

PROFESSIONAL SERVICES AGREEMENT

This agreement ("Agreement") is made as of June 13, 2023 by and between the **City of Commerce**, a municipal corporation ("City") and Kimley-Horn and Associates, Inc. ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as a "Party" and collectively referred to as the "Parties."

RECITALS

WHEREAS, City desires to utilize the services of Consultant as an independent contractor to provide professional services for the Mixmaster Street Widening Project (Phase 2) as set forth in the Scope of Services attached hereto as **Exhibit A**; and

WHEREAS, Consultant represents that it is fully qualified to perform such consulting services by virtue of its experience and the training, education and expertise of its principals and employees.

NOW, THEREFORE, in consideration of performance by the parties of the covenants and conditions herein contained, the parties hereto agree as follows:

1. Company's Scope of Services. The nature and scope of the specific services to be performed by Consultant are as described in **Exhibit A**.

2. Term of Agreement. This Agreement shall commence on June 13, 2023 (the "Commencement Date") and shall remain and continue in effect until tasks described in **Exhibit A** are completed, but in no event later than December 31, 2025, unless sooner terminated pursuant to the provisions of this Agreement.

3. Compensation.

A. City agrees to compensate Consultant for services under this Agreement in compliance with the schedule set forth in **Exhibit A**. Consultant shall submit proper monthly invoices in the form and manner specified by City. Each invoice shall include a monthly breakdown of all monthly services performed together with the hours spent on each service. Consultant shall maintain appropriate and necessary documentation supporting the monthly invoices detailing the type of service provided. It shall be available for review by the City at all reasonable times upon request.

B. Total payment to Consultant pursuant to this Agreement shall not exceed \$264,986.

C. If at the request of the City, Consultant is required to incur out of pocket expenses (including but not limited to, out-of-town travel and lodging) which are above and beyond the ordinary expenses associated with performance of this Agreement, Consultant shall be entitled to reimbursement of such expenses. Consultant shall only be reimbursed for those expenses which: (I) appear on Consultant's monthly invoices; (II) are accompanied by a copy of the City's written authorization for Consultant to incur

such expenses; and (III) receipts documenting such expenses.

4. General Terms and Conditions. The General Terms and Conditions set forth in **Exhibit B** are incorporated as part of this Agreement. In the event of any inconsistency between the General Terms and Conditions and any other exhibit to this Agreement, the General Terms and Conditions shall control unless it is clear from the context that both parties intend the provisions of the other exhibit(s) to control.

5. Addresses.

City of Commerce

City of Commerce
2535 Commerce Way
Commerce, CA 90040
Attn: Edgar P. Cisneros, City Manager

Kimley-Horn and Associates, Inc.

Kimley-Horn and Associates, Inc.
660 South Figueroa Street, Suite 2050,
Los Angeles, CA 90017
Attn: Sri Chakravarthy, P.E., T.E., Principal-in-Charge/Vice President

6. Exhibits. All exhibits referred to in this Agreement are listed here and are incorporated and made part of this Agreement by this reference.

Exhibit A – Scope of Services and Compensation Schedule

Exhibit B – General Terms and Conditions

SIGNATURES ON FOLLOWING PAGE

IN WITNESS WHEREOF, the parties have executed this Agreement as of the dates written below.

CITY

CITY OF COMMERCE

By: _____
Hugo A. Argumedo, Mayor

Date

CONSULTANT

KIMLEY-HORN AND ASSOCIATES, INC.

By: _____
Sri Chakravarthy, P.E., T.E.,
Principal-in-Charge/Vice President

DocuSigned by:
Sri Chakravarthy
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5/12/2023

Date



ATTEST:

By: _____
Lena Shumway, City Clerk

Date

APPROVED AS TO FORM:

By: _____
Noel Tapia, City Attorney

Date

EXHIBIT A
SCOPE OF WORK



Kimley»»Horn

CITY OF COMMERCE

Professional Services for the Mixmaster Street Widening Project (Phase 2)

MARCH 2023

TABLE OF CONTENTS

A: Work Proposal	3
<i>Cover Letter</i>	3
<i>Experience and Qualifications</i>	6
<i>Approach to Scope and Services</i>	36
B: Cost Proposal	45
C: Agreement to Professional Services	48

CITY OF COMMERCE

2535 Commerce Way, Commerce, CA 90040

KIMLEY-HORN AND ASSOCIATES, INC.

660 South Figueroa Street, Suite 2050, Los Angeles, CA 90017

RE: CITY OF COMMERCE

Professional Services for the Mixmaster Street Widening Project (Phase 2)

Dear Edgar and Members of the Selection Committee:

Kimley-Horn and Associates, Inc. (Kimley-Horn) is pleased to submit this statement of qualifications to provide Mixmaster Street Widening Project (Phase 2) professional services for the City of Commerce (City). We have partnered with **Hartzog & Crabill** (HCI), who prepared the concepts for these improvements and have knowledge of the opportunities and constraints, along with Earth Mechanics, Inc. (EMI), Overland, Pacific, & Cutler, LLC (OPC), and Calvada Surveying, Inc. (Calvada); all of whom Kimley-Horn has worked with on multiple projects in the past, meaning we have an established relationship and knowledge of the high quality of work our clients expect. Our team has technical excellence, timely service, and local, statewide, and nationally proven solutions.

HIGH-QUALITY STAFF COMMITTED TO THE PROJECT: Kimley-Horn consistently delivers high-quality roadway and highway design projects for many agencies in Los Angeles County. Through our team's project experience and proximity, we are extremely familiar with the conceptual design and understand the need for these improvements. This project is a priority for our whole team, and we have set aside the resources to have the availability you need. Our strong reputation for quality work in this market runs deep, and these established relationships provide us with a solid understanding of local processes and the ability to effectively collaborate on your projects.

LOCAL CALTRANS KNOWLEDGE AND EXPERIENCE: Our project manager, **Nicole Dias, P.E.**, along with our team members Sri Chakravarthy, Eugene Huang, and Patrick Wong, we have a strong working knowledge of Greenbook and Caltrans standards and procedures and bring established relationships with Caltrans staff. Through our significant project experience within the Los Angeles region, our team has also gained great familiarity with the area's challenges, regulations, codes, procedures, and infrastructure requirements. Last year, Kimley-Horn served nearly 200 municipalities in the State of California—most of these projects involving some level of coordination with Caltrans. Thus, our team members are very familiar with the latest editions of applicable design and environmental standards and are ready to apply these standards on this project.

UNMATCHED NEPA AND CEQA EXPERTISE: Our environmental team has developed an intimate understanding of federal and state requirements through rigorous training and experience delivering California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) services for high-profile projects across the state and country. Our goal is always to be the technical expert and bring efficiencies to NEPA/CEQA development processes and provide high-quality deliverables on time and within budget. Our team also has experience supporting cities through the federal funding process through projects like the City of Lancaster Safe Routes to School, and the City of Los Angeles Broadway-Manchester Active Transportation Equity Project.

We look forward to discussing with you how we can best serve your needs. If you require more information or clarification regarding what we can bring to the table, please contact Nicole Dias, P.E., at [213.261.4061](tel:213.261.4061) or nicole.dias@kimley-horn.com. This proposal and its contents will be valid for 90 days from March 23, 2023.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Nicole Dias, P.E.
Project Manager



Sri Chakravarthy, P.E., T.E.*
Principal-in-Charge/Vice President

**Sri has the authority to legally execute agreements and amendments on behalf of Kimley-Horn.*

Professional Services for the Mixmaster Street Widening Project (Phase 2)

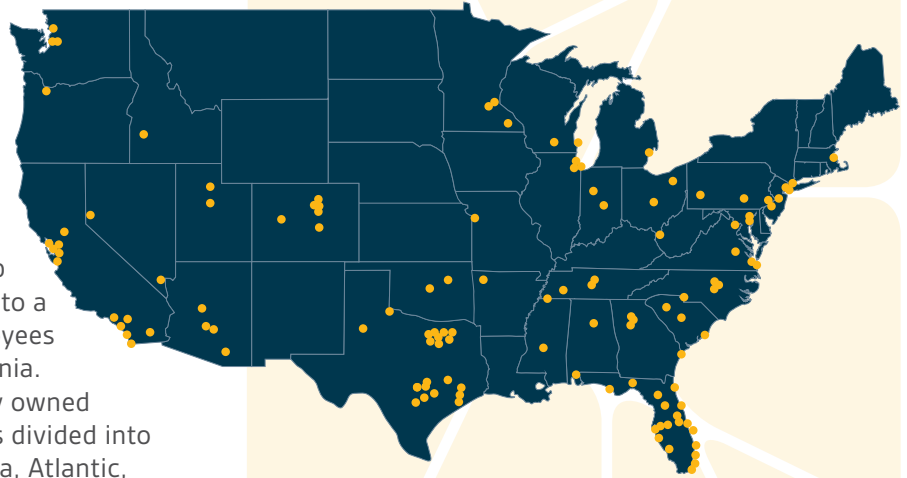
Firm Description

KIMLEY-HORN

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing services to both public and private sector clients nationwide. Since our founding in 1967, Kimley-Horn has grown from a small group of transportation planners and traffic engineers to a multidisciplinary firm of more than 6,800 employees in 110+ offices nationwide including 12 in California. Kimley-Horn is a privately-held corporation, fully owned by current employees of the firm. Kimley-Horn is divided into eight geographic regions: Midwest, Texas, Florida, Atlantic, South, Carolinas, Mountain, and California. Each region is managed by a team of representatives from production, marketing, administration, and practice building. Setting overall direction and policy for the firm is the firmwide management committee—also composed of representatives from production, marketing, administration, and practice building—which assists the regional teams as needed. The primary responsibility of the regional teams and management committee is to support our project managers, who are responsible for every facet of a project from beginning to end—contracting, planning, scheduling, quality control, client contact and relationships, and project accounting.

Our project manager, Nicole Dias, P.E., will be your primary point of contact. Bob Blume, P.E., and Patrick Wong, CPD, CPSWQ, QSD/P, ENVS, our quality control managers, and Sri Chakravarthy, our principal-in-charge, will provide independent quality reviews at regular intervals. Bob and Patrick can assemble any additional resources including equipment, labor, and capacity as needed. We know that professional expertise alone is not enough; our team members must also have the time to devote to your contract for their expertise to be of value to you. The Kimley-Horn team offers you technical proficiency and the demonstrated ability to provide the resources necessary to provide the services under this RFP from the first day at the start of the work.

Furthermore, our local engineers possess extensive experience with Caltrans District 7, including encroachment permitting, federal funding administration through local assistance, and full design oversight related to the preparation of project initiation documents, project approval and environmental documents, and final design for state highways, interchanges, and local roadways not on the state highway system.



● Kimley-Horn Offices



**6,700+ Employees
nationwide**



110+ Offices

2022 ENR RANKINGS:

#10 of 500
design firms

#7 of 100
in transportation

#8 of 50
in highways



Professional Services for the Mixmaster Street Widening Project (Phase 2)

FIRM DESCRIPTIONS

HARTZOG & CRABILL, INC. (HCI)

HCI is a traffic and civil engineering firm dedicated to serving the individual traffic needs of their client agencies. Established in 1993, HCI has specialized in all aspects of traffic engineering including traffic signal design and operations, as well as providing civil engineering services, city engineering services, and transportation planning. They have continuously and successfully provided these quality professional services for more than 29 years through an experienced and knowledgeable team of engineers and support staff.

CALVADA SURVEYING, INC. (CALVADA)

Calvada is a Disabled Veteran and Minority Disadvantaged-Owned land surveying business established in 1989. They provide professional land surveying services for various industries, including the real estate, telecommunications, construction, and environmental industries. They pride themselves not only as a pioneer of advanced land surveying technology, but also as a family-oriented company with an immensely dedicated and experienced staff on which Calvada Surveying was built. These individuals include professional land surveyors, qualified field and office personnel, in house support staff, mapping technicians, and project managers all of which maintain strict professionalism and expertise. Their Corona headquarters currently employs 46 professionals, including five Professional Licensed Land Surveyors and 11 fully equipped two-man-crews. Their clients are presented with professionalism, superb customer service, and the finest technology available.

EARTH MECHANICS, INC. (EMI)

EMI is a geotechnical and earthquake engineering consulting company founded as a California Corporation in 1989. They specialize in major geotechnical site investigations and testing, seismic hazard and earthquake retrofit evaluations, and foundation design for projects related to transportation infrastructure including bridges, roadways, freeways, and tunnels. With a staff of 36, EMI has offices located throughout California in Fountain Valley, San Marcos, Hayward, San Bernardino, and San Pedro. **For this contract, geotechnical engineering and engineering geology work will be performed from its Fountain Valley office, which has a Caltrans-certified soils laboratory and rock laboratory.**

OVERLAND, PACIFIC & CUTLER, LLC (OPC)

OPC started operations as an acquisition and relocation services company in Southern California in 1980. OPC has more than 120 staff providing professional project services involving right-of-way (ROW) program management, land, and ROW acquisition, appraisal valuation, relocation planning and implementation, property management, and utility coordination for public agency infrastructure projects. Now as a wholly owned division of TranSystems Corporation, OPC delivers these services for transportation, redevelopment, public works, housing, community development, school districts, energy, and utilities throughout the US from over 50 office locations.

Professional Services for the Mixmaster Street Widening Project (Phase 2)

Project Experience

We believe the Kimley-Horn team has unmatched relevant experience that give us an understanding of the challenges and opportunities within the Mixmaster intersection. Our team has a strong history of successfully completing roadway projects in Southern California as demonstrated by the projects highlighted on the following pages.



Broadway-Manchester Active Transportation Equity Project (StreetsLA)

📍 LOS ANGELES, CA

Kimley-Horn is providing civil, traffic, and hydraulic design services to improve safety and quality of life for all corridor users by increasing the use of active modes of transportation, enhancing community spaces, increasing connectivity, reducing the heat island effect, improving air quality, and increasing stormwater capture and reuse along Manchester Avenue (from S. Vermont Avenue to S. Broadway) and S. Broadway (from Manchester Avenue to Imperial Highway). The project will accomplish this by constructing Class IV cycle tracks, curb extensions, traffic signal upgrades, new HAWK Signals, new bus islands, street amenities, tree planting, and stormwater storage facilities. The project requires coordination between multiple agencies (multiple City of LA departments (transportation, sanitation, water and power, and Bureau of Street Lighting), LA County, LA Metro, and Caltrans), and multiple grant funding sources.

Relevance: *Federal Funding, Intersection, Signal Modifications, and Pedestrian and Street Lighting Improvements*

Avenue J/SR 14 (SR 138) Interchange PSR-PDS, PA&ED and PS&E

📍 LANCASTER, CA

Kimley-Horn provided preliminary engineering and environmental clearance and is completing final design to improve the operations and increase capacity of the SR138 (SR14)/Avenue J Interchange. The existing interchange is a partial compact diamond interchange with a northbound on-ramp and a southbound off-ramp. A key component of the project is to convert the partial interchange into a full interchange by adding a northbound off-ramp and a southbound on-ramp. This will include the closure of the existing SB ramp at the J-8 interchange that currently serves the missing movements. The project includes local roadway operations on Avenue J between 15th Street West and 25th Street West and includes complete street elements. The project includes multimodal improvements including improved bicycle and pedestrian facilities, improved channelization, updated traffic signals, improved wayfinding, and enhanced landscaping. Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, ROW, utility relocation/coordination, agency permitting, and preparation of the construction documents for the City and Caltrans facilities. Funded through Measure R Highway Equity Funds, the project requires close coordination with LA Metro and Caltrans District 7.

Relevance: *Caltrans District 7 Design and Coordination, Local Street Improvements, and Intersection Improvements*

Pedestrian Gap Closures

📍 LANCASTER, CA

The project includes multimodal improvements including improved bicycle and pedestrian facilities, bulb-outs, improved wayfinding, and landscaping. The project received Active Transportation Program (ATP) federal funds and required close coordination with the City of Lancaster and Caltrans District 7 and adherence to Caltrans requirements. Construction was recently completed on this Citywide Pedestrian Gap Closure project, which included 36 separate locations.

Relevance: *Federal Funding, Pedestrian Improvements, Caltrans District 7 Coordination*

Professional Services for the Mixmaster Street Widening Project (Phase 2)

PROJECT EXPERIENCE

Rancho Road Sidewalks and Bike Lanes

📍 THOUSAND OAKS, CA

This project was awarded a federal grant to improve sidewalk and bicycle connectivity, as this stretch of road is one of a few cities to separate crossings under Caltrans Route 101 linking north to south City limits. The City has ranked this project as a high priority based on pedestrian traffic volumes, construction difficulties, and proximity to schools and public facilities with missing sidewalks. The project will include a new sidewalk, curb ramps, and restriping Class II bike lanes along Rancho Road. Bicycle buffers and green pavement markings are utilized to enhance awareness. A traffic signal is being added at the southbound Caltrans on/off ramp intersection. Additional traffic signal modifications are included at the northbound Caltrans on-/off-ramps. The project requires a Caltrans encroachment permit, PEER forms, preliminary environmental study, and CEQA/NEPA documents. Kimley-Horn is providing civil, traffic, landscaping, and environmental services.

Relevance: *Federal Funding, Caltrans District 7 Coordination, On-Ramp Improvements, and Traffic Signal Modifications*

Civic Center Way Improvements Project

📍 MALIBU, CA.

Kimley-Horn provided the City of Malibu with multiple services to improve mobility and safety including roadway widening, sidewalk improvements, traffic synchronization, and the addition of bicycle lanes. We provided site analysis, preliminary design, and PS&E for roadway improvements along Civic Center Way between Malibu Canyon Road and Webb Way, and Webb Way between Civic Center Way and Pacific Coast Highway (PCH). For Webb Way/PCH, an additional second left-turn lane for eastbound PCH traffic was added as well as new traffic signals. For Webb Way/Civic Center Way, an additional northbound left turn lane onto Civic Center Way as well as a new sidewalk on the westside of Webb was installed. A traffic signal was installed at the intersections of Civic Center Way and Webb Way/Stuart Ranch Road, which was synchronized with the Webb Way/PCH signals to enhance vehicular flow. In addition, Kimley-Horn provided improvements along Civic Center Way to enhance pedestrian and bicycle safety through minor road alignment modifications, including traffic lane striping and a new bike lane as well as new pedestrian walkways. New landscaping was added along both sides of the road.

Relevance: *Traffic Signal Installation and Pedestrian Improvements*

I-710 North Arterial and I-10 Interchange Improvements at I-10/ Fremont Avenue, I-10/Atlantic Boulevard, and I-10/Garfield Avenue

📍 ALHAMBRA, CA

Kimley-Horn is leading a team of consultants in working with stakeholders including the City of Alhambra, LA Metro, Caltrans, adjacent cities, and the California State University, Los Angeles to develop improvements within the I-710/I-10 interchange area north of the I-10 to Valley Blvd and east of the I-710 through the City of Alhambra at the Fremont, Atlantic, and Garfield interchanges with the I-10. The team is currently completing Project Initiation Documents (PIDs) and working with Caltrans to identify feasible alternatives to scope the subsequent preliminary engineering and environmental studies for improvements in the corridors. The project area stretches for more than six miles of Interstate Freeway, connecting to several regional arterial roadways that are used to traverse the gap in the I-710 freeway system. One focus of the studies is to relieve congestion along the roadways that surround these communities without shifting the burden of congestion to the adjacent cities or regional network. Our work will identify optimal mobility improvements and allow the City to implement these long-awaited improvements with the available funding from Measure R and position the projects for additional regional transportation funding from other sources.

