

Council Meeting of
August 28, 2012

Honorable Mayor and Members
of the City Council
City Hall
Torrance, California

Members of the Council:

SUBJECT: Public Works – Award agreement for design services for Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements, Project T-131. Expenditure: \$956,995.

RECOMMENDATION

Recommendation of the Public Works Director that City Council award a consulting services agreement to Harris & Associates of Los Angeles, CA in the amount of \$956,995 to perform design services, right-of-way assessments and acquisitions, project development including obtaining Caltrans permits for the Measure R project F-51 – Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements Project, T-131 (B2012-09).

Funding

Funding is available from IAP T-131. Funds will be 100% reimbursed by Los Angeles County Metropolitan Transit Authority (LACMTA) in accordance with the Measure R Highway Program Funding Agreement (#MOU.MR312.10).

BACKGROUND

On January 25, 2011, Your Honorable Body adopted a Resolution in support of the recommended South Bay Measure R Highway Program Early Action Project List that identifies projects to be funded in the first 5 years of the South Bay Measure R Highway Program, beginning in July 2011. The list includes project F-51, Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements Project for the design, construction and right-of-way to improve the operational capacity and reduction of delays at the intersection.

On February 28, 2012 Your Honorable Body Approved the South Bay Measure R Highway Program Funding Agreement (#MOU.MR312.10) with Los Angeles County Metropolitan Transportation Authority (“LACMTA”), and appropriated the funding through IAP T-131 for Measure R project P-51, Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements. This action set the stage for the solicitation of design services through the Request for Proposals (RFP) for the design of the Measure R Project F-51.

The RFP (B2012-09) was finalized and advertised for this project. A mandatory pre-proposal meeting was held on Thursday, April 26, 2012 and was attended by representatives from various companies. By the closing of the submittal date on May 24, 2012 five proposals from consulting firms were received.

A multi-departmental six-member selection committee comprised of staff members from the City Manager's office and the Public Works and Community Development departments reviewed all five proposals. Each firm's package was individually and independently evaluated by each member of the City's selection committee. The selection committee then met to discuss the qualifications and determined the final ranking. In alphabetical order, the top four (4) ranked firms were: AECOM, Harris & Associates, Rick Engineering, and RBF Consulting.

On July 11, 2012, the selection committee interviewed the four consulting firms and their teams. The committee evaluated each company's understanding of the project, with close attention paid to their ability to demonstrate the experience and expertise of the individuals and firms that best meet the needs of the City and their ability to complete the design in a timely manner. The selection committee rated Harris & Associates as the most qualified firm followed, in order of ranking, by AECOM, RBF, and Rick Engineering. The following table displays the interview rating:

**Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements
(RFPB2012-22)**

Interviewer No.	Consulting Firm			
	Harris & Associates	AECOM	RBF	Rick Engineering
1	91	84	79	83
2	90	88	83	80
3	88	90	84	78
4	90	87	86	85
5	85	87	88	68
6	82	84	86	67
Average Score	88	87	84	76
Ranking	1	2	3	4

ANALYSIS

On July 24, 2012 and August 6, 2012, staff met with the consultant, Harris & Associates, to discuss and finalize the detailed scope of work, which is attached to the Consultant Services Agreement, **Attachment A**.

With your approval tonight, Harris & Associates will begin the project development and initiate the discussion with Caltrans and utility agencies while developing alternative conceptual plans. The conceptual plans will allow initiating the environmental clearance processes and the right of way acquisition processes.

This is a multi facet, multi agency project. The involved agencies and tasks include but are not limited to the following:

- **LACMTA (Metro):** Funding agency (South Bay Measure R Highway Program Funding Agreement #MOU.MR312.10) will require a Quarterly Expenditure Report from the lead agency;
- **City of Torrance:** Lead agency, managing the project, and reporting agency to Metro for funding;
- **Caltrans:** Seventy five percent (75%) of the project is within State right-of-way and both Pacific Coast Highway and Hawthorne Boulevard are state Highways and are maintained by Caltrans. Although there is no federal funding in this project, as the permitting agency, Caltrans will have to review and approve all the documents and reports prior to issuing permits;
- **Consultant:** Harris & Associates and their ten (10) sub-consultants have been obtained to deliver the design, right-of-way assessment & acquisition, environmental clearance, utility relocation and approvals and permits from Caltrans;
- **Utilities:** SCE, Gas Company, cable, and Torrance water are among the utilities that have infrastructure in the vicinity of this project and the relocation of these utilities requires very aggressive coordination.

Harris & Associates has successfully performed similar services for other public agencies. Their references have been vetted and found to be in order. Harris & Associates proposes to perform design services in the amount of \$956,995 for this project. The proposed Consulting Services Agreement, **Attachment A**, will provide the required professional design services as outlined in the RFP.

A total appropriation of \$6,200,000 (\$1,300,000 – FY 2011-12; \$300,000 – FY 2012-13; and \$4,600,000 – FY 2013-14) has been set up for this project's funding mechanism. The \$956,995 expenditure will come out of FY2011-2012. Funds will be reimbursed 100% to the City by LACMTA in accordance with the recommended Measure R Highway Program Funding Agreement (#MOU.MR312.10).

Respectfully submitted,

ROBERT J. BESTE
Public Works Director

CONCUR:

Robert J. Beste
Public Works Director

LeRoy J. Jackson
City Manager

By: Ted Semaan
Engineering Manager

Attachments: A. Consulting Services Agreement

CONSULTING SERVICES AGREEMENT

This CONSULTING SERVICES AGREEMENT (“Agreement”) is made and entered into as of August 28, 2012 (the “Effective Date”), by and between the CITY OF TORRANCE, a municipal corporation (“CITY”), and Harris and Associates, Inc., a California corporation (“CONSULTANT”).

RECITALS:

- A. The CITY wishes to retain the services of an experienced and qualified CONSULTANT to perform design services, right of way assessments and acquisitions, project development including obtaining Caltrans permits for the Measure R project F-51 – Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements Project T-131.
- B. In order to obtain the desired services, the CITY has circulated its Request for Proposal for Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements, RFP No. B2012-09. (the “RFP”).
- C. CONSULTANT has submitted a Proposal (the “Proposal”) in response to the RFP. In its Proposal CONSULTANT represents that it is qualified to perform those services requested in the RFP. Based upon its review of all proposals submitted in response to the RFP, the CITY is willing to award the contract to CONSULTANT.

AGREEMENT:

1. SERVICES TO BE PERFORMED BY CONSULTANT

CONSULTANT will provide the services and install those materials listed in CONSULTANT’s Proposal submitted in response to the RFP. A copy of the RFP is attached as Exhibit A. A copy of the Proposal is attached as Exhibit B.

2. TERM

Unless earlier terminated in accordance with Paragraph 4 below, this Agreement will continue in full force and effect from the Effective Date through August 28, 2014.

3. COMPENSATION

A. CONSULTANT’s Fee.

For services rendered pursuant to this Agreement, CONSULTANT will be paid in accordance with the compensation schedule set forth in the Proposal; provided, however, that in no event will the total amount of money paid the CONSULTANT, for services initially contemplated by this Agreement, exceed the sum of \$956,995.00 (“Agreement Sum”), unless otherwise first approved in writing by the CITY.

B. Schedule of Payment.

Provided that the CONSULTANT is not in default under the terms of this Agreement, upon presentation of an invoice, CONSULTANT will be paid monthly, within 30 days after the date of the monthly invoice.

4. **TERMINATION OF AGREEMENT**

A. Termination by CITY for Convenience.

1. CITY may, at any time, terminate the Agreement for CITY's convenience and without cause.
2. Upon receipt of written notice from CITY of such termination for CITY's convenience, CONSULTANT will:
 - a. cease operations as directed by CITY in the notice;
 - b. take actions necessary, or that CITY may direct for the protection and preservation of the work; and
 - c. except for work directed to be performed prior to the effective date of termination stated in the notice, terminate all existing subcontracts and purchase orders and enter into no further subcontracts and purchase orders.
3. In case of such termination for CITY's convenience, CONSULTANT will be entitled to receive payment for work executed; and costs incurred by reason of such termination, along with reasonable overhead and profit on the work not executed.

B. Termination for Cause.

1. If either party fails to perform any term, covenant or condition in this Agreement and that failure continues for 15 calendar days after the nondefaulting party gives the defaulting party notice of the failure to perform, this Agreement may be terminated for cause; provided, however, that if during the notice period the defaulting party has promptly commenced and continues diligent efforts to remedy the default, the defaulting party will have such additional time as is reasonably necessary to remedy the default.
2. In the event this Agreement is terminated for cause by the default of the CONSULTANT, the CITY may, at the expense of the CONSULTANT and its surety, complete this Agreement or cause it to be completed. Any check or bond delivered to the CITY in connection with this Agreement, and the money payable thereon, will be forfeited to and remain the property of the CITY. All moneys due the CONSULTANT under the terms of this Agreement will be retained by the CITY, but the retention will not release the CONSULTANT and its surety from liability for the default. Under these circumstances, however, the CONSULTANT and its surety will be credited with the amount of money retained, toward any amount by which the cost of completion exceeds the Agreement Sum and any amount authorized for extra services.
3. Termination for cause will not affect or terminate any of the rights of the CITY as against the CONSULTANT or its surety then existing, or which may thereafter accrue because of the default; this provision is in addition to all other rights and remedies available to the CITY under law.

C. Termination for Breach of Law.

In the event the CONSULTANT or any of its officers, directors, shareholders, employees, agents, subsidiaries or affiliates is convicted (i) of a criminal offense as an incident to obtaining or attempting to obtain a public or private contract or subcontract, or in the performance of a contract or subcontract; (ii) under state or federal statutes of embezzlement, theft, forgery, bribery, falsification or destruction of records, receiving stolen property, or any other offense indicating a lack of business integrity or business honesty which currently, seriously, and directly affects responsibility as a public consultant or contractor; (iii) under state or federal antitrust statutes arising out of the submission of bids or proposals; or (iv) of violation of Paragraph 19 of this Agreement; or for any other cause the City determines to be so serious and compelling as to affect CONSULTANT's responsibility as a public consultant or contractor, including but not limited to, debarment by another governmental agency, then the CITY reserves the unilateral right to terminate this Agreement or to impose such other sanctions (which may include financial sanctions, temporary suspensions or any other condition deemed appropriate short of termination) as it deems proper. The CITY will not take action until CONSULTANT has been given notice and an opportunity to present evidence in mitigation.

5. **FORCE MAJEURE**

If any party fails to perform its obligations because of strikes, lockouts, labor disputes, embargoes, acts of God, inability to obtain labor or materials or reasonable substitutes for labor or materials, governmental restrictions, governmental regulations, governmental controls, judicial orders, enemy or hostile governmental action, civil commotion, fire or other casualty, or other causes beyond the reasonable control of the party obligated to perform, then that party's performance shall be excused for a period equal to the period of such cause for failure to perform.

6. **RETENTION OF FUNDS**

CONSULTANT authorizes the CITY to deduct from any amount payable to CONSULTANT (whether or not arising out of this Agreement) any amounts the payment of which may be in dispute or that are necessary to compensate the CITY for any losses, costs, liabilities, or damages suffered by the CITY, and all amounts for which the CITY may be liable to third parties, by reason of CONSULTANT's acts or omissions in performing or failing to perform CONSULTANT's obligations under this Agreement. In the event that any claim is made by a third party, the amount or validity of which is disputed by CONSULTANT, or any indebtedness exists that appears to be the basis for a claim of lien, the CITY may withhold from any payment due, without liability for interest because of the withholding, an amount sufficient to cover the claim. The failure of the CITY to exercise the right to deduct or to withhold will not, however, affect the obligations of CONSULTANT to insure, indemnify, and protect the CITY as elsewhere provided in this Agreement.

7. **THE CITY'S REPRESENTATIVE**

Robert J. Beste, Public Works Director, is designated as the "City Representative," authorized to act in its behalf with respect to the work and services specified in this Agreement and to make all decisions in connection with this Agreement. Whenever approval, directions, or other actions are required by the CITY under this Agreement, those actions will be taken by the City Representative, unless otherwise stated. The City Manager has the right to designate another City Representative at any time, by providing notice to CONSULTANT.

8. **CONSULTANT REPRESENTATIVE(S)**

The following principal(s) of CONSULTANT are designated as being the principal(s) and representative(s) of CONSULTANT authorized to act in its behalf with respect to the work specified in this Agreement and make all decisions in connection with this Agreement:

Ehab S. Gerges, P.E
 Vice President
 Engineering Services Manager

9. **INDEPENDENT CONTRACTOR**

The CONSULTANT is, and at all times will remain as to the CITY, a wholly independent contractor. Neither the CITY nor any of its agents will have control over the conduct of the CONSULTANT or any of the CONSULTANT's employees, except as otherwise set forth in this Agreement. The 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.

10. **BUSINESS LICENSE**

The CONSULTANT must obtain a City business license prior to the start of work under this Agreement, unless CONSULTANT is qualified for an exemption.

11. **OTHER LICENSES AND PERMITS**

CONSULTANT warrants that it has all professional, contracting and other permits and licenses required to undertake the work contemplated by this Agreement.

12. **FAMILIARITY WITH WORK**

By executing this Agreement, CONSULTANT warrants that CONSULTANT (a) has thoroughly investigated and considered the scope of services to be performed, (b) has carefully considered how the services should be performed, and (c) fully understands the facilities, difficulties and restrictions attending performance of the services under this Agreement. If the services involve work upon any site, CONSULTANT warrants that CONSULTANT has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services set forth in this Agreement. Should CONSULTANT discover any latent or unknown conditions that will materially affect the performance of the services set forth in this Agreement, CONSULTANT must immediately inform the CITY of that fact and may not proceed except at CONSULTANT's risk until written instructions are received from the CITY.

13. **CARE OF WORK**

CONSULTANT must adopt reasonable methods during the term of the Agreement to furnish continuous protection to the work, and the equipment, materials, papers, documents, plans, studies and other components to prevent losses or damages, and will be responsible for all damages, to persons or property, until acceptance of the work by the CITY, except those losses or damages as may be caused by the CITY's own negligence.

14. **CONSULTANT'S ACCOUNTING RECORDS; OTHER PROJECT RECORDS**

Records of the CONSULTANT's time pertaining to the project, and records of accounts between the CITY and the CONSULTANT, will be kept on a generally recognized accounting basis. CONSULTANT will also maintain all other records, including without limitation specifications, drawings, progress reports and the like, relating to the project. All records will be available to the CITY during normal working hours. CONSULTANT will maintain these records for three years after final payment.

15. INDEMNIFICATION

CONSULTANT will indemnify, defend, and hold harmless CITY, the Redevelopment Agency of the City of Torrance, the City Council, each member thereof, present and future, members of boards and commissions, its officers, agents, employees and volunteers from and against any and all liability, expenses, including defense costs and legal fees, and claims for damages whatsoever, arising out of, pertaining to, or relating to the negligence, recklessness, or willful misconduct of the CONSULTANT, including, without limitation those arising from the breach of contract, bodily injury, death, personal injury, property damage, loss of use, or property loss. The obligation to indemnify, defend and hold harmless includes, but is not limited to, any liability or expense, including defense costs and legal fees, arising from the negligent acts or omissions, or willful misconduct of CONSULTANT, its officers, employees, agents, subcontractors or vendors. It is further agreed, CONSULTANT's obligations to indemnify, defend and hold harmless will apply to the extent of CONSULTANT's contributing negligence, recklessness, or willful misconduct even in the event of concurrent negligence on the part of CITY, the City council, each member thereof, present and future, or its officers, agents and employees. Payment by CITY is not a condition precedent to enforcement of this indemnity. In the event of any dispute between CONSULTANT and CITY, as to whether liability arises from the concurrent negligence of the CITY or its officers, employees, agents, subcontractors or vendors, CONSULTANT will be obligated to pay for City's defense until such time as a final judgment has been entered adjudicating the CITY's share of responsibility. CONSULTANT will be entitled in the event of a determination of CITY's responsibility to reimbursement of defense costs including but not limited to attorney's fees, expert fees and costs of litigation reflecting the CITY's proportionate share of such expenses.

