City Council Staff Report

DATE: May 17, 2017 CONSENT CALENDAR

SUBJECT: APPROVE A COOPERATIVE AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR A FUNDING CONTRIBUTION OF $200,000 FOR THE NORTH PALM CANYON DRIVE (STATE ROUTE 111) AT VIA ESCUELA TRAFFIC SIGNAL INSTALLATION, CITY PROJECT NO. 17-05

FROM: David H. Ready, City Manager

BY: Engineering Services Department

SUMMARY

Approval of a Cooperative Agreement with the California Department of Transportation (Caltrans) provides for state funding from Caltrans of up to $200,000 towards the cost of installing a new traffic signal at N. Palm Canyon Drive (State Route 111) and Via Esceula. Approval of the cooperative agreement will allow the City to proceed with development of this project, identified as the N. Palm Canyon Drive (State Route 111) at Via Escuela Traffic Signal Installation, City Project No. 17-05.

RECOMMENDATION:

1) Approve Agreement No. _____, a Cooperative Agreement for State Highway Operation & Protection Program (SHOPP) Minor Funds Contribution from the California Department of Transportation for an amount up to $200,000 for the N. Palm Canyon Drive (State Route 111) and Via Esceula Traffic Signal Installation, City Project No. 17-05;

2) Authorize the City Manager to execute all necessary documents.

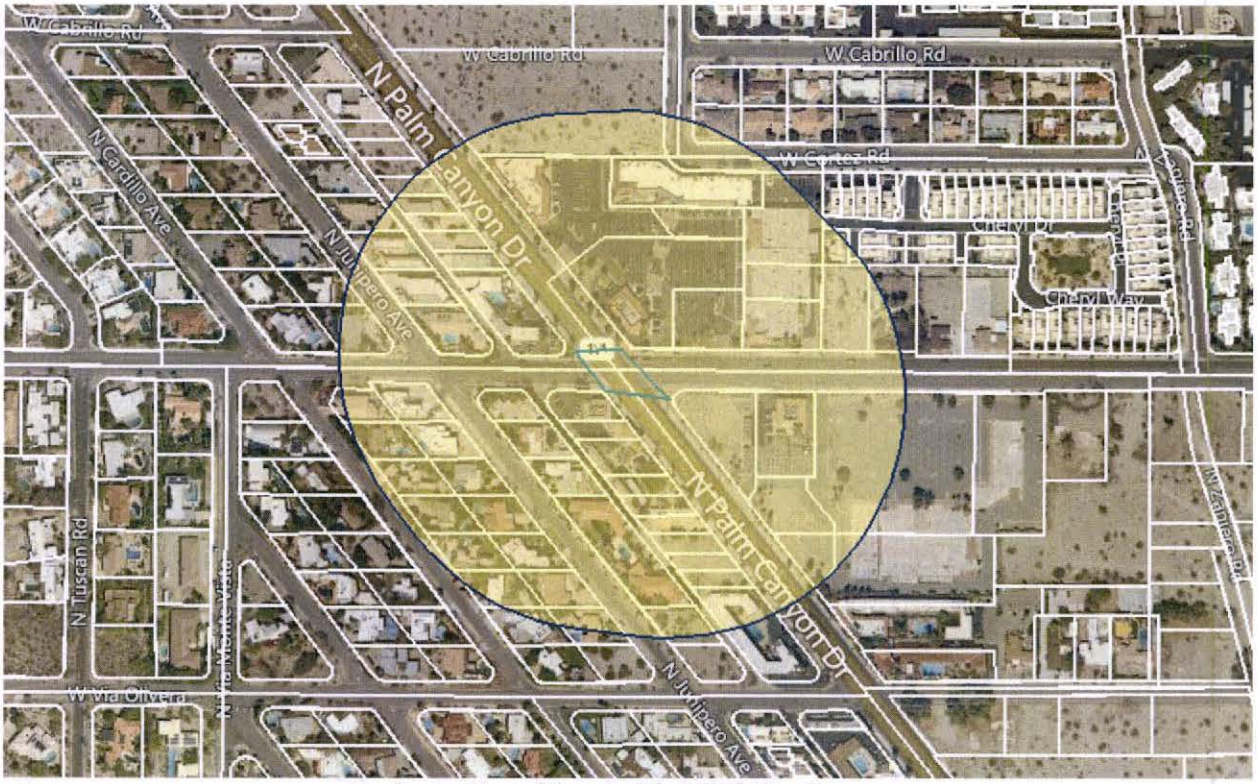
STAFF ANALYSIS:

The un-signalized intersection on North Palm Canyon Drive (State Route 111) at Via Escuela is located one-quarter mile between signalized intersections located at Racquet Club Road and Vista Chino. As shown in the aerial photo below, this un-signalized intersection occurs at an acute angle in the alignment of State Route 111, and is within an urbanized area of Palm Springs with high density commercial and residential uses immediately surrounding the intersection. The Engineering Services Department

commissioned a traffic signal warrant analysis for this intersection, and based on our consultant's findings, warrants for a traffic signal at this intersection were not satisfied.

However, after completion of the analysis, the City requested that Caltrans Traffic Operations evaluate the intersection for operational improvements. At the conclusion of their review, Caltrans determined that a new traffic signal was warranted for operational improvements, and suggested that the City of Palm Springs take the lead on the capital project, to install the new traffic signal. The City Engineer recommends that the City take the lead, as it will likely allow for faster delivery of this important traffic safety improvement project. The Engineering Services Department has identified this capital project as the North Palm Canyon Drive (State Route 111) at Via Escuela, Traffic Signal Installation, City Project No. 17-05, (Project).

A location map with a 500' radius from the Project is provided below for reference.



Location Map with 500' Radius

The City Engineer provided a letter to Caltrans dated January 12, 2017, included as **Attachment 1**, requesting funding contribution of up to $290,000, the SHOPP Minor B limit for the program, and authority to take the lead on all phases of the Project. Caltrans agreed to the City's request by a letter dated April 13, 2017 and included as **Attachment 2**, however, limited the funding contribution to only $200,000. On April 28, 2017, Caltrans provided the City with a Cooperative Agreement formalizing the terms for the City's role as lead agency, and providing the City with up to $200,000 in state

funding towards the Project; a copy of the Cooperative Agreement is included as **Attachment 3**.

ENVIRONMENTAL IMPACT

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Guidelines are required to include a list of classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. In response to that mandate, the Secretary for Resources identified classes of projects that do not have a significant effect on the environment, and are declared to be categorically exempt from the requirement for the preparation of environmental documents. In accordance with Section 15301 "Existing Facilities," Class 1 projects consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public structures, facilities, mechanical equipment involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. Therefore, in accordance with Section 15301(c), staff has determined that the North Palm Canyon Drive (State Route 111) at Via Escuela Traffic Signal Installation, City Project No. 17-05, is considered categorically exempt from CEQA and a Notice of Exemption will be prepared and filed with the Riverside County Clerk.

FISCAL IMPACT:

The total cost of the Project is estimated at $650,000 as shown in the following Table. Pursuant to the terms of the Cooperative Agreement with Caltrans, the state will reimburse 100% of all project costs up to a maximum of $200,000. The remaining budget of $450,000 will be funded by the City through Local Measure A (Fund 134) or Gas Tax (Fund 133).

However, recently, CVAG released a call for projects for traffic safety improvements, and on Mayh 1, 2017, staff submitted this Project in an application for funding through the 2017 CVAG Bicycle and Pedestrian Safety Program, to offset the balance of costs not funded by Caltrans. Should funds be awarded for this project by CVAG, staff will adjust the funding sources appropriately.

