

## ITEM 4.12

### CITY MANAGER'S REPORT OCTOBER 11, 2021 CITY COUNCIL REGULAR MEETING

**ITEM:** APPROVAL OF TASK ORDER NO. 7 WITH CRANE TRANSPORTATION GROUP FOR THE PREPARATION OF THE 2022 TRAFFIC MONITORING PROGRAM AND ANALYSIS AND RELATED BUDGET AMENDMENT

**RECOMMENDATION:** Adopt Resolution Approving Task Order No. 7 with Crane Transportation Group for the Preparation of the 2022 Traffic Monitoring Program and Analysis, Pursuant to Master Consulting Agreement dated June 11, 2018 and Related Budget Amendment

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#### **SUMMARY:**

The Development Agreements and Environmental Impact Reports for development projects requires that each developer participate and fund the Traffic Monitoring Program (TMP). The TMP monitors roadway conditions, projects future roadway congestion, and schedules roadway improvements to keep traffic congestion at an acceptable level. On June 11, 2018, City Council approved a Master Professional Services Consulting Agreement with Crane Transportation Group (CTG), for traffic analysis.

Staff recommends City Council approve Task Order No. 7 in the amount of \$98,170 with CTG, to provide the Citywide Traffic Counts and the 2022 Traffic Monitoring Program. The services provided by CTG will be fully funded by developers and the costs for these services will only be paid if the revenue has been received. Sufficient funds were not included in the approved fiscal year 2021-22 budget. Therefore, staff request City Council also approve a budget amendment to fund (2020) Land Development Engineering.

#### **BACKGROUND:**

The Development Agreements and Environmental Impact Reports for development projects requires that each developer participate and fund the TMP. The TMP monitors roadway conditions, projects future roadway congestion, and schedules roadway improvements to keep traffic congestion at an acceptable level.

The TMP is important because it establishes performance standards and details how operations of the roadway system are to be monitored as well as how to schedule improvements to avoid the roadway system from falling below the acceptable standards of operation. Developers are required to fund the TMP on a continuing basis until all required traffic improvements have been completed.

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**OCTOBER 11, 2021 CITY COUNCIL REGULAR MEETING**  
**APPROVAL OF TASK ORDER NO. 7 WITH CRANE TRANSPORTATION GROUP**  
**FOR THE PREPARATION OF THE 2022 TRAFFIC MONITORING PROGRAM AND**  
**ANALYSIS AND RELATED BUDGET AMENDMENT**

The last TMP was prepared in 2018, and due to the drastic increase in development, the TMP needs to be updated.

Below is an overview of the proposed services by CTG;

- Citywide Traffic Count Operations – This task order includes traffic counts and turning movements at the City’s major intersections. It also includes counts on major roadway segments including freeway interchanges. These are required to establish a baseline for all automotive and truck activities. The traffic counts support the preparation of the Transportation Monitoring Program as well as the General Plan Circulation Element update and supporting General Plan Environmental Impact Report.
  
- Year 2022 Citywide Traffic Monitoring Program Study – The Traffic Monitoring Program analyzes and documents traffic impacts under existing conditions and projects future traffic conditions while taking into consideration proposed/planned land use developments and planned circulation system improvements. With this information, CTG will identify significant impacts and mitigations to prevent any traffic congestion above the acceptable levels.

Below is a summary of approved task orders to date:

Task Order No.	Date Approved	Work Scope Description
1,2	07/11/18	Traffic Count and Traffic Monitoring Program
3	08/01/18	Phelan Gateway Site Circulation
4	09/11/19	CFT NV Development Site Circulation
5	07/09/20	River Islands Phase 2 Traffic Analysis
6	07/08/20	Environmental Impact Report (EIR) Traffic Analysis Review

**REASON FOR RECOMMENDATION:**

Professional services are needed to complete a full 2022 TMP study. The last study was completed in 2018, however, due the increase in development of residential, commercial, and industrial projects, an update is required to determine if any current or future improvements will be required to keep the level of traffic congestion at a satisfactory level.