Relevance: *Caltrans District 7 Design and Coordination*

Professional Services for the Mixmaster Street Widening Project (Phase 2)

PROJECT EXPERIENCE



Ocean Park Boulevard Complete Green Street Project

📍 SANTA MONICA, CA

Kimley-Horn provided construction plans, specifications, and cost estimates to complete the design of the Ocean Park Boulevard Complete Green Street Project. Kimley-Horn designed watershed improvements to help reduce pollutants for urban runoff while also reducing the overall volume of stormwater runoff reaching Santa Monica Bay. Scope of work elements include the addition of three proposed crosswalks and overhead beacons, green bike lane and boxes, landscaped medians throughout the length of the project, curb extensions and bio-retention areas strategically placed along Ocean Park Boulevard, permeable paving in areas not within public travelways, traffic calming measures such as landscaped medians, pork chops, and curb extensions, and pedestrian level lighting along the thoroughfare. The project received Community Enhancement – Excellence in Transportation from Caltrans Excellence in Transportation Award.

Relevance: *Traffic Safety Improvements*



Agoura Road Widening (Complete Streets)

📍 AGOURA HILLS, CA

Kimley-Horn provided road widening, streetscape design, and traffic engineering services for the Agoura Road Widening and Complete Streets project. The project was designed to facilitate increased traffic from the new developments, improve traffic flow and safety, and implement improvements consistent with the Agoura Village Specific Plan and the guidelines of the 2007 California Complete Street Act (AB 1358). The Agoura Road project scope of work included the preservation of native oak trees; use of benches, accent paving, and lighting over the length of the roadway to provide continuity and unity; and modifications to storm drains and debris basins to promote green standards such as sub-surface bio-retention and infiltration. The 2.2-mile project included the widening of Agoura Road from two to four lanes; construction of landscape medians, sidewalks, and dedicated bike lanes in both directions; a pedestrian-only bridge; and undergrounding of electrical power lines.

Relevance: *Intersection Improvements and Street Widening*

Professional Services for the Mixmaster Street Widening Project (Phase 2)

Sustainable Transportation Infrastructure and Civil Engineering Design Services

📍 WESTSIDE VENTURA, CA

Kimley-Horn is providing civil engineering design services to prepare conceptual and construction plans for active transportation improvements including pedestrian, bicycle, and traffic calming improvements for the Westside Community in the City of Ventura. The project encompasses 14 street segments throughout Westside Ventura with 18,150 linear feet (LF) of bike boulevards, 13,282 LF of

sidewalk upgrades, 35 curb ramps upgrades, 20 continental crosswalks, 10 bus shelter upgrades, four curb extensions, rectangular rapid flashing beacons, speed feedback signs, and street lighting improvements. The goal of this project is to create a design that serves the City's residents and safely connects them to transit as well as employment community centers. In addition to preparing a PS&E package, Kimley-Horn is also responsible for conducting a traffic engineering study, turning movement analyses, and drainage analyses prior to the development of conceptual designs. One key project objective is to develop innovative solutions that will mitigate impacts to private property, maintain existing drainage patterns, and allow for truck and emergency vehicle access. Once conceptual designs and renderings have been developed, we will conduct outreach to stakeholders and the community to gather feedback on the proposed design. Kimley-Horn will also provide bidding and construction phase support.

Relevance: *Pedestrian Improvements and Truck Circulation*

**Professional Services for the
Mixmaster Street Widening Project
(Phase 2)**

References

CITY OF LANCASTER

Mike Livingston, Capital Manager Construction

661.723.6227

mlivingston@cityoflanasterca.org

CITY OF LOS ANGELES

Mara Luevano, Civil Engineer

213.847.0806

mara.luevano@lacity.org

CITY OF AGOURA HILLS

Charmaine Yambao, Associate Civil Engineer

818.597.7360

cyambao@ci.agoura-hills.ca.us

CITY OF MALIBU

Rob Duboux, Assistant Public Works Director

310.456.2489 x339

rduboux@malibucity.org

CITY OF VENTURA

Jeff Hereford, Principal Transportation Engineer

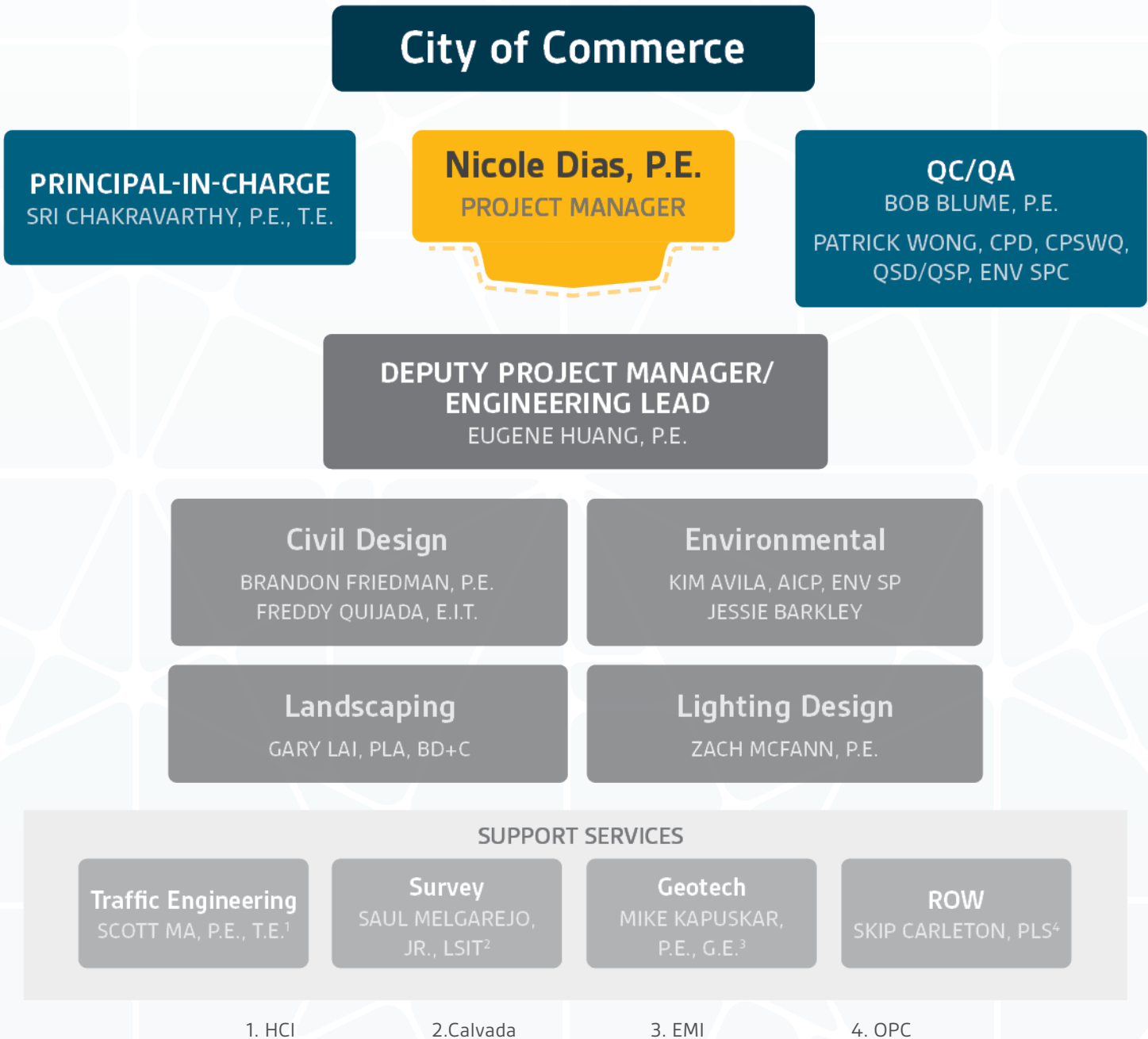
805.654.7744

jhereford@cityofventura.ca.gov

**Professional Services for the
Mixmaster Street Widening Project
(Phase 2)**

Project Team

Kimley-Horn is committed to providing the resources the City needs to deliver a successful project. Through an extensive internal work forecasting exercise that is conducted monthly, we can anticipate project and contingency needs and identify the resources necessary to complete the work. Our team, including our subconsultants, has analyzed their workload and determined that the proposed staff can be readily available for the Mixmaster Street Widening Project (Phase 2). Below we provide a detailed organization chart of the proposed team with resumes on the following pages.





Nicole Dias, P.E.

PROJECT MANAGER

Nicole has been leading and supporting the design of multidisciplinary roadway and multimodal projects across Southern California for more than eleven years. She has worked on a wide range of projects from local roadway improvements to major interchange projects and feasibility studies to final design and construction phase services. Her emphasis has been on street improvement design, ramp and interchange design, and feasibility studies. Nicole has also worked extensively with Caltrans District 7 and is very familiar with Caltrans processes and requirements.

Professional Credentials

-  Bachelor of Science, Civil Engineering, San Diego State University
-  Professional Engineer in California #86490

Relevant Experience

Broadway-Manchester Active Transportation Equity Project, Los Angeles, CA—Deputy Project Manager/Project Engineer. Broadway-Manchester Active Transportation Equity Project.

Kimley-Horn is providing civil, traffic, and hydraulic design services to improve safety and quality of life for all corridor users by increasing the use of active modes of transportation, enhancing community spaces, increasing connectivity, reducing the heat island effect, improving air quality, and increasing stormwater capture and reuse along Manchester Avenue (from South Vermont Avenue to South Broadway) and South Broadway (from Manchester Avenue to Imperial Highway). The project will accomplish this by constructing Class IV cycle tracks, curb extensions, HAWK Signals, bus islands, street amenities, tree planting, cisterns, and drywells. The Project requires coordination between multiple agencies (multiple City of LA departments, LA County, LA Metro, and Caltrans), and grant funding sources.

On-Call Roadway and Structures, Traffic Engineering, and Drainage, Hydrology and Hydraulic Engineering, Lancaster, CA—Deputy Project Manager/Project Engineer. Kimley-Horn provides on-call engineering services to the City of Lancaster for a wide variety of innovative corridor and complete street projects that include bicycle, pedestrian, interchange, transit, and roadway improvements along specific City corridors. Our support for the City also has included program and project management work for the implementation of funds for projects from the Measure R "Highway Equity" program, for which our team, led by Robert Blume who oversaw the allocation, management, expenditure, and reporting of Measure R funds for the City. For all of the following task orders, Kimley-Horn has provided roadway and civil design, traffic analysis and design, drainage/hydraulic design, ROW, utility relocation/coordination, agency coordination permitting, and preparation of the construction documents for the City and Caltrans facilities: one mile of local roadway for Avenue M, Avenue J, and Avenue L Improvements, health district (15 streets), and pedestrian gap closures (36 locations).

Nicole Dias, P.E.

Relevant Experience, Continued

Agoura Road Widening Project (Complete Streets), Agoura Hills, CA—Project Engineer. Kimley-Horn provided road widening, streetscape design, and traffic engineering services for the Agoura Road Widening and Complete Streets project. The project was designed to facilitate increased traffic from the new developments, improve traffic flow and safety, and implement improvements consistent with the Agoura Village Specific Plan and the guidelines of the 2007 California Complete Street Act (AB 1358). The Agoura Road project scope of work included the preservation of native oak trees; use of benches, accent paving, and lighting over the length of the roadway to provide continuity and unity; and modifications to storm drains and debris basins to promote green standards such as sub-surface bio-retention and infiltration. The 2.2-mile project included the widening of Agoura Road from two to four lanes; construction of landscape medians, sidewalks, and dedicated bike lanes in both directions; a pedestrian-only bridge; and undergrounding of electrical power lines. Nicole led the roadway design of the project including roadway alignments/profiles, curb and gutter alignments/profiles, streetscape, street lighting, retaining wall design, grading limits, storm water system design, and curb ramp design. The project included major roadway widening and unique water quality design.

Civic Center Way Improvements Project, Malibu, CA—Design Manager. Kimley-Horn provided the City of Malibu with multiple services to improve mobility and safety including roadway widening, sidewalk improvements, traffic synchronization, and the addition of bicycle lanes. We provided site analysis, preliminary design, and PS&E for roadway improvements along Civic Center Way between Malibu Canyon Road and Webb Way, and Webb Way between Civic Center Way and Pacific Coast Highway (PCH). For Webb Way/PCH, an additional second left-turn lane for eastbound PCH traffic was added as well as new traffic signals. For Webb Way/Civic Center Way, an additional northbound left turn lane onto Civic Center Way as well as a new sidewalk on the westside of Webb was installed. A traffic signal was installed at the intersections of Civic Center Way and Webb Way/Stuart Ranch Road, which was synchronized with the Webb Way/PCH signals to enhance vehicular flow. In addition, Kimley-Horn provided improvements along Civic Center Way to enhance pedestrian and bicycle safety through minor road alignment modifications, including traffic lane striping and a new bike lane as well as new pedestrian walkways. New landscaping was added along both sides of the road. Nicole led the roadway design of the project including roadway alignments/profiles, curb and gutter alignments/profiles, streetscape, storm water system design, bio-swale design, and curb ramp design. The project included major roadway repurposing to include bike lanes and unique water quality design due to challenging grades.

SR 60 Storm Water Improvements PA&ED and PS&E, Caltrans District 7 (sub to Brown and Caldwell), Los Angeles, CA—Project Engineer. Nicole leads the highway design, DPPIA design, and Caltrans standard specification services for the Route 60 Stormwater Mitigation contract. Kimley-Horn supports Brown and Caldwell to complete the project report, final design, and construction documents to implement 48 BMPs along Route 60 in Caltrans District 7. The project includes analysis and design of the DDPIAs, improved signage, improved erosion control measures, design of MVPs, landscaping, and irrigation. Kimley-Horn is providing highway/roadway and civil design, traffic handling analysis and design, drainage/hydraulic design, utility relocation/coordination, and preparation of the construction documents for the Caltrans facilities.







Sri Chakravarthy, P.E., T.E.

PRINCIPAL-IN-CHARGE

Sri has more than 19 years of experience overseeing a variety of transportation projects ranging from planning and engineering design to on-call engineering services. His project management at Kimley-Horn is informed by his former career with the Los Angeles County Public Works Department and knowledge of grant funding opportunities and working with multiple stakeholders. Sri has overseen medium- to large-scale capital improvement projects for local and regional agencies, with project budgets ranging from \$50K to \$2.5M and schedules ranging from six months to three years. These projects are often multidisciplinary and require coordination with local and regional agencies, Caltrans, and local businesses and residents.

Professional Credentials

-  Master of Science, Civil Engineering, Louisiana State University
-  Bachelor of Science, Civil Engineering, Kakatiya University, India
-  Professional Engineer in California #73629
-  Traffic Engineer in California #2531

Relevant Experience

Broadway-Manchester Active Transportation Equity Project, Los Angeles, CA—Senior Project Engineer. Broadway-Manchester Active Transportation Equity Project. Kimley-Horn is providing civil, traffic, and hydraulic design services to improve safety and quality of life for all corridor users by increasing the use of active modes of transportation, enhancing community spaces, increasing connectivity, reducing the heat island effect, improving air quality, and increasing stormwater capture and reuse along Manchester Avenue (from South Vermont Avenue to South Broadway) and South Broadway (from Manchester Avenue to Imperial Highway). The project will accomplish this by constructing Class IV cycles tracks, curb extensions, HAWK Signals, bus islands, street amenities, tree planting, cisterns, and drywells. The Project requires coordination between multiple agencies (multiple City of LA departments, LA County, LA Metro, and Caltrans), and grant funding sources.

On-Call General Civil and Traffic Engineering Services, Rancho Cucamonga, CA—Project Manager. Kimley-Horn was selected by the City of Rancho Cucamonga to provide general civil and traffic engineering services. Kimley-Horn staff are providing project management and engineering services for a variety of infrastructure and capital improvement projects (CIP), as well as for various city programs/services. Project types included field investigations, street improvements/ resurfacing/streetscape, traffic signal and electrical installations, public works maintenance projects, and roadway widening projects. The projects include:

- Rochester Avenue Pavement Rehabilitation:** Preparation of roadway overlay plans, signing/stripping plans, traffic signal plans to upgrade loop detection to video detection, curb ramps upgrade design, field review, research of relevant design standards and existing data, utility coordination, and preparation of quantities/bid schedule.
- Major Arterials Pavement Rehabilitation:** Preparation of roadway overlay plans, signing/stripping plans, curb ramps upgrade design, field review, utility coordination, and preparation of quantities/bid schedule for four major arterials.

Sri Chakravarthy, P.E., T.E.

Relevant Experience, Continued

- **Installation Of Two Traffic Signals And Three Flashing Yellow Arrow Signal Modifications:**

Prepared Plans, Specifications and Estimate (PS&E) packages for installation of flashing yellow arrow (FYA) operations for two new traffic signals and three existing traffic signals. Median modifications to assist the sight visibility for intersections is also included.

- **Seven Flashing Yellow Arrow Signal Modifications:** Prepared PS&E packages for installation of flashing yellow arrow operations for seven existing traffic signals. Median modifications to assist the sight visibility for three intersections is also included.

Sustainable Transportation Infrastructure and Civil Engineering Design Services, Westside Ventura, CA—Project Manager. Kimley-Horn is currently providing civil engineering design services to prepare conceptual and construction plans for active transportation improvements including pedestrian, bicycle, and traffic calming improvements for the Westside Community in the City of Ventura. The project encompasses 14 street segments throughout westside Ventura with 18,150 linear feet (LF) of bike boulevards, 13,282 LF of sidewalk upgrades, 35 curb ramps upgrades, 20 continental crosswalks, 10 bus shelter upgrades, four curb extensions, rectangular rapid flashing beacons, speed feedback signs, and street lighting improvements. The goal of this project is to create a design that serves the City's residents and safely connects them to transit as well as employment community centers. In addition to preparing a PS&E package, Kimley-Horn is also responsible for conducting a traffic engineering study, turning movement analyses, and drainage analyses prior to the development of conceptual designs. One key project objective is to develop innovative solutions that will mitigate impacts to private property, maintain existing drainage patterns, and allow for truck and emergency vehicle access. Once conceptual designs and renderings have been developed, we will conduct outreach to stakeholders and the community to gather feedback on the proposed design. Kimley-Horn will also provide bidding and construction phase support.

Agoura Road Widening (Complete Streets), Agoura Hills, CA—Senior Project Engineer. Kimley-Horn provided streetscape design services for the Agoura Road project consistent with the Agoura Village Specific Plan and the guidelines of the 2007 California Complete Street Act (AB 1358). Consistent with these guidelines, the Agoura Road project scope of work included the preservation of native oak trees; use of benches, accent paving, and lighting over the length of the roadway to provide continuity and unity; and modifications to storm drains and debris basins to promote green standards such as sub-surface bio-retention and infiltration. The project is funded through Metro Measure R. Sri supported the project team by leading the traffic engineering design including traffic signals, signing and striping, and street lighting elements of the project.