Preliminary Cost Estimate for New Traffic Signal at
Vista Chino (State Route 111) at Via Miraleste (CP 17-03)

Description	Cost
Design Costs (15% of Construction, inclusive of Webb proposal)	$75,000
Construction (Includes 20% Contingency)	$500,000
Construction Management and Inspection (15% of Construction)	$75,000
Total	**$650,000**

Table 1

SUBMITTED:

Thomas Garcia, P.E.
City Engineer

Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager

David H. Ready, Esq., Ph.D.
City Manager

Attachments:
1. Letter to Caltrans
2. Response from Caltrans
3. Cooperative Agreement

ATTACHMENT 1

City of Palm Springs

Engineering Services Department
3200 East Tahquitz Canyon Way • Palm Springs, California 92262
Tel: (760) 322-8380 • Fax: (760) 323-8207 • Web: www.palmspringsca.gov

January 12, 2017

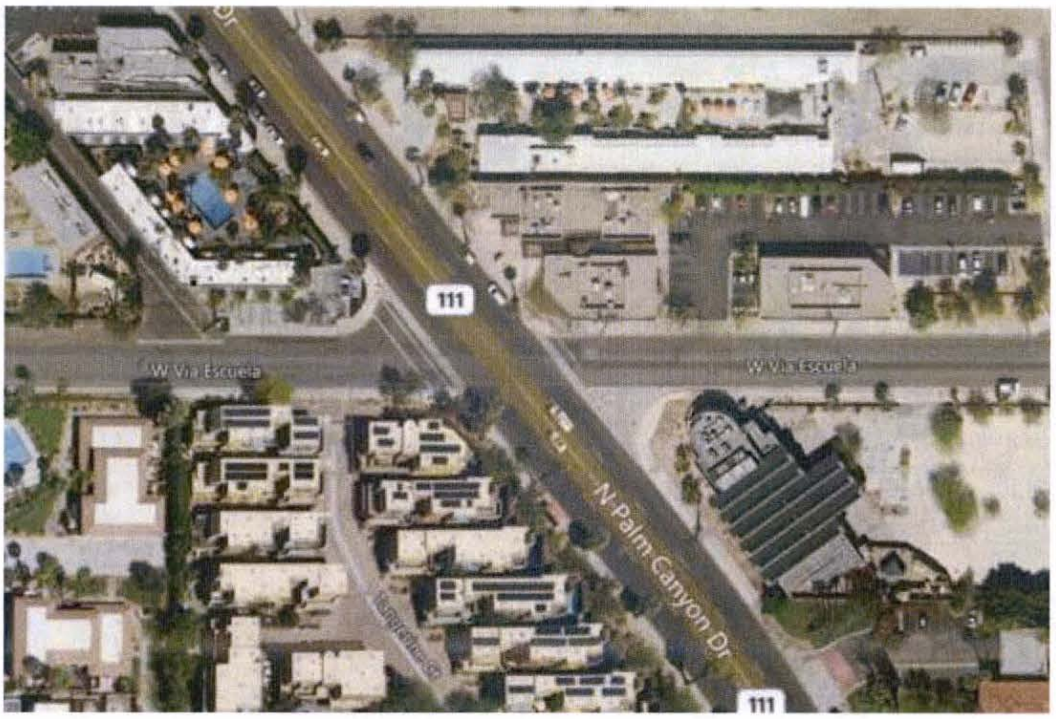
Mr. Catalino Pining
Deputy District Director
Traffic Operations
Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401-1400

Mr. Syed Raza
Deputy District Director
Program Project Management
Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401

RE: State Route 111 (N. Palm Canyon Dr.) at Via Escuela Traffic Signal Installation

Dear Mssrs. Pining and Raza:

Residents of the City of Palm Springs have requested that the City pursue traffic safety improvements along State Route 111 (N. Palm Canyon Drive) to improve traffic circulation and pedestrian access. One of the critical intersections that is of concern is State Route 111 (N. Palm Canyon Dr.) at Via Escuela. This un-signalized intersection is located one-quarter mile between signalized intersections located at Racquet Club Road and Vista Chino. As shown in the aerial photo below, this un-signalized intersection occurs at an acute angle in the alignment of State Route 111, and is within an urbanized area of Palm Springs with high density commercial and residential uses immediately surrounding the intersection.



The City previously commissioned a traffic signal warrant analysis for this intersection, and based on our consultant's findings, warrants for a traffic signal at this intersection are not satisfied. I have included a copy of our warrant analysis with this letter for your reference.

Although a traffic signal may not be warranted, the City requests that Caltrans Traffic Operations evaluate this intersection for operational improvements that would justify installation of a traffic signal. Accordingly, by this letter, the City requests installation of a new traffic signal at the State Route 111 (N. Palm Canyon Dr.) and Via Escuela intersection, (the "Project"). Further, the City requests Caltrans approval to serve as lead agency for the Project, with responsibility for preparing the environmental document, completing the design, and administering the construction phase of the Project. The City requests that Caltrans consider sharing in the total cost of the Project up to the Minor B ($290,000) limit.

On the basis that Caltrans Traffic Operations justifies operational improvements to the State Route 111 (N. Palm Canyon Dr.) and Via Escuela intersection, the City requests that Caltrans enter into a cooperative agreement with the City as may be necessary to formalize the cost sharing and responsibilities of each agency associated with the Project. The City sincerely appreciates your consideration of this important traffic safety project along the State Route 111 corridor. If you have any questions, please feel free to contact me at (760) 322-8380, or by e-mail at Marcus.Fuller@palmspringsca.gov.

Sincerely,

Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer

Enc – traffic signal warrant analysis

ALBERT A. WEBB ASSOCIATES

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
41-990 Cook St., Bldg. I - #801B
Palm Desert, CA 92211
951.686.1070

Murrieta Office
41391 Kalmia Street #320
Murrieta, CA 92562
951.686.1070

W.O. 16-0140

November 1, 2016

Mr. Gianfranco Laurie P.E., T.E.
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

RE: Signal Warrant Analysis for the intersections of Racquet Club Road at Cerritos Road, La Verne Way at Twin Palms Drive and North Palm Canyon at Via Escuela

Mr. Franco Laurie,

The purpose of this letter is to conduct a traffic signal warrant analysis at the existing intersections of Racquet Club Road/Cerritos Road, La Verne Way/Twin Palms Drive and North Palm Canyon/Via Escuela.

■ Existing Roadway Conditions

Racquet Club Road at Cerritos Road

Racquet Club Road is an east-west roadway classified as a Secondary Thoroughfare in the City of Palm Springs General Plan as approved in 2007. It is an undivided 4 lane roadway and class III bicycle route. Racquet Club Road has a posted speed of 45 miles per hour (mph) and an 85th-percentile speed of 49 mph based on the approved 2013 City-Wide Speed Zone Surveys dated October 8, 2013 (Speed Survey). The nearest intersection to the east is a one-way stop controlled intersection at Farrell Drive approximately 1,190' east of Cerritos Road. The nearest intersection to the west is a one-way stop controlled intersection at Calico Lane approximately 625' west of Cerritos Road.

The intersecting street is Cerritos Road. It is a 2 lane roadway classified as a 40' wide Collector road in the City of Palm Springs General Plan. The posted speed limit on Cerritos Road is 25 mph.

The existing intersection is two-way stop controlled with traffic on Cerritos Road yielding to traffic on Racquet Club Road. There are no existing turn movement restrictions at the intersection.

City staff provided traffic volumes from the proposed 441 residential dwelling units for the Serena Park project to be located approximately 0.25 miles west of the intersection of Racquet Club Road and Cerritos Road. This signal warrant analysis covers the existing plus project conditions.

La Verne Way at Twin Palms Drive

La Verne Way is classified as a Secondary Thoroughfare in the City of Palm Springs General Plan as approved in 2007. It is an undivided 4 lane roadway. The posted speed on La Verne Way is 40 mph. La Verne Way has a posted speed limit of 40 mph and an 85th-percentile speed of 44 mph based on the approved 2013 City-Wide Speed Zone Surveys dated October 8, 2013 (Speed Survey). The nearest intersection to the north is a signalized intersection at E Palm Canyon Drive/Sunrise Way approximately 735' north of Twin Palms Drive. The nearest intersection to the south is a one-way stop controlled intersection at Toledo Avenue approximately 650' south of Twin Palms Drive.

The intersecting street is Twin Palms Drive. It is a 2 lane roadway classified as a 40' wide Collector road in the City of Palm Springs General Plan. The posted speed on Twin Palms Drive is 25 mph.

The existing intersection is two-way stop controlled with traffic on Twin Palms Drive yielding to traffic on La Verne Way. There are no existing turn movement restrictions at the intersection.

This signal warrant analysis covers the existing condition. No new projects are proposed near this intersection.

City staff provided information regarding traffic generated by the proposed 18 residential dwelling units project to be located on the southwest corner of Camino Real and Twin Palm Drive that will utilize the intersection of Twin Palms and La Verne Way at Drive. This signal warrant analysis covers the existing plus project conditions.