**FISCAL IMPACT:**

The cost of Task Order No. 7 is not to exceed \$98,170 and will be fully funded by developers. The costs for these services will only be paid if the revenue has been received.

Sufficient funds were not included in the approved fiscal year 2021-22 budget. Therefore, staff request City Council approve a budget amendment as follows;

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**ANALYSIS AND RELATED BUDGET AMENDMENT**

Increase Revenue

2020-50-04-341-02-05      \$98,170

Increase Appropriations

2020-50-04-420-0100      \$98,170

**ATTACHMENTS:**

- A. Resolution Approving Task Order No. 7 with Crane Transportation Group for the Preparation of the 2022 Traffic Monitoring Program and Analysis, Pursuant to Master Consulting Agreement dated June 11, 2018 and Related Budget Amendment
  
- B. Task Order No. 7 Pursuant to Master Consulting Agreement dated June 11, 2018 with Crane Transportation Group for the Preparation of the 2022 Traffic Monitoring Program and Analysis

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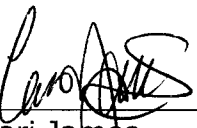
**APPROVALS:**

  
\_\_\_\_\_  
Brad Taylor  
Land Development Manager

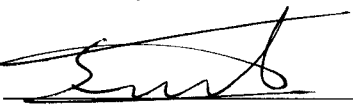
10/4/2021  
Date

  
\_\_\_\_\_  
Michael Kirfg  
Public Works Director


10-4-2021  
Date

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

10/5/2021  
Date

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

10-5-2021  
Date

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

10.5.21  
Date

## RESOLUTION NO. 21-

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LATHROP APPROVING TASK ORDER NO. 7 WITH CRANE TRANSPORTATION GROUP FOR THE PREPARATION OF THE 2022 TRAFFIC MONITORING PROGRAM AND ANALYSIS, PURSUANT TO MASTER CONSULTING AGREEMENT DATED JUNE 11, 2018 AND RELATED BUDGET AMENDMENT**

**WHEREAS**, the Development Agreements and Environmental Impact Reports for development projects requires that each developer participate and fund the Traffic Monitoring Program (TMP). The TMP monitors roadway conditions, projects future roadway congestion, and schedules roadway improvements to keep traffic congestion at an acceptable level; and

**WHEREAS**, the TMP is important because it establishes performance standards and details how operations of the roadway system are to be monitored as well as how to schedule improvements to avoid the roadway system from falling below the acceptable standards of operation; and

**WHEREAS**, developers are required to fund the TMP on a continuing basis until all required traffic improvements have been completed. The last TMP was prepared in 2018, and due to the drastic increase in development, the TMP needs to be updated; and

**WHEREAS**, below is an overview of the proposed services by CTG;

- Citywide Traffic Count Operations – This task order includes traffic counts and turning movements at the City’s major intersections. It also includes counts on major roadway segments including freeway interchanges. These are required to establish a baseline for all automotive and truck activities. The traffic counts support the preparation of the Transportation Monitoring Program as well as the General Plan Circulation Element update and supporting General Plan Environmental Impact Report.
- Year 2022 Citywide Traffic Monitoring Program Study – The Traffic Monitoring Program analyzes and documents traffic impacts under existing conditions and projects future traffic conditions while taking into consideration proposed/planned land use developments and planned circulation system improvements. With this information, CTG will identify significant impacts and mitigations to prevent any traffic congestion above the acceptable levels; and

**WHEREAS**, Professional services are needed to complete a full 2022 TMP study. The last study was completed in 2018, however, due the increase in development of residential, commercial, and industrial projects, an update is required to determine if any current or future improvements will be required to keep the level of traffic congestion at a satisfactory level; and

**WHEREAS**, the cost of Task Order No. 7 is not to exceed \$98,170 and will be fully funded by developers. The costs for these services will only be paid if the revenue has been received; and

**WHEREAS**, sufficient funds were not included in the approved fiscal year 2021-22 budget. Therefore, staff request City Council approve a budget amendment to fund (2020) Land Development Engineering in the amount of \$98,170 as follows.

