techniques allowed for an accelerated construction schedule of only 18 months.

### US-50/Western Placerville Interchanges | Placerville, CA

**Project Engineer** | Juann served as a key member for the preparation of the PSR, PR, Environmental Document (EIR/FONS) and phased PS&E packages for improvements to the interchange, freeway, and overcrossing (along US-50 between the Placerville Drive/ Forni Road Interchange and the Ray Lawyer Drive Overcrossing) and obtained ready-to-list status. Dokken provided full project management including coordination with Caltrans for both design oversight and Local Assistance processing due to the federal funding. Dokken prepared all Requests for Authorizations, reviewed Cooperative Agreements, and developed funding plans for a phased delivery of the project including assisting the City in securing State Corridor Mobility Improvement Account (CMIA) funding for the first phase of the project and Caltrans SHOPP, County STGP and Federal STIP funds for the second phase. Construction is complete, consisting of a westbound on-ramp and auxiliary lane at Ray Lawyer Drive and the realignment of Fair Lane Road, and an eastbound off-ramp and auxiliary lane at Ray Lawyer Drive and realignment of Forni Road. Juann was responsible for the preparation of an alternative study.

### I-10/Portola Avenue Interchange | Palm Desert, CA

**Project Manager** | This project involved the design of the Portola Avenue Interchange, which has been in the works since 2008. The project constructed an overpass with freeway connectors at Varner Road and Dinah Shore Drive. Portola stopped at Dinah Shore and did not reach I-10. The design plan called for realignment of Varner, which served as a frontage road, as well as a grade separation between traffic and the Union Pacific Railroad tracks paralleling the freeway. Juann was responsible for the Project Report and Environmental Document and oversaw completion of the project's PS&E package. Juann also oversaw the acquisition of new right of way, including a portion of the existing UPRR corridor.

## Jacqueline Lockhart, PE PROJECT ENGINEER

### Education

2005, BS Civil Engineering, Santa Clara University

### License / Certification

2008, CA Professional Civil Engineer, #C73256

### Years of Experience

18 years (11 w/ Dokken)



Ms. Jacqueline Lockhart has 18 years of transportation, civil, and land use engineering experience. Jacqueline's experience includes geometric design for roadways, intersections and interchanges, water and sewer lines, drainage calculations and storm drain design, preparation of engineering studies and technical reports, and the preparation of specifications and cost estimating. Jacqueline has significant experience preparing full PS&E packages, including QA/QC, and ensuring that contract documents are consistent.

### Harlan Road Realignment | Lathrop, CA

**Project Engineer** | Proposed development projects within San Joaquin County will cause the I-5 interchange at Roth Road, within the City of Lathrop, to operate at an acceptable level. This project will realign Harlan Road at Roth Road to make way for the future interchange project. Jacqueline is responsible for overseeing all design aspects including preparation of an alternative study, preliminary engineering, and final PS&E.

### I-205/Chrisman Road Interchange | Tracy, CA

**Project Engineer** | This project will construct a new interchange along Interstate 205 between MacArthur Drive and Interstate 5 in the City of Tracy to relieve the forecasted increase in traffic demand at surrounding interchanges. Jacqueline was responsible for preliminary geometrics, alternative development, and writing the Caltrans Project Study Report–Project Development Support (PSR-PDS), Project Report, and New Connection Report. Jacqueline also was responsible for preparing the Caltrans-approved Design Exception Fact Sheet for non-standard interchange spacing on an interstate. Jacqueline is currently working on PA&ED for this project.

### I-15/Limonite Avenue Interchange | Riverside County

**Lead Design Engineer** | This project will replace the existing Limonite Avenue tight diamond (Type L-2) interchange with a partial cloverleaf (Type L-9) interchange on Interstate 15 in Riverside County. The project will also replace the existing Limonite Avenue Overcrossing and widen the roadway from four lanes to six lanes. Jacqueline was responsible for preparing the preliminary engineering, identification of right of way impacts for all effected parcels, permitting coordination, and utility coordination with multiple agencies.