16. NON-LIABILITY OF THE CITY'S OFFICERS AND EMPLOYEES

No officer or employee of the CITY will be personally liable to CONSULTANT, in the event of any default or breach by the CITY or for any amount that may become due to CONSULTANT.

17. INSURANCE

A. CONSULTANT must maintain at its sole expense the following insurance, which will be full coverage not subject to self insurance provisions:

- (1) Automobile Liability, including owned, non-owned and hired vehicles, with at least the following limits of liability:
 - (a) Primary Bodily Injury with limits of at least \$500,000 per person, \$1,000,000 per occurrence; and
 - (b) Primary Property Damage of at least \$250,000 per occurrence; or
 - (c) Combined single limits of \$1,000,000 per occurrence.
- (2) General Liability including coverage for premises, products and completed operations, independent contractors/vendors, personal injury and contractual obligations with combined single limits of coverage of at least \$1,000,000 per occurrence.
- (3) Professional liability insurance with limits of at least \$1,000,000 per occurrence.

(4) Workers' Compensation with limits as required by the State of California and Employers Liability with limits of at least \$1,000,000.

- B. The insurance provided by CONSULTANT will be primary and non-contributory.
- C. CITY ("City of Torrance"), the Redevelopment Agency of the City of Torrance, the City Council and each member thereof, members of boards and commissions, every officer, agent, official, employee and volunteer must be named as additional insured under the automobile and general liability policies.
- D. CONSULTANT must provide certificates of insurance and/or endorsements to the City Clerk of the City of Torrance before the commencement of work.
- E. Each insurance policy required by this Paragraph must contain a provision that no termination, cancellation or change of coverage can be made without thirty days notice to CITY.

18. SUFFICIENCY OF INSURERS

Insurance required by this Agreement will be satisfactory only if issued by companies admitted to do business in California, rated "B+" or better in the most recent edition of Best's Key Rating Guide, and only if they are of a financial category Class VII or better, unless these requirements are waived by the Risk Manager of the CITY ("Risk Manager") due to unique circumstances. In the event the Risk Manager determines that the work or services to be performed under this Agreement creates an increased or decreased risk of loss to the CITY, the CONSULTANT agrees that the minimum limits of any insurance policies and/or performance bond required by this Agreement may be changed accordingly upon receipt of written notice from the Risk Manager; provided that CONSULTANT will have the right to appeal a determination of increased coverage by the Risk Manager to the City Council of the CITY within 10 days of receipt of notice from the Risk Manager.

19. CONFLICT OF INTEREST

- A. No officer or employee of the CITY may have any financial interest, direct or indirect, in this Agreement, nor may any officer or employee participate in any decision relating to the Agreement that effects the officer or employee's financial interest or the financial interest of any corporation, partnership or association in which the officer or employee is, directly or indirectly interested, in violation of any law, rule or regulation.
- B. No person may offer, give, or agree to give any officer or employee or former officer or employee, nor may any officer or employee solicit, demand, accept, or agree to accept from another person, a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation, preparation or any part of a program requirement or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory capacity in any way pertaining to any program requirement, contract or subcontract, or to any solicitation or proposal.

20. NOTICE

A. All notices, requests, demands, or other communications under this Agreement will be in writing. Notice will be sufficiently given for all purposes as follows:

- (1) Personal delivery. When personally delivered to the recipient: notice is effective on delivery.
- (2) First Class mail. When mailed first class to the last address of the recipient known to the party giving notice: notice is effective three mail delivery days after deposit in an United States Postal Service office or mailbox.
- (3) Certified mail. When mailed certified mail, return receipt requested: notice is effective on receipt, if delivery is confirmed by a return receipt.
- (4) Overnight delivery. When delivered by an overnight delivery service, charges prepaid or charged to the sender's account: notice is effective on delivery, if delivery is confirmed by the delivery service.
- (5) Facsimile transmission. When sent by fax to the last fax number of the recipient known to the party giving notice: notice is effective on receipt. Any notice given by fax will be deemed received on the next business day if it is received after 5:00 p.m. (recipient's time) or on a non-business day.

Addresses for purpose of giving notice are as follows:

CONSULTANT: Harris and Associates, Inc.
34 Executive Park, Suite 150,
Irvine, Ca 92614-4705
949-655-3900, ext.2352
Fax: 949-655-3995

CITY: City Clerk
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90509-2970
Fax: (310) 618-2931

- B. Any correctly addressed notice that is refused, unclaimed, or undeliverable because of an act or omission of the party to be notified, will be deemed effective as of the first date the notice was refused, unclaimed or deemed undeliverable by the postal authorities, messenger or overnight delivery service.
- C. Either party may change its address or fax number by giving the other party notice of the change in any manner permitted by this Agreement.

21. PROHIBITION AGAINST ASSIGNMENT AND SUBCONTRACTING

This Agreement and all exhibits are binding on the heirs, successors, and assigns of the parties. The Agreement may not be assigned or subcontracted by either the CITY or CONSULTANT without the prior written consent of the other.

22. INTEGRATION; AMENDMENT

This Agreement represents the entire understanding of the CITY and CONSULTANT as to those matters contained in it. No prior oral or written understanding will be of any force or effect with respect to the terms of this Agreement. The Agreement may not be modified or altered except in writing signed by both parties.

23. INTERPRETATION

The terms of this Agreement should be construed in accordance with the meaning of the language used and should not be construed for or against either party by reason of the authorship of this Agreement or any other rule of construction that might otherwise apply.

24. SEVERABILITY

If any part of this Agreement is found to be in conflict with applicable laws, that part will be inoperative, null and void insofar as it is in conflict with any applicable laws, but the remainder of the Agreement will remain in full force and effect.

25. TIME OF ESSENCE

Time is of the essence in the performance of this Agreement.

26. GOVERNING LAW; JURISDICTION

This Agreement will be administered and interpreted under the laws of the State of California. Jurisdiction of any litigation arising from the Agreement will be in Los Angeles County, California.

27. COMPLIANCE WITH STATUTES AND REGULATIONS

CONSULTANT will be knowledgeable of and will comply with all applicable federal, state, county and city statutes, rules, regulations, ordinances and orders.

28. WAIVER OF BREACH

No delay or omission in the exercise of any right or remedy by a nondefaulting party on any default will impair the right or remedy or be construed as a waiver. A party's consent or approval of any act by the other party requiring the party's consent or approval will not be deemed to waive or render unnecessary the other party's consent to or approval of any subsequent act. Any waiver by either party of any default must be in writing and will not be a waiver of any other default concerning the same or any other provision of this Agreement.

29. ATTORNEY'S FEES

Except as set forth in Paragraph 15, in any dispute, litigation, arbitration, or other proceeding by which one party either seeks to enforce its rights under this Agreement (whether in contract, tort or both) or seeks a declaration of any rights or obligations under this Agreement, the prevailing party will be awarded reasonable attorney's fees, together with any costs and expenses, to resolve the dispute and to enforce any judgment.

30. EXHIBITS

All exhibits identified in this Agreement are incorporated into the Agreement by this reference.

31. CONSULTANT'S AUTHORITY TO EXECUTE

The person(s) executing this Agreement on behalf of the CONSULTANT warrant that (i) the CONSULTANT is duly organized and existing; (ii) they are duly authorized to execute this Agreement on behalf of the CONSULTANT; (iii) by so executing this Agreement, the CONSULTANT is formally bound to the provisions of this Agreement; and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which the CONSULTANT is bound.

CITY OF TORRANCE,
a municipal corporation

Harris and Associates, Inc.
a California corporation

Frank Scotto, Mayor

By: _____
Ehab S. Gerges, Vice President

ATTEST:

Sue Herbers, City Clerk

APPROVED AS TO FORM:

JOHN L. FELLOWS III
City Attorney

By: _____

Attachments: Exhibit A: RFP
 Exhibit B: Proposal

Revised..: 10/29/2008

EXHIBIT A
REQUEST FOR PROPOSALS
[To be attached]


Request for Proposals (RFP)

 City of Torrance | 3031 Torrance Blvd, Torrance CA 90503 | www.TorranceCA.Gov
RFP No. 2012-09
**Request For Proposals for
Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements**

Request For Proposals (RFP) for Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements

Submittal Information

Proposals may be mailed or hand delivered. No faxed proposals will be accepted.

Late proposals will not be accepted.

**Location: Office of the City Clerk
3031 Torrance Blvd.
Torrance, CA 90503**

Date: Thursday, May 10, 2012

Time Deadline: 2:00 P.M.

Proposals will be publicly opened and read aloud at 2:15 PM in the Council Chambers.

Submittal Requirements

The following items must be submitted in a sealed envelope, which shall be clearly marked:

"RFP for Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements, RFP No. 2012-09"

- Five (5) separately bound copies of proposal
- Original and four (4) copies of Proposal Submittal Form (Section III of this document)
- Original and four (4) copies of Proposer's Affidavit (Attachment 1 of this document)

Notice of Mandatory Pre-Proposal Conference

The City will conduct a mandatory pre-proposal conference for prospective Consultants.

It will start promptly at the time and location listed below.

Location: West Annex Commission Room

Date: Thursday, April 26, 2012

Time: 2:00 P.M.

Questions Regarding this RFP Should be Directed to:

Ted Semaan P.E., Engineering Manager
Phone: (310) 781-6900 or Email: TSemaan@TorranceCA.gov

RFP No. 2012-09

**Request For Proposals for
Pacific Coast Highway at Hawthorne Boulevard Improvements**

SECTION I – RFP INSTRUCTIONS AND INFORMATION

NOTICE OF REQUEST FOR PROPOSALS:

Notice is hereby given that sealed proposals for the following described project will be received in the Office of the City Clerk, of the City of Torrance, California, **until 2:00 p.m. on Thursday, May 10, 2012**, after which time they will publicly opened and read aloud at 2:15 p.m. on the same date in the Council Chambers of said City.

MANDATORY PRE-PROPOSAL CONFERENCE:

Consultants intending to submit a proposal for this project must ensure that a representative from their firm is in attendance at the mandatory pre-proposal conference. Consultants submitting proposals without attending this conference will be disqualified. No exceptions will be allowed. The mandatory pre-proposal conference will start promptly at the time and location listed on page 1 of this RFP. No make-up conference will be scheduled. Individuals attending this conference should be prepared to take adequate notes to assist in preparation of their proposal submittal.

PROPOSAL FORMAT:

Interested Consultants must submit five (5) separately bound copies of their proposal. Proposals shall include the following information in the ordered format outlined below:

- Cover Letter
 - Proposal Submittal Form
 - Proposer's Affidavit
 - Addenda
- Table of Contents
- 1 – Project Understanding & Approach
- 2 – Firm Profile (information of prime and financial ability of firm)
- 3 – Project Team (organization chart and brief biographies & experience of key personnel)
- 4 – Relevant Projects & References
- 5 – Project Schedule

PROPOSAL SUBMITTAL FORM:

Interested Consultants must complete and submit an original and four (4) copies of "Proposal Submittal Form" in Section III of this RFP.

RESERVATIONS:

The City reserves the right to revise or amend these specifications prior to the date set for opening proposals. Revisions and amendments, if any, will be announced by an addendum to this RFP. If the revisions require additional time to enable Consultants to respond, the City may postpone the opening date accordingly. In such case, the addendum will include an announcement of the new opening date.

All addenda must be attached to the proposal. Failure to attach any addendum may render the proposal non-responsive and cause it to be rejected.

The City Council reserves the right to reject any and all proposals received, to take all proposals under advisement for a period not to exceed ninety (90) days after the date of the opening, to waive any informality on any proposal, and to be the sole judge of the relative merits of the material and or service mentioned in the respective proposals received. The City reserves the right to reject any proposal not accompanied with all data or information required.

This RFP does not commit the City to award a contract or to pay any cost incurred in the preparation of a proposal. All responses to this RFP document will become the property of the City of Torrance.

AFFIDAVIT:

An affidavit form is included with this RFP as Attachment 1. It must be completed and submitted as required, signifying that the proposal is genuine and not collusive or made in the interest or on behalf of any person not named in the proposal, that the proposer has not directly or indirectly induced or solicited any other proposer to put in a sham proposal or any other person, firm, or corporation to refrain from proposing, and that the proposer has not in any manner sought by collusion to secure for itself an advantage over any other proposer. Any proposal submitted without an affidavit or in violation of this requirement will be rejected.

STANDARDS OF EVALUATION:

The City will be the sole determiner of suitability to the City's needs. Proposals will be rated according to their completeness and understanding of the City's needs, conformance to the requirements of the technical specifications, prior experience with similar scope of work, financial capabilities, delivery, and cost.

ERRORS AND OMISSIONS:

The Proposer will not be allowed to take advantage of any errors and/or omissions in these specifications or in the Proposer's specifications submitted with its proposal. Full instruction will always be given when errors or omissions are discovered.

CONSULTING SERVICE AGREEMENT:

The Consultant to whom the award is made will be required to enter into a written contract with the City of Torrance. A copy of this RFP and the accepted proposal will be attached to and become a part of the Contract.

A sample of the City's Pro Forma Consulting Services Agreement is included with this RFP as Attachment 2. Although the City's Consulting Services Agreement complies with CA law for contracting with Architectural and Engineering firms and modifications are not encouraged, we request that your RFP identify any language, if at all, you may object to. Should an objection be identified, we request that you propose alternate language in the RFP. Any objection(s) will not affect your rating. It will, however, provide the City with information to assist with quickly completing any negotiations subsequent to rating all Consultants.

RFP No. 2012-09

**Request For Proposals for
Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements**

SECTION II TECHNICAL REQUIREMENTS

OBJECTIVE:

The City of Torrance is requesting proposals from qualified Consultants for the design of the Pacific Coast Highway and Hawthorne Boulevard Intersection Improvements.

This RFP is intended to be as descriptive as possible. However, Proposers may not take advantage of omissions or oversights in this document. Proposers must supply products and services that meet or exceed the requirements of this RFP. In the event of a dispute over installation or performance, the needs of the City of Torrance will govern.

PROJECT BACKGROUND & DESCRIPTION:

The City of Torrance is situated on the western side of Los Angeles County. It is bordered by the Palos Verdes Peninsula on the south, the City of Gardena on the north, the City of Redondo Beach on the north and west boundaries, the City of Lomita on the east and the Pacific Ocean on the west. The City encompasses an area of approximately 21 square miles and has an estimated population of approximately 149,111, which makes it the sixth largest city in Los Angeles County.

Pacific Coast Highway and Hawthorne Boulevard, State Routes SR-1 and SR-107 respectively, are important highways in the City of Torrance linking numerous South Bay communities. They serve both commuters and local residents. At their intersection, each is a 6-lane roadway with raised center medians; all three (3) lanes in each direction are used as travel lanes at all times. Hawthorne northbound at the intersection also includes two (2) left turn lanes; southbound consists of two (2) left turn lanes and a right turn lane separated by a traffic signal island. Pacific Coast Highway both eastbound and westbound includes one (1) left turn lane in addition to their three (3) through lanes. The immediate vicinity of this intersection consists mostly of commercial development, and within less than a square mile of this intersection are eight (8) schools and the Torrance Municipal Airport.

The purpose of this project is to enhance the intersection of Pacific Coast Highway and Hawthorne Boulevard, which will also provide operational relief along these routes and to the I-405 Freeway.

The project is intended to widen and upgrade the intersection via the acquisition of right of way, construction of dedicated right and left-hand turn pockets, restriping, and resignalization. Utility relocation will be required. Limits of this project are 500 feet on all directions from the intersection of Pacific Coast Highway and Hawthorne Boulevard.