Increase Revenue  
2020-50-04-341-02-05      \$98,170

Increase Appropriations  
2020-50-04-420-0100      \$98,170

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Lathrop does hereby approve Task Order No. 7 with Crane Transportation Group to provide the Citywide Traffic Count and Year 2022 Traffic Monitoring, pursuant to Master Consulting Agreement dated June 11, 2018; and

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the City Council of the City of Lathrop does hereby authorizes a budget amendment to PW Land Development Professional Services (2020) as follows:

Increase Revenue  
2020-50-04-341-02-05      \$98,170

Increase Appropriations  
2020-50-04-420-0100      \$98,170

The foregoing resolution was passed and adopted this 11<sup>th</sup> day of October 2021, by the following vote of the City Council, to wit:

AYES:

NOES:

ABSTAIN:

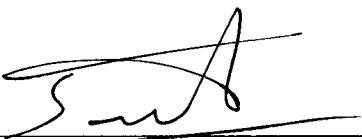
ABSENT:

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

**ATTEST:**

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

**APPROVED AS TO FORM:**

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

**CITY OF LATHROP**

**TASK ORDER NO. 7**

**PURSUANT TO MASTER CONSULTING AGREEMENT DATED JUNE 11,  
2018 WITH CRANE TRANSPORTATION GROUP FOR TRAFFIC  
MONITORING AND ANALYSIS**

**FOR THE PREPARATION OF THE 2022 TRAFFIC MONITORING PROGRAM  
AND ANALYSIS**

**THIS TASK ORDER NO.7** dated for convenience this **11<sup>th</sup> day of October 2021**, is by and made and entered into by and between **Crane Transportation Group** (“CONSULTANT”) and the CITY OF LATHROP, a California municipal corporation (“CITY”);

**RECITALS:**

**WHEREAS**, on June 11, 2018, CONSULTANT entered into a Master Agreement (“AGREEMENT”) with the CITY, by which the CONSULTANT has agreed to provide Specialized Traffic Analysis Services for the City of Lathrop. The City Council authorized the execution of the AGREEMENT and with CONSULTANT, pursuant to Resolution 18-4404.

**WHEREAS**, CONSULTANT is specially trained, experienced, and competent for the Preparation of the 2022 Traffic Monitoring Program and Analysis, which are required by this agreement;

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

**AGREEMENT**

(1) **Incorporation Of Master Agreement**

This Task Order hereby incorporates by reference all terms and conditions set forth in the Master Agreement for Consulting Services for this project, unless specifically modified by this Task Order.

(2) **Scope of Service**

CONSULTANT agrees for the Preparation of the 2022 Traffic Monitoring Program and Analysis in accordance with the scope of work and fee proposal provided in **Exhibit “A”** to this Task Order. CONSULTANT agrees to diligently perform these services in accordance with the upmost standards of its profession and to the CITY’S satisfaction.

(3) **Effective Date and Term**

The effective date of this **Task Order No. 7** is **October 11, 2021**, and it shall terminate no later than **June 30, 2022**.



**CITY OF LATHROP – TASK ORDER NO. 7 WITH CRANE TRANSPORTATION - FOR THE PREPARATION OF THE 2022 TRAFFIC MONITORING PROGRAM AND ANALYSIS**

(4) **Independent Contractor Status**

It is expressly understood and agreed by both parties that CONSULTANT, while engaged in carrying out and complying with any 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 this Task Order No. 7 to the 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) **Compensation**

CITY hereby agrees to pay CONSULTANT hourly rates and other charges detailed in **Exhibit "A"** up to a total sum not to exceed **\$98,170** for the Preparation of the 2022 Traffic Monitoring Program and Analysis. 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 in the Master Consulting Agreement Dated June 11, 2018.

(6) **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 insurance have been received. City shall not be obligated to pay CONSULTANT for any services rendered prior to issuance of the Notice to Proceed.