North Palm Canyon Drive at Via Escuela

North Palm Canyon Drive is classified as a Major Thoroughfare in the City of Palm Springs General Plan as approved in 2007. It is an undivided 4 lane roadway. The posted speed on Palm Canyon Drive is 40 mph. The nearest intersection to the north is a two-way stop-controlled intersection at Via Olvera approximately 800' north of Via Escuela. The nearest intersection to the south is a signalized intersection at North Palm Canyon Drive/Vista Chino approximately 1,400' south of Via Escuela.

The intersecting street is Via Escuela. It is a 2 lane roadway classified as a 40' wide Collector road in the City of Palm Springs General Plan. The posted speed on Via Escuela is 25 mph.

The existing intersection is two-way stop controlled with traffic on Via Escuela yielding to traffic on North Palm Canyon Drive. There are no existing turn movement restrictions at the intersection.

City staff provided traffic volumes for the proposed 49 residential dwelling units for the Icon development project and a 9 dwelling unit condominium project. The 49 residential dwelling units are proposed approximately 0.5 miles north of the intersection of North Palm Canyon Drive and Via Escuela. The 9 condominiums units are proposed 0.25 miles north-east of North Palm Canyon Drive and Via Escuela. This signal warrant analysis covers the existing plus project conditions.

■ Data Collection

Counts for the intersections of Racquet Club Road/Cerritos Road, La Verne Way/Twin Palms Drive and North Palm Canyon/Via Escuela were collected on May 17, 2016. Vehicle turning movement counts were collected from 6:00 AM through 6:00 PM. In addition, pedestrian crossing and bicycle crossing counts were collected for the same time frame. The 2014 California MUTCD allows for bicycles to be counted as

pedestrians or vehicles. Since there are no existing bicycle facilities at the intersection the bicycle counts were added to the pedestrian counts as through movements.

■ Traffic Signal Warrant Analysis

A 2014 California MUTCD Traffic Signal Warrants Worksheets were completed using the collected traffic data for the intersections of Racquet Club Road/Cerritos Road, La Verne Way/Twin Palms Drive and North Palm Canyon/Via Escuela. Only count data from May 17, 2016 was used in the traffic signal warrant analysis.

Racquet Club Road and Cerritos Road

Racquet Club Road has a posted speed limit of 45 mph. Cerritos Road has a posted speed limit of 25 mph. Northbound and southbound traffic on Cerrito Road are considered to have one approach lane in the warrant analysis due to the presence of on-street parking. Serena Park residential traffic was added to the count traffic volumes.

None of the nine traffic signal warrants were satisfied. Warrant 1 (Eight Hour Vehicular Volume), Warrant 2 (Four Hour Vehicular Volume) and Warrant 3 (Peak Hour) were not satisfied as the traffic volume on Cerritos Road was insufficient to satisfy the warrants. Similarly, the crossing pedestrian volumes (pedestrians crossing the major street) were insignificant and did not satisfy Warrant 4. Warrant 5 was not analyzed because the intersection is not close to a school (only elementary through high school is to be considered for warrant 5) that is applicable for this analysis. Warrant 6 was not satisfied due to Racquet Club Road and Cerritos not having a prime direction of traffic flow that requires providing additional vehicular platooning adjustments. Collision history for Warrant 7 was reviewed to identify if five or more collisions have occurred at the intersection of Racquet Club Road/Cerritos Road within a 12 month period; however, a maximum of three correctable crashes have occurred during that timeframe, which are not enough to satisfy the warrant. Warrant 8 was not satisfied as Cerritos Road is not a major route and is not expected to contribute significant traffic volumes in the future. Warrant 9 was not analyzed because the intersection is not near a grade crossing.

La Verne Way and Twin Palms Drive

Although La Verne Way has a posted speed limit of 40 mph, a critical approach speed of 44 mph was used. The latest speed survey for La Verne Way showed an 85th percentile speed of 44 which was lowered to keep continuity of speeds through the roadway segment. The 2014 California MUTCD allows the use of the 85th percentile speed in place of the posted speed limit when performing signal warrant analysis. Also, eastbound and westbound traffic on Twin Palms Drive are considered to have one approach lane in the warrant analysis.

None of the nine traffic signal warrants were satisfied. Warrant 1 (Eight Hour Vehicular Volume), Warrant 2 (Four Hour Vehicular Volume) and Warrant 3 (Peak Hour) were not satisfied as the traffic volume on Twin Palms Drive was insufficient to satisfy the warrants. Similarly, the crossing pedestrian volumes (pedestrians crossing the major street) were insignificant and did not satisfy Warrant 4. Warrant 5 was not analyzed because the intersection is not close to a school. Warrant 6 was not satisfied due to La Verne Way and Twin Palms Drive not having a prime direction of traffic flow that requires providing additional vehicular platooning adjustments. Collision history for Warrant 7 was reviewed to identify if five or more collisions have occurred at the intersection of La Verne Way/Twin Palms Drive within a 12 month period; however, a maximum of one correctable crash has occurred during that timeframe, which is not enough to

satisfy the warrant. Warrant 8 was not satisfied as Twin Palms Drive is not a major route and is not expected to contribute significant traffic volumes in the future. Warrant 9 was not analyzed because the intersection is not near a grade crossing.

North Palm Canyon Drive and Via Escuela

North Palm Canyon Drive has a posted speed limit of 40 mph. Via Escuela has a posted speed limit of 25 mph. Also, eastbound and westbound traffic on Via Escuela are considered to have one approach lane in the warrant analysis due to the presence of on-street parking.

None of the nine traffic signal warrants were satisfied. Warrant 1 (Eight Hour Vehicular Volume), Warrant 2 (Four Hour Vehicular Volume) and Warrant 3 (Peak Hour) were not satisfied as the traffic volume on Via Escuela was insufficient to satisfy the warrants. Similarly, the crossing pedestrian volumes (pedestrians crossing the major street) were insignificant and did not satisfy Warrant 4. Warrant 5 was not analyzed because the intersection is not close to a school. Warrant 6 was not satisfied due to North Palm Canyon Drive and Via Escuela not having a prime direction of traffic flow that requires providing additional vehicular platooning adjustments. Collision history for Warrant 7 was reviewed to identify if five or more collisions have occurred at the intersection of North Palm Canyon Drive and Via Escuela within a 12 month period; however, a maximum of three correctable crashes have occurred during that timeframe, which are not enough to satisfy the warrant. Warrant 8 was not satisfied as Via Escuela is not a major route and is not expected to contribute significant traffic volumes in the future. Warrant 9 was not analyzed because the intersection is not near a grade crossing.

■ Conclusion

The conclusion of this traffic signal warrant analysis indicates that the existing traffic and existing plus project traffic at the intersections do not warrant a traffic signal at the intersections of Racquet Club Road/Cerritos Road, La Verne Way/Twin Palms Drive and North Palm Canyon/Via Escuela.

Should you have any questions, please contact us at (951) 686-1070.

Sincerely,

ALBERT A. WEBB ASSOCIATES

Nancy Velgara

Nancy Velgara, EIT
Assistant Engineer

Dilesh Sheth

Dilesh Sheth, P.E., T.E.
Vice President

REGISTERED PROFESSIONAL ENGINEER
DILESH R. SHETH
No. 2112
TRAFFIC
STATE OF CALIFORNIA

Traffic Signal Warrants Worksheets

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

8	Riv	N/A	
DIST	CO	RTE	PM

COUNT DATE 5/17/2016
CALC NV DATE 7/13/2016
CHK _____ DATE _____

Major St: North Palm Canyon Drive (N/S) Critical Approach Speed 40 mph
Minor St: Via Escuela (E/W) Critical Approach Speed 25 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☒
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7:00a.m.-8:00a.m.	11:00a.m.-12:00p.m.	12:00p.m.-1:00p.m.	1:00p.m.-2:00p.m.	2:00p.m.-3:00p.m.	3:00p.m.-4:00p.m.	4:00p.m.-5:00p.m.	5:00p.m.-6:00p.m.	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	895	872	983	1072	1038	1004	1022	916	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	41	53	45	41	49	53	30	35	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7:00a.m.-8:00a.m.	11:00a.m.-12:00p.m.	12:00p.m.-1:00p.m.	1:00p.m.-2:00p.m.	2:00p.m.-3:00p.m.	3:00p.m.-4:00p.m.	4:00p.m.-5:00p.m.	5:00p.m.-6:00p.m.	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	895	872	983	1072	1038	1004	1022	916	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	41	53	45	41	49	53	30	35	