PCH (Route 1) Mobility Improvements at Various Locations, Malibu, CA—Project Manager. On several task orders through our traffic engineering on-call with the City of Malibu, Kimley-Horn was the lead designer and contract manager overseeing several mobility improvements along Pacific Coast Highway (Route 1) within Malibu. Projects included PCH/Big Rock Signal Improvements, PCH Bike Route Construction, PCH/Kanan Road Arrestor Bed and relevant improvements, and PCH/La Costa Pedestrian Improvements. Tasks included site review, traffic analysis, preparation of construction design plans, construction oversight, and extensive coordination with multiple Caltrans District 7 functional units including Design, Traffic Engineering, Electrical, Signal Operations, and Inspection. These projects helped improve safety and operations along PCH. Sri served as project manager for site review, traffic analysis, preparation of construction design plans, construction oversight, and extensive coordination with multiple Caltrans District 7 functional units.



Bob Blume, P.E.

QC/QA

For more than 40 years, Bob has served as a project manager; a highway design specialist; and a planning, management and design consultant for more than 50 cities and agencies throughout California. Bob has significant experience in managing multidiscipline teams, developing and implementing work plans and objectives, and managing scope and budget. As a project manager, he has the proven ability to bring teams together and develop long-term solutions with the client and other stakeholders as partners. He is highly skilled and experienced in leading and managing multidiscipline teams in the preparation, planning, and design document for a variety of projects ranging in size and complexity. Bob started his career as a Resident Engineer and Contracting Officer Representative on Airport Facilities projects while working with the US DOT Federal Aviation Administration. This experience has provided Bob with the unique perspective on construction contracts and the importance of solid design work.

Professional Credentials



Bachelor of Science,
Civil Engineering,
California State
University, Chico



Professional Engineer
in California #39419

Relevant Experience

SR 138 (SR 14) Avenue J, Avenue L, and Avenue M Interchanges and Local Roadway Improvements PSR-PDS, PA&ED, and PS&E, Lancaster, CA—Project Manager. Kimley-Horn is providing preliminary engineering and environmental clearance and is completing final design to improve the operations and safety of the SR 138 (SR 14) Avenue J, Avenue L, and Avenue M Interchanges. All projects include one mile of local roadway improvements and operations including complete street elements. The projects include multimodal improvements including improved bicycle and pedestrian facilities, improved channelization, updated traffic signals, improved wayfinding, and enhanced landscaping. Kimley-Horn provides roadway and civil design, traffic analysis and design, drainage/hydraulic design, ROW, utility relocation/coordination, agency permitting, and preparation of the construction documents for the City and Caltrans facilities. Funded through Measure R Highway Equity Funds, the project requires close coordination with LA Metro and Caltrans District 7.

BOE, Broadway-Manchester Active Transportation Equity Project, Los Angeles, CA—Project Manager. Kimley-Horn is providing civil, traffic, and hydraulic design services to improve safety and quality of life for all corridor users by increasing the use of active modes of transportation, enhancing community spaces, increasing connectivity, reducing the heat island effect, improving air quality, and increasing stormwater capture and reuse. The Project requires coordination between multiple agencies (multiple City of LA departments, LA County, LA Metro, and Caltrans), and grant funding sources.

Pleasant Valley Road Bike Lanes, Camarillo, CA—Project Manager. The City of Camarillo was awarded a grant to provide bicycle safety improvements along Pleasant Valley Road. With motorist speeds posted at 55 miles per hour, new bicycle lanes are critical to improving cyclist safety and reducing conflicts as they approach the intersections. Kimley-Horn will provide bicycle safety improvements

Robert D. Blume, P.E.

Relevant Experience, Continued

along the corridor and at intersections, which is part of the City's overall commitment to bringing alternative modes of transportation throughout the region. The project will consist of new Class II Bike Lanes along an 8,700-foot-long section of Pleasant Valley Road between Las Posas Road and East 5th Street.

Agoura Road Widening (Complete Streets), Agoura Hills, CA—Principal-in-Charge. Kimley-Horn provided streetscape design services for the Agoura Road project consistent with the Agoura Village Specific Plan and the guidelines of the 2007 California Complete Street Act (AB 1358). Consistent with these guidelines, the Agoura Road project scope of work included the preservation of native oak trees; use of benches, accent paving, and lighting over the length of the roadway to provide continuity and unity; and modifications to storm drains and debris basins to promote green standards such as sub-surface bio-retention and infiltration. The project is funded through Metro Measure R.

Bridge On-Call Program (North Spring Street and Laurel Canyon Tasks) - 2014, Los Angeles, CA—Project Manager. Kimley-Horn performed engineering services for the City of Los Angeles on the following Task Orders under an on-call contract to provide Bridge and Civil Engineering, and Other Design Support Services to the City's Bridge, Streets, and Storm Divisions. Projects under this on-call include:





- **North Spring Street Bridge Widening and Rehabilitation.** Kimley-Horn led a multidiscipline team to provide construction engineering support to the City BOE during the widening of this multi-span concrete arch historic structure over the L.A. River. This team included civil and structures, geotechnical and materials, environmental monitoring, scheduling, and claims support to the City BOE staff for the duration of construction.
- **Laurel Canyon Boulevard Bridge Widening over Tujunga Wash Design and Construction Support.** Kimley-Horn is leading a multi-discipline team to provide design and construction engineering support to the City BOE during the construction of this simple span concrete bridge over the Tujunga Wash. This team includes civil and structures, geotechnical and materials, environmental monitoring, scheduling, and claims support to the City BOE staff for the duration of construction.



Patrick Wong, CPD, CPSWQ, QSD/P, ENV SP QC/QA

With 30 years of experience, Patrick coordinates and manages site development projects with an emphasis on ensuring the right resources are assigned to the project. His skill set includes managing the design process to ensure conformance to standards and policies. He guides projects through the plan check approvals process gaining consensus. Patrick has served as project manager on major site development projects providing utility reports and utility design and relocation; street improvement and widening; third-party approvals; and other civil tasks. In addition, he has worked on municipal projects, commercial retail, and residential projects, as well as other large complex projects. For more than six years, Patrick provided design services for grading and a new storm drainage system, sewer relocation, storm drain upgrades, and electrical conduit duct bank design in support of a new electrical service.

Professional Credentials

-  Bachelor of Science, Urban and Regional Planning, California State Polytechnic University, Pomona
-  Certified Professional in Stormwater Quality in California #00000854
-  Qualified SWPPP Developer/Practitioner in California #22862
-  Envision Sustainability Professional #20912

Relevant Experience

East Avenida Cordoba Drainage Improvement Design, San Clemente, CA—Project Engineer. Kimley-Horn performed hydrology and hydraulic modeling, final plans, specifications, and cost estimates for this project. The scope involved creation of roughly 1,500 lineal feet of new 18-inch and 24-inch diameter drainage pipe, along with associated inlets, cleanouts, and a retaining wall. Hydrology modeling for the 25-acre study area was performed using AES HydroWin, while hydraulic modeling of the proposed pipe system was performed using WSPG. Project improvements are valued at approximately \$1.3 million.

On-Call Engineering Services, Pico Rivera, CA—Contract Manager. The City of Pico Rivera selected Kimley-Horn to provide On Call Engineering Services for a wide range of Capital Improvement Projects citywide. The work consists of engineering design for, but will not be limited to roadway pavement rehabilitation and/or restoration, streetscape, landscaping and irrigation systems, utility, bridges, safety lighting, traffic signal, flood control and storm drain facilities, general facilities (chain-link fencing/gates, retaining walls, etc.) and other Public Works construction projects.

LA Metro: North Hollywood to Pasadena Bus Rapid Transit (BRT) Planning and Environmental Study, Los Angeles to Pasadena, CA—Project Engineer. Kimley-Horn is the prime consultant for an 18-mile BRT project connecting the San Fernando Valley with the San Gabriel Valley that encompasses the North Hollywood and Eagle Rock districts of Los Angeles along with the Cities of Burbank, Glendale, and Pasadena. The effort is leading the project through alternatives analysis, CEQA environmental approval, and preliminary engineering with the route including a combination of street-running and freeway-based alignments. The project, which is a key element of Metro's Twenty-Eight by '28 Vision in preparation for the 2028 Summer Olympics, will connect the Metro North Hollywood B (Red) Line (heavy rail) and G (Orange) Line (BRT) Station with the L (Gold) Line

Patrick Wong, CPD, CPSWQ, QSD/P, ENV SP

Relevant Experience, Continued

in Pasadena. The project is emphasizing Metro's emerging Transit Oriented Communities (TOC), First-Last Mile, and Sustainability initiatives with more than 20 station options being selected based on a wide range of metrics including Value Capture potential. The project provides a "showcase" of BRT prototypes applicable to a wide regime of urban roadways ranging from narrow constrained minor arterials to major boulevards and provides complete street solutions integrating on-street bus lanes and BRT stations with vehicular traffic movements, bicycle facilities, sidewalks and the pedestrian realm, and active transportation projects.

LA Metro: Willowbrook/Rosa Parks Station Improvement Project Design and Engineering Services, Los Angeles, CA—Project Engineer. The Willowbrook/Rosa Parks Metro Station is the fourth busiest station in LA Metro's transit system, and facilitates transfers between Metro's Green Line, Blue Line, and bus transit. Kimley-Horn is working as a subconsultant to redesign the station, with improvements taking place during active rail operations. The project includes complete redesign of the transit center layout, bus loading zones, and a new expanded Blue Line LRT platform and mezzanine. Most of the current station sits under an eight-lane elevated freeway, which is a Caltrans facility. Kimley-Horn performed concept site development, circulation analysis, bus and LRT operations assessment, Blue Line platform engineering design, station electrical/communications design, signal design at intersections adjacent to the station, and development of a 40+ page construction phasing plan set to construct the station work while maintaining full station operations. Kimley-Horn is also providing construction phase services for the project.

LA Metro: Cesar E Chavez Avenue Transit Center, Los Angeles, CA—Project Manager. Kimley-Horn staff prepared the civil design for a transit bus stop near Union Station in Downtown Los Angeles. The project was funded through a Ladders of Opportunity grant from the FTA administered by LA Metro. It added a transit pavilion complete with shelters, realtime information signs, improved lighting, bicycle infrastructure, trash cans, and benches. The sustainable landscape design featured drought-tolerant landscaping and rainwater catchment and the shelter structures are equipped with solar panels. The project also incorporated site safety elements such as line of sight, low shrubs, and uniform lighting throughout the center. Kimley-Horn staff were responsible for grading and drainage design and utility engineering, along with the stormwater mitigation effort to reduce runoff from the site. An infiltration gallery was implemented to take advantage of the high percolation rate. In addition, the team provided third party assistance with utility approvals and connection permits with the City of Los Angeles.

LA Metro: Rail to Rail Segment A (Design), Los Angeles, CA—Project Manager. This project is part of the overall Active Transportation Rail to River Corridor Project. Segment A spans 5.5 miles from the newly constructed Crenshaw Line to the east along a dedicated pedestrian and bicycle path along the north side of Slauson Avenue to the Blue Line Station to the west. The corridor will link neighborhoods, schools, commercial centers and other key cultural institutions. The corridor will facilitate a new east-west pedestrian and bicycle linkage, connections to Metro and municipal bus services and enhancements to the overall bicycle network. Kimley-Horn provided civil engineering services for the path including geometrics, grading, stormwater mitigation, and utility relocation. The project also extended ADA access along the path as well as provide accessibility to key points along the corridor. The team incorporated a raised crosswalk at city street intersections that would provide a key safety feature for both bicyclists and pedestrians.




Eugene Huang, P.E.

DEPUTY PROJECT MANAGER AND ENGINEERING LEAD

Eugene has more than eight years of experience leading and supporting a wide range of transportation infrastructure projects including municipal roadway improvements, major freeway and interchange design, transit planning and design, and pedestrian/bicycle improvements in Southern California. Eugene specializes in leading multidisciplinary teams to successfully deliver transportation projects from the planning phase to design phase and construction. Eugene has significant experience with the utility resolution and certification process and has completed PSR-PDS, PA&ED, and PS&E documents in Caltrans District 7. Eugene specializes in street improvement design, utility design and coordination, roadway widening and re-alignments, complete streets, transit planning, ADA and pedestrian improvements, drainage and hydraulics, stormwater treatment, stage construction and traffic control, and construction management.

Professional Credentials

 Bachelor of Science, Civil Engineering, California Polytechnic State University, San Luis Obispo

 Professional Engineer in California #87933

Relevant Experience

Lancaster Health District PS&E, Lancaster, CA—Deputy Project Manager/Engineering Lead. The City of Lancaster, in partnership with the Antelope Valley Hospital, will construct approximately 1.75 miles of new complete streets to improve the region that serves the Antelope Valley Hospital and adjacent medical offices. Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, utility relocation/coordination, landscaping/irrigation, agency permitting, and preparation of the construction documents for the City. In addition, the team is coordinating right-of-way acquisition of over 20 parcels with various owners. Kimley-Horn is working the with City and several developers with concurrent projects to coordinate utility infrastructure improvements for future developments. Eugene is managing project design, schedule, and budget.

Avenue J/SR 138 (SR 14) Interchange Improvements PSR-PDS, PA&ED, and PS&E, Lancaster, CA—Deputy Project Manager/Engineering Lead. Kimley-Horn provided preliminary engineering and environmental clearance and is completing final design to improve the operations and increase capacity of the SR138 (SR14)/Avenue J Interchange. The existing interchange is a partial compact diamond interchange with a northbound on-ramp and a southbound off-ramp. The project includes multimodal improvements including improved bicycle and pedestrian facilities, improved channelization, updated traffic signals, improved wayfinding, and enhanced landscaping. Kimley-Horn provided roadway and civil design, traffic analysis and design, drainage/hydraulic design, ROW, utility relocation/coordination, agency permitting, and preparation of the construction documents for the City and Caltrans facilities. Funded through Measure R Highway Equity Funds, the project requires close coordination with LA Metro and Caltrans District 7. Eugene was responsible for completing the PSR-PDS, PA&ED, and PS&E and is currently supporting the City of Lancaster in construction.

Eugene Huang, P.E.

Relevant Experience, Continued

SR-710 Northern Stub Repurposing, Pasadena, CA—Deputy Project Manager/Engineering Lead.

Through a multi-year collaborative effort with Caltrans, the relinquishment of the SR-710 Northern Stub transportation network, from Union Street to Columbia Street was transferred to the City of Pasadena. Kimley-Horn developed preliminary design for new and modified connections from local streets to I-210, SR-134, and SR-710, and preliminary cost analysis to support the Technical Feasibility Assessment. Kimley-Horn also delivered change of ownership exhibits and freeway agreements.

Grade Crossing Upgrades at Avenue M, Avenue K, Avenue J, and Avenue G, Lancaster, CA—Deputy Project Manager/Engineering Lead. Kimley-Horn provided preliminary engineering and cost estimates for at-grade crossing locations within the City and conducted field diagnostic meetings with stakeholders including the City of Lancaster, City of Palmdale, CPUC, SCRRA, UPRR, LA County, Caltrans, and LA Metro to identify existing conditions and scope proposed improvements. The improvements included roadway and intersection improvements, installation of railroad devices, railroad advance preemption, traffic signal modification, signing and striping, median widening, and pedestrian facilities.

SR 110 Operational Improvements, Los Angeles, CA—Project Engineer. The proposed project improvements are within the jurisdiction of Caltrans and City of Los Angeles and add auxiliary lanes on SR 110 in the southbound direction from the Amador Street on-ramp to the US-101 Connector and in the northbound direction from the North Figueroa Street on-ramp to the North Hill Street on-ramp. Eugene led the preliminary ramp design and PSR-PDS support services for the SR-110 Operational Improvements Project PSR-PDS contract. Kimley-Horn, in cooperation with Caltrans District 7, the City of Los Angeles, and a private developer, prepared a PSR-PDS to identify and analyze improvements along this impacted corridor of SR 110. Kimley-Horn studied improvements along SR 110 between US-101 and I-5 in downtown Los Angeles to improve operations, reduce congestion, improve safety, and improve local transit connectivity and roadway traffic circulation. Proposed improvements include widening portions of SR 110 to add auxiliary lanes in both the northbound and southbound directions between US 101 and Amador Street. Kimley-Horn is leading the engineering and the preparation of the PSR (PDS) to analyze the proposed improvements and identify the scope, benefits, required studies, and costs of the identified improvements for future funding and implementation.

Program/Project Management Services for Measure R Highway Equity Program, Lancaster, CA—Project Engineer. Eugene supports the program management services for the Measure R Highway Equity Program contract. Kimley-Horn provides ongoing project management and project oversight throughout the life of Measure R capital projects, including preliminary planning, environmental clearance, final design, and construction. Kimley-Horn has worked closely with Caltrans District 7 offices, structures, and headquarters, and is responsible for implementing and executing project management controls including scope definition and scope control; project scheduling; cost estimating; financial and fiscal management; as well as developing monitoring reports and performing trend analyses to detect and rectify project delivery deficiencies. As an extension to City staff, Kimley-Horn has represented the City, serving as a liaison to other agencies, consultants, and the public.




Brandon Friedman, P.E.

CIVIL DESIGN

Brandon has supported various municipal and Caltrans transportation preliminary and final design efforts for over three years. He has experience with roadway geometrics, alternatives development, drainage and stormwater design, traffic control and stage construction strategies, utility coordination, right-of-way acquisition, and cost estimation. Brandon has been involved with various stages of project development, including PA&ED and PS&E, and he has a proficient understanding of design standards and requirements necessary to progress construction plans and reports to approval.

Professional Credentials

-  Bachelor of Science, Civil Engineering, California Polytechnic State, San Luis Obispo
-  Professional Engineer in California #94025

Relevant Experience

Lancaster Health District PS&E, Lancaster, CA—Project Engineer.

The City of Lancaster, in partnership with the Antelope Valley Hospital, will construct approximately 1.75 miles of new complete streets to improve the region that serves the Antelope Valley Hospital and adjacent medical offices. Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, utility relocation/coordination, landscaping/irrigation, agency permitting, and preparation of the construction documents for the City. In addition, the team is coordinating right-of-way acquisition of over 20 parcels with various owners. Kimley-Horn is working with the City and several developers with concurrent projects to coordinate utility infrastructure improvements for future developments.