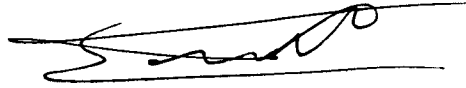
(7) **Signatures**

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 – TASK ORDER NO. 7 WITH CRANE TRANSPORTATION - FOR THE PREPARATION OF THE 2022 TRAFFIC MONITORING PROGRAM AND ANALYSIS**

Approved as to Form:

City of Lathrop  
City Attorney



Salvador Navarrete

10-5-2021

Date

Recommended for Approval:

City of Lathrop  
Public Works Director

Michael King

Date

Approved by:

City of Lathrop  
390 Towne Centre Drive  
Lathrop, CA 95330

Stephen J. Salvatore  
City Manager

Date

CONSULTANT:

Crane Transportation Group  
2621 East Windrim Court  
Elk Grove, CA 95758-7479  
Fed ID # 19-5404405  
Bus License # 20144

Signature

Date

Mark D. Crane  
President

# CRANE TRANSPORTATION GROUP

## CITY OF LATHROP

### 2022 TRAFFIC MONITORING PROGRAM (TMP)

### 2- & 4- YEAR HORIZON TRIP GENERATION & DISTRIBUTION PROJECTIONS, OPERATIONS ANALYSIS, IMPACT & MITIGATION DETERMINATION & REPORT PREPARATION

## PROPOSAL

September 3, 2021

#### I. PROJECT INITIATION

A meeting will be conducted with the City of Lathrop staff to finalize details about locations selected for analysis as well as to discuss land use and roadway improvement issues.

#### II. EXISTING CONDITIONS

##### A. ANALYSIS LOCATIONS (SEE FIGURE 1)

City Staff has determined that the following intersections will be studied:

1. Roth Road/Manthey Road
2. Roth Road/I-5 SB Ramps
3. Roth Road/I-5 NB Ramps
4. Roth Road/Harlan Road
5. Roth Road/McKinley Avenue
6. Spartan Way/Golden Valley Parkway
7. Spartan Way/Manthey Road
8. Spartan Way/I-5 SB Ramps
9. Lathrop Road/I-5 NB Ramps
10. Lathrop Road/New Harlan Road
11. Lathrop Road/5th Street/Woodfield Avenue
12. Lathrop Road/McKinley Avenue
13. Golden Valley Parkway/Stanford Crossing
14. River Islands Parkway/McKee Boulevard
15. River Islands Parkway/Golden Valley Parkway
16. River Islands Parkway/I-5 SB Ramps
17. Louise Avenue/I-5 NB Ramps
18. Louise Avenue/New Harlan Road
19. Louise Avenue/Cambridge Drive
20. Louise Avenue/5th Street-Howland Road
21. Louise Avenue/McKinley Avenue
22. Golden Valley Parkway/Towne Centre Drive
23. Manthey Road/Brookhurst Boulevard
24. Yosemite Avenue/Glacier Road
25. Yosemite Avenue/SR 120 EB Ramps
26. Yosemite Avenue/SR 120 WB Ramps
27. Yosemite Avenue/D'Arcy Parkway
28. Yosemite Avenue/McKinley Avenue
29. Manthey Road/I-5 SB Ramps
30. Mossdale Road/I-5 NB Ramps
31. River Islands Parkway/Dell'Osso Drive
32. River Islands Parkway/Somerston Parkway
33. Somerston Parkway/Marina Drive
34. Somerston Parkway/Academy Drive
35. Somerston Parkway/Lakeside Drive
36. Lakeside Drive/Commercial Street
37. Manthey Road/Stewart Road
38. West Arbor Drive/Paradise Road
39. MacArthur Blvd./I-205 EB Ramps
40. MacArthur Blvd./I-205 WB Ramps
41. McKinley Avenue/SR 120 EB Ramps (2026 only)
42. McKinley Avenue/SR 120 WB Ramps (2026 only)

**B. FIELD REVIEW**

Mark Crane, P.E. will field review all analysis locations.

**C. TRAFFIC COUNTS**

Please see traffic count Scope of Services. The traffic count cost is not included in this Scope.

**D. OPERATIONS ANALYSIS**

The following existing conditions operations information will be determined at the analysis locations.

- Level of Service using the Synchro software program--all locations.
- 95th percentile vehicle queuing using the Synchro software program--most intersections within or adjacent to freeway interchanges (locations 1, 2, 3, 4, 8, 9, 10, 16, 17, 18, 25, 26, 39, 40).