SCOPE OF WORK:

See attached "Scope of Work for Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements"

CONSULTANT QUALIFICATIONS:

Desired Consultants for this project shall be California Register Professional Engineers (Civil) with a minimum of 10 year experience in design and management of public work projects. Consultants shall be experienced in roadway and traffic design; right-of-way acquisition; and shall be able to coordinate this project and secure necessary permits, on behalf of the City, with other agencies, including but not limited to the State (Caltrans), Los Angeles County, surrounding Cities, and utility companies.

SELECTION CRITERIA:

The City will conduct a two-part selection process.

PART I – EVALUATION OF PROPOSALS: After the public opening of submitted proposals for this project, the City will form a committee to evaluate proposals and develop a short list of qualified Firms. The Firms on this short list will then be invited to interview with the City.

PART 2 – INTERVIEW: At the time of the interview, invited Firms shall submit a detailed fee estimate. The fee estimate shall be submitted in a sealed envelope, and should provide a schedule of the Firm's fees, and a cost for each task of the project using the format shown in Exhibit B. Firms may list any additional services and associated costs that are not covered in the City's scope of work. These items should be listed separately from those specifically requested so they may be considered. ***Only after the selection of Firm has been made will the fee proposal from the selected Firm be opened.***

The City will select a Consultant in accordance with criteria listed below.

CRITERIA	MAXIMUM POINTS
Understanding of project, scope of work and completeness of RFP	20
Firm's qualifications and experience with similar work, and financial responsibility	10
Firm's qualifications and experience with right-of-way needs, acquisition, and sale of surplus property	10
Firm's qualifications and experience in successful dealings with Caltrans' Permit Office	10
Qualifications of proposed project team members (meets minimum requirements and amount of desired qualifications)	20
Relevant projects of firm and proposed project team members	10
References	10
Time schedule (will provide final plans and specifications within the scheduled time frame)	10
Maximum Total Score =	100

RFP No. 2012-09

**Request For Proposals for
Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements**

SECTION III – PROPOSAL SUBMITTAL FORM

FAILURE TO COMPLETE ALL ITEMS IN THIS SECTION MAY INVALIDATE PROPOSAL

In accordance with your "Invitation to RFP", the following proposal is submitted to the City of Torrance.

RFP Submitted By:

 Name of Company

 Address

 City/State/Zip Code

 Telephone Number/Fax Number

 Printed Name/Title

 Signature

 Date
Contact for Additional Information:

Please provide the name of the individual at your company to contact for any additional information

 Name

 Title

 Telephone Number/Fax Number

Form of Business Organization: Please indicate the following (check one);

Corporation _____ Partnership _____ Sole Proprietorship _____ Other: _____

Consultant Name: _____

Business History:

How long have you been in business under your current name and form of business organization?

_____ Years

If less than three (3) years and your company was in business under a different name, what was that name?

Addenda Received:

Please indicate addenda information you have received regarding this RFP:

Addendum No. _____ Date Received: _____

_____ No Addenda received regarding this RFP.

References:

Please supply the names of companies/agencies for which you recently supplied comparable services as requested in this RFP.

Name of Company/Agency	Address	Person to contact/Telephone No.
_____	_____	_____
_____	_____	_____
_____	_____	_____

Consultant Name: _____

RFP Submittal Requirement and Acknowledgement

Consultants are required to place a check mark in Column A indicating that your proposal is as per the specifications of this Request for Proposals.

Consultants are required to place a check mark in Column B indicating that your proposal deviates from the specifications of this Request for Proposal. If you are proposing anything other than what is specified, you must explain in detail how your proposal differs by attaching additional pages to your RFP submittal and indicating the page number in Column C.

You may attach additional sheets to your RFP submittal describing in detail the service you are proposing. You must indicate the page number reference in Column C.

Description	Column A	Column B	Column C
RFP Specification/Requirement	Place a check mark in this column indicating that your proposal is as per the specifications in this RFP	Place a mark in this column if you are proposing something different then what is specified in this RFP	You may attach additional sheets to your proposal submittal describing in detail the service you are proposing. Please reference the page number of your attachment in the space below.
Submittal includes five (5) separately bound copies of proposal			
Submittal includes original and four (4) copies of the following required documents: Proposal Submittal Form and Proposer's Affidavit			
TASK I – Project Commencement			
TASK II – Preliminary Design			
TASK III – Contract Deliverables			
TASK IV – Right-of-Way			
TASK V – Project Coordination			

STATE OF CALIFORNIA

PROPOSER'S AFFIDAVIT

COUNTY OF LOS ANGELES

_____ being first duly sworn deposes and says:

1. That he/she is the _____ of _____
(Title of Office) (Name of Company)

Hereinafter called "proposer", who has submitted to the City of Torrance a proposal for

(Title of RFP)

- 2. That the proposal is genuine; that all statements of fact in the proposal are true;
- 3. That the proposal was not made in the interest or behalf of any person, partnership, company, association, organization or corporation not named or disclosed;
- 4. That the Proposer did not, directly or indirectly, induce solicit or agree with anyone else to submit a false or sham proposal, to refrain from proposing, or to withdraw his proposal, to raise or fix the proposal price of the Proposer or of anyone else, or to raise or fix any overhead, profit or cost element of the Proposer's price or the price of anyone else; and did not attempt to induce action prejudicial to the interest of the City of Torrance, or of any other Proposer, or anyone else interested in the proposed contract;
- 5. That the Proposer has not in any other manner sought by collusion to secure for itself an advantage over the other Proposer or to induce action prejudicial to the interests of the City of Torrance, or of any other Proposer or of anyone else interested in the proposed contract;
- 6. That the Proposer has not accepted any proposal from any subcontractor or materialman through any proposal depository, the bylaws, rules or regulations of which prohibit or prevent the Proposer from considering any proposal from any subcontractor or material man, which is not processed through that proposal depository, or which prevent any subcontractor or materialman from proposing to any contractor who does not use the facilities of or accept proposals from or through such proposal depository;
- 7. That the Proposer did not, directly or indirectly, submit the Proposer's proposal price or any breakdown thereof, or the contents thereof, or divulge information or data relative thereto, to any corporation, partnership, company, association, organization, proposal depository, or to any member or agent thereof, or to any individual or group of individuals, except to the City of Torrance, or to any person or persons who have a partnership or other financial interest with said Proposer in its business.
- 8. That the Proposer has not been debarred from participation in any State or Federal works project.

Dated this ____ day of _____, 20_____.

(Proposer Signature)

(Title)

CONSULTING SERVICES AGREEMENT

This CONSULTING SERVICES AGREEMENT (“Agreement”) is made and entered into as of (the “Effective Date”), by and between the CITY OF TORRANCE, a municipal corporation (“CITY”), and Insert name and business entity description, i.e. XYZ Corporation, a California Corporation (“CONSULTANT”).

RECITALS:

- A. The CITY wishes to retain the services of an experienced and qualified CONSULTANT to Insert brief description of services.
- B. In order to obtain the desired services, the CITY has circulated its Request for Proposal for Insert brief title of RFP, RFP No. Insert RFP No. (the “RFP”).
- C. CONSULTANT has submitted a Proposal (the “Proposal”) in response to the RFP. In its Proposal CONSULTANT represents that it is qualified to perform those services requested in the RFP. Based upon its review of all proposals submitted in response to the RFP, the CITY is willing to award the contract to CONSULTANT.

AGREEMENT:

1. SERVICES TO BE PERFORMED BY CONSULTANT

CONSULTANT will provide the services and install those materials listed in CONSULTANT’s Proposal submitted in response to the RFP. A copy of the RFP is attached as Exhibit A. A copy of the Proposal is attached as Exhibit B.

2. TERM

Unless earlier terminated in accordance with Paragraph 4 below, this Agreement will continue in full force and effect from the Effective Date through .

3. COMPENSATION

A. CONSULTANT’s Fee.

For services rendered pursuant to this Agreement, CONSULTANT will be paid in accordance with the compensation schedule set forth in the Proposal; provided, however, that in no event will the total amount of money paid the CONSULTANT, for services initially contemplated by this Agreement, exceed the sum of \$Insert dollar amount (“Agreement Sum”), unless otherwise first approved in writing by the CITY.

B. Schedule of Payment.

Provided that the CONSULTANT is not in default under the terms of this Agreement, upon presentation of an invoice, CONSULTANT will be paid monthly, within 30 days after the date of the monthly invoice.

4. **TERMINATION OF AGREEMENT**

A. Termination by CITY for Convenience.

1. CITY may, at any time, terminate the Agreement for CITY's convenience and without cause.
2. Upon receipt of written notice from CITY of such termination for CITY's convenience, CONSULTANT will:
 - a. cease operations as directed by CITY in the notice;
 - b. take actions necessary, or that CITY may direct for the protection and preservation of the work; and
 - c. except for work directed to be performed prior to the effective date of termination stated in the notice, terminate all existing subcontracts and purchase orders and enter into no further subcontracts and purchase orders.
3. In case of such termination for CITY's convenience, CONSULTANT will be entitled to receive payment for work executed; and costs incurred by reason of such termination, along with reasonable overhead and profit on the work not executed.

B. Termination for Cause.

1. If either party fails to perform any term, covenant or condition in this Agreement and that failure continues for 15 calendar days after the nondefaulting party gives the defaulting party notice of the failure to perform, this Agreement may be terminated for cause; provided, however, that if during the notice period the defaulting party has promptly commenced and continues diligent efforts to remedy the default, the defaulting party will have such additional time as is reasonably necessary to remedy the default.
2. In the event this Agreement is terminated for cause by the default of the CONSULTANT, the CITY may, at the expense of the CONSULTANT and its surety, complete this Agreement or cause it to be completed. Any check or bond delivered to the CITY in connection with this Agreement, and the money payable thereon, will be forfeited to and remain the property of the CITY. All moneys due the CONSULTANT under the terms of this Agreement will be retained by the CITY, but the retention will not release the CONSULTANT and its surety from liability for the default. Under these circumstances, however, the CONSULTANT and its surety will be credited with the amount of money retained, toward any amount by which the cost of completion exceeds the Agreement Sum and any amount authorized for extra services.
3. Termination for cause will not affect or terminate any of the rights of the CITY as against the CONSULTANT or its surety then existing, or which may thereafter accrue because of the default; this provision is in addition to all other rights and remedies available to the CITY under law.

C. Termination for Breach of Law.

In the event the CONSULTANT or any of its officers, directors, shareholders, employees, agents, subsidiaries or affiliates is convicted (i) of a criminal offense as an incident to obtaining or attempting to obtain a public or private contract or subcontract, or in the performance of a contract or subcontract; (ii) under state or federal statutes of embezzlement, theft, forgery, bribery, falsification or destruction of records, receiving stolen property, or any other offense indicating a lack of business integrity or business honesty which currently, seriously, and directly affects responsibility as a public consultant or contractor; (iii) under state or federal antitrust statutes arising out of the submission of bids or proposals; or (iv) of violation of Paragraph 19 of this Agreement; or for any other cause the City determines to be so serious and compelling as to affect CONSULTANT's responsibility as a public consultant or contractor, including but not limited to, debarment by another governmental agency, then the CITY reserves the unilateral right to terminate this Agreement or to impose such other sanctions (which may include financial sanctions, temporary suspensions or any other condition deemed appropriate short of termination) as it deems proper. The CITY will not take action until CONSULTANT has been given notice and an opportunity to present evidence in mitigation.

5. **FORCE MAJEURE**

If any party fails to perform its obligations because of strikes, lockouts, labor disputes, embargoes, acts of God, inability to obtain labor or materials or reasonable substitutes for labor or materials, governmental restrictions, governmental regulations, governmental controls, judicial orders, enemy or hostile governmental action, civil commotion, fire or other casualty, or other causes beyond the reasonable control of the party obligated to perform, then that party's performance shall be excused for a period equal to the period of such cause for failure to perform.

6. **RETENTION OF FUNDS**

CONSULTANT authorizes the CITY to deduct from any amount payable to CONSULTANT (whether or not arising out of this Agreement) any amounts the payment of which may be in dispute or that are necessary to compensate the CITY for any losses, costs, liabilities, or damages suffered by the CITY, and all amounts for which the CITY may be liable to third parties, by reason of CONSULTANT's acts or omissions in performing or failing to perform CONSULTANT's obligations under this Agreement. In the event that any claim is made by a third party, the amount or validity of which is disputed by CONSULTANT, or any indebtedness exists that appears to be the basis for a claim of lien, the CITY may withhold from any payment due, without liability for interest because of the withholding, an amount sufficient to cover the claim. The failure of the CITY to exercise the right to deduct or to withhold will not, however, affect the obligations of CONSULTANT to insure, indemnify, and protect the CITY as elsewhere provided in this Agreement.

7. **THE CITY'S REPRESENTATIVE**

Insert a specific person is designated as the "City Representative," authorized to act in its behalf with respect to the work and services specified in this Agreement and to make all decisions in connection with this Agreement. Whenever approval, directions, or other actions are required by the CITY under this Agreement, those actions will be taken by the City Representative, unless otherwise stated. The City Manager has the right to designate another City Representative at any time, by providing notice to CONSULTANT.

8. CONSULTANT REPRESENTATIVE(S)

The following principal(s) of CONSULTANT are designated as being the principal(s) and representative(s) of CONSULTANT authorized to act in its behalf with respect to the work specified in this Agreement and make all decisions in connection with this Agreement:

9. INDEPENDENT CONTRACTOR

The CONSULTANT is, and at all times will remain as to the CITY, a wholly independent contractor. Neither the CITY nor any of its agents will have control over the conduct of the CONSULTANT or any of the CONSULTANT's employees, except as otherwise set forth in this Agreement. The 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.

10. BUSINESS LICENSE

The CONSULTANT must obtain a City business license prior to the start of work under this Agreement, unless CONSULTANT is qualified for an exemption.

11. OTHER LICENSES AND PERMITS

CONSULTANT warrants that it has all professional, contracting and other permits and licenses required to undertake the work contemplated by this Agreement.

12. FAMILIARITY WITH WORK

By executing this Agreement, CONSULTANT warrants that CONSULTANT (a) has thoroughly investigated and considered the scope of services to be performed, (b) has carefully considered how the services should be performed, and (c) fully understands the facilities, difficulties and restrictions attending performance of the services under this Agreement. If the services involve work upon any site, CONSULTANT warrants that CONSULTANT has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services set forth in this Agreement. Should CONSULTANT discover any latent or unknown conditions that will materially affect the performance of the services set forth in this Agreement, CONSULTANT must immediately inform the CITY of that fact and may not proceed except at CONSULTANT's risk until written instructions are received from the CITY.

13. CARE OF WORK

CONSULTANT must adopt reasonable methods during the term of the Agreement to furnish continuous protection to the work, and the equipment, materials, papers, documents, plans, studies and other components to prevent losses or damages, and will be responsible for all damages, to persons or property, until acceptance of the work by the CITY, except those losses or damages as may be caused by the CITY's own negligence.

14. CONSULTANT'S ACCOUNTING RECORDS; OTHER PROJECT RECORDS

Records of the CONSULTANT's time pertaining to the project, and records of accounts between the CITY and the CONSULTANT, will be kept on a generally recognized accounting basis. CONSULTANT will also maintain all other records, including without limitation specifications, drawings, progress reports and the like, relating to the project. All records will be available to the CITY during normal working hours. CONSULTANT will maintain these records for three years after final payment.