710 North Arterial and I-10 Interchange Improvements at I-10/Fremont Avenue, I-10/Atlantic Boulevard, and I-10/Garfield Avenue, Alhambra, CA—Project Engineer. Kimley-Horn is leading a team of consultants to develop initial concepts and complete project development of improvements to the I-710/I-10 freeway system to alleviate traffic congestion, cut through traffic and impacts on the local community stemming from the approximate 5-mile gap on the I-710 freeway between the I-10 and SR-134/I-210 freeways. These necessary improvements are being funded through Metro Measure R after the elimination of the Tunnel alternative to fill the gap. The team is assisting the City with overall implementation strategy and Caltrans and Metro approvals of the ultimate improvements, completing Project Initiation Documents, and working with Caltrans to identify feasible alternatives to scope the subsequent preliminary engineering and environmental studies for improvements in the corridors. The City has received Measure R funds to improve the 710 southern stub including the possible relinquishment of the state facility and converting the downsizing the current stub into an arterial roadway to improve traffic flow, reduce cut through traffic and improve the circulation within the region. The team is working with stakeholders including the City of Alhambra, LA Metro, Caltrans, adjacent cities, and California State University, Los Angeles to develop improvements within the I-710/I-10

Brandon Friedman, P.E.

Relevant Experience, Continued

interchange area north of the I-10 to Valley Blvd and east of the I-710 through the City of Alhambra at the Fremont, Atlantic, and Garfield interchanges with the I-10. The project area stretches for over six miles of interstate freeway, connecting to several regional arterial roadways that are used to traverse the gap in the 710 freeway system. A focus of the studies is to relieve congestion along these roadways that surround these communities without shifting the burden of congestion to the adjacent cities or regional network.

Avenue J/SR 14 (SR 138) Interchange PSR-PDS, PA&ED and PS&E, Lancaster, CA—Project Engineer.

Kimley-Horn provided preliminary engineering and environmental clearance and is completing final design to improve the operations and increase capacity of the SR138 (SR14)/Avenue J Interchange. The existing interchange is a partial compact diamond interchange with a northbound on-ramp and a southbound off-ramp. A key component of the project is to convert the partial interchange into a full interchange by adding a northbound off-ramp and a southbound on-ramp. This will include the closure of the existing SB ramp at the J-8 interchange that currently serves the missing movements. The project includes local roadway operations on Avenue J between 15th Street West and 25th Street West and includes complete street elements. The project includes multimodal improvements including improved bicycle and pedestrian facilities, improved channelization, updated traffic signals, improved wayfinding, and enhanced landscaping. Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, ROW, utility relocation/coordination, agency permitting, and preparation of the construction documents for the City and Caltrans facilities. Funded through Measure R Highway Equity Funds, the project requires close coordination with LA Metro and Caltrans District 7. Making the interchange a full interchange will enhance local circulation and reduce congestion on the local street network and reduce circuitous traffic patterns caused by the partial interchanges that exist today.

Avenue M Interchange Improvements PS&E, Lancaster, CA—Project Analyst. Kimley-Horn is completing final design services to improve the operational capacity of the SR 138 (SR 14)/Avenue M Interchange. A key component of the project is the addition of roundabouts at the ramp intersections. The project includes local roadway operations on Avenue M between 20th Street West and 10th Street West and includes complete street elements. The project involves close coordination with the City of Palmdale and Los Angeles County as two quadrants of the interchange are in their jurisdictions. The project includes multimodal improvements including improved bicycle and pedestrian facilities, roundabouts, improved channelization, updated traffic signals, improved wayfinding, and landscaping enhancements. Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, ROW, utility relocation/coordination, agency permitting, and preparation of the construction documents for the City and Caltrans facilities. Funding is through Measure R Highway Equity Funds; the project requires close coordination with LA Metro and Caltrans District 7, as well as LA County and the City of Palmdale.







Kim Avila, AICP, ENV SP

ENVIRONMENTAL TASK LEAD

A certified planner since 1999 and an ENV SP since 2020, Kim has been the project manager for numerous environmental impact reports (EIRs), environmental impact statements (EIS), negative declarations, categorical exemptions, as well as categorical exclusions, and findings of no significant impacts. She has focused her 30+ years of experience on transportation infrastructure projects. Kim has prepared NEPA/CEQA documents for WETA, Federal Transit Administration (FTA), Caltrans/FHWA, Federal Railroad Administration (FRA) compliance. Her technical expertise includes joint NEPA and CEQA documents, Caltrans/FHWA and FTA technical reports, environmental justice, Section 4(f) resources, socioeconomic topics including community impact analyses, and visual resource analysis.

Professional Credentials

-  Master of Arts, Economic and Political Development, Columbia University
-  Bachelor of Arts, Government, Harvard University
-  American Institute of Certified Planners #015226
-  Envision Sustainability Professional #36841

Relevant Experience

Los Angeles Aerial Rapid Transit Project Final EIR, Los Angeles, CA —Environmental Lead. Kim is providing environmental services to prepare the Final EIR for the LA ART project. The proposed project would connect Los Angeles Union Station to the Dodger Stadium property via an aerial gondola system. When complete, the proposed project would have a maximum capacity of approximately 5,000 people per hour per direction, and the travel time between Union Station and Dodger Stadium would be approximately seven minutes. Kimley-Horn is providing project management as well as subject matter expertise to address 2,500+ pages of correspondence. Technical resource issues included cultural resources, State Park land, and construction-related noise and vibration, air emissions, and roadway detours.

Alameda County Transportation Commission, Rail Safety Enhancement Program CEQA and NEPA Compliance, Alameda County, CA—CEQA/NEPA Program Manager. Kimley-Horn is the prime consultant providing environmental clearance and design services for Alameda CTC's Rail Safety Enhancement Program (RSEP), which includes prioritizing and designing safety improvements for pedestrians, bicyclists, and cars at 45 Union Pacific Railroad (UPRR) at-grade crossings in eight local jurisdictions in Alameda County from Berkeley to Fremont and Livermore. Kimley-Horn developed an innovative project approach that divides each of the 30 crossings into one of three "tiers" for improvements based on the required lead times for approvals and designs and will work to allow Alameda CTC to implement the "low-hanging fruit" solutions upfront while working in parallel on crossings that require longer lead times. Kim is overseeing three CEQA CE's, three IS/MNDs and NEPA consultation for the crossings.

VTa, BART Silicon Valley Phase II, Santa Clara County, CA—Senior Planner. Since 2006, Kimley-Horn has provided on- and off-site planning and environmental, program management, public and stakeholder outreach, and engineering services to the Santa

Kim Avila, AICP, ENV SP

Relevant Experience, Continued

Clara Valley Transportation Authority (VTA) in support of the BART Silicon Valley extension. This 16-mile, \$9.2 billion program extends the BART heavy rail system in two phases, with the 10-mile Phase I segment that opened in 2020 and the six-mile Phase II segment projected to open as early as 2026. The \$6.9 billion Phase II segment will extend BART from the terminus of Phase I at the Berryessa Transit Center in northeast San José, into downtown San José, terminating in the City of Santa Clara. Kim provided ad hoc planning support for presentations, analyses, and written collateral as VTA prepares for bringing on the construction contractors.

Caltrain, San José Diridon Station Integrated Concept Plan, San Jose, CA—Project Coordinator. The San José Diridon Station currently serves multiple transit modes including Amtrak, Altamont Commuter Express (ACE), Caltrain, and VTA light rail and bus. The planned additions of BART, High-Speed Rail service (HSR), and a future airport connection led to significant future growth of the transit station and catalyst for surrounding higher-intensity mixed-use transit supportive development, including Google's Downtown West Mixed-Use Plan. Since 2015, Kimley-Horn has led all the coordination and planning efforts to establish the future, new vision for the transit station. Our efforts have included all components of program management services including leading the Diridon Transportation Facilities Master Plan, coordinating federal and state grants and local funds, interagency alignment with coinciding efforts, coordinating the station design and layout with the City's urban design guidelines and development plans, and the preparation of the Integrated Station Concept Plan. Kimley-Horn serves to represent the interests of the partner agencies working together to co-create the future vision: Caltrain, California High Speed Rail Authority, City of San José, Santa Clara VTA, and the Metropolitan Transportation Commission (MTC). Kimley-Horn also represents these partner agencies interests with other key external agencies such as the San Francisco Bay Area Planning and Urban Research Association (SPUR), Google, the San José Downtown Association, San José Sharks NHL team, and various state agencies.

EV Transition Plan Bus Yard CNG to EV Conversion CEQA CE and NEPA CE, Culver City, CA—CEQA/NEPA Project Manager. Kimley-Horn is the prime consultant providing environmental clearance and design services for the City of Culver City's EV Transition Plan. This includes conversion of the City's CNG fueling infrastructure to EV facilities. The project includes a CEQA CE and preparation of a NEPA CE and Section 106 consultation with FTA.

LA Metro, CEQA and NEPA On-Call Environmental Support Services, Los Angeles, CA*—Contract Manager. Prior to joining Kimley-Horn, Kim provided oversight and guidance on over 30 task orders as part of this on-call environmental contract from peer reviews to preparation of revalidations, re-evaluations, mitigated negative declarations, and supplemental technical studies. She provided contract management, boosting required Disadvantaged Business Enterprise (DBE) spending, increasing depth and variety of services by engaging 16 new contractor firms, and providing payment and reporting in a timely fashion.

California High-Speed Rail Authority, San Jose to Merced Section Project Environmental Impact Statement, Santa Clara, San Benito, and Merced Counties, CA*—Project Manager, Senior Advisor. Prior to joining Kimley-Horn, Kim oversaw 60 technical staff to prepare an Environmental Impact Statement for a 90-mile alignment from San Jose to Gilroy to Merced Counties. The alignment includes at-grade, embankment/viaduct, as well as a 13-mile tunnel. Complicated and sensitive technical resource issues included historic buildings, threatened and endangered species, crossing water bodies, loss of agricultural lands, and impacts to residents and businesses through acquisition, relocation, and construction-related noise/vibration, air emissions, and detours.

**Project completed prior to joining Kimley-Horn*





Zachary McFann, P.E.

LIGHTING DESIGN

Zach is a professional civil engineer with over six years of experience in traffic engineering and intelligent transportation systems (ITS) design, planning, and analysis projects. He has worked with both public and private sector clients, and his experience includes traffic engineering and lighting design, traffic intersection operations and modeling, planning-level traffic studies, fiber-optic master planning, and contractor maintenance management. Zach's key areas of expertise include street lighting design and photometric analysis, traffic signal design, signal interconnect design, and signing and striping design. His street and safety lighting experience includes photometric analysis, roadway lighting, intersection lighting, roundabout lighting, pathway lighting, circuit design, and voltage drop calculations. He has extensive experience with AGI32, AutoCAD, Synchro, MicroStation, ArcGIS, Bluebeam Revu, and Excel software packages.

Professional Credentials

-  Bachelor of Science, Civil and Environmental Engineering, University of California, Los Angeles
-  Professional Engineer in California #90466

Relevant Experience

Health District PS&E, Lancaster, CA — Project Engineer, Street Lighting. The City of Lancaster, in partnership with the Antelope Valley Hospital, will construct approximately 1.75 miles of new complete streets to improve the region that serves the Antelope Valley Hospital and adjacent medical offices. Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, utility relocation/coordination, landscaping/irrigation, agency permitting, and preparation of the construction documents for the City. In addition, the team is coordinating right-of-way acquisition of over 20 parcels with various owners. Kimley-Horn is working with the City and several developers with concurrent projects to coordinate utility infrastructure improvements for future developments.

Agoura Hills Event Center ADA Improvements — Project Engineer, Pathway Lighting. Kimley-Horn was selected to design ADA improvements for several recreational parks and venues in the City. At the Agoura Hills Event Center, ADA improvements were designed to accommodate additional guests to enter the main guest lawn area. Lighting improvements will also be designed to provide wayfinding.

Avenue M/SR 138 (SR 14) Interchange Improvements, PS&E, Lancaster, CA — Project Engineer, Street Lighting and Ramp Metering. Kimley-Horn is completing final design services to improve the operational capacity of the SR 138 (SR 14)/Avenue M Interchange. A key component of the project is the addition of roundabouts at the ramp intersections. The project includes local roadway operations on Avenue M between 20th Street West and 10th Street West and includes complete street elements. The project involves close coordination with the City of Palmdale and Los Angeles County as two quadrants of the interchange are in their jurisdictions. The project includes multimodal improvements including improved bicycle and pedestrian facilities, roundabouts, improved channelization, updated traffic signals, improved wayfinding, and landscaping enhancements.

Zachary McFann, P.E.

Relevant Experience, Continued

Kimley-Horn is providing roadway and civil design, traffic analysis and design, drainage/hydraulic design, R/W, utility relocation/coordination, agency permitting, and preparation of the construction documents for the City and Caltrans facilities. Funding is through Measure R Highway Equity Funds; the project requires close coordination with LA Metro and Caltrans District 7, as well as LA County and the City of Palmdale.

Pedestrian Gap Closures, Lancaster, CA — Project Engineer, Street Lighting. Kimley-Horn is providing preliminary and final design, right of way appraisal and acquisition and construction support services to complete over 37 locations that include improvements to fill in critical pedestrian gaps across the City. These improvements include widening, curb gutter and sidewalks, ADA ramp improvements, lighting improvements of key intersection bulb outs, drainage improvements, and utility coordination.

Rancho Road Sidewalks and Bike Lanes, Thousand Oaks, CA — Photometrics Analysis Lead. This project was awarded a federal grant to improve sidewalk and bicycle connectivity, as this stretch of road is one of a few cities to separate crossings under Caltrans Route 101 linking north to south City limits. The City has ranked this project as a high priority based on pedestrian traffic volumes, construction difficulties, and proximity to schools and public facilities with missing sidewalk. The project will include new sidewalk, curb ramps, and restriping Class II bike lanes along Rancho Road. Bicycle buffers and green pavement markings are utilized to enhance awareness. A traffic signal is being added at the southbound Caltrans on/off-ramp intersection. Additional traffic signal modifications are included at the northbound Caltrans on/off-ramps. The project requires a Caltrans encroachment permit, PEER forms, PES, and CEQA/NEPA documents. Kimley-Horn is providing civil, traffic, landscaping, and environmental services.



Scott Ma, P.E., T.E.

TRAFFIC DESIGN LEAD




Scott is a senior engineer with the traffic engineering consulting firm of HCI. He has a wide breadth of experience in the field of traffic engineering and

transportation planning.

Scott's responsibilities are to provide project management and design expertise for various traffic-related projects. Scott's experience includes the preparation of PS&E for numerous projects throughout Southern California. These include traffic signal plans, traffic control plans, road improvement plans, and signing and striping plans.

He also has experience in signal operations and the development, implementation and calibration of coordination timing plans. Scott has conducted Engineering and Traffic Surveys (E&TS), traffic signal warrant studies, multiway stop warrant studies, and traffic index calculations

Professional Credentials

-  Bachelor of Science, Civil Engineering, University of California, Berkeley
-  Professional Civil Engineer in California #70812
-  Professional Traffic Engineer in California #2519

Relevant Experience

HSIP Traffic Signal Modification Plans for Four Intersections, City of Commerce—Project Manager. HCI prepared traffic signal modifications for four intersections: Eastern Avenue at Telegraph Road, Eastern Avenue at Slauson Avenue, Garfield Avenue at Flotilla Street and Garfield Avenue at Washington Boulevard. The design included left-turn phasing for two intersections, replacement of signal heads with yellow reflective border backplates, new video detection, battery back-up system, and minor civil engineering work.

Mixmaster Guide Signs Project, Commerce, CA—Project Manager. HCI developed overhead guide signs for the City's review for the Mixmaster area which encompasses Atlantic Boulevard, Eastern Avenue, Ferguson Drive, Goodrich Boulevard, Stevens Place, Telegraph Road, Triggs Street, and the I-5 Freeway. The objective of the guide signs was to improve driver decision making and mobility as they navigate through the Mixmaster. With the City's concurrence, HCI proceeded with preparation of the PS&E.

Class II Bike Lanes Striping Plans for Eastern Avenue, Commerce Way and Harbor Street, Commerce, CA—Project Manager. HCI prepared signing and striping plans for the implementation of Class II bike lanes on Eastern Avenue, Commerce Way, and Harbor Street. Where appropriate, the bike lanes had buffer zones to provide separation from the vehicle travel lane and the parking lane.

Traffic Signal Plans for Four Intersections on Lakewood Boulevard, Bellflower, CA—Project Manager. HCI designed traffic signal plans for (4) intersections on Lakewood Boulevard. These include (2) new traffic signals at Cedar Avenue and at Mayne Street and (2) traffic signal modifications at Flower Street and at Somerset Boulevard. Project design elements included design potholing,

Scott Ma, P.E., T.E.

Relevant Experience, Continued

protected left-turn phasing at (2) intersections, design potholing, new signal hardware improvements including pedestrian countdown signals, pedestrian push buttons and LED safety lights, and minor civil engineering work.

Bellflower Boulevard and Cedar Avenue Traffic Signal Plan, Bellflower, CA—Project Manager. HCI prepared construction plans for a new traffic signal at Bellflower Boulevard at Cedar Avenue. Project design elements included decorative signal poles, design potholing and new traffic signal hardware. The traffic signal design was tied into a Complete Streets project for the Bellflower Boulevard that included bulb-outs/curb extensions.





Saul Melgarejo Jr., LSIT

SURVEY TASK LEAD

Saul has worked in the field of land surveying since June 2006, in the capacity of Project Manager for the Environmental Division and has managed projects for some of the industry's largest clients such as CH2MHill, TRC and Arcadis. He is experienced in topographic mapping, boundary survey, environmental compliance and analysis as well as High Definition Laser Scanning. In Saul's present capacity as Environmental, Topographic/Aerial Survey Project Manager he is responsible for CAD team oversight, QA/QC, management and technology development, project coordination, supervision, and delivery. He is also responsible for finalizing all project control including aerial targets.

Professional Credentials

-  Bachelor of Science, Civil Engineering, Geospatial Emphasis, California State Polytechnic University, Pomona
-  Land Surveyor in Training, State of California #7771

Relevant Experience

Barham Blvd Street Improvements, Los Angeles, CA—Project Manager. Saul served as the project manager and point of contact for the topographic survey for Design Purposes 5,500 linear feet along Barham Boulevard (From the 101 Freeway to Forest Lawn Drive) in the City of Los Angeles. The survey was used as the base map for future street improvement designs. The Topographic Survey included detailed cross section of Barham Boulevard and also included topographic information of all the curbs, gutters, flow lines, sidewalks and all visible utilities. Record utilities were also shown on the map. The topographic survey also included a Civil 3D surface that was utilized by the design group to aid in the design. Project also consisted of researching and plotting the record boundary with the respective Assessor's Parcel Number for each adjacent property.

BOE-TOS-1-Complete Streets, Los Angeles, CA—Project Manager. Saul served as the project manager and point of contact for the topographic survey of a detailed topographic survey of La Brea Ave. (7,300 linear feet) for design purposes. This included detailed cross sections of the major streets surrounding the site. It also included topographic information of all the curbs, gutters, flow lines, sidewalks and all visible utilities. The topographic survey also included contours that were utilized by the design group to aid in the design. Project also included boundary analysis based on record maps.

Fontana Safe Routes to School Gap Closure, Fontana, CA—Project Manager. Saul served as the project manager for the topographic survey for Design Purposes for the Mobility, Safety and Connectivity project located in Fontana. The project consisted of providing a full topographic survey of the 7100 Linear Feet of streets and 11 intersections. Calvada provided Professional Land Surveying Services including Topographic Surveys, Boundary/Easement Mapping, and Survey Control. The project was completed within 20 days from field to end delivery.