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	1:00p.m.-2:00p.m.	2:00p.m.-3:00p.m.	3:00p.m.-4:00p.m.	4:00p.m.-5:00p.m.
			Hour			
Both Approaches - Major Street		✓	1072	1038	1004	1022
Higher Approach - Minor Street	✓		41	49	53	30

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☒

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☒

PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	1:00p.m.-2:00p.m.
			Hour
Both Approaches - Major Street		✓	1072
Higher Approach - Minor Street	✓		41

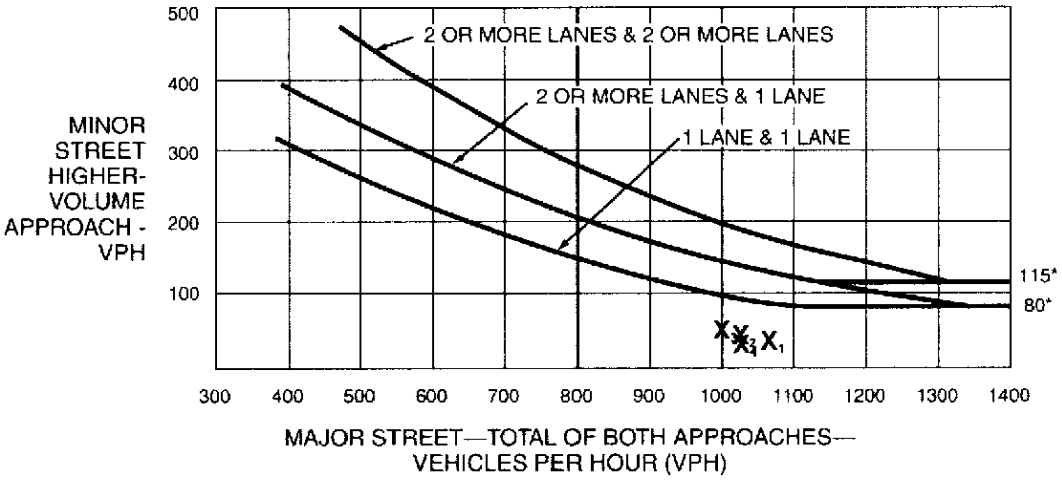
The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

X_{HOUR} =(Major,Minor)

X_1 (1072,41)
X_2 (1038,49)
X_3 (1004,53)
X_4 (1022,30)

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



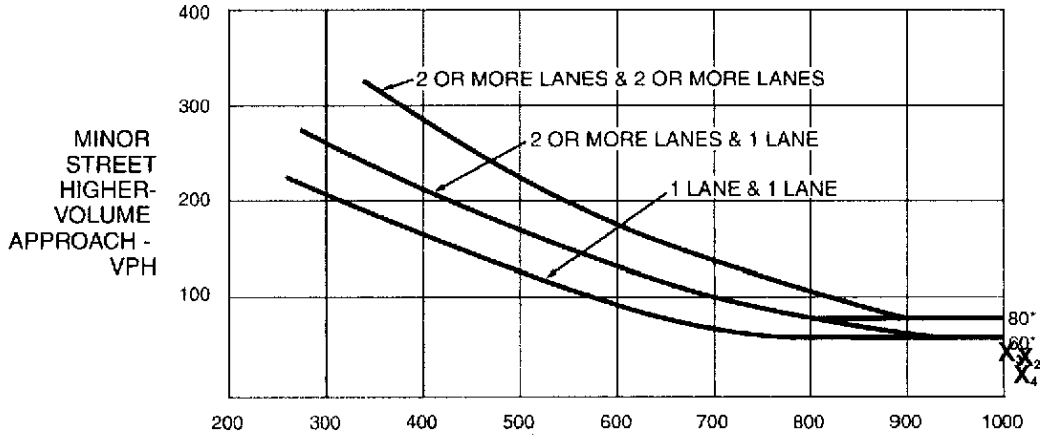
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

X_{HOUR} =(Major,Minor)

X_1 (1072,41)
X_2 (1038,49)
X_3 (1004,53)
X_4 (1022,30)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

ALBERT A. WEBB ASSOCIATES

Project: Hot Spots Signal Warrant Analysis
W.O.: 16-0140
Date: 10/4/2016
Intersection: **North Palm Canyon Drive (N/S) / Via Escuela (E/W)**
Scenario: Existing

California MUTCD (FHWA's MUTCD 2003 Revision 1, as amended for use in California)

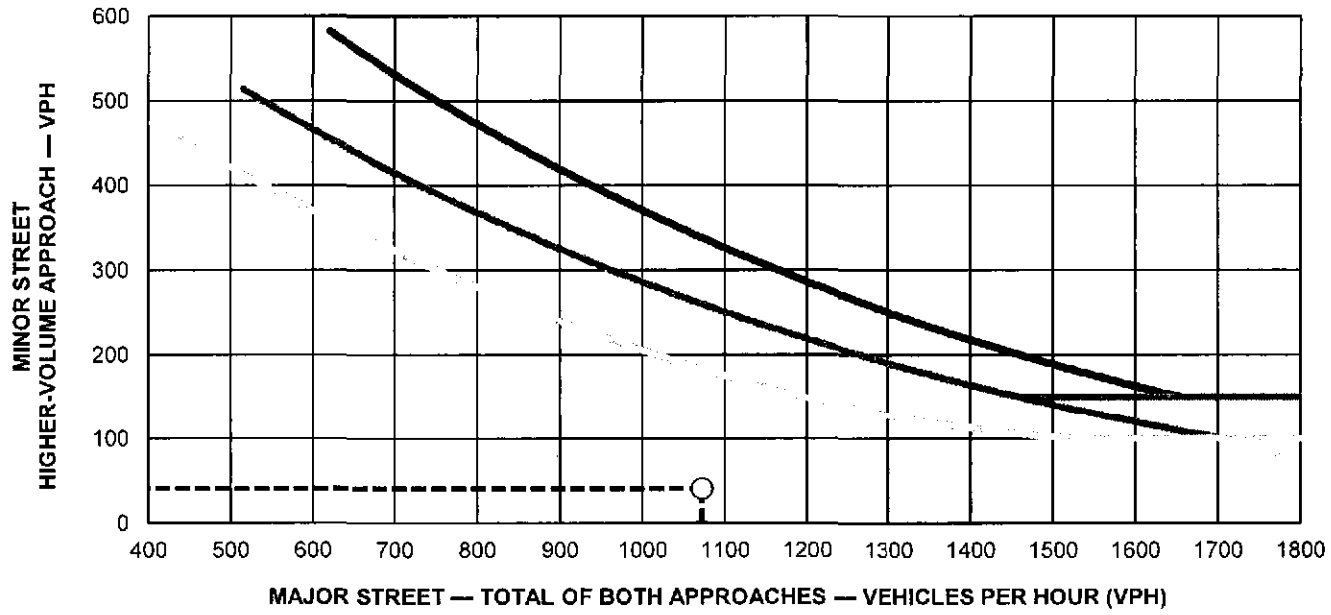
Figure 4C-3. Warrant 3, Peak Hour

	Street Name	Critical Approach Speed	Lanes	Volume (VPH)[1] AM Peak	PM Peak
Major St:	North Palm Canyon Drive (N/S)	40 mph	2 or More	N/A	1,072
Minor St:	Via Escuela (E/W)	25 mph	1	N/A	41

[1] Volume for major street is total volume of both approaches. Volume for minor street is the volume of higher-volume approach.