### Green Valley Road Widening | Folsom, CA

**Project Manager** | This project widened Green Valley Rd. from 2 lanes to 4 lanes with left turn channelization between East Natoma St. and Sophia Pkwy. The road widening included 12-foot through lanes, an 11-foot dual left turn lane, and 8-foot shoulders. The project also improved the Shadowfax Ln. intersection, improve the permanent Reclamation driveways along the roadway corridor, update roadway drainage, and enhance culverts to maintain drainage conductivity. Additionally, 3,000-LF of steel post MGS and end treatments were constructed to protect drainage features and Bureau of Reclamation property. Jacqueline was responsible for all aspects of the PS&E package, bidding, and construction support.

### SR-70 Feather River Boulevard Interchange | Yuba County | Folsom, CA

**Design Engineer** | Dokken completed the final design, obtained final project approval and permits, and supported construction of a new modified L-1/L-9 configuration interchange to replace the existing at-grade intersection of Feather River Boulevard at State Route 70 (SR-70) in Yuba County. Jacqueline was responsible for providing specifications, signing and striping plans, and staged construction/traffic handling plans.

### US-50/Western Placerville Interchanges | Placerville, CA

**Design Engineer** | Dokken prepared the Project Report (PR), Environmental Document (EIR/FONSI) and PS&E for improvements to the interchange, freeway, and overcrossing along US-50 between the Placerville Drive/Forni Road Interchange and the Ray Lawyer Drive Overcrossing and obtained ready-to-list status. Jacqueline was responsible for the preparation of the project Special Provisions as well as QA/QC of the PS&E package for Phase 1A and 1B of the project.

### I-10/Portola Avenue Interchange | Palm Desert, CA

**Design Engineer** | This \$72 million project will construct an interchange in Palm Desert. The I-10/Portola Avenue Interchange has been in the works since 2008 and will construct an overpass with freeway connectors at Varner Road and Dinah Shore Drive. Portola currently stops at Dinah Shore and does not reach I-10. The design plan calls for realignment of Varner, which currently serves as a frontage road, as well as a grade separation between traffic and the UPRR tracks paralleling the freeway. Jacqueline was responsible for the preparation of the Caltrans Project Report.

### Railroad Street Improvements | Elk Grove, CA

**Task Order/Project Manager** | This project reconstructed the existing Railroad Street from Elk Grove Blvd to its southern terminus and reconstruct a portion of Grove Street from Railroad Street along the Old Town Plaza. Improvements included curb, gutter and sidewalk, drainage improvements, and the construction of two new parking lots. Additionally, the project constructed new underground utilities to serve a future adjacent development. Jacqueline was responsible for the overall management of the PA&ED and PS&E phases as well as providing construction support. Construction of this project was completed Fall 2021.

## Zach Liptak

### ENVIRONMENTAL LEAD

#### Education

2014, BS Environmental Science, California State University, Sacramento

#### License / Certification

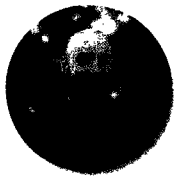
2015, Institute of Noise Control Engineers (INCE)

2015, Environmental Applications of GIS for ESRI ArcMap GIS Mapping Software

2015 FHWA Traffic Noise Model 2.5 (TNM 2.5)

#### Years of Experience

11 years (All w/ Dokken)



Mr. Zach Liptak is a Senior Environmental Planner/Noise and Air Specialist with 11 years of experience in the various stages of environmental compliance including NEPA/CEQA environmental documents, regulatory permits, and technical studies. Zach has experience in assisting with Federal and State

of California regulatory permitting and compliance with environmental laws and regulations. Zach is skilled in scoping, inventory, and analysis of environmental resources, specifically noise and air, that may be impacted by public works projects.

Zach is especially skilled in preparing complex environmental documents, such as combined CEQA/NEPA environmental documents, and in securing approvals of these documents from local agencies, Caltrans Districts and Headquarters. He accomplishes this through a deep understanding of environmental laws and regulations, Caltrans policies, and expert writing skills.