**E. IDENTIFY ALL LOCATIONS WITH EXISTING UNACCEPTABLE OPERATION & REQUIRED IMPROVEMENTS**

- List all locations with unacceptable intersection Level of Service, unacceptable 95th percentile queuing and those unsignalized intersections meeting signal warrant criteria.
- Recommend measures to mitigate all unacceptable operation.

**III. FUTURE CONDITIONS**

**A. ANALYSIS HORIZON YEARS**

- 2024
- 2026

## **B. PROPOSED/PLANNED LAND USE DEVELOPMENT**

Lathrop City Staff will provide detailed information regarding all development in the cities of Lathrop and Manteca as well as San Joaquin County that should be included in the traffic projections for the two future years. This will also include any expected changes in the number of students for the local schools as well as increased activity in existing industrial or warehousing/distribution facilities.

One land use scenario will be studied for each horizon year. City Staff will obtain traffic studies from Manteca and San Joaquin County for projects in these two jurisdictions potentially contributing a significant amount of traffic to the Lathrop roadway system.

## **C. PLANNED CIRCULATION SYSTEM IMPROVEMENTS**

Lathrop City Staff will provide a list of any circulation system improvements to be considered in place for each horizon year. In particular, the City will need to decide if the McKinley interchange will be in place by 2026, additional lanes will be provided along local freeways, Harlan Road will be realigned at Roth Road and other River Islands access will be provided..

## **D. FUTURE PROJECT TRIP GENERATION**

Peak hour trip generation projections for all proposed land uses within Lathrop will be developed using trip rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017)*. The exception will be new single family residential units within Lathrop, where trip rates may be developed from the subdivision traffic counts conducted for this study. This will be at the discretion of the City Engineer. Please note that the existing significant amount of construction worker traffic associated with the River Islands development will be assumed on the circulation system in 2024 and 2026.

Trip generation from all developments within Manteca and San Joaquin County will be obtained from studies conducted for these proposed developments. Lathrop City Staff will be required to obtain copies of these studies. If no studies are available, trip generation and distribution projections will be developed using the most recent ITE trip generation rates. Projections for small non-Lathrop developments will be completed as part of the proposed Scope. Projections for larger developments will be considered extra work.

**E. EXISTING NON-PROJECT TRAFFIC REDISTRIBUTION DUE TO CIRCULATION SYSTEM IMPROVEMENTS**

Existing AM & PM peak hour volumes will be redistributed based upon new roadways and interchanges projected to be in operation by City Staff for each horizon year.

**F. FUTURE PROJECT TRIP DISTRIBUTION**

Traffic from new development within Lathrop will be distributed to the local roadway network based upon distribution patterns from the existing counts as well as input from the new Lathrop Traffic Model. Trip distribution will take into account all new roadways and interchanges projected to be in operation by each horizon year. Projections for small non-Lathrop developments will be completed as part of the proposed Scope. Projections for larger developments outside Lathrop without traffic studies will be considered extra work.

Trip distribution patterns to/from Lathrop residential, commercial and employment Traffic Analysis zones will be obtained from Fehr & Peers using the City's new traffic model. The cost for obtaining this data is not included in the base Scope.

Traffic from new development in Manteca or San Joaquin County without a traffic study will be distributed to the Lathrop street network based upon data from available studies in these jurisdictions.

**G. FUTURE TRAFFIC PROJECTIONS**

- **Year 2024 and 2026** AM and PM peak hour turn movement increments at each analysis intersection will be developed for each major development area in the City (Central Lathrop Specific Plan, Mossdale, River Islands, South Lathrop, remainder of City) as well as for City of Manteca and San Joaquin County development.
- Total volume increments will then be determined for each horizon year.

## **H. FUTURE OPERATIONS ANALYSIS**

**Year 2024** AM and PM peak hour Level of Service will be determined at all analysis intersections, while 95th percentile queuing using Synchro software results will be determined at those select intersections listed in Scope item II-C. Peak hour signal warrant evaluation will also be conducted at all unsignalized intersections.