Speed limit or critical speed on major street traffic > 64 km/h (40mph)..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐ **RURAL (R)**

☑ **URBAN (U)**



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

WARRANT 3 - Peak Hour - PART B SATISFIED YES ☐ NO ☑

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	1:00p.m.-2:00p.m.	2:00p.m.-3:00p.m.	3:00p.m.-4:00p.m.	4:00p.m.-5:00p.m.
Vehicles per hour for any 4 hours	1072	1038	1004	1022
Pedestrians per hour for any 4 hours	6	2	9	7

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	1:00p.m.-2:00p.m.			
Vehicles per hour for any 1 hour	1072			
Pedestrians per hour for any 1 hour	6			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 **SATISFIED YES ☒ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☒

WARRANT 5 - School Crossing **Not Applicable**
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A **SATISFIED YES ☐ NO ☐**
Gap/Minutes and # of Children

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

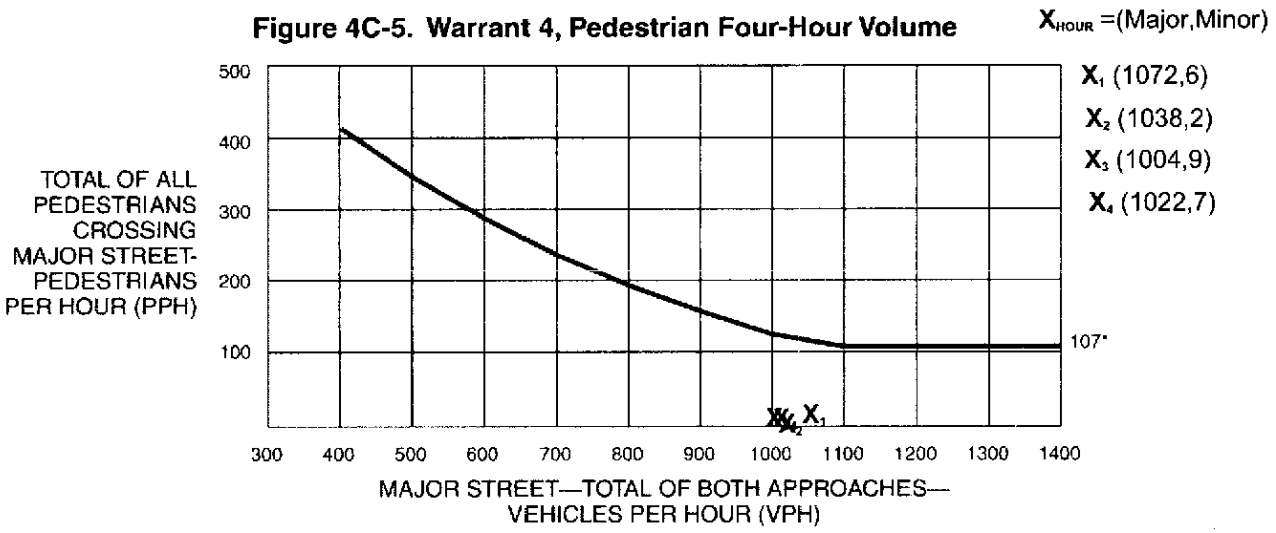
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

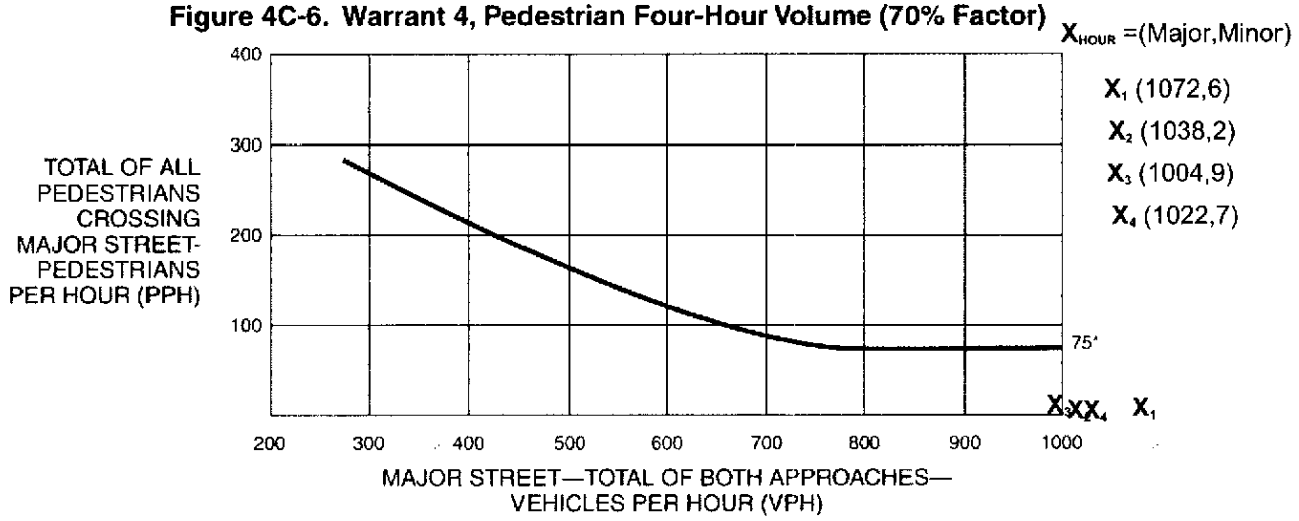
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

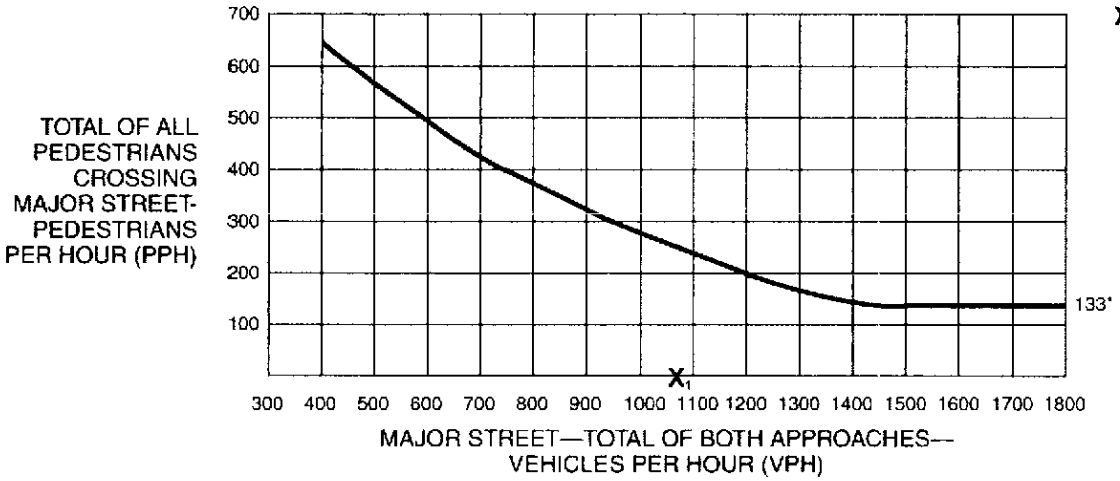


*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour

X_{HOUR} =(Major,Minor)

X_1 (1072,6)

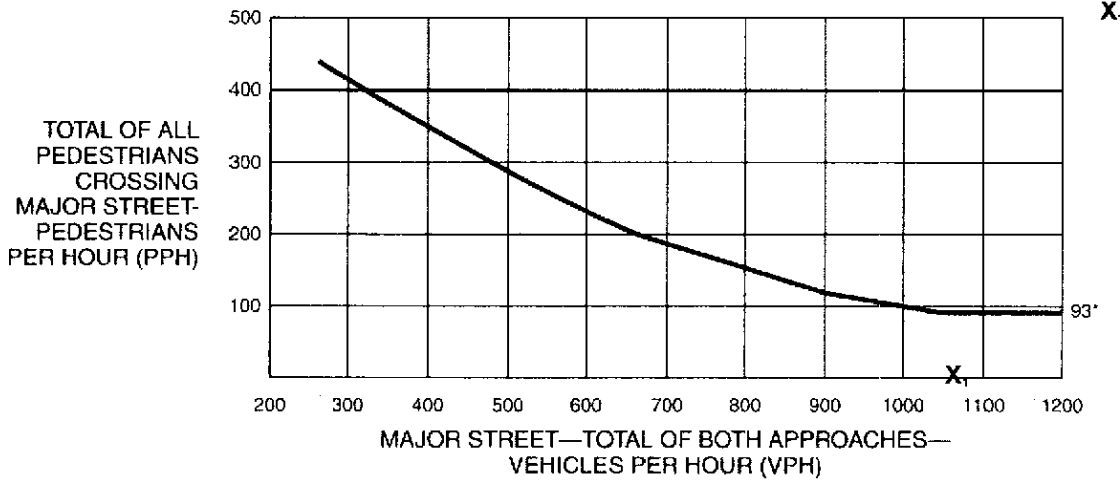


*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

X_{HOUR} =(Major,Minor)

X_1 (1072,6)