#### I-205/Chrisman Road Interchange | Tracy, CA

**Lead Environmental Planner** | This project will construct a new interchange along I-205 between I-5 and MacArthur Drive. The new interchange will connect existing Chrisman Road, currently a two-lane local roadway, to I-205, increasing mobility, relieving congestion at adjacent interchanges, and serving existing and planned development in the vicinity. Zach was responsible for preparing the environmental technical study addendums, including the Air Quality Report, Natural Environment Study, Community Impact Assessment, Noise Study Report, Visual Impact Memorandum, Water Quality Assessment, Historic Property Survey Report, Archaeological Survey Report, Cumulative Impact Assessment. Zach is assisted in the assessment of potential Vehicle Miles Traveled impacts and associated mitigation. Zach coordinated with Caltrans District 10 and the SB 743 Working Group at Caltrans Headquarters and obtained concurrence that the project is not anticipated to induce VMT, and no mitigation is necessary.

#### SR-108/North County Corridor | Stanislaus County

**Lead Environmental Planner** | This project will construct a new 18-mile-long state route alignment consisting of a multi-lane, access-controlled expressway/freeway, with interchanges, at-grade intersections, grade-separated railroad crossings, irrigation district crossings, frontage roads, and local street alignments. Zach is the primary environmental planner and author of the EIS/EIR for the

project and facilitated Caltrans approval of all materials used in the public hearing during circulation of the environmental document. Zach was also responsible for oversight of preparation of the Biological Assessment and Section 7 Consultation with USFWS and a Finding of No Adverse Effect and Programmatic Agreement with SHPO. Zach has continued coordination with Caltrans District 10 and revalidated the EIR/EIS and prepare for construction of the first phase of the project and coordination with regulatory agencies for permitting and has secured a 401, 404, and 1602 permits. Zach continues to coordinate with USFWS regarding mitigation for impacts to California tiger salamander habitat for the first phase of the project, anticipated to be constructed in 2024.

#### SR-99/Pelandale Interchange | Modesto, CA

**Environmental Planner** | Dokken prepared the PA&ED, Supplemental PR and delivered 100% PS&E for the reconstruction of the Pelandale Avenue Interchange at SR-99 for the City of Modesto. The project completely reconstructed the obsolete Pelandale Avenue Interchange; reconstructed the overcrossing, the SR-99 on- and off-ramps in new alignments; and constructed a southbound auxiliary lane. Zach was responsible for completing an environmental revalidation with Caltrans District 10 for the last construction phase of the project, which required biological, cultural, paleontological, and hazardous waste documentation in order to secure the CEQA/NEPA revalidation. Caltrans issued the environmental revalidation in less than a month from the time the supplemental documentation was started.

#### US-50/Western Placerville Interchange Improvements | Placerville, CA

**Lead Environmental Planner** | This project constructed a new westbound auxiliary lane between Ray Lawyer Drive and the existing westbound off-ramp at Placerville Drive, a new westbound on-ramp from Ray Lawyer Drive onto US Highway 50 and reconstructed the westbound on-ramp onto US Highway 50. Zach was responsible for the preparation of the Air Quality Report, facilitating interagency consultation, modeling of the operational and construction air quality emissions, and air quality conformity analysis which received concurrence from FHWA. Zach was responsible for assisting in the preparation of technical studies requiring revalidations due to the phasing of the project. Zach also assisted in conducting biological surveys for elderberry shrubs as well as conducting tree surveys of nearly 1,000 trees within the project area. Zach coordinated mitigation for impacts to regulated waters and trees to ensure compliance with the regulatory permits.

#### US-50/Empire Ranch Road Interchange | Folsom, CA

**Environmental Planner** | This project proposes to construct a new interchange on Route 50 at Empire Ranch Road and eastbound and westbound auxiliary lanes. Zach assisted with and prepared a multitude of technical studies for the project including the Noise Study Report, Noise Abatement Decision Report, the Visual Impact Assessment, which included 3 renderings of the future conditions with the project and assisted with the preparation of the Supplemental Environmental Assessment / Environmental Impact Report for the project. The environmental document has been approved by Caltrans District 3 for circulation.