Saul Melgarejo Jr., LSIT

Relevant Experience, Continued

Northeast Del Rosa Area ADA Ramps, H15116, Highland, CA—Project Manager. Saul served as the Project Manager for the topographic survey for Design Purposes for the Northeast Del Rosa Area ADA Ramps, H15116 project located in Highland, CA. The project consisted of providing a full topographic survey of the 58 ramp locations including cross-gutter, spandrel & sidewalk. Calvada provided Professional Land Surveying Services including Topographic Surveys, Boundary/Easement Mapping, and Survey Control. The project was completed within 15 days using multiple crews from field to end delivery.

Northwest Del Rosa Area ADA Ramps, H15117, Highland, CA—Project Manager. Saul served as the Project Manager for the topographic survey for Design Purposes for the Northeast Del Rosa Area ADA Ramps, H15116 project located in Highland, CA. The project consisted of providing a full topographic survey of the 51 ramp locations including cross-gutter, spandrel & sidewalk. Calvada provided Professional Land Surveying Services including Topographic Surveys, Boundary/Easement Mapping, and Survey Control. The project was completed within 14 days using multiple crews from field to end delivery.

Southeast Del Rosa Area ADA Ramps, H15032, Highland, CA—Project Manager. Saul served as the Project Manager for the topographic survey for Design Purposes for the Southeast Del Rosa Area ADA Ramps, H15032 project located in Highland, CA. The project consisted of providing a full topographic survey of the 41 ramp locations including cross-gutter, spandrel & sidewalk, 135 feet of sidewalk on both north and south sides of Mirada Street and 20 feet of sidewalk on Holly Vista Boulevard. Calvada provided Professional Land Surveying Services including Topographic Surveys, Boundary/Easement Mapping, and Survey Control. The project was completed within 15 days from field to end delivery.

Knollwood Circle Sewer Improvement Project, Anaheim, CA—Project Manager. Saul was the project manager for the topographic survey of 12.6 ACRES within portions of Knollwood Circle, Magnolia Street and various warehouse parking lots all located in the city of Anaheim, CA. The survey was used as the base map for future sewer improvements and was performed using a combination of aerial photogrammetry and traditional surveying methods. The topo provided 1-foot contours and spot elevations at 100-foot intervals at back of walk, top of curb, edge of gutter, and street crown. All above ground utilities were located and inverts were provided at all storm drain and sewer manholes. The existing rights-of-way and adjacent lot lines were plotted from available public record information. The final deliverable included a Civil 3D drawing including surface files that was used by the engineering team to assist in their design.

Haven Avenue Regional Sewer System Repair, Ontario, CA—Project Manager. Saul was the project manager for the topographic survey of 70 acres/1.6 miles along Haven Avenue from Guasti Road to Mission Boulevard adjacent to Ontario International Airport and located in the city of Ontario, CA. The survey was used as the base map for future sewer improvements and was performed using a combination of aerial photogrammetry and traditional surveying methods. The topo provided 1-foot contours and spot elevations at 100-foot intervals at back of walk, top of curb, edge of gutter, and street crown. All above ground utilities were located and inverts were provided at all storm drain and sewer manholes. The existing rights-of-way and adjacent lot lines were plotted from available public record information. The final deliverable included a Civil 3D drawing including surface files that was used by the engineering team to assist in their design.



Mike Kapuskar, P.E., G.E.

GEOTECHNICAL TASK LEAD

With 34 years of experience, Mike's responsibilities include project procurement and management, overseeing geotechnical investigations, laboratory testing, foundation analysis and design, report preparation, and construction support. His experience includes more than 300 bridge, rail, tunnel, port, roadway, channel, off-shore, and stormwater pollution management projects. He is experienced with County of Los Angeles, Caltrans District 7, and railroad agency procedures, design codes and review processes, as well as FHWA and AASHTO/LRFD codes. He has conducted research under NSF and NCEER grants on soil liquefaction, seismic response of pile foundations, seismic foundation stiffness, soil-structure interaction, and bridge abutment design.

Professional Credentials

-  Doctor of Education, Earthquake Engineering, University of Southern California
-  Master of Science, Geotechnical Engineering, University of Southern California
-  European Engineer's Diploma, Civil Engineering, University of Stuttgart, Germany
-  Professional Engineer in California #55717
-  Geotechnical Engineer in California #2654

Relevant Experience

SR-14/Avenue J Improvements, Lancaster, CA — Geotechnical Project Manager. Conducted geotechnical support and reports for PA/ED and PS&E phases for improvements at the interchange and along adjacent segments of freeway consisting of reconstruction and widening of freeway roadway and ramp embankments using retaining walls adjacent to a river in desert terrain following Caltrans standards. Project included testing and rehabilitation of existing pavement on local streets and an Aerially Deposited Lead investigation.

Health District Improvements, Lancaster, CA— Geotechnical Project Manager. Managed investigation for modification of existing and addition of new local street roadways within a business Medical Main Street area in Lancaster. This project will construct 1.75 miles of roadway to alleviate traffic, providing necessary access to medical facilities. The project includes new streets, intersection improvements, shared bike paths, sidewalks, jogging path, 3R improvements, complete streets features, and transit access amenities. Prepared Materials Report.

Bridge Design On-Call, Los Angeles, CA — Geotechnical Project Manager. Managed geotechnical investigations, analysis and foundation reports for bridge widening and roadway widening. Work included pile foundations for bridges and retaining walls, concrete shaft design, tieback walls, and pavement design. Task orders included:

- **Soto Street Bridge and Roadway Widening, Lincoln Heights, CA — Managed project.** Conducted geotechnical exploration at existing bridge over railroad corridor, major local roadway artery, and slide slopes. Performed geologic mapping, rock slope stability evaluation; design of bridge widening, retaining walls, and tieback walls; and pavement design. Roadway segment included proposed slope cuts up to 60 ft high. Currently providing construction support to Los Angeles Bureau of Engineering with active involvement in existing bridge removal over an active railroad corridor, pile installation monitoring, dynamic capacity testing,

Mike Kapuskar, P.E., G.E.

Relevant Experience, Continued

ground vibration/sound monitoring, and environmental sampling and soil waste disposal adjacent to University of Southern California Medical Campus.

- **State Street Bridge Widening, Los Angeles, CA—Geotechnical Manager.** Performed investigation at this existing 8-span SCRRRA/MetroLink and Caltrans bridge over railroad corridor and busway. Conducted analysis and foundation reports for double-side bridge widening. Work included concrete shaft and steel pipe foundations for bridges and retaining walls, and dealing with contaminated soil.

- **Colfax Avenue Bridge Replacement over Los Angeles River, Studio City, CA—Geotechnical Manager.** Supervised geotechnical investigation, geotechnical analysis and design for new signature arch bridge over concrete-lined channel, Design on large-diameter drilled concrete shaft foundations. Design addressed high bridge skew, variable soft soil and stiff rock conditions, and presence of nearby movie studios that are sensitive to noise pollution.






Skip Carleton, Jr., PLS

RIGHT-OF-WAY TASK LEAD

As OPC's ROW Engineering/Land Surveying Manager, Skip brings with him 50 years of experience in the surveying field. Skip has served as a program manager for transportation/transit projects. He has provided local agencies/municipalities land surveying and ROW engineering support services across the western US. His expertise includes land surveying program management, property boundary retracement, complex title analysis, field surveying practices, and client right-of-way engineering standards.

Professional Credentials

-  Coursework,
University of Miami
School of Engineering,
Florida
-  Registered
Professional Land
Surveyor in
California #6594
-  Professional Land
Surveyor in New
Mexico, Arizona,
Nevada, and Texas

Relevant Experience

24th Street Improvements (Former SR 178), Bakersfield, CA—ROW Engineering/Land Surveying Manager.

The Thomas Roads Improvement Program (TRIP) includes a series of improvement projects deemed necessary to update aging infrastructure in areas stressed by years of rapid population growth, interregional travel, and freight movement. As part of the program's collaborative effort between the City of Bakersfield, Kern County, and Caltrans, the Bakersfield 24th Street Improvement Project will significantly enhance some of the City's major arterial roads. Responsible for the engineering design survey and ROW mapping for the project to Caltrans specifications, as well as providing other survey services.

Centennial Corridor Improvement Project, Bakersfield, CA—Surveying Manager.

The City of Bakersfield, in cooperation with Caltrans, is proposing to build a new east-west transportation corridor for State Route 58, providing a continuous alignment from State Route 99 to Interstate 5. Responsible for comprehensive engineering design survey services to Caltrans specifications including survey monument search and recovery, control verification, supplemental control, 3D laser scanning, topographic surveying and mapping, and 3D modeling. Responsible for preparation of ROW engineering mapping deliverables, and ROW engineering staking necessary to support the design of this project. Efforts included approximately 10 square miles of field surveying efforts within three Caltrans-owned freeways, management of multiple field crews, daily interface with the City, and complex mineral rights analysis.

Contra Costa Canal Title Transfer, Contra Costa County, CA—Survey Manager.

Skip was responsible for Quitclaim Exhibit and easement mapping for several hundred parcels. Coordinated with the client, the US Bureau of Reclamation, and the County Recorder to compile decades of acquisition documents and title research.

Skip Carleton, Jr., PLS

Relevant Experience, Continued

Miscellaneous Title/ROW Engineering Services, San Bernardino County, CA—Survey Manager. As part of their long-term property management plan, SBCTA required multiple corrections in title/ownership to their railroad track and stations in the Cities of Rancho Cucamonga, Upland, Montclair, San Bernardino, and Ontario, CA. Skip was responsible for the management of all right-of-way engineering/field surveying and boundary retracement for multiple station properties, and analysis of all deeds/titles. Tasks included preparing as-necessary legal descriptions, plat maps, exhibits, and deed documents for approximately 30 deeds to correct erroneous title issues.

Various Right-of-Way Services, Glendale, CA — Survey Manager. Skip was responsible for all easement documents, right-of-way exhibits, and legal descriptions for ongoing water and power improvements throughout the city on an ongoing basis.

Oso Parkway Improvement Project, Mission Viejo, CA — ROW Engineering Manager. In cooperation with Caltrans and the County of Orange, TCA is installing a diamond interchange at the Oso Parkway/SR 241 intersection. As the Right-of-Way Engineering Manager, responsible for the coordination with multiple surveying firms to facilitate Caltrans approval of all right of way engineering documents and right of way Certification to build the proposed interchange.

Various Title/Right of Way Engineering Services, Orange County, CA — Survey Manager. As part of their long-term property management plan, TCA has been in the process of disposition of several properties in the Foothill/Eastern Transportation Corridor, specifically within the Silverado/Mesa Conservation Easement limits. Skip was responsible for the preparation of as necessary legal descriptions, plat maps, exhibits, deed documents, and field surveying coordination services in multiple locations.

Professional Services for the Mixmaster Street Widening Project (Phase 2)

Approach to Scope of Services

PROJECT UNDERSTANDING

The Mixmaster intersection is a series of adjacent intersections in the City of Commerce that provides access between City of Commerce, East Los Angeles, and Interstate 5 (I-5). The northernmost intersection is six-legged and includes Atlantic Boulevard, Goodrich Boulevard, Ferguson Drive, Triggs Street, and Telegraph Road. South of the Union Pacific Railroad (UPRR) overcrossing, Atlantic Boulevard and Telegraph Road intersect with connections to the I-5 northbound on and off-ramps southeast of the intersection. Southwest of this Atlantic Boulevard/Telegraph Road intersection, Atlantic Boulevard intersects with Eastern Avenue and Stevens Place, while Eastern Avenue intersects with Stevens Place and the I-5 southbound on and off-ramps. The lack of guide signs and prominent striping in existing conditions accentuates the challenges with traffic circulation and traffic safety for drivers navigating these complex intersections.

To reduce driver confusion and improve traffic operations through Mixmaster, the City planned to install guide signs at 17 locations and prepare a Traffic Operations Analysis at the Atlantic Boulevard/Telegraph Road intersection to determine signing, striping, and traffic signal modification improvements. The City planned the improvements in two phases, awarding the contract for Mixmaster Guide Signage Improvements (Phase 1) at the City Council Meeting in February 2022 and authorizing staff to proceed with improvements at the Atlantic Boulevard/Telegraph Road intersection (Phase 2) at the City Council meeting in December 2022. On February 22, 2023, the City issued Request for Proposals (RFP) for the Mixmaster Street Widening Project (Phase 2).

The Traffic Operations Analysis completed by HCI in January 2023 and recommended conversion of the existing northbound #3 shared thru-right lane on Atlantic Boulevard/Telegraph Road intersection to a dedicated right-turn only lane, construction of a new shorter northbound right-turn #4 lane, installation of a northbound right-turn overlap for the new dual right-turn lanes, and modification of the westbound Telegraph Road striping configuration to add a new left-turn lane. The City requested for the proposed dual right-turn lanes on northbound Atlantic Boulevard to accommodate side-by-side truck turns. The Traffic Operations Analysis also provides an option to continue the road widening on Telegraph Road to the I-5 northbound on-ramp to accommodate WB-67 truck turning onto I-5. The City's RFP requests scope and fee for

recommended improvements at the Atlantic Boulevard/Telegraph Road intersection (Attachment 2 in RFP) and optional scope and fee for the inclusion of the continued road widening on Telegraph Road to I-5 northbound on-ramp (Attachment 3 in RFP).

PROJECT APPROACH

The Kimley-Horn team will build upon the momentum of the Mixmaster Guide Signage Improvements Project and Traffic Operations Analysis to provide holistic improvements to the Mixmaster intersection. The Mixmaster Street Widening Project ("Project") improvements include road widening on Atlantic Boulevard, Telegraph Road, and I-5 northbound on-ramp, sidewalk widening, dual left-turn lanes on Telegraph Road and dual right-turn lanes on Atlantic Boulevard at the Atlantic Boulevard/Telegraph Road intersection, curb ramp and driveway modifications, street lighting and on-site lighting relocation, and catch basin relocations.

The 60% design package will build the foundation of the Project by establishing improvements, impacts on ROW and utilities, environmental impacts, and preliminary cost. In the 60% and 90% design package, the Kimley-Horn team will resolve City comments, refine project details, and establish any required approvals with third-party agencies. The draft and final 100% design packages will be completed to prepare for bid and ensure consistency between the design plans, cost estimate, and specifications. For improvements at Telegraph Road/I-5 intersection, the Kimley-Horn team will use City-approved improvements to include in the Caltrans encroachment permit package with supporting documents and reports for Caltrans approval of the construction bid package.

For improvements at Telegraph Road/I-5 intersection, a critical first step is to assess and quickly determine the appropriate Caltrans review process. This will help to define if additional traffic studies will be needed based on proposed design features and their impact on Caltrans facilities. It will be important to establish that the scope of improvements at the I-5/Telegraph Road intersection is strictly to allow for enhanced truck turning and does not include geometric modifications to the existing northbound on-ramp. Ultimately, the Caltrans review process to determine between the Encroachment Permits Office Process (EPOP) or Quality Management Assessment Process (QMAP) will be based on project impacts, cost, and if director approval is required to keep

Professional Services for the Mixmaster Street Widening Project (Phase 2)

this project under the encroachment permit process. This is an important goal that could reduce the project development timeline significantly. Since I-5 is a part of the State Highway System, reviews of encroachment permits and environmental documents will likely be completed by Caltrans Headquarters. The existing signal at the Telegraph Road/I-5 intersection is maintained by the State of California and Caltrans will need to be included in the review of the traffic signal modification plan. Once the process is confirmed, the Kimley-Horn team will determine required reports and analysis in support for PEER for EPOP or DEER for QMAP.

We anticipate the City will be the lead agency for CEQA and will discuss and confirm the applicability of a Categorical Exemption (CE) for CEQA clearance for the project at the kick-off meeting with the City. The Kimley-Horn team anticipates that a CEQA CE under Class 1 (existing facilities), Class 2 (replacement or reconstruction), and/or Class 4 (minor alterations to land) will need to be prepared. Since the Project will use both local and federal funds, the Project will require NEPA clearance and anticipates Caltrans will be the lead agency for NEPA. The Kimley-Horn team anticipates that Caltrans will require for the City to complete a PES form. For improvements within Caltrans ROW, it will be important to meet with Caltrans prior to preparation of CEQA to confirm requirements and supporting documents for CEQA CE with the City as lead agency.

Scope of Services

The City's RFP for the Project requested a proposal for the improvements at Atlantic Blvd/Telegraph Road per Attachment 2 in the RFP and a separate proposal with the addition of improvements at I-5/Telegraph Road per Attachment 3. This scope of services includes tasks required for improvements shown in Attachment 2 only with optional tasks covering the scope of services required for improvements in Attachment 3.

TASK 1. Project Management, Coordination, and Administration

Kimley-Horn will provide project management for each task detailed in this scope of services, which is assumed to be 10 months from Notice to Proceed (NTP) to the completion of the scope of work.

Management activities consist of attending meetings, creating and updating of the project schedule and work plan, budget tracking, coordination with the City and

third-party agencies, developing and maintaining project information, quality assurance and project administration.

TASK 1.1 – COORDINATION MEETINGS

A kick-off meeting will be held upon NTP to review the project scope, schedule, budget, and work plan. In addition to the kick-off meeting, Kimley-Horn will participate in bi-weekly one-hour progress meetings between Kimley-Horn, the City, and applicable stakeholders to coordinate the status of the Project, coordinate activities, and review schedule.

Deliverables: Meeting Agenda and Meeting Notes

TASK 1.2 – CITY COUNCIL PRESENTATIONS

Kimley-Horn will present in up to three city council meetings to provide updates and information on the status and technical aspects of the Project. Kimley-Horn will prepare digital slideshow presentations to communicate progress of the design and stakeholder coordination.

Deliverables: Up to Three City Council PowerPoint Presentations

TASK 1.3 – PROJECT SCHEDULE

A Critical Path Method (CPM) schedule will be prepared by Kimley-Horn. Kimley-Horn will prepare an initial schedule within the first two weeks following the issuance of NTP. The schedule will include tasks, project milestone dates, and agency review periods for project submittals. The schedule will be updated monthly, or as required, to reflect changes and progress on major milestones throughout the duration of the Project.

Deliverables: Project Schedule in PDF Format

TASK 1.4 – PROJECT ADMINISTRATION

Project files will be maintained for the duration of the Project. Progress reports and billing statements will be prepared following the end of each month. Project expenditures will be tracked and reported for each major task element. This task includes the assistance with project correspondence, billings, submittals, and quality assurance.

Deliverables: Monthly Progress Reports and Invoices

TASK 2. Design Survey

TASK 2.1 – TOPOGRAPHIC SURVEY

The Kimley-Horn team will provide a design level topographic survey for the Project limits. The boundary component of the survey will include a field boundary

Professional Services for the Mixmaster Street Widening Project (Phase 2)

verification denoting current property lines and easements of record as shown on current County/Caltrans recorded maps and on current title reports. The vertical control will be based on the North American Vertical Datum of 1988 (NAVD 88). A local municipal benchmark will be used, if available. The horizontal control will be based on the California State Plan Coordinate System of 1983 (NAD 83). The Kimley-Horn team will complete the application and obtain approval for Caltrans encroachment permit prior to initiating survey field work.