*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N 1,700 ft, S 1,400 ft, E N/A ft, W N/A ft	Yes ☒ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☒
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour 1120 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday		Yes ☐ No ☒
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic	✓	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		
Appears as Major Route on an Official Plan	✓	
Any Major Route Charactenstics Met, Both Streets		Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **Not Applicable** **YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing** - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Existing Traffic Counts
May 17, 2016

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Springs
N/S: Palm Canyon Drive (Highway 111)
E/W: Via Escuela
Weather: Clear

File Name : PLSPAVI
Site Code : 06716301
Start Date : 5/17/2016
Page No : 1

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Via Escuela Westbound				Palm Canyon Drive Northbound				Via Escuela Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	55	1	58	1	0	1	2	1	27	0	28	1	1	1	3	91
06:15 AM	1	69	1	71	2	0	0	2	0	32	0	32	1	1	4	6	111
06:30 AM	1	103	1	105	1	0	4	5	1	45	1	47	0	2	5	7	164
06:45 AM	5	160	0	165	4	1	1	6	0	28	2	30	2	1	1	4	205
Total	9	387	3	399	8	1	6	15	2	132	3	137	4	5	11	20	571
07:00 AM	2	105	1	108	1	1	2	4	1	43	2	46	0	1	4	5	163
07:15 AM	1	158	1	160	5	2	1	8	2	41	3	46	0	1	8	9	223
07:30 AM	4	158	0	162	5	1	3	9	4	71	1	76	1	1	5	7	254
07:45 AM	1	238	1	240	14	1	5	20	5	48	4	57	0	1	6	7	324
Total	8	659	3	670	25	5	11	41	12	203	10	225	1	4	23	28	964
08:00 AM	1	141	1	143	6	6	6	18	2	57	7	66	0	2	5	7	234
08:15 AM	1	137	1	139	8	1	0	9	2	57	5	64	0	1	9	10	222
08:30 AM	3	148	0	151	10	0	4	14	4	51	4	59	1	1	10	12	236
08:45 AM	2	133	2	137	9	2	3	14	1	84	5	90	0	3	6	9	250
Total	7	559	4	570	33	9	13	55	9	249	21	279	1	7	30	38	942
09:00 AM	1	107	0	108	9	4	3	16	2	62	1	65	2	2	6	10	199
09:15 AM	2	112	1	115	9	3	3	15	2	88	2	92	2	1	3	6	228
09:30 AM	0	109	0	109	7	1	5	13	3	106	5	114	1	2	4	7	243
09:45 AM	1	104	2	107	2	4	7	13	5	85	2	92	2	3	5	10	222
Total	4	432	3	439	27	12	18	57	12	341	10	363	7	8	18	33	892
10:00 AM	2	108	1	111	4	3	2	9	1	83	5	89	1	1	2	4	213
10:15 AM	1	116	2	119	7	4	4	15	3	113	4	120	0	1	4	5	259
10:30 AM	4	85	0	89	3	0	5	8	2	93	3	98	1	0	1	2	197
10:45 AM	3	95	1	99	3	1	3	7	5	111	2	118	0	6	9	15	239
Total	10	404	4	418	17	8	14	39	11	400	14	425	2	8	16	26	908
11:00 AM	2	97	2	101	7	4	7	18	3	90	0	93	0	2	8	10	222
11:15 AM	1	135	1	137	6	2	4	12	2	89	2	93	1	1	8	10	252
11:30 AM	1	99	1	101	4	2	7	13	4	95	4	103	0	2	5	7	224
11:45 AM	1	123	4	128	5	1	4	10	4	109	3	116	0	4	3	7	261
Total	5	454	8	467	22	9	22	53	13	383	9	405	1	9	24	34	959
12:00 PM	2	126	4	132	8	1	5	14	3	129	4	136	0	0	7	7	289
12:15 PM	1	118	0	119	7	1	4	12	9	120	6	135	0	1	4	5	271
12:30 PM	2	116	2	120	5	1	3	9	5	106	4	115	1	1	6	8	252
12:45 PM	5	113	0	118	3	2	5	10	1	101	6	108	4	1	5	10	246
Total	10	473	6	489	23	5	17	45	18	456	20	494	5	3	22	30	1058
01:00 PM	0	117	2	119	6	4	3	13	2	110	5	117	2	1	3	6	255
01:15 PM	1	147	2	150	6	4	3	13	4	126	3	133	0	1	8	9	305
01:30 PM	3	121	3	127	2	1	4	7	4	130	5	139	2	4	5	11	284
01:45 PM	1	146	2	149	4	2	2	8	5	126	7	138	2	1	7	10	305
Total	5	531	9	545	18	11	12	41	15	492	20	527	6	7	23	36	1149
02:00 PM	2	126	4	132	3	3	4	10	7	143	10	160	3	4	5	12	314
02:15 PM	2	133	1	136	4	1	8	13	4	97	6	107	3	0	3	6	262
02:30 PM	2	123	2	127	6	4	1	11	3	127	5	135	1	1	6	8	281
02:45 PM	1	124	2	127	6	3	6	15	6	103	5	114	0	1	6	7	263
Total	7	506	9	522	19	11	19	49	20	470	26	516	7	6	20	33	1120
03:00 PM	2	108	1	111	5	2	7	14	4	111	9	124	2	3	4	9	258
03:15 PM	4	120	2	126	6	1	6	13	3	124	7	134	0	3	7	10	283
03:30 PM	7	132	2	141	4	1	6	11	5	132	2	139	4	2	5	11	302
03:45 PM	3	92	1	96	4	4	7	15	1	130	2	133	1	4	5	10	254
Total	16	452	6	474	19	8	26	53	13	497	20	530	7	12	21	40	1097

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Springs
N/S: Palm Canyon Drive (Highway 111)
E/W: Via Escuela
Weather: Clear

File Name : PLSPAVI
Site Code : 06716301
Start Date : 5/17/2016
Page No : 2

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Via Escuela Westbound				Palm Canyon Drive Northbound				Via Escuela Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	122	1	123	0	0	4	4	3	141	2	146	0	2	7	9	282
04:15 PM	1	103	1	105	3	1	2	6	7	120	5	132	0	1	5	6	249
04:30 PM	2	105	0	107	7	1	5	13	9	133	5	147	0	2	5	7	274
04:45 PM	2	97	4	103	1	3	3	7	8	146	5	159	1	1	2	4	273
Total	5	427	6	438	11	5	14	30	27	540	17	584	1	6	19	26	1078
05:00 PM	1	89	2	92	6	0	4	10	2	150	6	158	0	2	4	6	266
05:15 PM	3	102	0	105	6	1	3	10	6	110	0	116	0	0	3	3	234
05:30 PM	0	103	2	105	4	0	4	8	3	112	2	117	3	1	5	9	239
05:45 PM	2	104	1	107	1	1	5	7	4	110	2	116	0	2	5	7	237
Total	6	398	5	409	17	2	16	35	15	482	10	507	3	5	17	25	976
Grand Total	92	5682	66	5840	239	86	188	513	167	4645	180	4992	45	80	244	369	11714
Apprch %	1.6	97.3	1.1		46.6	16.8	36.6		3.3	93	3.6		12.2	21.7	66.1		
Total %	0.8	48.5	0.6	49.9	2	0.7	1.6	4.4	1.4	39.7	1.5	42.6	0.4	0.7	2.1	3.2	

	Palm Canyon Drive Southbound				Via Escuela Westbound				Palm Canyon Drive Northbound				Via Escuela Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	**1**	**147**	2	**150**	**6**	**4**	3	**13**	4	126	3	133	0	1	**8**	9	305
01:30 PM	**3**	121	3	127	2	1	**4**	7	4	130	5	139	2	**4**	5	**11**	284
01:45 PM	**1**	146	2	149	**4**	2	2	8	5	126	7	138	2	1	7	10	305
02:00 PM	2	126	**4**	132	3	3	**4**	10	**7**	**143**	**10**	**160**	**3**	**4**	5	**12**	**314**
Total Volume	7	540	11	558	15	10	13	38	20	525	25	570	7	10	25	42	1208
% App. Total	1.3	96.8	2		39.5	26.3	34.2		3.5	92.1	4.4		16.7	23.8	59.5		
PHF	.583	.918	.688	.930	.625	.625	.813	.731	.714	.918	.625	.891	.583	.625	.781	.875	.962