15. INDEMNIFICATION

CONSULTANT will indemnify, defend, and hold harmless CITY, the Redevelopment Agency of the City of Torrance, the City Council, each member thereof, present and future, members of boards and commissions, its officers, agents, employees and volunteers from and against any and all liability, expenses, including defense costs and legal fees, and claims for damages whatsoever, arising out of, pertaining to, or relating to the negligence, recklessness, or willful misconduct of the CONSULTANT, including, without limitation those arising from the breach of contract, bodily injury, death, personal injury, property damage, loss of use, or property loss. The obligation to indemnify, defend and hold harmless includes, but is not limited to, any liability or expense, including defense costs and legal fees, arising from the negligent acts or omissions, or willful misconduct of CONSULTANT, its officers, employees, agents, subcontractors or vendors. It is further agreed, CONSULTANT's obligations to indemnify, defend and hold harmless will apply to the extent of CONSULTANT's contributing negligence, recklessness, or willful misconduct even in the event of concurrent negligence on the part of CITY, the City council, each member thereof, present and future, or its officers, agents and employees. Payment by CITY is not a condition precedent to enforcement of this indemnity. In the event of any dispute between CONSULTANT and CITY, as to whether liability arises from the concurrent negligence of the CITY or its officers, employees, agents, subcontractors or vendors, CONSULTANT will be obligated to pay for City's defense until such time as a final judgment has been entered adjudicating the CITY's share of responsibility. CONSULTANT will be entitled in the event of a determination of CITY's responsibility to reimbursement of defense costs including but not limited to attorney's fees, expert fees and costs of litigation reflecting the CITY's proportionate share of such expenses.

16. NON-LIABILITY OF THE CITY'S OFFICERS AND EMPLOYEES

No officer or employee of the CITY will be personally liable to CONSULTANT, in the event of any default or breach by the CITY or for any amount that may become due to CONSULTANT.

17. INSURANCE

A. CONSULTANT must maintain at its sole expense the following insurance, which will be full coverage not subject to self insurance provisions:

- (1) Automobile Liability, including owned, non-owned and hired vehicles, with at least the following limits of liability:
 - (a) Primary Bodily Injury with limits of at least \$500,000 per person, \$1,000,000 per occurrence; and
 - (b) Primary Property Damage of at least \$250,000 per occurrence; or
 - (c) Combined single limits of \$1,000,000 per occurrence.
- (2) General Liability including coverage for premises, products and completed operations, independent contractors/vendors, personal injury and contractual obligations with combined single limits of coverage of at least \$1,000,000 per occurrence.
- (3) Professional liability insurance with limits of at least \$1,000,000 per occurrence.

(4) Workers' Compensation with limits as required by the State of California and Employers Liability with limits of at least \$1,000,000.

- B. The insurance provided by CONSULTANT will be primary and non-contributory.
- C. CITY ("City of Torrance"), the Redevelopment Agency of the City of Torrance, the City Council and each member thereof, members of boards and commissions, every officer, agent, official, employee and volunteer must be named as additional insured under the automobile and general liability policies.
- D. CONSULTANT must provide certificates of insurance and/or endorsements to the City Clerk of the City of Torrance before the commencement of work.
- E. Each insurance policy required by this Paragraph must contain a provision that no termination, cancellation or change of coverage can be made without thirty days notice to CITY.

18. SUFFICIENCY OF INSURERS

Insurance required by this Agreement will be satisfactory only if issued by companies admitted to do business in California, rated "B+" or better in the most recent edition of Best's Key Rating Guide, and only if they are of a financial category Class VII or better, unless these requirements are waived by the Risk Manager of the CITY ("Risk Manager") due to unique circumstances. In the event the Risk Manager determines that the work or services to be performed under this Agreement creates an increased or decreased risk of loss to the CITY, the CONSULTANT agrees that the minimum limits of any insurance policies and/or performance bond required by this Agreement may be changed accordingly upon receipt of written notice from the Risk Manager; provided that CONSULTANT will have the right to appeal a determination of increased coverage by the Risk Manager to the City Council of the CITY within 10 days of receipt of notice from the Risk Manager.

19. CONFLICT OF INTEREST

- A. No officer or employee of the CITY may have any financial interest, direct or indirect, in this Agreement, nor may any officer or employee participate in any decision relating to the Agreement that effects the officer or employee's financial interest or the financial interest of any corporation, partnership or association in which the officer or employee is, directly or indirectly interested, in violation of any law, rule or regulation.
- B. No person may offer, give, or agree to give any officer or employee or former officer or employee, nor may any officer or employee solicit, demand, accept, or agree to accept from another person, a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation, preparation or any part of a program requirement or a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory capacity in any way pertaining to any program requirement, contract or subcontract, or to any solicitation or proposal.

20. NOTICE

A. All notices, requests, demands, or other communications under this Agreement will be in writing. Notice will be sufficiently given for all purposes as follows:

- (1) Personal delivery. When personally delivered to the recipient: notice is effective on delivery.
- (2) First Class mail. When mailed first class to the last address of the recipient known to the party giving notice: notice is effective three mail delivery days after deposit in an United States Postal Service office or mailbox.
- (3) Certified mail. When mailed certified mail, return receipt requested: notice is effective on receipt, if delivery is confirmed by a return receipt.
- (4) Overnight delivery. When delivered by an overnight delivery service, charges prepaid or charged to the sender's account: notice is effective on delivery, if delivery is confirmed by the delivery service.
- (5) Facsimile transmission. When sent by fax to the last fax number of the recipient known to the party giving notice: notice is effective on receipt. Any notice given by fax will be deemed received on the next business day if it is received after 5:00 p.m. (recipient's time) or on a non-business day.

Addresses for purpose of giving notice are as follows:

CONSULTANT:

Fax:

CITY:

City Clerk
 City of Torrance
 3031 Torrance Boulevard
 Torrance, CA 90509-2970
 Fax: (310) 618-2931

- B. Any correctly addressed notice that is refused, unclaimed, or undeliverable because of an act or omission of the party to be notified, will be deemed effective as of the first date the notice was refused, unclaimed or deemed undeliverable by the postal authorities, messenger or overnight delivery service.
- C. Either party may change its address or fax number by giving the other party notice of the change in any manner permitted by this Agreement.

21. **PROHIBITION AGAINST ASSIGNMENT AND SUBCONTRACTING**

This Agreement and all exhibits are binding on the heirs, successors, and assigns of the parties. The Agreement may not be assigned or subcontracted by either the CITY or CONSULTANT without the prior written consent of the other.

22. **INTEGRATION; AMENDMENT**

This Agreement represents the entire understanding of the CITY and CONSULTANT as to those matters contained in it. No prior oral or written understanding will be of any force or effect with respect to the terms of this Agreement. The Agreement may not be modified or altered except in writing signed by both parties.

23. **INTERPRETATION**

The terms of this Agreement should be construed in accordance with the meaning of the language used and should not be construed for or against either party by reason of the authorship of this Agreement or any other rule of construction that might otherwise apply.

24. **SEVERABILITY**

If any part of this Agreement is found to be in conflict with applicable laws, that part will be inoperative, null and void insofar as it is in conflict with any applicable laws, but the remainder of the Agreement will remain in full force and effect.

25. **TIME OF ESSENCE**

Time is of the essence in the performance of this Agreement.

26. **GOVERNING LAW; JURISDICTION**

This Agreement will be administered and interpreted under the laws of the State of California. Jurisdiction of any litigation arising from the Agreement will be in Los Angeles County, California.

27. **COMPLIANCE WITH STATUTES AND REGULATIONS**

CONSULTANT will be knowledgeable of and will comply with all applicable federal, state, county and city statutes, rules, regulations, ordinances and orders.

28. **WAIVER OF BREACH**

No delay or omission in the exercise of any right or remedy by a nondefaulting party on any default will impair the right or remedy or be construed as a waiver. A party's consent or approval of any act by the other party requiring the party's consent or approval will not be deemed to waive or render unnecessary the other party's consent to or approval of any subsequent act. Any waiver by either party of any default must be in writing and will not be a waiver of any other default concerning the same or any other provision of this Agreement.

29. **ATTORNEY'S FEES**

Except as set forth in Paragraph 15, in any dispute, litigation, arbitration, or other proceeding by which one party either seeks to enforce its rights under this Agreement (whether in contract, tort or both) or seeks a declaration of any rights or obligations under this Agreement, the prevailing party will be awarded reasonable attorney's fees, together with any costs and expenses, to resolve the dispute and to enforce any judgment.

30. EXHIBITS

All exhibits identified in this Agreement are incorporated into the Agreement by this reference.

31. CONSULTANT'S AUTHORITY TO EXECUTE

The person(s) executing this Agreement on behalf of the CONSULTANT warrant that (i) the CONSULTANT is duly organized and existing; (ii) they are duly authorized to execute this Agreement on behalf of the CONSULTANT; (iii) by so executing this Agreement, the CONSULTANT is formally bound to the provisions of this Agreement; and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which the CONSULTANT is bound.

CITY OF TORRANCE,
a Municipal Corporation

Insert name of business
Insert type of entity

Frank Scotto, Mayor

By: _____
Insert Name and Title

ATTEST:

Sue Herbers, City Clerk

APPROVED AS TO FORM:

JOHN L. FELLOWS III
City Attorney

By: _____

Attachments: Exhibit A: RFP
 Exhibit B: Proposal

Revised...: 10/29/2008

EXHIBIT B

PROPOSAL

[To be attached]



May 24, 2012

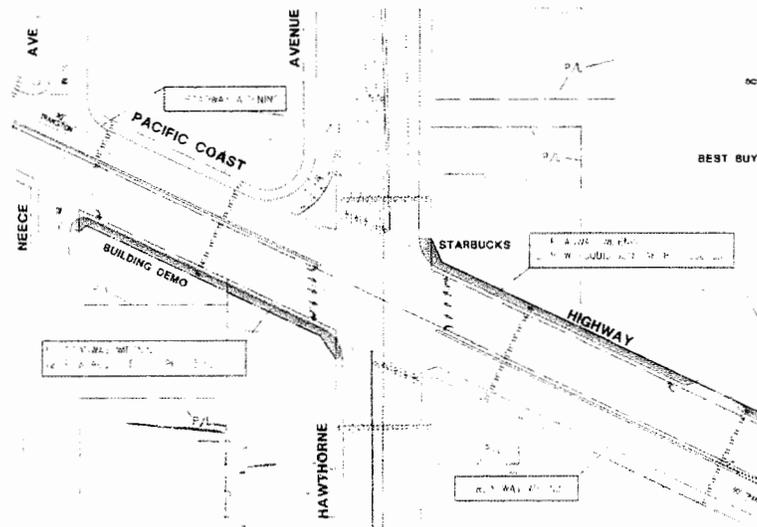
Office of City Clerk
 Attn: **Mr. Ted Semaan, PE**, Engineering Manager
 City of Torrance
 3031 Torrance Boulevard
 Torrance, California 90503

**Subject: Harris Paves the Way to Success on PCH / Hawthorne Blvd.
 Intersection Project**

Dear Mr. Semaan:

The City of Torrance's plan to improve the busy intersection of Pacific Coast Highway and Hawthorne Blvd presents a great opportunity to improve the pedestrian experience, enhance aesthetics, rehabilitate failing pavement and significantly improve the flow of traffic via practical well thought-out widening improvements. The roadmap for success on this long contemplated project starts on a solid foundation of a sound widening layout plan, which the Harris Team has prepared as a starting point for discussions with City and Caltrans staff (**see Exhibit A**). But the innovation does not stop there because the project also has the potential help transform the area to be more attractive, environmentally green and a pedestrian-friendly place where people want to socialize, shop, and dine. The Harris Team is well poised to partner with the City to make this vision a reality. To demonstrate our teams understanding of this vision, we identified the following project elements that are critical to the success of your project:

Sound Conceptual Plan Layout – The Harris Team has prepared a preliminary Conceptual Plan layout (**see Exhibit A**) to start the dialog with City staff and gain Caltrans approval that will significantly improve the flow traffic at the intersection and expedite the project schedule. The proposed 11-foot lane widths were carefully selected to create a balance between Caltrans' ideal 12-foot lanes, which were found to be too impactful to the fronting properties (especially Starbucks) and previous study layouts that showed 10-foot wide lanes, which Caltrans no longer allows, not even through the design exception process. At the same time we increased the width of the two proposed right turn pockets to 14-feet because that is Caltrans' ideal minimum and is highly recommended given the high volume of big-rig truck traffic that regularly navigate these turns. The proposed transitions and minor widening on the opposite sides of the street were also strategically planned to reduce the amount shifting required on each approach, improve the lane alignments across the intersection, reduce the amount of impacts at the hardest hit right turn pocket corners and still



Mr. Ted Semaan, PE, Engineering Manager

May 24, 2012

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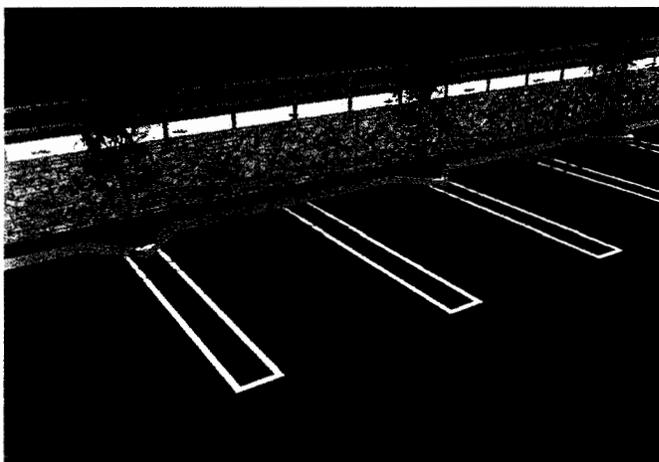
result in pedestrian-friendly parkway widths that meet Caltrans' minimum widths required. Further, per our preliminary signal timing analysis, we determined that it will be best to keep the existing "pork-chop" pedestrian island at the northwest corner of the intersection, which is also reflected in our layout. Our sincere enthusiasm should be evident in this exhibit!

City of Torrance Experience – Harris Team members have successfully completed several projects for the City of Torrance in the past, thus we know the agency preferences and formats. Our team will serve as an extension of City staff, which will reduce the time required and help to deliver a timely project.

Caltrans Experience – The Harris Team has successfully completed and obtained similar Caltrans encroachment permit approvals for over ten projects in the past five years alone. Thus we know their guidelines, methodologies, standards and formats. Since our proposed layout exceeds what Caltrans themselves recommended back in 2002, we are confident that we will successfully navigate and fast-track Caltrans' Design Exception and PEER report approval process. Understanding the Caltrans process, including all the nuts & bolts environmental approvals and legal requirements for full property acquisitions that include building demolitions, when combined with the Harris Team's clear understanding of the necessity of working closely with Caltrans staff throughout the design approval process, will prove critical for project's success. Finally, the Harris Team's Exhibit A layout results in a preliminary opinion of construction cost that is well below Caltrans' threshold of \$3 million that would trigger the need to prepare a Project Study Report (PSR) thus streamlining their approval.

Practical Solutions – We have established a practical game plan to expedite the design of the intersection improvements, minimize impacts and maximize aesthetics which include:

- ▶ Fast-tracking the Caltrans' Encroachment Permit process by minimizing Caltrans' "Fact sheet" design exceptions and maximizing the design to conform to Caltrans standards when possible.
- ▶ Minimizing delays & costs related to right-of-way acquisition with an alignment that balances improved lane widths and alignments by widening on both sides of the roadway, such that the Starbucks property remains viable and not another expensive full take acquisition.
- ▶ Fast-tracking all of the unavoidable utility relocations, such as the several overhead electrical transmission lines/ poles, so that they do not hold up the commencement of construction.
- ▶ Accelerating of the determination of the presence of hazardous materials within the project limits, especially at the full-take building demolition areas.
- ▶ Custom grading and re-landscaping the Starbucks frontage and entrance path so that it looks like an original design installation, not a forced piecemeal afterthought.
- ▶ Minimizing impacts to the Best Buy's parking lot through the use of retaining walls adjacent to the proposed back of sidewalk that also leaves room for tree wells and vine planters (see Exhibit to the right).