**Year 2026** AM and PM peak hour Level of Service will be determined at all analysis intersections, while 95th percentile queuing using Synchro software results will be determined at those select intersections listed in Scope item II-C. Peak hour signal warrant evaluation will also be conducted at all unsignalized intersections.

## **I. ROTH ROAD INTERSECTIONS AT I-5 INTERCHANGE & HARLAN ROAD - YEAR 2026 SECOND ANALYSIS WITH ALTERNATIVE HARLAN ROAD ALIGNMENT**

AM and PM peak hour Year 2026 operating conditions (Level of Service, delay, Signal Warrant #3 and 95th percentile queuing) will be determined at the Roth Road intersections with Harlan Road, the I-5 Northbound Ramps and the I-5 Southbound Ramps for two Harlan Road alignment plans. The first will maintain the existing Harlan Road alignment with stop-sign control at all three intersections. The second will have Harlan Road south of Roth Road realigned farther to the west to a new signalized "Tee" intersection. Harlan Road north of Roth Road will remain in its existing location and be stop-sign controlled on its approach to Roth Road. Stop-sign control at the two-ramp intersections will also remain.

## **IV. SIGNIFICANT IMPACTS**

**YEAR 2024** A determination will be made of all locations projected to experience unacceptable peak hour Level of Service or 95th percentile queuing. Unsignalized intersections with peak hour volumes above Warrant #3 criteria levels will also be listed. The percent contribution in net new traffic from all Specific Plan areas in the City will be determined at all locations with unacceptable operation.

**YEAR 2026** A determination will be made of all locations projected to experience unacceptable peak hour Level of Service or 95th percentile queuing. Unsignalized intersections with peak hour volumes above Warrant #3 criteria levels will also be listed. The percent contribution in net new traffic from all Specific Plan areas in the City will be determined at all locations with unacceptable operation.



## V. MITIGATIONS

**YEAR 2024** Measures will be recommended to bring all unacceptable peak hour Level of Service or queuing back to acceptable operation. Measures will be discussed with City Public Works staff to assure that only mitigations are recommended that can realistically be constructed.

**YEAR 2026** Measures will be recommended to bring all unacceptable peak hour Level of Service or queuing back to acceptable operation. Measures will be discussed with City Public Works staff to assure that only mitigations are recommended that can realistically be constructed.

## VI. MEETINGS

Two meetings will be conducted with City Staff during the course of the project.

## VII. REPORTS

**DRAFT REPORT** A draft report will be prepared and E-Mailed to City Staff for review.

**FINAL REPORT** A final report will be prepared after incorporation of all agreed-to changes in the Draft Report and E-Mailed to the City. Ten hours principal time plus support staff time has been allocated to this task.

**TECHNICAL APPENDIX** Two USB Flash Drives will be provided to the City with all Level of Service/queuing worksheets. Alternatively, files can be E-Mailed to the City.

## VIII. PUBLIC HEARING ATTENDANCE

Attendance will be made by **Mark Crane, P.E.** at one public hearing.

*Please note: All work products will be to a planning level of detail only, and not to a design level of detail.*

## **WHAT IS NOT INCLUDED IN THIS SCOPE BUT COULD BE ADDED FOR ADDITIONAL COST WITH WRITTEN AUTHORIZATION**

1. Attendance at more than one public hearing.
2. Evaluation of any additional locations not specified in the above Scope.
3. Traffic count costs – please see traffic count Scope.
4. Attendance at any additional meetings beyond those listed in the Scope.
5. Any trip generation/distribution analysis for major projects in Lathrop, Manteca or San Joaquin County that have not had a traffic impact report prepared.
6. Responses to Caltrans, Manteca, San Joaquin County or public comments.
7. I-5, SR 120 or SR 205 freeway mainline analysis or freeway ramp-mainline merge/diverge analysis.
8. SIM traffic evaluation of vehicle queuing at freeway interchanges.
9. Production of hard copy reports.