Counts Unlimited
PO Box 1178
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City of Palm Springs
N/S: Palm Canyon Drive (Highway 111)
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File Name : PLSPAVI
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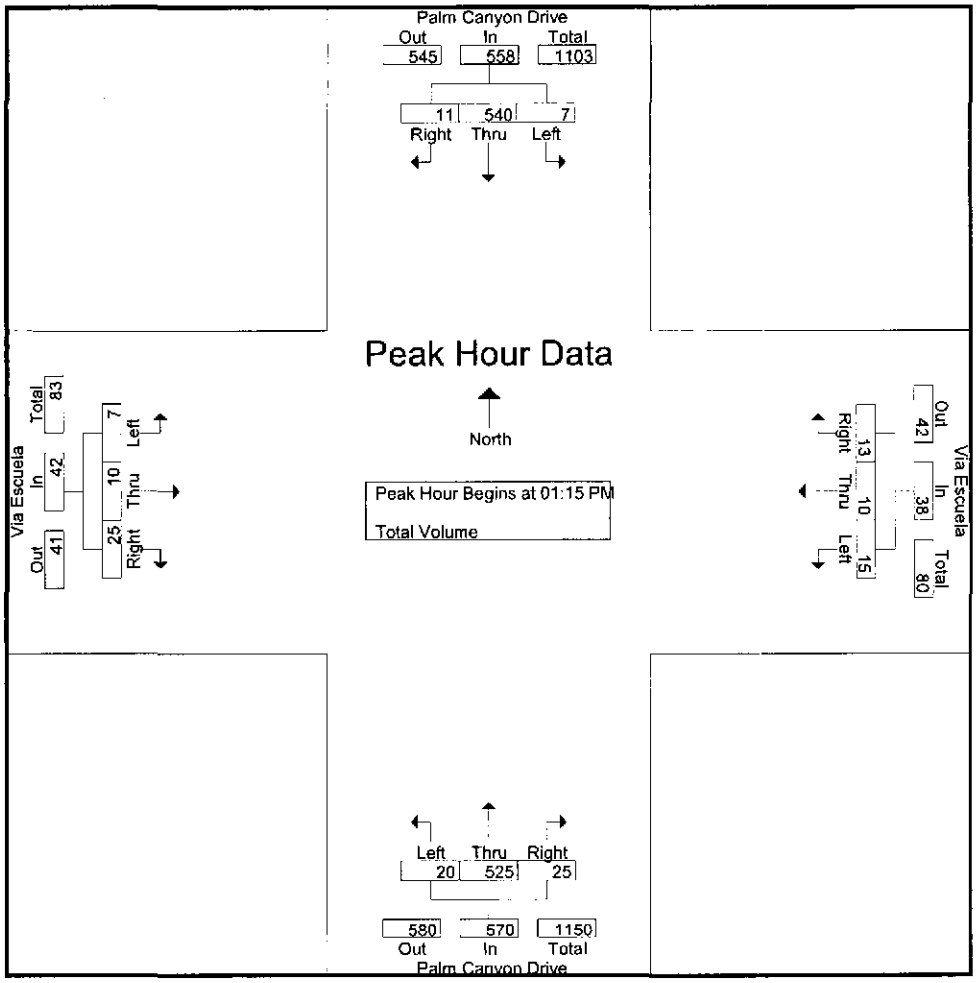
Start Date : 5/17/2016
Page No : 3



Peak Hour Analysis From 06:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				04:15 PM				10:45 AM			
+0 mins.	1	158	**1**	160	**14**	1	5	**20**	7	120	5	132	0	**6**	**9**	**15**
+15 mins.	**4**	158	0	162	6	**6**	**6**	18	**9**	133	5	147	0	2	8	10
+30 mins.	**1**	**238**	1	**240**	8	1	0	9	8	146	5	**159**	**1**	1	8	10
+45 mins.	**1**	141	1	143	10	0	4	14	2	**150**	**6**	158	0	2	5	7
Total Volume	7	695	3	705	38	8	15	**61**	26	549	21	596	1	11	30	42
% App. Total	**1**	98.6	0.4		62.3	13.1	24.6		4.4	92.1	3.5		2.4	26.2	71.4	
PHF	.438	.730	.750	.734	.679	.333	.625	.763	.722	.915	.875	.937	.250	.458	.833	.700

Location: Palm Springs
N/S: Palm Canyon Drive
E/W: Via Escuela

Date: 5/17/2016
Weather: Clear

PEDESTRIANS

Time	North Leg Palm Canyon Drive (Highway 111)	East Leg Via Escuela	South Leg Palm Canyon Drive (Highway 111)	West Leg Via Escuela	TOTAL
6:00 AM	0	0	0	2	2
6:15 AM	0	0	0	1	1
6:30 AM	0	0	0	2	2
6:45 AM	0	0	0	2	2
7:00 AM	0	3	0	0	3
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	1	2
8:15 AM	1	4	0	0	5
8:30 AM	0	0	0	1	1
8:45 AM	0	2	1	0	3
9:00 AM	1	1	2	3	7
9:15 AM	0	0	0	0	0
9:30 AM	1	0	0	3	4
9:45 AM	0	2	0	2	4
10:00 AM	0	1	0	1	2
10:15 AM	0	0	0	2	2
10:30 AM	0	0	3	3	6
10:45 AM	0	0	1	0	1
11:00 AM	0	0	0	0	0
11:15 AM	0	1	0	1	2
11:30 AM	0	0	0	0	0
11:45 AM	0	2	0	0	2
12:00 PM	1	0	0	0	1
12:15 PM	0	0	0	0	0
12:30 PM	1	0	0	0	1
12:45 PM	1	0	0	1	2
1:00 PM	0	0	0	0	0
1:15 PM	0	0	0	2	2
1:30 PM	0	1	0	0	1
1:45 PM	0	0	0	0	0
2:00 PM	0	0	0	1	1
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	1	0	0	1	2
3:15 PM	0	1	0	1	2
3:30 PM	2	1	0	0	3
3:45 PM	0	2	2	2	6
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2
4:30 PM	1	1	0	1	3
4:45 PM	0	1	0	0	1
5:00 PM	0	6	2	0	8
5:15 PM	0	0	0	0	0
5:30 PM	0	3	0	1	4
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	2	11	4	11	28

Location: Palm Springs
N/S: Palm Canyon Drive (Highway 111)
E/W: Via Escuela

Date: 5/17/2016
Weather: Clear

BICYCLES

Time	North Leg Palm Canyon Drive (Highway 111)	East Leg Via Escuela	South Leg Palm Canyon Drive (Highway 111)	West Leg Via Escuela	TOTAL
6:00 AM	1	0	0	0	1
6:15 AM	2	0	0	0	2
6:30 AM	1	0	0	0	1
6:45 AM	0	0	0	0	0
7:00 AM	0	1	1	0	2
7:15 AM	0	0	1	1	2
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	1	0	1
8:15 AM	2	0	1	0	3
8:30 AM	0	0	0	0	0
8:45 AM	2	0	0	0	2
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
10:00 AM	0	1	0	0	1
10:15 AM	0	0	0	0	0
10:30 AM	0	0	0	1	1
10:45 AM	0	0	0	1	1
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
1:00 PM	0	2	1	1	4
1:15 PM	0	0	0	0	0
1:30 PM	0	1	2	0	3
1:45 PM	0	0	0	1	1
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	1	0	0	0	1
2:45 PM	0	0	0	0	0
3:00 PM	0	2	1	2	5
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	2	0	2
4:15 PM	0	0	1	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	11	7	11	8	37

ATTACHMENT 2

DEPARTMENT OF TRANSPORTATION
PROGRAM AND PROJECT MANAGEMENT
464 WEST FOURTH STREET, MS 1201
SAN BERNARDINO, CA 92401-1400
MAIN (909) 383-4561
DIRECT (909) 388-7149
FAX (909) 383-4960
TTY 711
www.dot.ca.gov/dist8

Making Conservation A California Way of Life

April 13, 2017

Mr. Marcus L. Fuller
Assistant City Manager/City Engineer
3200 East Tahquitz Canyon Way
Palm Springs CA, 92262

Dear Mr. Fuller:

This is in response to your request for the Department of Transportation (Caltrans) to participate in the installation of a new traffic signal at the intersection of North Palm Canyon Drive (State Route 111) and Via Escuela intersection in the City of Palm Springs (City).