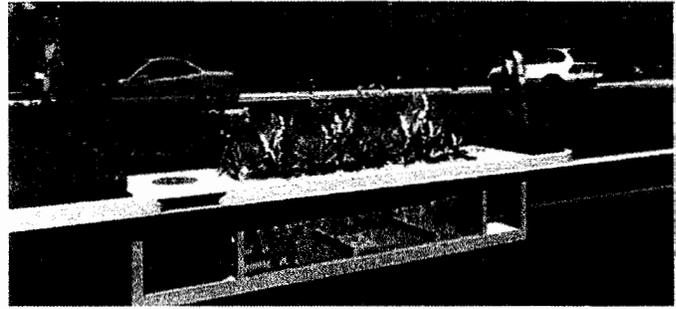


Mr. Ted Semaan, PE, Engineering Manager

May 24, 2012

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- ▶ Maximizing stormwater runoff quality through the innovative use of bio swales in the parkway landscaping and by introducing new drainage enhancements such as Filtterra catch basins.



Experienced Project Team – Randall Berry, PE,

will serve as Project Manager and has specialized in roadway widening and street design during his 27-year career. Mr. Berry will be supported by several in-house civil engineering staff that are

adept in computer aided design and 3D modeling techniques. **Albert Grover & Associates (AGA)**, led by Mark Miller, PE will provide traffic engineer services, ranging from traffic studies and big-picture conceptual layout design to the preparation of detailed traffic signal modification plans, streetlight plans and signing and striping plans. AGA has successfully prepared many similar widening designs for Caltrans in the past including completely new freeway/highway interchanges. **KDM Meridian**, led by Rich Maher, PLS/Owner will provide topographic surveying services and right-of-way mapping/engineering and has consistently provided excellent quality service to Harris Team members for over 19-years. **Cardno TBE**, led by Vince Reger will provide innovative state-of-the-art utility detection surveying and utility potholing services, which will streamline the determination and resolution of any unavoidable utility conflicts. **Ninyo & Moore**, led by Sam Guha, PhD, GE will provide the geotechnical investigation and hazardous materials testing, which will be required by Caltrans, especially due to the full take right-of-way acquisitions and related building demolitions required. **BonTerra**, led by Jennifer Marks, Sr PM will provide environmental clearance services that will be required by Caltrans. **Overland Pacific & Cutler**, led by Stephen Bray, Sr PM will provide right-of-way acquisition and relocation services that will be required for the full and partial right-of-way takes. **Traffic Control Engineering**, led by David Kuan, PE, will prepare the traffic control plans and has a proven track record of first submittal approvals from Caltrans, including District 7. **Borthwick, Guy & Bettenhausen**, led by Art Guy, ASLA will provide landscape architect services and has successfully worked with Harris on many similar projects such as the award winning Esplanade Street Improvements in Redondo Beach.

Committed to Your Project's Success – The Harris Team intends to maintain the same energetic level of care that is evident in this proposal until the project is successfully constructed. We are ready to start immediately and look forward to a successful award winning project!

Sincerely,

Harris & Associates, Inc.

Randall Berry, PE

Design Manager / Associate

Consultant Name: Harris & Associates

Business History:

How long have you been in business under your current name and form of business organization?

38 Years

If less than three (3) years and your company was in business under a different name, what was that name?

N/A

Addenda Received:

Please indicate addenda information you have received regarding this RFP:

Addendum No. 1 Date Received: May 7, 2012

Addendum No. Date Received:

Addendum No. Date Received:

Addendum No. Date Received:

 No Addenda received regarding this RFP.

References:

Please supply the names of companies/agencies for which you recently supplied comparable services as requested in this RFP.

City of Redondo Beach	415 Diamond St, Redondo Beach, CA 90277	Brad Lindahl, Capital Projects Program Manager (310) 372-1171 x2286
Name of Company/Agency	Address	Person to contact/Telephone No.
City of Santa Ana	20 Civic Center Plaza, 3rd Floor, Santa Ana, CA 92710	Souri Amirani, Deputy City Engineer (714) 647-5640
Name of Company/Agency	Address	Person to contact/Telephone No.
City of West Hollywood	8300 Santa Monica Blvd, West Hollywood, CA 90069	Donn Uyeno, Assistant Civil Engineer (323) 848-6457
Name of Company/Agency	Address	Person to contact/Telephone No.
City of Huntington Beach	2000 Main St., Huntington Beach, CA 92648	Bill Janusz, Associate Traffic Engineer (714) 374-1628
Name of Company/Agency	Address	Person to contact/Telephone No.
City of Huntington Beach	2000 Main St., Huntington Beach, CA 92648	Duncan Lee, PE, Principal Civil Engineer (714) 375-5118
Name of Company/Agency	Address	Person to contact/Telephone No.

Consultant Name: Harris & Associates

RFP Submittal Requirement and Acknowledgement

Consultants are required to place a check mark in Column A indicating that your proposal is as per the specifications of this Request for Proposals.

Consultants are required to place a check mark in Column B indicating that your proposal deviates from the specifications of this Request for Proposal. If you are proposing anything other than what is specified, you must explain in detail how your proposal differs by attaching additional pages to your RFP submittal and indicating the page number in Column C.

You may attach additional sheets to your RFP submittal describing in detail the service you are proposing. You must indicate the page number reference in Column C.

Description	Column A	Column B	Column C
RFP Specification/Requirement	Place a check mark in this column indicating that your proposal is as per the specifications in this RFP	Place a mark in this column if you are proposing something different then what is specified in this RFP	You may attach additional sheets to your proposal submittal describing in detail the service you are proposing. Please reference the page number of your attachment in the space below.
Submittal includes five (5) separately bound copies of proposal	✓		
Submittal includes original and four (4) copies of the following required documents: Proposal Submittal Form and Proposer's Affidavit	✓		
TASK I – Project Commencement	✓		
TASK II – Preliminary Design	✓		
TASK III – Contract Deliverables	✓		
TASK IV – Right-of-Way	✓		
TASK V – Project Coordination	✓		

STATE OF CALIFORNIA

PROPOSER'S AFFIDAVIT

COUNTY OF LOS ANGELES

Randall Berry, PE being first duly sworn deposes and says:

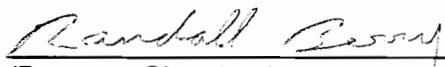
1. That he/she is the Design Manager / Associate of Harris & Associates
 (Title of Office) (Name of Company)

Hereinafter called "proposer", who has submitted to the City of Torrance a proposal for

Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements (RFP No. 2012-09)
 (Title of RFP)

2. That the proposal is genuine; that all statements of fact in the proposal are true;
3. That the proposal was not made in the interest or behalf of any person, partnership, company, association, organization or corporation not named or disclosed;
4. That the Proposer did not, directly or indirectly, induce solicit or agree with anyone else to submit a false or sham proposal, to refrain from proposing, or to withdraw his proposal, to raise or fix the proposal price of the Proposer or of anyone else, or to raise or fix any overhead, profit or cost element of the Proposer's price or the price of anyone else; and did not attempt to induce action prejudicial to the interest of the City of Torrance, or of any other Proposer, or anyone else interested in the proposed contract;
5. That the Proposer has not in any other manner sought by collusion to secure for itself an advantage over the other Proposer or to induce action prejudicial to the interests of the City of Torrance, or of any other Proposer or of anyone else interested in the proposed contract;
6. That the Proposer has not accepted any proposal from any subcontractor or materialman through any proposal depository, the bylaws, rules or regulations of which prohibit or prevent the Proposer from considering any proposal from any subcontractor or material man, which is not processed through that proposal depository, or which prevent any subcontractor or materialman from proposing to any contractor who does not use the facilities of or accept proposals from or through such proposal depository;
7. That the Proposer did not, directly or indirectly, submit the Proposer's proposal price or any breakdown thereof, or the contents thereof, or divulge information or data relative thereto, to any corporation, partnership, company, association, organization, proposal depository, or to any member or agent thereof, or to any individual or group of individuals, except to the City of Torrance, or to any person or persons who have a partnership or other financial interest with said Proposer in its business.
8. That the Proposer has not been debarred from participation in any State or Federal works project.

Dated this 22nd day of May, 2012.


 (Proposer Signature)

Design Manager / Associate
 (Title)

CITY OF TORRANCE, CALIFORNIA

**ADDENDUM NO. 1
Issued: May 7, 2012**

TO

**REQUEST FOR PROPOSALS (RFP)
FOR
PACIFIC COAST HIGHWAY AT HAWTHORN BOULEVARD
INTERSECTION IMPROVEMENTS
RFP No. 2012-09**

Note the following changes and/or additions to the Request for Proposals and associated Scope of Work for the project indicated above. The proposer shall execute the Certification at the end of this addendum, and shall **attach all pages of this addendum to the Contract Documents submitted with the Proposal.**

1. Refer to RFP, NOTICE OF REQUEST FOR PROPOSALS:

The City has postponed by two (2) weeks the date to open proposals. Consequently, the paragraph is hereby revised as follows:

“Notice is hereby given that sealed proposals for the following described project will be received in the Office of the City Clerk, of the City of Torrance, California, **until 2:00 p.m. on Thursday, ~~May 10, 2012~~ May 24, 2012**, after which time they will be publicly opened and read aloud at 2:15 p.m. on the same date in the Council Chambers, City Hall.

By Order of the Engineering Manager

/S/ Ted Semaan

TED SEMAAN
Engineering Manager

PACIFIC COAST HIGHWAY AT HAWTHORN BOULEVARD INTERSECTION IMPROVEMENTS
RFP No. 2012-09, ADDENDUM NO. 1, Issued: May 7, 2012

PROPOSER'S CERTIFICATION

I acknowledge receipt of the foregoing Addendum No. 1 and accept all conditions contained therein.

Harris & Associates

Proposer

Randall Berry

By

May 24, 2012

Date

***** Submit this executed form with the proposal *****

Harris & Associates - Scope of Services

PCH at Hawthorne Blvd Intersection Improvements

The Harris Team's project scope matches the scope format as outlined in the City's Request for Proposal (RFP), "Project Scope" section. For completeness the RFP scope has been repeated herein, with any required additions and clarifications following thereafter. Note the proposed construction cost is anticipated to be approximately \$3 million.

I. Preliminary Design

A. Project Kick-Off Meeting

RFP Scope: A pre-design meeting shall be scheduled with the Harris Team and the City at the commencement of the project. Harris Team shall prepare the meeting agenda to discuss the project requirements, scope of work, schedule, and lines of communication between the City, Harris Team, and other agencies involved in the project. Harris Team shall prepare and distribute meeting minutes, including all action items.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: Note that an early kick-off meeting is also planned with Caltrans staff and with the utility owners that will be most affected by facility relocations including SCE (transmission pole, guy pole and service pole relocations), City of Torrance water (two potential water line relocations depending on depth, 8" water at SW corner and unknown water line size at NE corner), So Cal Gas (two potential high pressure gas line relocation depending on depth, 4" and 6" HP gas at NE corner) and Caltrans (potential 57" storm drain depending on depth, CATV and communication line, streetlights, traffic systems).

B. Research/Review of Available Data

RFP Scope: The Harris Team shall research, obtain and review all available data as a reference to prepare the preliminary and final PS&E. Data shall include, but is not limited to: State, County, City, utility and other records/documents; existing street, signal, storm drain, gas, sewer and water main improvement plans; topographic data maps; record drawings; wet and dry utility plans (to determine size and location); geotechnical reports; survey centerline and private property monument data; and other pertinent information. Harris Team shall prepare a table summarizing the obtained data and submit a copy to the City and utility agencies. Harris Team shall review this information with the City prior to beginning any surveys and preliminary design.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The Harris Team will discuss with City staff the potential benefits of initiating the topographic survey in advance of receipt of all of the utility plans so as to expedite the base sheet preparation process. Note Ninyo & Moore will provide geotechnical and hazardous material investigation services on the Harris Team and is already very familiar with the project having assisted Caltrans in their site investigation portion of the project report preparation for this project (see page 10 of Caltrans Project Report dated 12/31/02).

Also the Harris Team has already began collecting an extensive amount of record plans from city and Caltrans files and has pulled the USA utility contact list that confirms the following active utilities in the project area: City of Torrance water, SCE transmission/distribution, So Cal Gas, AT&T Distribution, Verizon, Time Warner CATV, Golden State utilities. Also present will be Caltrans storm drain, CATV, communication street lights, traffic signals, etc.

C. Site Evaluation

RFP Scope: The Harris Team shall perform a field inspection of the Pacific Coast Highway and Hawthorne Boulevard intersection, all approach legs to this location, and all intersecting streets that may be impacted by this project. Harris Team shall verify all record drawings and other data related this project; identify constraints that may influence proposed design and/or impact construction; and identify all necessary improvements (i.e. road pavement needing either localized repair/reconstruction or overlay; curb and gutter, cross-gutters, sidewalk/curb ramps and driveways needing either to be replaced or constructed). Harris Team shall create a photo log and map of key project areas. Harris Team may schedule a City representative to be present during the site evaluation(s) and/or inspection(s).

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The Harris Team will discuss with City staff the potential benefits of doing an advanced detailed field pre-review without the City representative in order to make the inspection with City staff more streamlined and productive. This will allow the Harris Team to come more prepared with some possible alternative solutions as well as minimizing City staff time required in the field on a subsequent visit.

II. Preliminary Design

A. Topographic / Design Survey

RFP Scope: The Harris Team or its Sub-consultant shall perform a topographic survey to include all features that will influence the project design. The survey shall be in conformance with the State Land Surveyors Act and be performed under the direct supervision of a CA Registered Land Surveyor. Harris Team shall use California State Plane Coordinate System, NAD83, Zone V, US Survey Feet.

Tasks shall include the following:

1. Establish horizontal and vertical survey and construction control for the complete length of the project.
2. Perform topographic survey, as required, and may include, but not be limited to:
 - Cross section elevations taken at 25-ft intervals. The sections will follow this format: all property lines (including private properties affect by this project and right-of-way, back of walk, top of curb, flow line, edge of gutter/pavement, grade breaks and/or quarter points, pavement delineation and legends (striping, STOP bars, etc.), and finish surface at the centerline.
 - Locate all existing improvements within the street right-of-way (i.e. above ground utilities, manholes, valve covers, utility vaults and covers, signs, trees, utility poles, traffic signal poles, cross gutters, local depressions,

bus pads, catch basins, driveway openings, sidewalks, corner access ramps, parkway drains, etc.).

- Reduce data to a form showing centerline stationing, offset from centerline, and elevation.
 - Provide 0.5 ft contours.
 - Approximately 3 centerline monuments are within the construction area. Harris Team shall tie out all centerline monuments prior to construction and identify them in the design survey.
 - Identify in the survey any other monuments, including those on tops of curbs, sidewalk or in the parkway.
3. Harris Team shall sign, date and submit all original survey notes to the City within 15 working days after the completion of the survey.
 4. Harris Team shall provide traffic control, as required, during all survey operations. Lane closures shall be in accordance with the City of Torrance Standards, available on the City's website at <http://www.torranceca.gov/13023.htm>, and the California MUTCD 2012 Edition.

Exceptions to RFP Scope: None

Clarifications to RFP Scope:

A. Topographic Survey: The Harris Team will be assisted on this task by **KDM Meridian** who has performed surveys in the past for the City of Torrance and within Caltrans R/W and thus is knowledgeable about the City's/Caltrans' procedures, preferences and formats.