Survey observations will be taken on a 25-foot natural ground grid and 25-foot finish surface grid to create one-foot contour intervals. Spot elevations will be at back of walks, top of curbs, flow lines, gutter edges, street crowns, high and low points, top and toe of slopes, grade breaks, finish floors, driveway aprons, and handicap ramps. The topographic survey will also provide the following features:

- Spot elevations to determine the water flow of adjacent streets, catch basins, and overall drainage pattern will be provided
- Location of signing and striping
- Location of trees over six feet in height regardless of caliper
- Location, elevation, size, and type of visible above ground utilities
- Flow line invert elevations and sizes of drain inlets, sanitary sewer and storm drain manholes unless bolted down
- Existing utility lines identified by painted striping from USA markings

Deliverables: Topographic Survey

TASK 2.2 – ADDITIONAL TOPOGRAPHIC SURVEY, TITLE REPORTS, AND LEGAL DESCRIPTIONS (ATTACHMENT 3 ONLY)

For improvements within Caltrans ROW, the Kimley-Horn team will provide a design level topographic survey as described in Task 2.1 for the additional I-5/Telegraph Road area.

Deliverables: Additional Topographic Survey

TASK 3. Evaluation of Existing Conditions and Prior Documentation

TASK 3.1 – DATA COLLECTION AND REVIEW OF PRIOR DOCUMENTATION

The Kimley-Horn team will evaluate the existing conditions and obtain and review readily available prior

documentation for the Project including City furnished as-built drawings, ROW maps, utility base maps, survey records, approved developer plans, and any additional information that is shared by the City.

TASK 3.2 – UTILITY COORDINATION

The Kimley-Horn team will complete a records search by contacting the Underground Services Alert (USA) and will coordinate with City to identify utility agencies that should be contacted given the Project's limits. The Kimley-Horn team will prepare one set of utility 'A' letters to request as-built information for the project area and any future projects that are identified from utility agencies. Pertinent utility information will be incorporated into the topographic base mapping as necessary.

The Kimley-Horn team will prepare one set of utility 'B' letters to reflect the proposed improvements and to verify the locations of facilities as incorporated into the base mapping. Potential conflicts will be identified, and follow-up phone or email conversations will be conducted to resolve the conflicts or to coordinate relocation requirements.

The Kimley-Horn team will prepare one set of utility 'C' letters to reflect the final notification to utility owners that relocation or services are required and to coordinate the final utility contract documents.

The Kimley-Horn team assumes all utility notifications will be sent on the City's letterhead and potholing is not needed. Should the design or other circumstances dictate that potholing is required, an amendment will be prepared for the City's approval.

Deliverables: Distributed utility 'A' letters, utility 'B' letters, and utility 'C' letters in pdf format, utility correspondence matrix in excel format, and received utility maps in pdf format

TASK 3.3 – BASE MAPPING

The Kimley-Horn team will use the topographic survey, centerline, right of way data and utilities maps obtained from the 'A' letters to prepare existing base maps. Relevant existing features identified during site visit and field investigations will also be added to the base mapping.

Deliverables: Base Mapping available upon request in AutoCAD Civil 3D (.dwg) format

TASK 3.4 – SITE VISIT AND FIELD INVESTIGATIONS

The Kimley-Horn team will visit the project site to review existing conditions, obtain photos of existing conditions, and identify potential issues that may affect the design. We will note above-ground utilities, drainage facilities, and

Professional Services for the Mixmaster Street Widening Project (Phase 2)

SCOPE OF SERVICES

other improvements and compare with the topographic mapping and utility base mapping. Base mapping will be updated to reflect the information obtained in the field.

Deliverables: Site Photos

TASK 3.5 – TRAFFIC INDEX

The Kimley-Horn team will collect traffic and truck classification volume data for the through travel lanes on the eastbound Telegraph Road project segment on one mid-weekday to establish the Equivalent Single Axle Load (ESAL). Following the guidelines in the State of California Department of Transportation (Caltrans) Highway Design Manual, Chapter 600, the Kimley-Horn team will calculate the Traffic Index (TI) for the applicable eastbound lanes on the Telegraph Road segment.

Deliverables: Traffic Index

TASK 4. *Geotechnical Investigations*

TASK 4.1 – SITE INVESTIGATIONS

The Kimley-Horn team will conduct field investigation and exploration work to obtain representation soil samples and pavement cores for use in performing soil testing and report preparation for the geotechnical analysis of the subsurface material relating to all project excavations. The Kimley-Horn team will perform a site walk to mark up to two locations at maximum 10 feet depth for the purpose of collecting near-surface bulk soil samples. The Kimley-Horn team will develop a plan showing the proposed sample test locations for City approval. We will complete the application and obtain approval for Caltrans encroachment permit prior to initiating survey field work.

The Kimley-Horn team will perform shallow soil borings in City ROW with hand or power auger borings to investigate subsurface conditions with traffic control per City and Manual on Uniform Traffic Control Devices (MUTCD) requirements. The Kimley-Horn team will collect soil samples from the boreholes for laboratory testing to support geotechnical design and recommendations. Soil samples will be tested for gradation, maximum density and compaction, R-value, and soil corrosivity. The Kimley-Horn team will summarize soil sample test results and subsurface conditions in the Geotechnical Materials Report and provide recommendations for flexible and rigid pavement structural sections, recommendations for subsurface structures (utilities, pole foundations), and earthwork for roadway improvements to meet City standards and design criteria.

Deliverables: Proposed Sampling Plan in PDF Format, Geotechnical Materials Report (draft and final)

TASK 4.2 ADDITIONAL SITE AND ADL INVESTIGATIONS (ATTACHMENT 3 ONLY)

The Kimley-Horn team will perform shallow soil borings at two additional locations at maximum 10 feet depth for improvements at I-5/Telegraph Road and include in the proposed sample test locations for City approval. The additional locations will be in Caltrans ROW. We will collect soil samples from the additional boreholes for laboratory testing and summarize results and pavement recommendations into the Geotechnical Materials Report and provide recommendations for flexible and rigid pavement structural sections, recommendations for subsurface structures (utilities, pole foundations), and earthwork for roadway improvements to meet Caltrans standards and design criteria. We will complete the application and obtain approval for Caltrans encroachment permit prior to initiating survey field work.

The Kimley-Horn team will mark up to three locations within Caltrans ROW for Aerially-Deposited Lead (ADL) testing. A boring location plan and workplan for the ADL investigation will be developed to show the proposed exploratory locations. We will conduct up to three hand-auger boreholes to 4.5 feet below ground surface for ADL testing, which is anticipated to be completed in a one-day shift. The samples will be collected at one-half-foot, one-foot, two-foot, three-foot, and four-and-a-half-foot, below existing grades. The sampling will follow the Caltrans-approved workplan. The ADL Boring Soil Testing include Total Lead (EPA 6010B), Soluble Lead (WET-Citric Acid), Soluble Lead (WET-Deionized Water), Soluble Lead (TCLP), and pH (EPA 9045C).

Deliverables: Locations added to proposed sampling plan for additional borings within Caltrans ROW, findings and recommendations added to geotechnical materials report (draft and final) for additional borings within Caltrans ROW, ADL Report (draft and final) in pdf format

TASK 5. *Environmental Analysis*

TASK 5.1 – PROJECT DESCRIPTION

The Project Description is a critical component because it is the basis for the environmental analysis. The Kimley-Horn team will prepare a draft project description for City review and approval. The project description will detail the Project's location, environmental setting, Project components, construction schedule/phasing, and discretionary actions. Exhibits will be prepared to depict the regional and site vicinity and key project components to support CEQA. We will respond to one reconciled set of comments on the draft project description. We will

Professional Services for the Mixmaster Street Widening Project (Phase 2)

SCOPE OF SERVICES

repurpose the Project Description drafted for the CEQA for NEPA in close coordination with City staff.

Deliverables: Project Description

TASK 5.2 – CEQA DOCUMENTATION

This scope assumes the City will be the lead agency for CEQA. The Kimley-Horn team will discuss and confirm the applicability of a CE for CEQA clearance for the project at the kick-off meeting with City. CEQA provides for a CE for certain classes of projects. Categorical exemptions are identified by the State Resources Agency for “classes” of projects as defined in the CEQA Guidelines (§§15300-15333) that have been determined not to have a significant effect on the environment and are therefore exempt from the provisions of CEQA to prepare environmental documents. In addition, CEQA identifies exceptions to the exemptions (14 CCR 15300.2) when a CE cannot be used: where project is located (e.g. sensitive environment); cumulative impact; significant effect due to unusual circumstances; scenic highways; hazardous waste sites; historical resources.

We anticipate that a CEQA CE under Class 1 (existing facilities), Class 2 (replacement or reconstruction), and/or Class 4 (minor alterations to land) would be prepared. More than one CE type can be used. Therefore, the Kimley-Horn team will prepare a memorandum to support the Project’s CEQA clearance. The memorandum will provide a brief project description, how the Project applies to the exemption, a summary of findings relative to CEQA CE exceptions, and citations to the CEQA Guidelines.

The Kimley-Horn team will respond to one set of consolidated comments from the City on the CE. The Kimley-Horn team will revise the CE and resubmit in tracked changes for City approval. The Kimley-Horn team will address final comments from City and provide the final CE.

The Kimley-Horn team will assist the City with preparing the Notice of Exemption (NOE) for the Project. The Kimley-Horn team assumes that City will post the NOE with the County Clerk and the State Clearinghouse through CEQANet.

Deliverables: Draft and Final CEQA CE Document, NOE

TASK 5.3 – NEPA DOCUMENTATION

The City understands the Project will use both local and federal funds for the Project. For this reason, the Project will require NEPA clearance. This scope assumes

Caltrans will be the lead agency for NEPA. NEPA requires federal agencies to disclose to decisionmakers and the interested public a clear, accurate description of the potential environmental impacts of proposed federal actions and the reasonable alternatives to those actions. Consistent with 23 CFR 771.117(d), Caltrans will likely use a NEPA categorical exclusion for environmental clearance. The D list (e.g., Section 771.117[d]) of categorical exclusions require additional actions prior to approval. Potential categorical exclusion categories include D.1 (modernization) and/or D.2 (highway safety improvements).

As a first step, we will meet with Caltrans and provide a complete Project Description and detailed map. In lieu of a site visit, we will review the project sites via a live map to understand the site location and nearby conditions. Caltrans will then decide the class of action and the supporting documentation that is needed. The Kimley-Horn team anticipates a Phase 1 Initial Site Assessment Report (Phase 1 ISA) will have to be completed and this scope includes site reconnaissance, interviews, vapor evaluation, and report preparation.

The Kimley-Horn team anticipates that Caltrans will require for City to complete a PES form. This scope includes preparation of a PES form (Chapter 6 Local Assistance Procedures Manual) using the materials developed for the CEQA CE. The Kimley-Horn team will respond to one set of consolidated comments from City on the PES. The Kimley-Horn team will revise the PES and resubmit in tracked changes for City approval. We will address final City comments and provide the PES for Caltrans submittal. The Kimley-Horn team will coordinate with Caltrans to provide requested additional documentation and Caltrans will finalize and complete the NEA CE.

Deliverables: Draft and Final PES and Phase 1 ISA

TASK 5.4 – CALTRANS ENVIRONMENTAL COORDINATION (ATTACHMENT 3 ONLY)

For improvements within Caltrans ROW, the Kimley-Horn team will conduct one meeting with Caltrans and City to confirm requirements and supporting documents for CEQA CE with City as lead agency. If Caltrans identifies required supporting documents not included in Task 5.2 and 5.3, the Kimley-Horn team will provide additional scope and fee required for Caltrans approval.

Professional Services for the Mixmaster Street Widening Project (Phase 2)

SCOPE OF SERVICES

TASK 6. Right-of-Way Support

TASK 6.1 – PLATS AND LEGALS

The Kimley-Horn team will procure one preliminary title report (PTR) with plotted easements from Commonwealth Land Title Company for the eight parcels with common ownership. We will review the PTR, retrieve record documents, compose legal description, and build the plat map. We will provide up to four exhibits (plats and legal descriptions) for the purposes of street ROW dedication and ancillary easements.

Deliverables: Up to Four Plats and Legal Exhibits

TASK 6.2. – ADDITIONAL PLATS AND LEGALS (ATTACHMENT 3 ONLY)

The Kimley-Horn team will provide up to two additional exhibits for modifications to the state-owned I-5 ROW required for improvements the I-5/Telegraph Road intersection.

Deliverables: Up to Two Plats and Legal Exhibits

TASK 7. Engineering Plans, Specifications, and Estimates (PS&E)

The Kimley-Horn team will prepare draft 60%, Draft 90%, and Final 100% PS&E in accordance with Standard Specifications for Public Works Construction ("Greenbook"), Los Angeles County Department of Public Works Standard Plans, California MUTCD, Caltrans Traffic Manual (Chapter 9), Caltrans Standard Plans, and American Public Works Association's Standard Plans for Public Works Construction. The following plans are anticipated for inclusion in the final bid set:

Title Sheet	1 sheet
General Notes	1 sheet
Key Map	1 sheet
Survey Control	1 sheet
Typical Sections	1 sheet
Demolition and Utility Plans	1 Sheet at 1 inch = 20 feet
Street Improvement Plans	2 Sheets at 1 inch = 20 feet
Construction Details	3 sheets
Drainage Plans and Details	1 Sheet at 1 inch = 20 feet
Lighting Plans and Details	1 Sheet at 1 inch = 20 feet
Signing and Striping Plans	1 Sheet at 1 inch = 20 feet
Signal Plans	1 Sheet at 1 inch = 20 feet
Landscape Plans and Details	2 Sheets at 1 inch = 20 feet
Total	17 sheets

TASK 7.1 – 60% DESIGN PACKAGE

The Kimley-Horn team will produce 60% plans and engineer's construction cost estimate based on recommended concepts in the Traffic Operations Analysis by HCI completed in January 2023. The 60% plans will include proposed vertical grades, flowline profiles, and construction details for modifications to existing driveways, curb ramps and details for lighting and landscaping. We will address City comments on the Draft Drainage Memo submitted with 30% Design Package and provide the Final Drainage Memo with 60% Design Package. On-site improvements will be included on the Demolition Plans, Street Improvement Plans, Lighting Plans, and Landscape Plans. Separate on-site plans will not be required, except for a photometric analysis sheet for the revised on-site lighting locations.

Street Improvements Plans will include a plan view of sidewalk widening, a new right-turn lane on eastbound Atlantic Boulevard, existing and proposed ROW, centerline, join line, curb and gutter, flow line, top of curb, and back of walk. The profile view will include street centerline profiles and existing and proposed flow lines. Traffic signal modification plans will be prepared for the Atlantic Boulevard/Telegraphic Road signal. Traffic Index Calculations with classification counts and truck turning templates will also be provided. The Kimley-Horn team will provide a draft drainage memo with the 60% Design Package including existing and proposed tributary areas and flows to make sure the capacity of proposed sizes of pipe and catch basins is per LA County Flood Control requirements. The Kimley-Horn team will coordinate with LA County to obtain a Flood Control District Flood Construction Permit.

The Kimley-Horn team will compile and prepare the Engineer's Construction Cost Estimate based on itemized quantity take-off from the construction documents. Computations showing estimate quantities and costs will be submitted to the City. Quantities and unit costs will be updated and in agreement with each submittal.

Deliverables: 60% Draft Plans, 60% Engineer's Construction Cost Estimate, and Draft Drainage Memo

TASK 7.2 – 90% DESIGN PACKAGE

Based on the 60% comments, the Kimley-Horn team will bring the 60% design to 90% level of design and prepare a 60% comment response matrix to track received City comments and resolutions. The 90% plans will refine the 60% horizontal and vertical design including detailed grades and sufficient details to construct the design elements. The Kimley-Horn team will respond to the City and LA County Flood Control comments on the draft drainage memo and prepare a Final Drainage Memo

Professional Services for the Mixmaster Street Widening Project (Phase 2)

SCOPE OF SERVICES

with the 90% Design Package. The 90% deliverable will include 90% plans and engineer's construction cost estimates. The 90% design package will also include draft specifications based on the Greenbook.

Deliverables: 90% Draft Plans, 90% Engineer's Construction Cost Estimate, 90% Draft Specifications, Final Drainage Memo, 60% Comment Response Matrix

TASK 7.3 – FINAL 100% PS&E

Upon receipt of minor comments on the 90% design package, we will revise and provide a signed and stamped "bid-ready" construction set to the City.

Deliverables: Final 100% Plans, Final 100% Engineer's Construction Cost Estimate, and Specifications, 90% Draft Comment Response Matrix

TASK 7.4 – PS&E FOR IMPROVEMENTS AT I-5/TELEGRAPH ROAD (ATTACHMENT 3 ONLY)

The Kimley-Horn team will prepare the additional plans below for improvements within Caltrans ROW at I-5/Telegraph Road to include in the 60%, 90%, and Final 100% PS&E deliverables:

Typical Sections	1 Sheet
Demolition Plans	1 sheet at 1 inch = 20 feet
Street Improvement Plans	1 sheet at 1 inch = 20 feet
Construction Details	2 sheets
Drainage Plans and Details	1 sheet at 1 inch = 20 feet
Lighting Plans and Details	1 sheet at 1 inch = 40 feet
Signing and Striping Plans	1 sheet at 1 inch = 40 feet
Signal Plans	1 sheet at 1 inch = 20 feet
Landscape Plans and Details	1 sheet at 1 inch = 20 feet
Total	10 Additional Sheets

The additional improvements will also be included in the engineer's construction cost estimates for each design phase. We will submit the draft 90% design package to both City and Caltrans with the PEER/DEER submittal. The Kimley-Horn team will document and respond to City and Caltrans comments on the draft 90% design package and provide final 100% PS&E for the construction bid package. Improvements within Caltrans ROW will be in accordance with Caltrans Highway Design Manual.

Project specifications for I-5/Telegraph Road improvements will be based on 2018 Caltrans Standard Specifications for work within Caltrans ROW. We will prepare Standard Special Provisions (SSPs) to amend or supplement the Caltrans Standard Specifications. We will

coordinate with Caltrans on any required Nonstandard Special Provisions (nSSPs).

Task 7 Assumptions

- Plans will be prepared in AutoCAD Civil 3D and submitted in PDF format.
- If relocation of utilities owned by third-party agencies or new service points are required, City will coordinate directly with the respective agency for approval.
- A Storm Water Pollution Prevention Plan (SWPPP) and project specific erosion control plans will be prepared by others. Project-specific traffic control plans will be prepared by others.

TASK 8. Caltrans Approval (Attachment 3 Only)

TASK 8.1 – DETERMINATION OF CALTRANS REVIEW PROCESS (ATTACHMENT 3 ONLY)

For improvements within Caltrans ROW, the Kimley-Horn team will conduct analysis of determining criteria and exceptions for the Encroachment Permits Office Process (EPOP) and Quality Management Assessment Process (QMAP) to arrive at proper review methodology based on the Project's characteristics and design features.