## Jamie Formico, SR/WA, R/W-NAC, R/W-RAC

### RIGHT OF WAY MANAGER

#### Education

2001, BS Criminal Justice, California State University, Sacramento  
Completed Course: Eminent Domain Law Basics for the Right of Way Professional (IRWA)

#### License / Certification

CA Licensed Real Estate Broker, #01445531  
CA Licensed Notary  
Senior Right of Way Designation (SR/WA)  
Negotiations Certification (R/W-NAC)  
Relocation Certification (R/W-RAC)

#### Years of Experience

22 years (9 w/ Dokken)



Ms. Jamie Formico has over 22 years of project management, real property acquisition, and railroad coordination experience. She is an active member of the International Right of Way Association, past Vice Chair of the International Transportation Committee, and past president for Chapter 27. Below is a summary of her experience.

#### Harlan Road Realignment | Lathrop, CA

**Right of Way Manager** | Proposed development projects within San Joaquin County will cause the I-5 interchange at Roth Road, within the City of Lathrop, to operate at an acceptable level. This project will realign Harlan Road at Roth Road to make way for the future interchange project. Jamie is responsible for overseeing all right of way aspects including right of way cost estimates, permit to enters, appraisals, appraisal reviews, title research, acquisitions, residential and non-residential relocations, escrow coordination, and right of way certification coordination.

#### US-50/Western Placerville Interchanges | Placerville, CA

**Right of Way Manager** | Dokken prepared the Project Report (PR), Environmental Document (EIR/FONSI) and PS&E for improvements to the interchange, freeway, and overcrossing along US-50 between the Placerville Drive/Forni Road Interchange and the Ray Lawyer Drive Overcrossing and obtained ready-to-list status. Jamie was responsible for managing the staff's completion of waivers, appraisals and appraisal reviews.

#### Gold Hill Road Over Auburn Ravine Bridge | Placer County

**Right of Way Manager** | The project replaced the existing Auburn Ravine Bridge with a structurally sufficient bridge and widened the roadway approaches to meet current design standards. Jamie was responsible for the management of appraisals, appraisal reviews and acquisition services associated with 9 parcels.

#### SR 12/26 Intersection Improvement | Calaveras County

**Right of Way Manager** | The project involved improvements to the intersection which consisted of widening SR 12/26 with the

addition of a free right movement from northbound SR 26 onto the eastbound SR 12/26 and a left turn pocket from westbound 12/26 onto southbound SR 26 as well as provide pedestrian facilities. These improvements are necessary to reduce traffic congestion and improve overall traffic operations at the SR 12/26 intersection for both existing and future conditions. Jamie was responsible for managing all aspects of right of way including appraisal and acquisition services required for the project.

#### Avenue 416/El Monte Way | Dinuba, CA

**Right of Way Manager** | The project consisted of the widening of three miles of Avenue 416/El Monte Way from Road 56 to just west of Road 80 and included the acquisition of over 90 parcels and 20 relocations. This phase included safety improvements of the at-grade crossing of the San Joaquin Valley and Union Pacific Railroads at the intersection of Avenue 416/El Monte Way and Euclid Avenue. Jamie was responsible for the management of appraisals, appraisal reviews and acquisition services associated with 45 parcels.

#### State Route 18/Apple Valley Road Intersection Realignment | Town of Apple Valley

**Right of Way Manager** | The project proposes to improve the State Route 18 (SR-18)/Apple Valley Road Intersection located in the Town of Apple Valley. The project would improve the SR-18/Apple Valley Road intersection by widening the four legs of the intersection to allow additional approach and turn lanes and smooth road profiles to provide better rideability and sight distance for motorists. Jamie was responsible for the management of appraisals, appraisal reviews and acquisition services associated with 4 parcels.

#### SR-49 Mountain Ranch Road | Calaveras County

**Right of Way Manager** | Dokken provided engineering design, environmental and right of way services to improve two segments of Mountain Ranch Road. Jamie was responsible for the management of appraisals, appraisal reviews and acquisition services associated with 3 parcels.

#### Bollea Road Bridge Replacement | San Joaquin County

**Right of Way Manager** | The purpose of the Project is to remove the existing structurally deficient bridge along Bollea Road and replace with a new bridge. The Project consists of replacing an existing bridge along Bollea Road with a new two-lane concrete slab bridge. Construction activities include pile driving, structure demolition, excavation, and construction, roadway excavation and construction, and stream channel work. Jamie was responsible for managing the appraisals and appraisal reviews required for this project.