## **COST OF SERVICES & CONDITIONS OF PAYMENT**

The **Crane Transportation Group's** above Scope of Services will be completed for a fee not to exceed **\$98,170.00 (Ninety-Eight-Thousand-One-Hundred-Seventy-Dollars)**. See attached **Table 1**. An additional cost will also be incurred obtaining Traffic Analysis Zone distribution patterns from the new Lathrop Traffic Model. This cost will be provided by Fehr & Peers. Any work beyond the above Scope or attendance at any additional meetings will be billed on a time-and-materials basis (with prior approval) or will be subject to a contract addendum. Billing will be sent by **CTG** on a monthly basis with payment due to **CTG** within 30 days receipt of our billing. Any late payments to **CTG** will be subject to a 0.833% per month (10% annual) compound interest charge plus a late fee of \$45 per month (until the invoice is fully paid) plus any administrative and legal charges required to collect the late payments. In addition, all work will stop if payments are in arrears. Cost estimates are good for a 30-day time period from the date on our proposal. If, for any reason, work on the project is stopped for longer than a three-month period, **CTG** reserves the right to increase its budget a minimum of 10% for associated administrative and familiarization costs with the restart of the project.

## **TIME OF SERVICES**

A draft traffic study will be completed within 50 working days after receipt of signed authorization to proceed, conduct and receipt of all needed traffic counts and receipt of all needed information from Lathrop City Staff. Time of completion estimates are good for a 14-day time period from the date on our proposal.

We thank you for the opportunity to submit this proposal and look forward to working with you on this project.

Mark D. Crane, P.E.  
President

### **Attachments:**

**Table 1**  
**Figure 1**

**TABLE 1**

**CRANE TRANSPORTATION GROUP**

**CITY OF LATHROP**

**2022 TRAFFIC MONITORING PROGRAM (TMP)**

**2- & 4-YEAR HORIZON STUDY**

**COST ALLOCATION BY TASK**

<b>TASK</b>	<b>DESCRIPTION</b>	<b>COST</b>
1	Startup meeting & field review of all locations to be evaluated during peak traffic periods	\$4,680
2	Existing AM/PM peak hour Levels Of Service – 42 Intersections	\$6,300
3	Existing 95th percentile queuing at interchanges	\$2,320
4	Existing signal warrant evaluation	\$1,230
5	Existing Unacceptable Operation & Required Improvements	\$1,470
6	Assist City in developing 2- & 4-year horizon land use data for Lathrop, Manteca & San Joaquin County	\$1,680
7	Trip generation/distribution projections – 2-year horizon land use increment	\$13,950
8	Trip generation/distribution projections – 4-year horizon land use increment	\$15,150
9	Year 2024 AM/PM intersection Level of Service (LOS)	\$3,510
10	Year 2024 AM/PM 95th percentile queuing at interchanges	\$1,840
11	Year 2024 AM/PM signal warrant evaluation	\$1,230
12	Year 2026 AM/PM intersection Level of Service (LOS)	\$5,180
13	Year 2026 AM/PM 95th percentile queuing at interchanges	\$2,405
14	Year 2026 AM/PM signal warrant evaluation	\$1,555
15	Year 2024 – Identify unacceptable intersection operation (LOS/queue/signal need)	\$2,850
16	Year 2026 – Identify unacceptable intersection operation (LOS/queue/signal need)	\$2,850
17	Determine Year 2024 required improvements	\$3,140
18	Determine Year 2026 required improvements	\$2,800
19	Prepare Draft Report (text/graphics/tables)	\$14,250
20	Prepare Final Report	\$5,060
21	Prepare technical appendix	\$1,940
22	Attend 1 additional meeting with City Staff	\$1,270
23	Attend 1 public hearing	\$1,510
	<b>TOTAL COST</b>	<b>\$98,170</b>
	Trip distribution patterns using City model	\$
	Cost to be supplied by Fehr & Peers	



- ⊗ Level of Service and Queuing Analysis
- ⊗ Level of Service Analysis only



2022 Traffic Monitoring Program (TMAP) for the City of Lathrop

**Figure 1**  
**2022 TMAP Intersection Analysis Locations**



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INTENTIONALLY  
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