Caltrans' staff has completed its review of the data you provided and determined that a traffic signal is warranted for operational improvement at this location. Caltrans is committing a lump sum contribution in the amount of $200,000 for the project in the Fiscal year 2016/2017.

As requested, Caltrans is agreeable to have the City serve as the lead agency for the project and provide the remaining funding needed for the project. A cooperative agreement (coop) between the City and Caltrans will be required outlining roles and responsibilities of each agency. Caltrans will prepare the draft coop and will send it to the City for review as soon as it is ready.

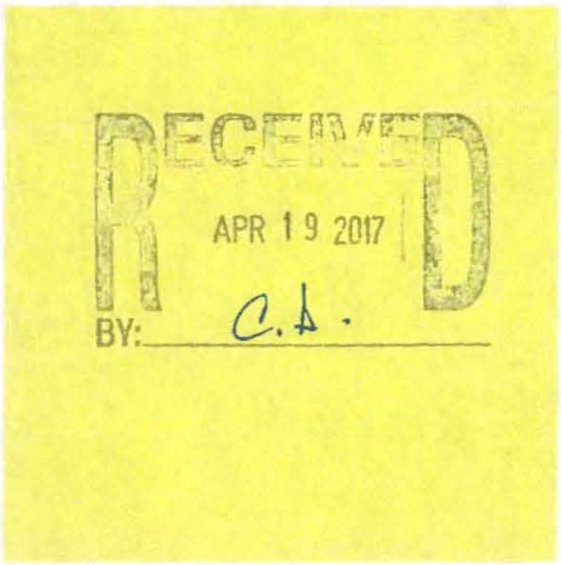
A project Expenditure Authorization (EA) number, EA 08-111960 has been established for the project. Please reference this EA in all future correspondence. Mr. Mustapha Iaali will serve as Caltrans Project Manager for the project.

We look forward to working with the City to complete the project. If you have any questions, please feel free to contact me at (909) 388-7149 or Mustapha Iaali at (909) 383-5908.

Sincerely,

SYED RAZA
Deputy District Director
Program and Project Management

c. Mustapha Iaali, Project Manager, Caltrans
Catalino Pining, Deputy District Director, Operations


RECEIVED
APR 19 2017
BY: C.A.

ATTACHMENT 3

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PROGRAM MANAGEMENT/AGREEMENTS
464 WEST 4TH STREET, 6TH FLOOR (MS 1231)
SAN BERNARDINO, CA 92401-1400
PHONE (909) 338-4068

Making Conservation
A California Way of Life.

April 28, 2017

Mr. Marcus L. Fuller
Assistant City Manager/City Engineer
City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

08-RIV-111-54.1
EA: 1H960
Project Number: 0817000172
Agreement 08 - 1647

Dear Mr. Fuller:

Enclosed for execution by the City of Palm Springs (City) are three (3) original cooperative agreements for the above-referenced project.

Please have the appropriate parties for the City sign and return all original agreements within the next two (2) months.

Please leave the effective date blank. The effective date will be the date the district director signs the agreement.

After the agreement is fully executed, we will return two (2) originals for your records.

Alterations of any kind made to the enclosed agreements will render them null and void and will require further review from the State's Legal Counsel.

If you need more information, please contact Mr. Mustapha Iaali at (909) 383-5908, or I can be reached at (909) 383-4068.

Sincerely,

DENISE CRAIG
Office Chief
Agreements

Enclosures

c: Mustapha Iaali, Program/Project Management

COOPERATIVE AGREEMENT
State SHOPP Minor Funds Contribution

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

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

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code sections 114 and 130.

2. The term AGREEMENT, as used herein, includes any attachments, exhibits, and amendments.

3. AGREEMENT shall have no force or effect until CITY has obtained an encroachment permit from CALTRANS.

4. CITY intends to construct a Traffic Signal at the intersection of State Route 111 and Via Escuela, in the city of Palm Springs, within the State Highway System and is referred to herein as PROJECT.

5. CITY will follow the CALTRANS encroachment permit process in order to complete the PROJECT.

6. CALTRANS will pay CITY in the amount of $200,000 from SHOPP Minor funds required for PROJECT.

7. PARTIES hereby set forth the terms, covenants, and conditions for CALTRANS' contribution toward the PROJECT.

SCOPE

8. CITY is responsible for completing all work for the PROJECT.

9. At no cost to CITY, CALTRANS will perform Quality Management to assure CITY's work is performed in accordance with CALTRANS' current policies, procedures, standards, and practices.

INVOICE & PAYMENT

10. CITY will submit to CALTRANS monthly invoices for the prior month's actual expenditures.

11. CALTRANS will pay CITY within 45 (forty-five) calendar days of receipt of invoices.

12. PARTIES agree that the total amount of SHOPP Minor funds paid out to CITY will not exceed $200,000.

13. After PARTIESS agree that all work for PROJECT is complete, CITY will submit a final accounting for all costs. Based on the final accounting, CITY will refund or invoice as necessary in order to satisfy the financial commitment of this Agreement.

GENERAL CONDITIONS

14. All obligations of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.

15. If CITY fails to complete the PROJECT for any reason, CITY shall, at CITY's expense, return the State Highway System right-of-way to its original condition or to a safe and operable condition acceptable to CALTRANS. If CITY fails to do so, CALTRANS reserves the right to finish the work or place the PROJECT in a safe and operable condition. CALTRANS will bill CITY for all expenses incurred and CITY agrees to pay said bill within forty-five (45) days of receipt.

16. If CITY fails to complete the PROJECT for any reason, CITY will refund the full amount of CALTRANS' contribution.

17. CITY will retain all PROJECT related records for four (4) years after the final voucher.

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

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

    The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

19. If HM-1 or HM-2 is found during construction, CITY will immediately notify CALTRANS.

20. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to PROJECT schedule.

    CALTRANS, independent of the PROJECT will pay, or cause to be paid, the cost of HM-1 MANAGEMENT related to HM-1 found within the existing State Highway System right-of-way.

21. CITY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing State Highway System right-of-way. CITY will undertake or cause to be undertaken HM-1 MANAGEMENT with minimum impact to PROJECT schedule.

    CITY, independent of the PROJECT, will pay, or cause to be paid, the cost for HM-1 MANAGEMENT for HM-1 found within PROJECT limits and outside of the existing State Highway System right-of-way.

22. CITY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

23. HM-2 MANAGEMENT costs are PROJECT costs.

24. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless CITY and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this Agreement.

25. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CITY, its contractors, sub-contractors, and/or its agents under this Agreement.

26. If the work performed on PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771 CITY must conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Chapter 8, Subchapter 3, Articles 1-7. CITY agrees to include prevailing wage requirements in its contracts for public work. Work performed by CITY's own forces is exempt from the Labor Code's Prevailing Wage requirements.

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

27. This AGREEMENT is intended to be PARTIES final expression and supersedes all prior oral understandings pertaining to PROJECT.

28. Unless otherwise documented in a maintenance agreement, CITY will maintain all PROJECT improvements.

29. AGREEMENT will terminate upon CALTRANS' acceptance of the PROJECT. However, all indemnification and maintenance articles of AGREEMENT will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

PARTY – Any individual signatory party to this AGREEMENT.

PARTIES – The term that collectively references all of the signatory agencies to this AGREEMENT.

CONTACT INFORMATION

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

The primary Agreement contact person for CALTRANS is:
Mustapha Iaali, Project Manager
464 W. 4th Street, 6th Floor (MS-1229)
San Bernardino, CA 92401-1400
Office Phone: 909-383-5908
Fax Number: (909) 383-6938
Email: mustapha_iaali@dot.ca.gov

The primary Agreement contact person for CITY is:
Mr. Marcus L. Fuller, Assistant City Manager/City Engineer
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262
Office Phone: 760-322-8280
Email: Marcus.fuller@palmspringsca.gov

SIGNATURES

PARTIES declare that:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

John Bulinski
District Director

CERTIFIED AS TO FUNDS:

Lisa Pacheco
District Budget Manager

APPROVED AS TO FORM AND PROCEDURE:

Meera Danday
Deputy Attorney

CERTIFIED AS TO FINANCIAL TERMS AND POLICIES:

Darwin Salmos
HQ Accounting Supervisor

CITY OF PALM SPRINGS

David H. Ready
City Manager

ATTEST:

Kathleen D. Hart
Interim City Clerk

APPROVED AS TO FORM AND PROCEDURE:

Douglas Holland
City Attorney