PROFESSIONAL CONSULTING SERVICES FOR DEVELOPMENT OF PID FOR  
**Roth Road & I-5 Interchange Project (CIP PS 14-04)**



**COST PROPOSAL - HOURS BREAKDOWN BY TASK**  
**CITY OF LATHROP**  
**ROTH ROAD AND INTERSTATE 5 INTERCHANGE**

TASK DESCRIPTION	DKS ASSOCIATES										UNICO ENGINEERING						GRAND TOTAL COSTS	
	Project Manager	Senior Engineering / Planning Specialist	Senior Planner / Engineer	Engineering / Planning Specialist	Planner / Engineer	Associate Planner / Engineer	Associate Planner / Engineer	Assistant Planner / Engineer	Outreach / Project Coordinator	TOTAL HOURS	TOTAL COST	Rob Markes Survey Manager	Staff Party Chief	Staff Rodman	Todd Jordan, PLS Land Surveyor	TOTAL HOURS		OTHER DIRECT COSTS
<b>BILLING RATES*</b>	\$334	\$234	\$227	\$224	\$192	\$160	\$151	\$138	\$111			\$214	\$208	\$199	\$129			\$44,019
Task 1.0 Project Management	20				20				8	48	\$11,409							\$26,679
Task 1.1 Project Meetings	20				20				8	48	\$11,409							\$2,360
Task 1.2 Progress Reports																		\$2,360
Task 1.3 Progress Schedule																		\$4,720
Task 1.4 Project Administration																		\$7,900
Task 1.5 Quality Control																		\$22,580
Task 2.0 Project Scoping																		\$6,100
Task 2.1 Data Collection and Review																		\$4,250
Task 2.2 Purpose and Need Development																		\$5,320
Task 2.3 Field Review																		\$6,910
Task 2.4 Define Project Study Area																		\$28,405
Task 3.0 Environmental Documentation																		\$1,300
Task 3.1 Hazardous Waste Initial Site Assessment (ISA) Checklist																		\$1,300
Task 3.2 Environmental Constraints Analysis																		\$13,775
Task 3.3 Preliminary Environmental Analysis Report																		\$60,992
Task 4.0 Alternatives Analysis																		\$428
Task 4.1 Land Surveying																		\$428
Task 4.2 Conceptual Alternatives																		\$12,942
Task 4.3 Cost Estimate																		\$23,880
Task 4.4 Schedule																		\$7,360
Task 4.5 Alternative Base Maps																		\$4,720
Task 5.0 Engineering Studies																		\$12,090
Task 5.1 Storm Water Data Report	34	16	32	20	56	40	40	46		284	\$56,393							\$86,093
Task 5.2 Traffic Engineering Performance Assessment	34	16	32	20	56	40	40	46		284	\$56,393							\$9,990
Task 5.3 Life Cycle Cost Analysis																		\$59,978
Task 5.4 Survey Needs Questionnaire																		\$9,175
Task 5.5 Utility A Letters and Base Mapping																		\$2,805
Task 6.0 Public Information Coordination																		\$4,145
Task 6.1 Project Fact Sheet																		\$9,260
Task 6.2 Public Requests for Information																		\$4,405
Task 7.0 Project Study Report - Project Development Support																		\$4,855
Task 7.1 Transportation Planning Scoping Information Sheet																		\$79,540
Task 7.2 Right of Way/Utilities Conceptual Cost Estimate																		\$11,530
Task 7.3 Risk Register																		\$14,760
Task 7.4 Design Scoping Index																		\$7,680
Task 7.5 Draft PSR-PDS																		\$2,980
Task 7.6 Final PSR-PDS																		\$27,380
<b>TOTAL HOURS</b>	54	16	32	20	76	40	40	46	8	332		4	16	16	16	52		1,801
<b>TOTAL COST</b>	\$18,013	\$3,751	\$7,262	\$4,473	\$14,625	\$6,417	\$6,032	\$6,339	\$889	\$67,802	\$857	\$3,323	\$3,178	\$2,056	\$9,842	\$428	\$1,728	\$330,889

\*Billing Rates will be adjusted in January of each Calendar year by 5%, rounded to the ne



1000 ft.

**DE** **DOKKEN**  
ENGINEERING

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