In addition to what the RFP scope details the following is also anticipated regarding the topography survey scope:

Aerial mapping limits: From the C/L intersection of Pacific Coast Highway and Hawthorne Boulevard - 675' north, 575' south, 750' southeast and 700' northwest. Limits to extend to 25' beyond right-of-way, and 100' beyond right-of-way along eastbound Pacific Coast Highway before Hawthorne, and 100' beyond right-of-way along westbound Pacific Coast Highway before Hawthorne. To extend to the P/L of the parking lot of the building to be demolished within the southwest corner.

Ground survey limits (including the curb side lane and outwardly) are as follows:

- A. Neece Avenue – starting 50' below BCR to 50' past ECR of southbound Hawthorne (365' +/-)
- B. Southbound Pacific Coast Highway – starting 50' south of ECR on Hawthorne to 242nd St. (length of block 340' +/-).
- C. Best Buy Parking Lot – starting 40' from the P/L on north bound of Pacific Coast Highway to 50' past ECR on north bound Hawthorne (535' +/-)
- D. Existing Pork Chop Island corner – from 10' beyond BCR/ECR to C/L of adjacent street (southbound Hawthorne and northbound Pacific Coast Highway) 85' +/-.
- E. BCR of northbound Pacific Coast Highway to ECR of Neece (220' +/-).
- F. Driveway 200' north of southbound Pacific Coast Highway to 10' past ECR of Neece (250' +/-).

NOTE: Limits for A & C are 25' beyond right-of-way, or to limiting physical features such as buildings, etc. Limits for B, D, E, & F are to 10' beyond right-of-way.

Additional Survey Scope of Services:

- 1) Meetings
 - a) Meet with H&A staff, to review and discuss project objectives, project schedule, scope of work, method of approach and coordination.
- 2) Research of Record Information
 - a) Obtain data information and record mapping for record centerline information from Los Angeles County Surveyor's office, Caltrans District 7, and City of Torrance. This will include record subdivision maps, records of survey, and related notes and corner records.
 - b) KDM will require copies of preliminary title reports (5), supporting documents and vesting deeds to accurately determine and show the existing right-of-way for all parcels affected by the proposed improvements (provided by OPC).
- 3) Control Data
 - a) Project Datum to be used
 - i) Horizontal: CCS83, Zone V
 - ii) Vertical: NAVD88
- 4) Aerial Mapping
 - a) Locate and survey existing surface centerline monumentation.
 - b) Set six (6) aerial targets
 - c) GPS field survey for targets, control points and monuments.
 - d) Create aerial strip mapping of project area.
- 5) Topographic Survey:
 - a) Collect standard topographic detail (hardscape, driveways, surface utilities, striping, traffic signal appurtenances, building corners and other significant surface culture, etc.) of all features within project limits described above.
 - b) Collect 25 foot interval cross-sections from nearest lane line to aforementioned distance beyond existing right-of-way within limits as described above.
- 6) Mapping
 - a) Topographic
 - i) Prepare standard mapping of all survey detail collected.
 - b) Centerline & Right-of-Way
 - i) Create record centerline and right-of-way based on retrieved record information and existing centerline monumentation.
 - ii) Create right-of-way plan showing parcels, APN numbers and addresses utilizing the legal descriptions (from PTR's supplied by others) and record maps. Easements affecting proposed R/W acquisition will be shown within this R/W plan, as available from the PTR's.
- 7) Deliverables
 - a) AutoCAD drawing files at 1" = 20' of survey information collected, with 0.5' contours from aerial.
 - b) Record centerline and right-of-way lines from best available sources.
 - c) R/W plan as described.

B1. Utility Detection Survey: The Harris Team will also be assisted on this task by **Cardno TBE** who will be performing a utility detection survey along the affected portions of PCH and Hawthorne Blvd which will provide both horizontal and approximate vertical locations of the existing utilities. Also see following utility pothole task, which Cardno TBE will be performing, which allows for the unique efficiency of one crew being responsible for the accurate determination of the location of the existing utilities.

The following is also anticipated utility detection survey or Subsurface Utility Engineering (SUE) scope:

The process is in essence, a two-phase process which consists of Quality Levels “D, C & B” Designating and Quality Level “A” Locating (utility potholes – see separate scope item that follows). The first phase, designating, provides a close approximation of the horizontal (x, y) information necessary to overlay existing utilities on plan sheets, and is completed by means of electronic geophysical prospecting. The second phase, locating, upon a specific request, provides exact horizontal (x, y) and vertical (z) information by means of non-destructive vacuum excavation methods.

Cardno TBE will provide:

- SUE Quality Levels “D, C & B” designating of existing underground and overhead utilities within the described project limits. Cardno TBE will also, provide electronic depth detection readings at various locations per the clients request.
- Cardno TBE will coordinate the surveyor efforts with KDM Meridian to collect the SUE field data in accordance with the ASCE 38-02 SUE Standard.
- Cardno TBE will provide an electronic (CD-ROM) AutoCad utility overlay file that can be referenced into the project design file. All line styles and levels will comply with Harris & Associates and The City of Torrance’s CAD standards.

B2. Utility Research and Notification

RFP Scope: The Harris Team shall research and obtain available existing utility records within the project limits; notify all utility agencies impacted by this project; and compile a Utility Notification and Response Log in a table format to include utility agency’s name, dates of notification, persons notified, and responses received from utility agency. Copies of this information shall be provided to the City.

Notifications shall include:

- Initial Utility Information Request, and all follow-up notifications for subsequent plan submittals
- Prepare to Relocate Notice (if applicable)
- Notice to Relocate (if applicable)

Utilities to be notified will include, but are not limited to: Southern California Edison, AT&T, Verizon, GTE, Southern California Gas, Time Warner Cable, petroleum companies, Water, Sewer and Storm Drain agencies.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: Harris & Associates, as a paid subscriber, has already generated a “USA” utility owners list to confirm that the utility contact list is complete

C. Utility Potholing

RFP Scope: The Harris Team shall provide an allowance, not to exceed \$25,000, for utility potholing. Locations shall be based on information received from utility investigations. Harris Team shall arrange for utilities to be marked prior to the topographical survey. Pothole locations and depths shall be marked on the pavement surface and shall show both horizontal location and depth from surface to the utility.

The topographic file shall include the basis of horizontal and vertical control, north arrow, date of survey, Survey Crew Chief and supervising Licensed Land Surveyor review and sign off, notes and details.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: Harris & Associates estimates that approximately two (2) plan and profile sheets at 1" = 40' scale will be required for the street widening improvement plans and approximately one (1) plan view only sheet at 1" = 40' scale will be required for the signing and striping plans, with two "strips" per sheet. See detailed breakdown in the subsequent task of all of the various sheets that will be required.

F. Traffic Index Calculations

RFP Scope: The Harris Team (led by AGA) will be directed to perform 48-hour classification traffic counts for two (2) locations: (1) on Hawthorne Blvd and (1) on Pacific Coast Hwy. Only Tuesday/Wednesday or Wednesday/Thursday counts are permitted. Harris Team shall calculate two (2) traffic indexes (TI) for each location, each based on a 20-year growth. Harris Team shall use both the LA County and State of California methods to calculate a TI.

Exceptions / Clarifications to RFP Scope: The Harris Team, supported by Ninyo & Moore (who will utilize the TI) and Albert Grover & Associates (who will prepare the TI). Further, several supporting studies during the Preliminary Design Phase will also be prepared. Please see the additional Studies section that follows after Task G.

G. Pavement Evaluation Review / Design

RFP Scope: The Harris Team (led by N&M) shall provide a pavement evaluation/analysis report. Harris Team shall review the report and discuss the recommended pavement rehabilitation alternatives with the City.

Tasks shall include the following:

- Obtain pavement analysis through geotechnical boring and testing.
- Assess data and evaluating methods for rehabilitation.
- Prepare value engineering spreadsheets with cost breakdowns for 3 alternatives, including comparisons based on projected life of AC pavement and for PCC.
- Present and discuss recommendations with City.
- After concurrence by the City, the final limits of removal will be shown on the plans.

Exceptions to RFP Scope: A true "Value Engineering" process, which includes up to five workshop meetings, is not envisioned to be needed. Instead the Harris Team will list and evaluate the "pros" and "cons" of each pavement rehabilitation alternative along with costs, benefits, design life, constraints, impacts to traffic, etc.

Clarifications to RFP Scope: The Harris Team will be assisted on this task by **Ninyo & Moore (N&M)**, among their tasks will log, sample, and backfill **eight (8) borings** within the Caltrans right-of-way. As part of the evaluation of alternative pavement rehabilitation methods we will compare the costs and benefits of traditional Removal &

Replacement (R&R, both AC and PCC cases) versus Full Depth Reclamation (FDR) with and without cement treatment versus Cold-in-Place Recycling (CIPR). It is also possible that we may utilize a combination these methods, such as FDR on the outside / curbside lanes (where there is more truck traffic and gutter line controls are more restrictive to grades) and CIPR on the inside lanes (where a net rise in the pavement surface elevation is more feasible and underlying existing PCC may exist below the AC surface course). The new pavement section required for the widened highway width will also be calculated.

G1. Aerial Deposited Lead (ADL) survey

In addition to the geotechnical investigation Ninyo & Moore will perform the following Caltrans required testing:

Pre-Field Project Coordination

Ninyo & Moore (N&M) will prepare a work plan discussing the sampling activities within the Caltrans rights-of-way. A site-specific Health & Safety Plan (HSP) will be included in the work plan to address worker safety for each field activity. The HSP will be reviewed and signed by a Certified Industrial Hygienist.

After Caltrans approves the work plan and prior to initiation of field sampling, N&M will obtain an encroachment permit from Caltrans, conduct a site reconnaissance, mark proposed boring locations, and contact USA to request that they delineate locations of utilities in the proposed sampling areas.

Field Sampling and Laboratory Testing

Eight (8) borings will be advanced within the Caltrans right-of-way. Four borings will be on the northeast shoulder of the subject intersection, and four borings on the southwest intersection shoulder. Prior to sampling on the southwest intersection shoulder, sampling locations within concrete pavement will be cored with an approximate 6-inch diameter bit. The borings will be advanced by hand auger and sampled to a depth of up to 5 feet to collect samples for lead impact assessment. Samples will be collected at the surface, and at approximate depths of 1, 2, 3, and 5 feet below the surface (five samples per boring).

Up to 40 soil samples will be analyzed for total lead by United States Environmental Protection Agency (EPA) Method 6010B.

Soil samples that have total lead concentrations greater than or equal to 50 milligrams per kilogram (mg/kg) will be analyzed for soluble lead by the California Waste Extraction Test (WET) method. Approximately 20 soil samples (estimated) will be analyzed for soluble lead concentrations by the WET method.

Soil samples that have total lead concentrations greater than or equal to 100 mg/kg will be analyzed for soluble lead by the Federal Toxicity Characteristic Leaching Procedure (TCLP). Approximately 15 soil samples (estimated) will be analyzed for soluble lead by the TCLP.

Approximately four soil samples (or 10 percent, whichever is greater) will be analyzed for pH by EPA Method 9045 and Title 22 Metals by EPA Method

Compensation will be based on actual cost plus 7% markup, but may not exceed \$25,000. From the utility research and utility potholing, Harris Team shall compile and incorporate utility information on the roadway base sheets. Conflicts with existing utilities shall be identified for resolution with the conflicting utility. *(Note: This item may be deleted by the City if it is determined not needed for construction).*

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The Harris Team will be assisted on this task by **Cardno TBE** and will discuss with City staff the potential benefits of initiating the topographic survey in advance of any utility potholing so as to expedite the base sheet preparation process. Per this approach we would have more time and better feel for where the utility pothole needs are and then our surveyors KDMM would simply make a second mobilization to collect the pothole information, which will consist of taking accurate elevation readings of the control "nails" set by Cardno TBE that are tied to the utility pothole data.

Cardno TBE has included an estimate of twenty (20) SUE Quality Level "A" Locations (utility test holes) for this project. Cardno TBE will provide a Test Hole Data Sheet for each Locate completed. The Test Hole Data Sheet will include coordinates, elevation, material and size of utility.

D. Utility Coordination

RFP Scope: The Harris Team shall coordinate with the utility agencies throughout the design phase and obtain utility "sign-offs". If the proposed improvements interfere with existing utilities, Harris Team shall arrange for potholing by the utility. Otherwise, any needed potholing will be performed under the potholing allowance provided in this scope. If required, Harris Team shall obtain necessary permits that are required for construction of the project, from any agency or utility company.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The Harris Team will be very proactive in the coordination of all of the anticipated utility relocations.

E. Base Sheets

RFP Scope: The Harris Team shall prepare base sheets utilizing the topographic/design survey, utility research data, and existing street, storm drain, sewer and water main improvement plans. The base sheets will be utilized for the design of the intersection improvements including roadway widening, pavement rehabilitation, signing and striping, traffic signals, and traffic control and phasing. The base plans shall be prepared at a 1"=40' scale.

Harris Team shall data process all topography in AutoCAD Version 2011 or latest edition. Line styles will be conventional. Text annotation will be stored in layers separate from the graphic elements. An AutoCAD file containing layering, line styles and color specification will be provided by the Harris Team to the Client, if requested. Locations of any property lines, centerlines or rights of ways shown on the topography shall be shown graphically from specified Datum.

6000/7000 series. The sample to be analyzed for pH will be selected randomly. The sample with the highest total lead concentration will be analyzed for Title 22 Metals.

Sampling equipment will be decontaminated with a soap and water wash, followed by two water rinses. After sampling the boring will be backfilled with hydrated bentonite and surfaced with concrete.

Waste cuttings and decontamination water will be containerized in a Department of Transportation-approved drum and left in a secure on site location provided by the client pending waste characterization and disposal.

ADL Report Preparation

Following receipt of the laboratory data, an ADL survey report will be prepared, which will describe our field methodologies and findings. The report will include analytical results in narrative and tabular form, sample location diagrams, and recommendations for additional assessment, if needed. The report will be signed by a California Professional Geologist or Engineer.

G2. Hazardous Building Materials Survey (HBMS)

N&M will perform an HBMS of each of the two buildings scheduled for demolition. The HBMS will include sampling and testing for asbestos containing materials (ACM), lead-containing surfaces (LCS), and preparing an inventory of other hazardous building materials including, but not limited to wastes subject to the Universal Waste Rule (UWR). An ACM survey is required by the South Coast Air Quality Management District for a building prior to demolition. The LCS surveys can be used to evaluate the applicability of the lead in construction standard Title 8 California Code of Regulations Section 1532.1 to the project. This Section applies to all construction work including demolition where an employee may be occupationally exposed to lead. The inventory of other hazardous building materials that may be present in the structure including UWR wastes and other miscellaneous hazardous building materials will be performed to identify materials that would normally be categorized and disposed as universal wastes. Ninyo & Moore's proposed scope of services to perform a HBMS of the structure will include the following:

A California Certified Asbestos Harris Team or Site Surveillance Technician will survey and inspect the site in order to assess homogeneous areas, and suspected ACM. Up to 200 bulk samples (including layers) of suspected asbestos-containing building materials will be collected in the structure to be demolished. Analysis by the EPA recommended method of polarized light microscopy will be performed on the samples by an independent, sub-contracted laboratory certified by the National Voluntary Laboratories Accreditation Program.

Accessible painted surfaces will be screened for lead content with an X-Ray Florescence (XRF) analyzer by a California Department of Public Health Certified Lead Inspector/Assessor or a Lead Sampling Technician. The XRF will be operated in accordance with the Performance Characteristic Sheet associated with the instrument. Painted and varnished surfaces in every "room equivalent," including the exterior of the building, will be screened for the presence of LCS. The survey of

the painted surfaces will be patterned after the United States Department of Housing and Urban Development guidelines inspection protocol. In every "room equivalent" within the tested area, one representative surface of each "testing combination" will be sampled. Other non-painted surfaces which often contain lead (e.g., ceramic tile, porcelain fixtures) will also be tested.