The Kimley-Horn team will conduct up to two meetings with Caltrans District Encroachment Permit Engineer after City's NTP to confirm the appropriate Caltrans review process and identify potential design alternatives to ensure project efforts are in full alignment with Caltrans requirements. It will be important to establish that the scope of improvements at the I-5/Telegraph Road intersection is strictly for truck turning and does not include geometric modifications to the existing northbound on-ramp. Once the process is confirmed, we will determine required reports and analysis in support for preparing either a PEER for EPOP or DEER for QMAP. The determination will be used as basis for development of Caltrans deliverables in task 8.2.

TASK 8.2. – CALTRANS ENCROACHMENT PERMIT (ATTACHMENT 3 ONLY)

Based on the determination of Caltrans Review Process in Task 1.5, the Kimley-Horn team will prepare either a PEER or DEER with supporting documents and reports for Caltrans approval. Depending on the determination of Caltrans Review Process and Project impacts and design features, supporting documents and reports may be required. This scope assumes PS&E submittals to Caltrans at the Draft 90% and Final 100% milestones with Caltrans review at 90% draft PS&E for approval of encroachment permit. Encroachment permit applications for design

Professional Services for the Mixmaster Street Widening Project (Phase 2)

SCOPE OF SERVICES

survey and geotechnical investigations will be submitted to Caltrans following determination of Caltrans Review Process before 60% PS&E. The following supporting documents and reports are anticipated:

- Location Map
- ROW Data Sheet
- Stormwater Data Report
- Transportation Management Plan Checklist
- Traffic Analysis Report (update to include signal warrant analysis and detailed collision analysis)
- Design Standard Decision Document (assume up to five design exceptions)
- Quality Management Plan
- Utility and ROW Certification

TASK 9. Construction Support Services

TASK 9.1 – BID AND CONSTRUCTION SUPPORT

The Kimley-Horn team will provide construction support services for this Project during the bidding and construction phases including the following:

- Provide engineering assistance related to finalizing bid items, special revisions, and responses to contractor bid questions
- Review contractor's construction submittals for conformance with the contract documents
- Review and respond to contractors' request for information
- Create and maintain file directory to keep records of construction submittals and RFI correspondence
- Prepare as-built plans per revisions by contractor

The Kimley-Horn team will complete Task 9 on a time and materials basis. If additional effort is required, the Kimley-Horn team will coordinate with the City for additional funds to complete bid and construction support services.

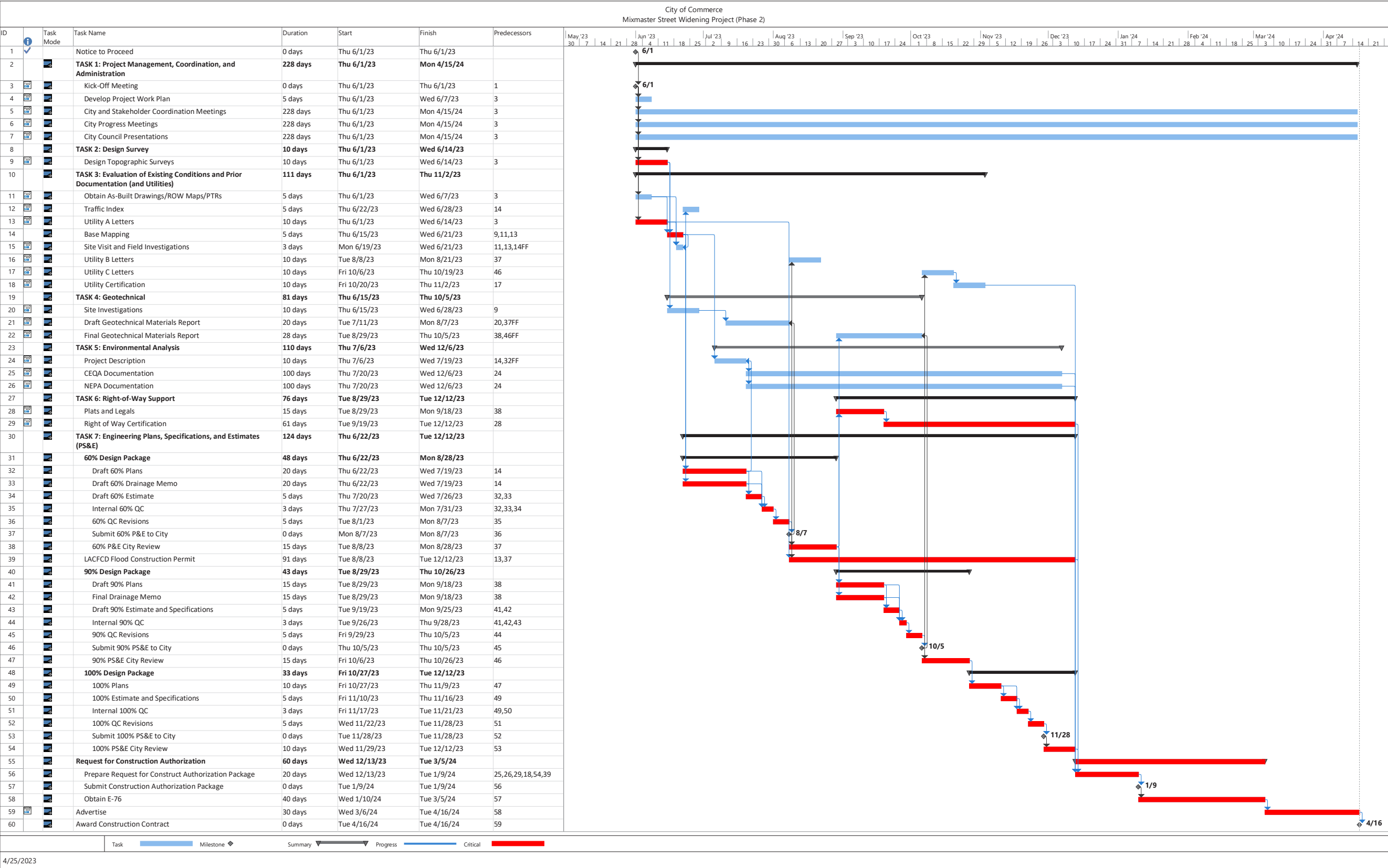
TASK 10. Request for Authorization

TASK 10.1 – REQUEST FOR AUTHORIZATION

The Kimley-Horn team will provide supporting documentation for the Project Authorization Request form. (Exhibit 3-D and Exhibit 3-E) including description of work, cost summary, estimated completion dates, environmental approvals in Task 5, right-of-way and utility certifications required for federal funding of the construction phase.

Professional Services for the
Mixmaster Street Widening Project

Project Schedule



Kimley-Horn Cost
(RFP Attachment 2 Only)

City of Commerce
Mixmaster Street Widening Project (Phase 2)
Roadway Widening Concept Plan and Roadway Widening at 5 Freeway On-Ramp Concept Plan
April 27, 2023

Category/Title Billing Rate		Kimley-Horn and Associates, Inc.																	
		Project Manager	Principal-in-Charge	QA/QC	Sr. Professional I	Professional	Analyst II	Analyst I	Project Support Staff	KH Total Hours	KH Total Cost	Calvada Cost*	EMI Hours	EMI Cost*	OPC Hours	OPC Cost*	HCI Cost*	TOTAL PROJECT HOURS	TOTAL PROJECT COSTS
		\$240	\$330	\$330	\$295	\$215	\$165	\$135	\$135										
Task 1	Project Management, Coordination, and Administration	46	4			62	30		24	166	\$ 33,880							166	\$ 33,880
1.1	Coordination Meetings (bi-weekly)	20	2			20	10		2	54	\$ 11,680							54	\$ 11,680
1.2	City Council Presentations	12	2			12	20		2	48	\$ 9,690							48	\$ 9,690
1.3	Project Schedule	4				10				14	\$ 3,110							14	\$ 3,110
1.4	Project Administration	10				20			20	50	\$ 9,400							50	\$ 9,400
Task 2	Design Survey					2	5	2	2	11	\$ 1,795	\$ 8,470						11	\$ 10,265
2.1	Design Survey					2	5	2	2	11	\$ 1,795	\$ 8,470						11	\$ 10,265
Task 3	Evaluation of Existing Conditions and Prior Documentation	6				8	62	64	2	142	\$ 22,300							142	\$ 22,300
3.1	Data Collection and Review of Prior Documentation	2					6	10		18	\$ 2,820							18	\$ 2,820
3.2	Utility Coordination					2	10	20		32	\$ 4,780							32	\$ 4,780
3.3	Base Mapping	2				6	16	8	2	34	\$ 5,760							34	\$ 5,760
3.4	Site Visit and Field Investigations	2					10	10		22	\$ 3,480							22	\$ 3,480
3.5	Traffic Index						20	16		36	\$ 5,460							36	\$ 5,460
Task 4	Geotechnical Investigations					4	2			6	\$ 1,190		93	\$ 20,067				99	\$ 21,257
4.1	Site Investigations					4	2			6	\$ 1,190		93	\$ 20,067				99	\$ 21,257
Task 5	Environmental Analysis	6			54	16	76	36		188	\$ 38,210							188	\$ 38,210
5.1	Project Description	2			8	2	10	4		26	\$ 5,460							26	\$ 5,460
5.2	CEQA Documentation	2			20	8	26	10		66	\$ 13,740							66	\$ 13,740
5.3	NEPA Documentation	2			26	6	40	22		96	\$ 19,010							96	\$ 19,010
Task 6	Right of Way Support	2				2			2	6	\$ 1,180				60	\$ 13,244		66	\$ 14,424
6.1	Plats and Legals	2				2			2	6	\$ 1,180				60	\$ 13,244		66	\$ 14,424
Task 7	Engineering Plans, Specifications, and Estimates (PS&E)	6		18		52	220	150	2	448	\$ 75,380						\$ 29,700	448	\$ 105,080
7.1	60% Design Package	2		8		20	100	60		190	\$ 32,020						\$ 11,500	190	\$ 43,520
7.2	90% Design Package	2		8		20	80	60		170	\$ 28,720						\$ 10,500	170	\$ 39,220
7.3	Final 100% PS&E	2		2		12	40	30	2	88	\$ 14,640						\$ 7,700	88	\$ 22,340
Task 9	Construction Support Services	6	2	2		26	12			48	\$ 10,330						\$ 2,750	48	\$ 13,080
9.1	Bid and Construction Support	6	2	2		26	12			48	\$ 10,330						\$ 2,750	48	\$ 13,080
Task 10	Request for Authorization	8				20			2	30	\$ 6,490							30	\$ 6,490
10.1	Request for Authorization	8				20			2	30	\$ 6,490							30	\$ 6,490
	TOTAL HOURS	80	6	20	54	192	407	252	34	1045			93		60			1198	
	Subtotal Labor:	\$19,200	\$1,980	\$6,600	\$15,930	\$41,280	\$67,155	\$34,020	\$4,590		\$ 190,755	\$ 8,470		\$ 20,067		\$ 13,244	\$ 32,450		\$ 264,986
	TOTAL COST:										\$ 190,755	\$ 8,470		\$ 20,067		\$ 13,244	\$ 32,450		\$ 264,986

*Includes KHA 10% markup of sub

Professional Services for the
Mixmaster Street Widening Project

Kimley-Horn Cost
(RFP Attachments 2 and 3)

City of Commerce

Mixmaster Street Widening Project (Phase 2)

Roadway Widening Concept Plan and Roadway Widening at 5 Freeway On-Ramp Concept Plan

Kimley-Horn and Associates, Inc.

Name	Category/Title	Project Manager	Principal-in-Charge	QA/QC	Sr. Professional I	Professional	Analyst II	Analyst I	Support Staff	KH Total Hours	KH Total Cost	Calvada Hours	Calvada Cost*	EMI Hours	EMI Cost*	OPC Hours	OPC Cost*	HCI Hours	HCI Cost*	Total Project Hours	Total Project Cost
	Billing Rate	\$240.00	\$330.00	\$330.00	\$295.00	\$215.00	\$165.00	\$135.00	\$135.00												
Task 1	Project Management, Coordination, and Administration	46	4	2	2	82	30	0	24	190	\$ 39,430.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	190	\$ 39,430.00
1.1	Coordination Meetings (bi-weekly)	20	2	2	2	20	10		2	58	\$ 12,930.00									58	\$ 12,930.00
1.2	City Council Presentations	12	2			12	20		2	48	\$ 9,690.00									48	\$ 9,690.00
1.3	Project Schedule	4				10				14	\$ 3,110.00									14	\$ 3,110.00
1.4	Project Administration	10				40			20	70	\$ 13,700.00									70	\$ 13,700.00
Task 2	Design Survey	0	0	0	0	2	10	4	4	20	\$ 3,160.00	0	\$ 15,730.00	0	\$ -	0	\$ -	0	\$ -	20	\$ 18,890.00
2.1	Design Survey					2	5	2	2	11	\$ 1,795.00		\$ 8,470.00							11	\$ 10,265.00
2.2	Additional Design Survey (Attachment 3 Only)						5	2	2	9	\$ 1,365.00		\$ 7,260.00							9	\$ 8,625.00
Task 3	Evaluation of Existing Conditions and Prior Documentation	6	0	0	0	12	100	86	2	206	\$ 32,400.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	206	\$ 32,400.00
3.1	Data Collection and Review of Prior Documentation	2					10	20		32	\$ 4,830.00									32	\$ 4,830.00
3.2	Utility Coordination					2	10	10		22	\$ 3,430.00									22	\$ 3,430.00
3.3	Base Mapping	2				10	40	20	2	74	\$ 12,200.00									74	\$ 12,200.00
3.4	Site Visit and Field Investigations	2					20	20		42	\$ 6,480.00									42	\$ 6,480.00
3.5	Traffic Index						20	16		36	\$ 5,460.00									36	\$ 5,460.00
Task 4	Geotechnical Investigations	0	0	0	0	8	4	0	0	12	\$ 2,380.00	0	\$ -	178	\$ 39,368.46	0	\$ -	0	\$ -	190	\$ 41,748.46
4.1	Site Investigations					4	2			6	\$ 1,190.00			93	\$ 20,067.28					99	\$ 21,257.28
4.2	Additional Site and ADL Investigations (Attachment 3 Only)					4	2			6	\$ 1,190.00			85	\$ 19,301.18					91	\$ 20,491.18
Task 5	Environmental Analysis	8	0	0	58	20	76	38	0	200	\$ 41,000.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	200	\$ 41,000.00
5.1	Project Description	2			8	2	10	4		26	\$ 5,460.00									26	\$ 5,460.00
5.2	CEQA Documentation	2			20	8	26	10		66	\$ 13,740.00									66	\$ 13,740.00
5.3	NEPA Documentation	2			26	6	40	22		96	\$ 19,010.00									96	\$ 19,010.00
5.4	Caltrans Environmental Coordination (Attachment 3 Only)	2			4	4		2		12	\$ 2,790.00									12	\$ 2,790.00
Task 6	Right of Way Support	0	0	0	0	0	0	0	4	4	\$ 540.00	0	\$ -	0	\$ -	88	\$ 18,744.00	0	\$ -	92	\$ 19,284.00
6.1	Plats and Legals								2	2	\$ 270.00					60	\$ 13,244.00			62	\$ 13,514.00
6.2	Additional Plats and Legals (Attachment 3 Only)								2	2	\$ 270.00					28	\$ 5,500.00			30	\$ 5,770.00
Task 7	Engineering Plans, Specifications, and Estimates (PS&E)	10	0	28	0	94	400	290	2	824	\$ 137,270.00	0	\$ -	0	\$ -	0	\$ -	0	\$ 57,750.00	824	\$ 195,020.00
7.1	60% Design Package	2		8		20	100	60		190	\$ 32,020.00								\$ 12,750.00	190	\$ 44,770.00
7.2	90% Design Package	2		8		20	80	60		170	\$ 28,720.00								\$ 13,000.00	170	\$ 41,720.00
7.3	Draft 100% Design Package	2		4		18	40	40		104	\$ 17,670.00								\$ 8,500.00	104	\$ 26,170.00
7.4	Final 100% PS&E	2		2		12	40	30	2	88	\$ 14,640.00								\$ 7,500.00	88	\$ 22,140.00
7.5	PS&E for Improvements at I-5/Telegraph Road (Attachment 3 Only)	2		6		24	140	100		272	\$ 44,220.00								\$ 16,000.00	272	\$ 60,220.00
Task 8	Caltrans Approval (Attachment 3 Only)	8	0	0	0	52	80	20	4	164	\$ 29,540.00	0	\$ -	0	\$ -	0	\$ -	0	\$ -	164	\$ 29,540.00
8.1	Determination of Caltrans Review Process (Attachment 3 Only)	4				12			2	18	\$ 3,810.00									164	\$ 3,810.00
8.2	Caltrans Encroachment Permit (Attachment 3 Only)	4				40	80	20	2	146	\$ 25,730.00									18	\$ 25,730.00
Task 9	Construction Support Services	10	2	2	0	30	20	0	2	66	\$ 13,740.00	0	\$ -	0	\$ -	0	\$ -	0	\$ 5,500.00	66	\$ 19,240.00
9.1	Bid and Construction Support	10	2	2		30	20	0	2	66	\$ 13,740.00								\$ 5,500.00	66	\$ 19,240.00
	TOTAL HOURS	78	4	30	60	270	700	438	40	1686		0		178		88		0		1952	
	Subtotal Labor:	\$ 18,720.00	\$ 1,320.00	\$ 9,900.00	\$ 17,700.00	\$ 58,050.00	\$ 115,500.00	\$ 59,130.00	\$ 5,400.00												
	Other Direct Costs										\$ 299,460.00		\$ 15,730.00		\$ 39,368.46		\$ 18,744.00		\$ 63,250.00		\$ 436,552.46
											\$ 5,000.00		\$ -		\$ -		\$ -		\$ -		\$ 5,000.00
	Travel/Mileage										\$ 1,000.00										\$ 1,000.00
	Outside Printing										\$ 2,000.00										\$ 2,000.00
	Courier/Fedex										\$ 2,000.00										\$ 2,000.00
																					\$ -
																					\$ -
	TOTAL COST:										\$ 304,460.00		\$ 15,730.00		\$ 39,368.46		\$ 18,744.00		\$ 63,250.00		\$ 441,552.46

*Includes KHA 10% markup of sub

**Professional Services for the
Mixmaster Street Widening Project
(Phase 2)**

Kimley-Horn and Associates, Inc.

Hourly Labor Rate Schedule

Classification	<i>Rate</i>
Analyst I	\$120 - \$150
Analyst II	\$155 - \$190
Professional	\$180 - \$215
Senior Professional I	\$230 - \$295
Senior Professional II	\$320 - \$385
Senior Technical Support	\$105 - \$270
Technical Support	\$95 - \$155
Support Staff	\$80 - \$135

Effective through June 30, 2024

Subject to annual adjustment thereafter

Internal Reimbursable Expenses will be charged at 5% of Labor Billings

External Reimbursable Expenses will be charged at 15% mark-up, or per the Contract

Sub-Consultants will be billed per the Contract

**Professional Services for the
Mixmaster Street Widening Project
(Phase 2)**

Agreement for Professional Services

Kimley-Horn has reviewed the sample Professional Services Agreement and requests the following modifications represented in blue.

2. STANDARD OF PERFORMANCE

Consultant shall perform all work to the **highest** professional standards and in a manner reasonably satisfactory to the City Manager or his/her designee. No additional or different tasks or services shall be performed by Consultant other than those specified in Exhibit A.

3. INDEMNIFICATION.

B. City and its respective elected and appointed boards, officials, officers, agents, employees and volunteers (individually and collectively, "Indemnities") shall have no liability to Consultant or any other person for, and Consultant shall indemnify, defend, protect and hold harmless Indemnities from and against, any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorneys' fees and disbursements (collectively "Claims"), which Indemnities may suffer or incur or to which Indemnities may become subject by reason of or arising out of any injury to or death of any person(s), damage to property, loss of use of property, **economic loss or other loss** occurring as a result of **or allegedly to the extent** caused by **Consultant's performance of or failure to perform any services under this Agreement or by the** negligent or willful acts or omissions of Consultant, its agents, officers, directors, subcontractor, sub consultant or employees, committed in performing any of the services under this Agreement. Notwithstanding the foregoing, the provisions of this subsection shall not apply to Claims occurring as a result of the City's sole **or active** negligence or willful acts or omissions. **Notwithstanding any other provision of this Agreement, in no event shall the cost to defend charged to Consultant exceed the Consultant's proportionate percentage of fault.**

4. INSURANCE.

D. All insurance policies shall provide that the insurance coverage shall not be non-renewed, canceled, reduced, or otherwise **materially** modified (except through the addition of additional insureds to the policy) by the insurance carrier without the insurance carrier giving City thirty (30) days' prior written notice thereof. Any such thirty (30) day notice shall be submitted to CITY via certified mail, return receipt requested, addressed to "Director of Human Resources & Risk Management," City of Commerce, 2535 Commerce Way, Commerce, California, 90040. Consultant agrees that it will not cancel, reduce or otherwise modify said insurance coverage.

F. Consultant's insurance **with the exception of Professional Liability, Worker's Compensation/Employer's Liability** shall be primary as respects to the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees and volunteers shall be excess of Consultant's insurance and shall not contribute with it.



Kimley»Horn

EXHIBIT B GENERAL TERMS AND CONDITIONS

1. Status as Independent Contractor.

A. Consultant is, and shall at all times remain as to City, a wholly independent contractor. Consultant shall have no power to incur any debt, obligation, or liability on behalf of the City of Commerce or otherwise act on behalf of Commerce as an agent. Neither the City of Commerce nor any of its agents shall have control over the conduct of Consultant or any of Consultant's employees, except as set forth in this Agreement. Consultant shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of the City of Commerce.

B. Consultant agrees to pay all required taxes on amounts paid to Consultant under this Agreement, and to indemnify and hold City harmless from any and all taxes, assessments, penalties, and interests asserted against City by reason of the independent Consultant relationship created by this Agreement. In the event that City is audited by any Federal or State agency regarding the independent status of Consultant and the audit in any way fails to sustain the validity of a wholly independent Consultant relationship between City and Consultant, then Consultant agrees to reimburse City for all costs, including accounting and attorney's fees, arising out of such audit and any appeals relating thereto.

C. Consultant shall fully comply with the workers' compensation law regarding Consultant and Consultant's employees. Consultant further agrees to indemnify and hold City harmless from any failure of Consultant to comply with applicable worker's compensation laws. City shall have the right to offset against the amount of any fees due to Consultant under this Agreement any amount due to City from Consultant as a result of Consultant's failure to promptly pay to City any reimbursement or indemnification arising under this Section 1.

D. Consultant represents to the City, and City relies on Consultant's representations, that Consultant shall serve solely in the capacity of an independent contractor to the City. Neither the City nor any of its agents will have control over the conduct of Consultant or any of Consultant's employees, except as otherwise set forth in the Agreement. Consultant may not, at any time or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of the City. The City has no duty, obligation, or responsibility to the Consultant's agents or employees, including the Affordable Care Act coverage requirements. Consultant is solely responsible for any tax penalties associated with the failure to offer affordable coverage to its agents and employees under the Affordable Care Act with respect to Consultant's agents and employees. Consultant warrants and represents that the City will not be responsible and will not be held liable for issues related to Consultant's status as an independent contractor, including Consultant's failure to comply with Consultant's duties, obligations, and responsibilities under the Affordable Care Act. Consultant further agrees to defend, indemnify, and hold the City harmless

for any and all taxes, claims, and penalties against the City related to Consultant's obligations under the Affordable Care Act.

2. Standard of Performance

Consultant shall perform all work to the professional standards and in a manner reasonably satisfactory to the City Manager or his/her designee. No additional or different tasks or services shall be performed by Consultant other than those specified in **Exhibit A**.

3. Indemnification.

A. To the fullest extent permitted by law, Consultant shall indemnify, defend and hold harmless City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all claims, losses, liabilities, damages, costs and expenses, including reasonable attorney's fees and costs, to the extent they arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant. Consultant's duty to defend shall consist of reimbursement of defense costs incurred by City in direct proportion to the Consultant's proportionate percentage of fault. Consultant's percentage of fault shall be determined, as applicable, by a court of law, jury or arbitrator. In the event any loss, liability or damage is incurred by way of settlement or resolution without a court, jury or arbitrator having made a determination of the Consultant's percentage of fault, the parties agree to mediation with a third party neutral to determine the Consultant's proportionate percentage of fault for purposes of determining the amount of indemnity and defense cost reimbursement owed to the City.

B. Notwithstanding the foregoing and without diminishing any rights of City under Section 3(a), for any liability, claim, demand, allegation against City arising out of, related to, or pertaining to any act or omission of Consultant, but which is not a design professional service, Consultant shall defend, indemnify, and hold harmless City, its officials, employees, and agents ("Indemnified Parties") from and against any and all damages, costs, expenses (including reasonable attorney fees and expert witness fees), judgments, settlements, and/or arbitration awards, whether for personal or bodily injury, property damage, or economic injury, and arising out of, related to, any concurrent or contributory negligence on the part of City, except for the sole or active negligence of, or willful misconduct of City. If it is determined the City's negligence or willful misconduct contributed to the liability or damage, Consultant shall be required to provide indemnification to the City and reimbursement of defense costs incurred by City in direct proportion to the Consultant's proportionate percentage of fault.

C. It is understood that the duty of Consultant to indemnify and hold harmless is subject to and includes the duty to defend as set forth in Section 2782.8 of the California Civil Code as further addressed in Section 3(a) above. Acceptance by the City of insurance certificates and endorsements required under this Agreement does not relieve Consultant from liability under this indemnification and hold harmless City. clause. This indemnification and hold harmless clause shall apply to any damages or

claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Consultant acknowledges and agrees to the provisions of this Section and that it is a material element of consideration.

4. Insurance.

A. Without limiting Consultant's indemnification of Indemnities pursuant to Section 3 of this Agreement, Consultant shall obtain and provide and maintain at its own expense during the term of this Agreement the types and amounts of insurance as described below:

(I) Consultant shall maintain Commercial General Liability Insurance with coverage at least as broad as Insurance Services Office Commercial General Liability Form CG 00 01 in an amount not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate, for bodily injury, personal injury, and property damage. Defense costs must be paid in addition to limits. There shall be no cross liability exclusion for claims or suits by one insured against another. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

(II) Consultant shall maintain Business Auto Coverage on ISO Business Auto Coverage Form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$1,000,000 combined single limit for each accident.

(III) Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance with on a state approved policy form providing statutory benefits as required by law with employer's liability limits no less than \$1,000,000 per accident for all covered losses;

(IV) Consultant shall maintain Professional Liability or Errors and Omissions Insurance that covers the services to be performed in connection with this Agreement, in the minimum amount of \$1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

B. City, its officers, officials, employees and volunteers shall be named as additional insureds on the policy(ies) as to commercial general liability and automotive liability.

C. All insurance policies shall be issued by an insurance company currently

authorized by the Insurance Commissioner to transact business of insurance or is on the List of Approved Surplus Line Insurers in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

D. All insurance policies shall provide that the insurance coverage shall not be non-renewed, canceled, reduced, or otherwise modified (except through the addition of additional insureds to the policy) by the insurance carrier without the insurance carrier giving City thirty (30) days' prior written notice thereof. Consultant agrees to oblige its insurance agent or broker and insurers to provide the CITY with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (100-day notice is required) or nonrenewal of coverage for each required coverage. If any of the Consultant's insurers are unwilling to provide such notice, then Consultant shall have the responsibility of notifying the CITY immediately in the event of the Consultant's failure to renew any of the required insurance coverages, or insurer's cancellation or non-renewal. Any such notices shall be submitted to CITY via certified mail, return receipt requested, addressed to "Director of Human Resources & Risk Management," City of Commerce, 2535 Commerce Way, Commerce, California, 90040. Consultant agrees that it will not cancel, reduce or otherwise modify said insurance coverage.

E. Consultant shall submit to City (I) insurance certificates indicating compliance with the minimum worker's compensation insurance requirements above, and (II) insurance policy endorsements indicating compliance with all other minimum insurance requirements above, not less than one (1) day prior to beginning of performance under this Agreement. Endorsements shall be executed on City's appropriate standard forms entitled "Additional Insured Endorsement".

F. Consultant's insurance shall be primary as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees and volunteers shall be excess of Consultant's insurance and shall not contribute with it.

G. Consultant agrees that if it does not keep the aforesaid insurance in full force and effect, and such insurance is available at a reasonable cost. City may take out the necessary insurance and pay the premium thereon, and the repayment thereof shall be deemed an obligation of Consultant's and the cost of such insurance may be deducted, at the option of City, from payments due Consultant.

5. Release of Information/Confidentiality.

A. Consultant in the course of its duties may have access to confidential data of City, private individuals, or employees of the City. Consultant covenants that all data, documents, discussion, or other information developed or received by Consultant or provided for performance of this Agreement are deemed confidential and shall not be disclosed by Consultant without written authorization by City. City shall grant such

authorization if disclosure is required by law. All City data shall be returned to City upon the termination of this Agreement. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the City Manager, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena. Consultant's covenant under this section shall survive the termination of this Agreement.

B. Consultant shall promptly notify City should Consultant, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed thereunder. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response

6. Ownership of Work Product.

A. Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by the City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of the City or its designees at reasonable times to such books and records; shall give the City the right to examine and audit said books and records; shall permit the City to make transcripts therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

B. Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.

7. Conflict of Interest.

A. Consultant covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by Consultant under this Agreement, or which would conflict in any manner with the performance of its services hereunder. Consultant further covenants that, in performance of this Agreement, no person having any such interest shall be employed by it. Furthermore, Consultant shall avoid the appearance of having any interest which would conflict in any manner with the performance of its services pursuant to this Agreement.

B. Consultant covenants not to give or receive any compensation, monetary or otherwise, to or from the ultimate vendor(s) of services to City as a result of the performance of this Agreement, or the services that may be procured by the City as a result of the recommendations made by Consultant's covenants under this section shall survive the termination of this Agreement.

8. Termination. Notwithstanding any other provision, this Agreement may be duly terminated at any time by the City at its sole discretion with or without cause by serving upon the consultant at least ten (10) days prior written notice ("Notice of Termination"). Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. Unless expressly agreed upon in writing by the City, the City shall not be obligated to pay for any services rendered nor any costs or expenses paid or incurred after the date of termination. The effective date of termination shall be upon the date specified in the written Notice of Termination. Consultant agrees that in the event of such termination, Consultant must refund the City its prorated share, except for services satisfactorily rendered prior to the effective date of termination. Immediately upon receiving written Notice of Termination, Consultant shall discontinue performing services, preserve the product of the services and upon payment for services, turn over to City the product of the services in accordance with written instructions of City.

In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the City.

9. Personnel. Consultant represents that it has, or will secure at its own expense, all personnel required to perform the services under this Agreement. All of the services required under this Agreement will be performed by Consultant or under its supervision, and all personnel engaged in the work shall be qualified to perform such services. Consultant reserves the right to determine the assignment of its own employees to the performance of Consultant's services under this Agreement, but City reserves the right, for good cause, to require Consultant to exclude any employee from performing services on City's premises.

10. Non-Discrimination and Equal Employment Opportunity.

A. Consultant shall not discriminate as to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition, or sexual orientation, in the performance of its services and duties pursuant to this Agreement, and will comply with all rules and regulations of City relating thereto. Such nondiscrimination shall include but not be limited to the following: employment, upgrading, demotion, transfers, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

B. Consultant will, in all solicitations or advertisements for employees placed by or on behalf of Consultant state either that it is an equal opportunity employer or that all qualified applicants will receive consideration for employment without regard to race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition, or sexual orientation.

C. Consultant will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement except contracts or subcontracts for standard commercial supplies or raw materials.

11. Assignment. Consultant shall not assign or transfer any interest in this Agreement nor the performance of any of Consultant obligations hereunder, without the prior written consent of City, and any attempt by Consultant to assign this Agreement or any rights, duties, or obligations arising hereunder shall be void and of no effect.

12. Performance Evaluation. For any Agreement in effect for twelve months or longer, the City Manager may require a written annual administrative performance evaluation within ninety (90) days of the first anniversary of the effective date of this Agreement, and each year thereafter throughout the term of this Agreement. The work product required by this Agreement shall be utilized as the basis for review, and any comments or complaints received by City during the review period, either orally or in writing, shall be considered. City shall meet with Consultant prior to preparing the written report. If any noncompliance with the Agreement is found, City may direct Consultant to correct the inadequacies, or, in the alternative, may terminate this Agreement as provided herein.

13. Compliance with Laws. Consultant shall keep itself informed of State, Federal and Local laws, ordinances, codes and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. Consultant shall at all times comply with such laws, ordinances, codes and regulations. The City, its officers and employees shall not be liable at law or in equity occasioned by failure of Consultant to comply with this Section.

14. Licenses. At all times during the term of this Agreement, Consultant shall have in full force and effect all licenses (including a City business license) required of it by law

for performance of the services hereunder.

15. Non-Waiver of Terms, Rights and Remedies. Waiver by either party of any one or more of the conditions of performance under this Agreement shall not be a waiver of any other condition of performance under this Agreement. In no event shall the making by City of any payment to Consultant constitute or be construed as a waiver by City of any breach of covenant, or any default which may then exist on the part of Consultant, and the making of any such payment by City shall in no way impair or prejudice any right or remedy available to City with regard to such breach or default.

16. Attorney's Fees. In the event that either party to this Agreement shall commence any legal or equitable action or proceeding to enforce or interpret the provisions of this Agreement, the prevailing party in such action or proceeding shall be entitled to recover its costs of suit, including reasonable attorney's fees and costs, including costs of expert witnesses and Consultant.

17. Notices. Any notices, bills, invoices, or reports required by this Agreement shall be deemed received on (a) the day of delivery if delivered by hand during Consultant regular business hours or by facsimile before or during Consultant regular business hours; or (b) on the third business day following deposit in the United States mail, postage prepaid, to the addresses heretofore set forth in the Agreement, or to such other addresses as the parties may, from time to time, designate in writing pursuant to the provisions of this section.

18. Governing Law. This Agreement shall be construed and interpreted both as to validity and to performance of the Parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Los Angeles, State of California. However, the Parties may agree to submit any dispute to non-binding arbitration.

19. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be the original, and all of which together shall constitute one and the same instrument.

20. Severability. If any provision or any part of any provision of this Agreement is found to be invalid or unenforceable, the balance of this Agreement shall remain in full force and effect.

21. Entire Agreement. This Agreement, and any other documents incorporated herein by specific reference, represents the entire and integrated agreement between Consultant and City. This Agreement supersedes all prior oral or written negotiations, representations or agreements. This Agreement may not be amended, nor any provision or breach hereof waived, except in a writing signed by the Parties which expressly refers to this Agreement. Amendments on behalf of the City will only be valid if signed by the Mayor and attested by the City Clerk.

22. Authority. The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

23. Force Majeure. A Party's performance of any obligation under this Agreement shall be suspended if, and to the extent that, the Party is unable to perform because of any event of Force Majeure. In any such event, the Party unable to perform shall be required to resume performance of its obligations under this Agreement upon the termination of the event or cause that excused performance hereunder. "Force Majeure" herein means an event which is beyond the reasonable control of a Party, including without limitation, (a) acts of God including flood, fire, earthquake, hurricane or explosion, pandemic; (b) war, invasion, hostilities (whether war is declared or not), terrorist threats or acts, riot or other civil unrest; (c) government order or law that prevents either Party from performing its obligations as set forth in this Agreement; (d) actions, embargoes or blockades in effect on or after the date of this Agreement; (e) action by any governmental authority that prevents either Party from performing its obligations as set forth in this Agreement; (f) national or regional emergency; (g) strikes, labor stoppages or slowdowns or other industrial disturbances, other than those involving the affected parties employees; (h) shortage of adequate power or transportation facilities.

Neither Party shall be liable for any delay or default in, or failure of, performance resulting from or arising out of any Force Majeure event, and no such delay, default in, or failure of performance shall constitute a breach by either Party hereunder. Where a Force Majeure event gives rise to a failure or delay in either Party performing its obligations under this Agreement (other than obligations to make payment), those obligations will be suspended for the duration of the Force Majeure event. A Party who becomes aware of a Force Majeure event which gives rise to, or which is likely to give rise to, any failure or delay in performing its obligations under this Agreement, will forthwith notify the other and inform the other of the period for which it is estimated that such failure or delay will continue. The affected Party shall take reasonable steps to mitigate the effects of the Force Majeure event.

Certificate Of Completion

Envelope Id: 6A5A416BD39046E9A4D534AF7A090790

Status: Completed

Subject: Complete with DocuSign: PSA w Kimley-Horn for Mixmaster Street Widening Project (Phase 2) AGC 0...

Source Envelope:

Document Pages: 62

Signatures: 1

Envelope Originator:

Certificate Pages: 1

Initials: 0

Wendy Fraticelli

AutoNav: Enabled

401 Fayetteville St.

Envelopeld Stamping: Enabled

Suite 600

Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Raleigh, NC 27601

Wendy.Fraticelli@kimley-horn.com

IP Address: 165.1.214.167

Record Tracking

Status: Original

Holder: Wendy Fraticelli

Location: DocuSign

5/12/2023 4:26:54 PM

Wendy.Fraticelli@kimley-horn.com

Signer Events

Sri Chakravarthy

srikanth.chakravarth@kimley-horn.com

Vice President

Security Level: Email, Account Authentication
(None)**Signature**

DocuSigned by:



D019A53198DD4E0...

Signature Adoption: Pre-selected Style

Using IP Address: 99.180.66.34

Signed using mobile

Timestamp

Sent: 5/12/2023 4:27:57 PM

Viewed: 5/12/2023 6:12:49 PM

Signed: 5/12/2023 6:13:20 PM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp****Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

Envelope Sent

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Certified Delivered

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Signing Complete

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Completed

Security Checked

5/12/2023 6:13:20 PM

Payment Events**Status****Timestamps**