Visual assessment and quantification of UWR wastes and other miscellaneous hazardous building materials will be performed, including, but not limited to, potential mercury-containing thermostats, switches, and fluorescent light tubes, items potentially containing polychlorinated biphenyls, potential tritium or battery-containing exit signs, and potential Freon™-containing refrigeration systems.

Ninyo & Moore will prepare a HBMS report to document survey field procedures, survey data, including locations, condition and quantities of hazardous building materials, laboratory reports, conclusions, and recommendations. ACM and LCS will be quantified in square or linear feet of material for use in the bid specifications for developing abatement costs by prospective abatement contractors.

G3. Initial Site Assessment (ISA)

The objective of the ISA will be to evaluate whether hazardous materials or other adverse environmental conditions are present due to past or present use of the site and/or properties in the site vicinity. The proposed services for the ISA will be consistent with applicable sections of the ASTM International (ASTM) 2005 guidance (Designation Number E1527-05) and the United States Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (AAI), and with Chapter 18 of the State of California Department of Transportation Project Development Procedures Manual. However, because the ASTM and AAI standards were established to provide innocent landowner liability protection under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) for the purchaser of a property, the applicability of the ASTM/AAI standards will be limited.

The ISA will include the following tasks:

- A site visit to visually evaluate site characteristics for possible contaminated surface soil or surface water, improperly stored hazardous materials, possible sources of polychlorinated biphenyls (PCBs), and possible risks of site contamination from activities at the site. Properties within and adjoining the project site will be visually evaluated from public rights-of-way, only.
- A site vicinity reconnaissance to evaluate characteristics of adjacent properties for possible environmental influences on the site.
- A review of a computerized database search of readily available government and regulatory agency environmental lists for the site and for properties located within approximately 1/8 mile of the project site. The objective of the database search will be to evaluate locations where hazardous materials may have been used or stored and their possible effects on the site. On-site properties of possible concern will be further evaluated by requesting and reviewing readily available environmental documents for these properties from regulatory agencies, or by interviewing regulatory agency personnel. Our scope of work includes review of up to three agency files for site properties. Our scope of work does not include review of files for off-site

properties. Locations of properties of concern will be shown on maps of the site vicinity.

- Review State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) oil field maps and review of information provided by the California State Fire Marshal regarding oil and natural gas pipelines.
- Review of site and adjacent historical land use to provide an overview of past uses that likely involved the use or storage of hazardous materials. Information that will be used to review the site history will include readily available historical aerial photographs, Sanborn Maps, and historic USGS Topographic Maps. Ninyo & Moore will attempt to note historical site uses involving the use or storage of hazardous materials from the time when the site was undeveloped.
- Prepare an ISA report. The report will document work scope findings and provide a discussion of findings, conclusions, and recommendations regarding the current environmental condition of the site and recommendations for additional assessment, as appropriate. The report will be presented in an appropriate format consistent with reports prepared by Ninyo & Moore for similar projects in California.

H. Traffic Studies & Conceptual Plans

H1. Traffic Studies Required during the Preliminary Design Phase:

Perform Traffic Studies / Memos (AGA)

- Counts (in excess of those required by the RFP)
- Field Review
- Analysis
- Report
- Meetings with City

H2. Conceptual Layout Plans Required during the Preliminary Design Phase:

Prepare Concept Plan & Alternatives (AGA and Harris)

- Concept Plans Drawings
- Report
- Meetings/Presentations to City
- Refine Concept Plan per City Input
- Refine Concept Plan per Caltrans Input Meetings (Includes R/W)

I. Drainage Studies & Water Quality

I1. Hydrology & Hydraulics Studies Required during Prelim. Design Phase:

Prepare a detailed H&H study utilizing a computerized version of the Los Angeles County Modified Rational Method to model the tributary areas. The

impacts of meeting Los Angeles County's (LAC) 50-Year drainage criteria will be investigated and compared to the original design criteria for the existing storm drain at which we will be connecting.

Harris & Associates will use WSPG to model the hydraulics of the proposed storm drain lateral and portions of the existing 57" RCP system and the existing "squash box" RCB system in conformance with City, Caltrans and County design criteria.

The LAC required water quality requirements would also be developed for the City's consideration to reduce sediment, hydrocarbons and heavy metals from "dry weather" flows and "first flush" storm flows from going to the ocean. The solution will likely include a passive filtration system such as a "Filtera" system upstream of one or more of the catch basin inlets and/or the addition of catch basin filter inserts, as required by City, Caltrans and LAC.

Harris & Associates will present these findings at in a "draft" Hydrology & Hydraulics Report at the feedback meeting. The final straightforward report will summarize the results of the hydrology refinements and the mainline / lateral hydraulics, including catch basin / grate inlet sizing, along with all supporting calculations and a detailed hydrology drainage area map.

LAC typically requires that the hydrology study be approved first at which time they issue a "Green Sheet" denoting their approval. Then the hydraulic study and storm drain plans can be submitted, reviewed and approved. Since LAC owns the existing storm drain system they will have more input and control than Caltrans during the storm drain connection review and approval process.

12. Storm Water Data Report (SWDR) / Standard Urban Stormwater Mitigation Plan (SUSMP):

Harris will be assisted by **California Watershed Engineering (CWE)** to provide the required SWDR and SUSMP documentation. Streamlined Oversight Caltrans Permits require preparation of Storm Water Data Report (SWDR) and potential implementation of post construction Best Management Practices (BMPs).

We are prepared to perform any one of the following depending how the project proceeds:

SWDR (Short Form) Preparation (less than \$3 million):

CWE will prepare the SWDR for the proposed project during the PID, PA/ED, and PS&E phases. Based on the assumption that the project construction costs are below \$3 Million, the SWDR short form will be prepared for each of the phases.

SWDR (Long Form) Preparation (greater than \$3 million):

Again, CWE will prepare the SWDR for the proposed project during the PID, PA/ED, and PS&E phases. Based on the assumption that the project construction costs are above \$3 Million, the SWDR long form will be prepared for each of the phases.

SUSMP Compliance:

Caltrans is undergoing renewal of its current NPDES permit. For projects impacting less than one acre, the revised draft permit requires implementation of Design

Pollution Prevention Best Management Practices. Additionally, the County of Los Angeles and its co-permittees are also undergoing renewal of the NPDES permit, for which the draft permit will have additional requirements for implementation of post construction BMPs. The Caltrans permit requires compliance with the more stringent requirements between the local ordinances or the Caltrans permit. We have included this as an optional in case it is required.

Note: It is assumed that all plan check review fees and other outside agency fees will be paid by the City.

J. Environmental Documents / Clearances

J1. Environmental Revalidation Report for Caltrans (BonTerra):

It is anticipated that an Environmental Revalidation Report will be required by Caltrans due to the time that has lapsed since Caltrans first prepared their FONSI (NEPA) and MND (CEQA). This effort will be led by **BonTerra Consultants (BonTerra)**. As part of the Revalidation Report process several studies will need to be revisited, appropriate forms must be filled out and some studies revisited.

The “base” scope for environmental Revalidation Report will include the following tasks:

Task 1 Background Research

Cultural Resources: This scope includes completing / updating an Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR).

Area of Potential Effects (APE) Determination: BonTerra will work with Caltrans District 7 and the City of Torrance (lead agency) to produce an APE map for the project.

Cultural Resources Literature Review: BonTerra will conduct a records search of the road segment including a 1-mile radius buffer at the California Historical Resources Information System (CHRIS) and at the South Central Coastal Information Center (SCCIC). In addition to the archaeological inventory records, reports and historic maps, an examination will be made of the Historic Resource Inventory (HRI) maintained by the California Office of Historic Preservation (OHP) for Orange County. The results of this research will be used to help guide the subsequent field survey and will then be compiled and summarized in the ASR.

Native American Research: BonTerra will contact the California Native American Heritage Commission (NAHC) for a review of their Sacred Lands File. The NAHC will provide a list of Native American contacts for the project area vicinity.

Public Research: BonTerra will contact the Torrance Historical Society to request any information regarding significant cultural resources known to be within the

APE. These organizations will be given an opportunity to comment on the proposed project.

Note: The scope does not include any meetings or consultation with Native American entities, local historical interest groups, or other groups or agencies.

Task 2 Cultural Resources Field Survey

BonTerra will conduct an intensive cultural resources field survey of the linear project area. The ground surface will be visually examined for evidence of prehistoric (Native American), historic (non-Native American) archaeological resources, and/or historic built environment resources. The survey will be conducted under the direction of Principal Investigator Patrick Maxon, RPA.

No testing, excavation or formal evaluations of resource eligibility for inclusion on the NRHP will be conducted, nor will any artifacts, samples, or specimens be collected during the survey.

Task 3 ASR/HRER/HPSR

BonTerra will prepare a California Environmental Quality Act (CEQA) and Section 106-compliant ASR, HRER, and HPSR in accordance with Caltrans specifications in compliance with State and Federal regulations. The ASR will include the results of the background research, scoping efforts, and field survey. The HRER will document the identification and evaluation of buildings, structures, objects, districts, cultural landscapes, and all other built-environment resources; sites of historic events; and historical archaeological sites within the APE exceeding 50 years of age. The HPSR will summarize the ASR and HRER and include them as attachments. The fees assume one round of comments by Caltrans staff.

J2. Noise Study:

BonTerra will visit the project site to identify the sensitive noise receptors and noise walls adjacent to PCH and Hawthorne Boulevard in the project vicinity. Up to ten short term (15-minute) and two long term (48-hour) noise level measurements will be taken to characterize the existing ambient noise level conditions. BonTerra will review the project design and traffic analysis, and model existing and future Build and No-Build traffic noise levels with the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM).

BonTerra will analyze traffic noise impacts according to Caltrans 2011 Traffic Noise Analysis Protocol and 2009 Technical Noise Supplement requirements. BonTerra will also evaluate potential temporary noise and vibration impacts during construction. A Noise Study Report will be prepared in Caltrans format.

It will also be required that Harris prepare a Noise Abatement Decision Report (NADR) for the project and that BonTerra Consulting will provide noise-related input to the NADR. No sound wall design is anticipated or included in the scope of work.

J3. Air Quality Study:

BonTerra will prepare an air quality impact analysis in accordance with Caltrans and South Coast Air Quality Management District (SCAQMD) requirements. For Caltrans and Federal Highway Administration (FHWA) approval, it is assumed that the project is or will be included in the currently approved Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). In addition to verification of regional conformity, the air quality analysis will include project-level conformity analysis of particulates and carbon monoxide. BonTerra Consulting will prepare an Air Quality Conformity Analysis, the Transportation Air Quality Conformity Checklist, and the Transportation Air Quality Conformity Findings Checklist as required by Caltrans procedures.

Based on experience on similar projects with Caltrans involvement, up to three (3) reviews of the noise and air quality documentation by Caltrans or FHWA have been allotted, in addition to the reviews by Harris and the City.

III. Contract Deliverables

A. 30%, 60% & 90% Plan Submittals

RFP Scope: The Harris Team shall prepare and submit plans to the City and utility agencies at the completion of 30%, 60% and 90% design stage. Plans shall be on 24" x 36" black lined bond paper sheets, unless otherwise required for utility agencies. Harris Team shall submit two (2) printed sets of plans and a PDF copy to the City for each submittal.

All plan types shall conform to the City of Torrance format, the latest applicable design/drafting standards, and shall incorporate the City of Torrance Public Works Title block on each plan sheet.

The following is a listing of plan sheets with corresponding scale to be used, as determined by the City.

PLAN	SCALE
Title Sheet	Varies
Construction Notes and Details	1" = 10', Varies
Typical Cross Sections	Varies
Roadway Rehabilitation Plan and Profile	1" = 40' H; 1" = 4' V
Intersection Grid Details	1" = 10' H Grids at Lane Lines
Sign and Pavement Delineation Plans	1" = 40' H
Traffic Signal Modification Plans	Varies
Traffic Control & Staging Plans	1" = 40' H

Title Sheet shall include project title, vicinity map, general notes, benchmark with basis of coordinates, dig alert information, list of utility companies with contact name and telephone number, list of standard plans grouped by agency (i.e. APWA, City of Torrance, etc.), and legend of symbols.

Construction Notes and Details shall include a construction note index, and construction details. Multiple sheets may be required.

Typical Cross Sections shall show right-of-way lines, adjacent private properties (including all structures) affected by proposed design, dimensions between curbs, existing pavement surface and curb/gutter, existing roadbed, proposed improvements and grading/cross-fall slope. Pavement cross falls should be kept at 2% optimal; however, cross falls may vary from 1% to 5% as needed for grade and to minimize reconstruction. Construction notes related to proposed improvements shall be included on this sheet. Cross sections will be discussed with the City at the 30% and 60% submittal to identify potential problems.

Roadway Widening and Rehabilitation Plan & Profile shall show all existing conditions, as shown on the base sheets and all existing underground utilities (sewer; water; power; communication; gas mains and associated laterals; storm drains; catch basins and laterals, manhole and valve covers, meter boxes, etc.). Proposed improvement work shall indicate limits of roadway widening, including removals and replacements; limits of AC pavement cold planing, overlay and/or rehabilitation areas; adjustment of manholes, vaults and valves to grade. Plans also shall indicate removal/replacement of curbs, gutters, sidewalks, access ramps, driveways, bus pads, cross gutters, parkway/curb drains and protection of existing facilities. Harris Team shall consider and determine the need and location for the preservation of existing control monumentation and the placement of new control monumentation. At a minimum, each sheet shall contain a north arrow, scale, match lines with station and sheet reference, plan and profile construction notes for all improvements on the sheet. Profile shall show existing and proposed tops of curb elevations with corresponding station and slope of curb between each grade break. For corner access ramps, provide station and elevation at BCR and ECR and label as "join existing." Elevations also should be provided at quarter points. Dimension the distance between each quarter point and the length of the curve.

Intersection Grid Details shall be prepared for the Pacific Coast Hwy and Hawthorne Blvd intersection. Grids shall be shown at 10-foot spacing and show existing and proposed elevations. These plans are primarily for control during paving operations and should show all existing improvements, underground utilities and surface culture on a larger scale. In order to avoid erroneous data, curb/gutter, sidewalk and improvements from other plan sheets should not be duplicated on these sheets.

Sign and Pavement Delineation Plans shall be prepared for PCH, Hawthorne Blvd, and all intersecting street within the project limits. The plans shall be prepared in accordance to the City standards and design criteria, the California MUTCD 2012 Edition, and the Caltrans Standard Plans and Specifications (latest edition). Plans shall provide for at least 200 feet of transition for each leg of the intersecting streets. The plan layout shall be segmented to minimize the number of plan sheets.

Plans shall show: all existing signs within the project limits, including those mounted on traffic signals, street light and utility poles; proposed signs; and proposed pavement delineation and pavement legends/arrows within the project limits. Centerline stationing shall be shown on the plans.

Traffic Control & Staging Plans for Pacific Coast Hwy, Hawthorne Blvd and intersecting side streets should be designed in accordance with California MUTCD

2012 Edition and the City's Traffic Control Standard Plans available on the City's website at <http://www.torranceca.gov/13023.htm>.

Note: Prior to beginning work on these plans, Harris Team shall meet with the City to discuss and determine construction staging, minimum lane requirements, side street and driveway access, and plan notes and legends. It is anticipated that the project will be constructed in stages and each stage will require traffic control plans.

Construction of this project will require traffic control on Pacific Coast Highway, an east west state highway. Separate traffic control plans sheet(s) will be required for the Caltrans Standard Encroachment permit application. Plans shall show the closure of each westbound left-turn lane and east bound right turn lane, and any traffic control to safely delineate eastbound and westbound traffic through the turn lanes into the construction zone. These plan sheet(s) shall be prepared in the format required by Caltrans and shall include a signature line for Caltrans District 7 and the project permit number.

Private Properties & Building Plans shall show demolition and construction work related to the complete redesign of private properties acquired for project right-of-way. Plans shall be prepared in accordance with the latest State and City building codes and requirements.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The basis of the ultimate widening plans will be established through a detailed traffic study process, which includes the preparation of a Design Exception Fact Sheet and a PEER as detailed in the project approach section of this proposal. Both Harris & Associates and Albert Grover & Associates (AGA) will oversee this process in close collaboration with City and Caltrans staff.

The Harris Team members who will assist on these deliverables are as follows:

Albert Grover & Associates (AGA) – Traffic Signal Modification Plans, Street Lighting Plans, Sign and Pavement Delineation Plans and related Detail Sheets

Borthwick, Guy & Bettenhausen (BGB) – Parkway Landscape & Irrigation Plans and related Detail Sheets

Traffic Control Engineering, Inc. (TCE) – Traffic Control and Staging Plans and related Detail Sheets.

Ninyo & Moore (N&M) – Off-street building demolition specifications based on their hazardous materials investigation findings.

Harris & Associates anticipates the following number of plan sheets will be required:

<u>Plan</u>	<u>Approximate Number of Sheets</u>
Title Sheet	1 sheet
Construction Notes and Details	Up to 4 sheets
Typical Cross Sections	1 sheet
Off-Street Demolition Plans (& Specs)	2 sheets

Roadway Widening Plan and Profile	2 sheets
Roadway Rehabilitation Plans	1 sheet
Retaining Wall Plan & Profile	1 sheet
Storm Drain Plan & Profile	2 sheets
Optional City Water Line Relocation Plans	(Not included in base sheet count)
Intersection Grid Details	1 sheet
Sign and Pavement Delineation Plans	1 sheet
Traffic Signal Modification Plans	Up to 2 sheets
Streetlight Plan	1 sheet
Parkway Irrigation Plans	2 sheets
Parkway Landscaping Plans	2 sheets
Parkway irrigation & Landscaping Details	2 sheets
Traffic Control & Staging Plans	Up to 10 sheets (assuming more impactful PCC pavement case)
Total =	Up to 35 sheets +/-

B. Traffic Signal Modifications

RFP Scope: The Harris Team shall provide design services for the modification of traffic signals at the Pacific Coast Highway and Hawthorne Boulevard intersection. This is a separate, stand-alone item. Consequently, in addition to design services, fees associated with this task shall also include the preparation of traffic signal plans, separate from the aforementioned plan submittals.

Traffic signal modification plans shall reference City record drawings (Harris Team shall obtain from Community Development Department and Caltrans). Harris Team shall be responsible for verifying in the field all existing conditions (i.e. traffic signal poles, hardware, mast arm and pole-mounted signage, interconnect cable and control equipment). Harris Team shall prepare traffic signal modification plans to include the conversion from loop detection to video detection (either *Econolite* or *Iteris*); replacement of illuminated street name signs; upgrade of signal poles; upgrade of traffic signal equipment; and changes to pedestrian countdown displays. These plans shall show a conductor schedule, interconnect details, pole schedule, phase diagram with detection speed, legend and notes and pole placement details for new poles.

Exceptions: None

Clarifications to RFP Scope: Albert Grover & Associates will prepare the Traffic signal modification plans and all related field work, specifications and opinions of probable construction costs (also see previous scope item A).

C. Parkway Landscape Design

RFP Scope: As an option, the City may decide to upgrade the parkway landscape and irrigation. Consequently, the Harris Team shall include an allowance, not to exceed

\$35,000, for these services. The exact scope of work and fee will be determined at such time services are deemed a necessary addition to the contract.

Exceptions: None

Clarifications to RFP Scope: Borthwick, Guy & Bettenhausen (BGB) will prepare the landscape and irrigation plans and detail sheets and all related field work, specifications and opinions of probably construction costs (also see previous scope item A).

D. Quantity Calculations and Cost Estimate

RFP Scope: The Harris Team shall submit preliminary quantities and construction cost estimate at the 60% and 90% submittals. Unit prices will be based upon the most current cost information for a recent, similar project. The final quantity/cost estimate will be based on the final construction plans and submitted with the 100% submittal. Cost estimates shall include a 5% contingency.

The Harris Team shall compare its estimated construction costs for the 60% and 90% submittal to the total project budget for design and construction. If the Harris Team's estimated costs exceed the budget, the Harris Team shall inform the City and provide recommendations for costs reduction.

Exceptions: None

Clarifications to RFP Scope: The Harris Team will work closely as a team with City staff to deliver an opinion of probable construction costs at the required percent complete levels.

E. Project Specifications

RFP Scope: The Harris Team shall prepare the project specification using the City's standard "boiler plate" specifications (Word 2007) and prepare the Special Provisions portion of the Construction Specifications and Contract Documents suitable for bidding and awarding of the Contract. These special provisions will be incorporated into the City's standard construction document package. Harris Team shall prepare the Bid schedule.

Exceptions / Clarifications to RFP Scope: None

F. 100% Submittal

RFP Scope: The 100% submittal shall include an electronic and two (2) complete hardcopy sets of: all plans, specifications/special provisions and quantities/cost estimate for final review. Minimal corrections may not be needed, but should be expected. Plans shall be on 24" x 36" black lined bond paper sheets.

Exceptions / Clarifications to RFP Scope: None

G. Final Submittal

RFP Scope: Upon City approval of the 100% plans/specification submittal, Harris Team shall submit a complete set of stamped/signed (CA Registered Civil Engineer) original plans on Mylar, an unbound set of stamped/signed specifications/special provisions, and a quantities/cost estimate. The Harris Team shall also submit an electronic copy of all final AutoCAD drawings (with x-refs and plot configuration files), specifications/special provisions, and quantities/cost estimate on a CD-ROM.

Exceptions / Clarifications to RFP Scope: None

IV. Right-of-Way (R/W)

RFP Scope: The Harris Team shall provide for all right-of-way services necessary to complete the construction of this project, including but not limited to, property acquisitions and dispositions, business relocations, and legal advisement and representation. The Harris Team shall identify proposed right-of-way impacts to all properties affected by this project, and provide to the City a scope of work and schedule for all right-of-way acquisitions. Tasks shall also include appraisal of property, survey and recording, environmental assessment, sale of surplus property, and identifying all financial impacts to existing business, including valuation and relocation expenses.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The exact R/W acquisition requirements will be established once the ultimate widening plans are agreed upon. The Harris Team members who will assist on these R/W deliverables are as follows:

Harris & Associates – Prepare up to **seven (7) legal descriptions and maps** for two partial R/W takes, up to three roadway R/W deeds to Caltrans from the three full R/W takes and up to three surplus properties to distribute to adjoining properties from the three full R/W takes.

Overland, Pacific & Cutler (OPC) – Prepare R/W appraisal / negotiation / relocation / sale of surplus property processing as follows:

It is assumed that a maximum of (5) parcels would be affected by the R/W acquisition, process as previously detailed (two partial R/W takes and up to three full R/W takes). A general outline of OPC's scope is as follows:

- Obtain five (5) Preliminary Title Reports
- Perform five (5) land valuation appraisals / reviews
- Perform five (5) land acquisitions
- Obtain five (5) Escrow / title clearances
- Perform three (3) property relocations
- Obtain Caltrans Right of Way Certification
- Provide Project Management oversight
- Sell three (3) surplus strips of land

Optional Eminent Domain / Condemnation Acquisition: If City staff give advanced approval then OPC, with the assistance of **Best Best & Krieger LLP** would provide Legal Counsel for the eminent domain acquisition for up to three (3) properties via the condemnation process with regards to the three full R/W take properties in the event that an agreeable settlement cannot be reached with said property owners. The effort, if any, would be made on a “per property” basis, also depends on when, in the acquisition process, the matter is settled.

This effort could include the following services:

- Assist, as needed, with pre-condemnation project design, appraisal review, negotiations and transactional work.
- Assist with all steps necessary to adopt resolutions of necessity to allow the client to initiate eminent domain proceedings as needed.
- Assist the City in obtaining timely orders for possession so that the City can obtain any required certifications and meet all project deadlines.
- Represent the City in all eminent domain litigation, including the discovery, expert witness exchange and deposition process.
- Represent the client in any right to take or just compensation trials, as well as any appeals.

V. Project Coordination

RFP Scope: The Harris Team shall perform all project management services during the course of the project, as required, to complete its contract work (i.e. General Project Coordination, Preparation of Schedule, Quality Control, Progress Reporting, and Sub-consultant Management).

Exceptions: None

Clarifications to RFP Scope: As detailed after each item that follows:

A. Meetings

RFP Scope: To maximize the understanding of the contract objectives and facilitate coordination within the team, meetings between the City and Harris Team shall be held as follows: for the 60% and 90% submittals; one (1) meeting prior to commencing the preparation of traffic control and staging; and one (1) additional meeting, as requested, for a total of four (4) meetings. Harris Team shall have no more than 2 attendees per meeting. Project objectives, schedules and any other issues will be discussed and resolved and/or assigned for follow up.

At the 60% and 90% meetings, Harris Team shall bring one (1) copy of any completed plans, specifications, estimate and an updated project schedule for submittal.

Exceptions / Clarifications to RFP Scope: A grand total of **thirty four (34) meetings** are included in the scope, which is considered to override the number listed in the RFP. The anticipated meeting breakdown is as follows:

- One (1) City kick-off / Caltrans strategy meeting

- One (1) City/Caltrans kick-off meeting
- Twelve (12) monthly City progress meetings (overlaps with 60% and 90% meetings and meeting required prior to beginning traffic control plans)
- Up to six (6) monthly Caltrans/City progress/feedback meetings
- Up to three (3) utility coordination meetings – to give an overview, obtain feedback and explain resulting impacts/adjustments/relocations
- Up to four (4) City quarterly utility coordination meetings
- Up to two (2) LACDPW/City progress/feedback meetings for SD connection
- Up to five (5) R/W acquisition progress/feedback meetings

No community outreach meetings are expected because they were already performed during Caltrans' last project study and environmental clearance efforts, they would not technically be allowed until our new environmental Revalidation process is approved and because one-on-one property owner meetings and negotiations would be the methodology utilized going forward as part of the R/W acquisition process.

Note: More than two attendees may be required at some meetings, for example if a single meeting with Caltrans and City staff should require design team representatives from civil design, traffic design, environmental clearance and/or right-of-way acquisition services all at the same meeting.

B. Permits

RFP Scope:

Caltrans Permit: Following the City's meeting on Traffic Control & Staging Plans, Harris Team shall prepare, on behalf of the City, a Standard Encroachment permit application with applicable plans for submittal to Caltrans District 7, 100 South Main St., Suite 100, Los Angeles, CA for review and approval. The City should be exempt from a permit application fee. The Harris Team should include fees to prepare a PEER report, fact sheet and/or any other documentation necessary for approval of the encroachment permit(s) for work on this project.

Exceptions / Clarifications to RFP Scope: A Standard Encroachment permit application is not anticipated to apply because the construction cost is estimated to be well over the \$1 million limit required for this process. The Harris Team's base fee includes processing a "Streamlined Oversight" permit with Caltrans, which applies to construction costs within the \$1 to 3 million range. It is also our understanding that Caltrans has the authority to waive the \$3 million limit for the "Streamlined Oversight" permit process and thus still allow the City to continue under the "Streamlined Oversight" permit process. It is our opinion that this will be the case and that only a PEER process will be required, even if said PEER does include an extensive process of revisiting many elements in Caltrans' originally prepared Project Report and a Revalidation of the Caltrans' originally prepared environmental CEQA documents. Thus a "Full Oversight" permit with Caltrans is not anticipated to be required, however, as previously noted the anticipated PEER will still be an extensive process that could include readdressing many of the project report elements in and an expanded PEER submittal, which has been reflected in the project scope and fees.

Further, Project Study Report (PSR) will not be required by Caltrans because Caltrans previously waived the requirement for a PSR when they did their original PR (thus

would have no grounds to require it now) and due to the fact that PSR's are typically prepared prior to obtaining project funding (which again is not applicable to our case since the City already has obtained funding).

The project coordination efforts will be led by **Harris & Associates** with the support of key team members as listed below. The Harris Team members who will assist on the Caltrans permit coordination efforts are as follows:

Albert Grover & Associates (AGA) – Traffic study and design related elements for all Caltrans submittals. (See previous scope items in Section II Preliminary Design.)

Traffic Control Engineering, Inc. (TCE) – Traffic Control and Staging Plans and related Detail Sheets as required for Caltrans permits. Up to ten (10) plans are included and will be processed with City and Caltrans staff until approved.

BonTerra – “Revalidation Report” for environmental clearances per Caltrans permit process. (See previous scope items in Section II Preliminary Design.)

System Metrics Group – Caltrans' meeting and correspondence facilitator

Building Permit: Contractor shall obtain all necessary permits for the demolition and construction of all structures associated with this project.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The project specifications, demolition plans and related construction plans will be prepared to address these requirements, with primarily Harris & Associates and Ninyo & Moore leading these efforts.

Harris Team members who will assist on the Building permit coordination efforts are as follows:

Ninyo & Moore (N&M) – Off-street building demolition specifications based on their hazardous materials investigation findings, as required for Caltrans permits related to the R/W full take process. (See previous scope items in Section II Preliminary Design.)

Add to scope:

Los Angeles County Department of Public Works (LACDPW) Permit: Connection to LACDPW's 57" RCP storm drain in Hawthorne Blvd will require a connection permit from this agency. The will require a supporting hydrology and hydraulics (H&H) study to confirm that the relocated catch basin and lateral pipe are adequately sized and that appropriate water quality enhancement measures are incorporated into the design. Harris & Associates and California Watershed Engineering will lead these efforts.

C. Final Survey

RFP Scope: This task is intended to budget for reimbursable expenses that are associated with final survey prior to construction.

Tasks shall including the following:

- Tie out all property lines before recording
- Tie out centerline monuments and any impacted centerline ties; and prepare and file Corner Records with the County of Los Angeles and City of Torrance. There are approximately 3 centerline monuments are within the construction area.

Exceptions / Clarifications to RFP Scope: **KDM Meridian (KDMM)** who is Harris & Associates survey sub-consultant will perform the final survey services, including the tie out of property lines / monuments / etc. (Note: A total of **nine (9) CL intersection / property line tie / CL tie monuments** has been assumed.)

D. Reimbursable Expense

RFP Scope: This task is intended to budget for reimbursable expenses that are associated only with reprographics of plans and paper documents, and postage when making submittals to the City and other agencies or utility companies. Costs to print documents, produce reprographics, and postage for Harris Team's internal review and/or coordination with satellite offices or sub-consultants should be included in the fees for the various tasks.

Exceptions / Clarifications to RFP Scope: The Harris Team intends to absorb said reproduction costs into the project fees and thus does not intend to bill them separately as reimbursable expenses.

E. Bid & Construction Support

RFP Scope: As an option, the City may decide to retain the Harris Team at the end of the project design for bid and construction support. Consequently, the Harris Team shall include a proposed scope of work and associated fees for this optional task.

Exceptions to RFP Scope: None

Clarifications to RFP Scope: The design assistance during bidding and construction is considered to be limited to the number of hours shown in the fee schedule, has not been separated out as an optional item and is anticipated to be as follows:

- A. Attend pre-bid meeting, if any.
- B. During the bidding process remain "on-call" to provide analysis and interpretation of the drawings and specifications, when requested by City staff.
- C. Attend pre-construction meeting.
- D. Review and approve shop drawings and submittals, when requested by City staff.
- E. Provide consultation during construction including construction document interpretation and clarifications.
- F. Prepare electronic "As-Built" drawings from City-provided redlines drawings.

CITY OF TORRANCE, CALIFORNIA

PUBLIC WORKS DEPARTMENT



**SCOPE OF WORK
FOR
PACIFIC COAST HIGHWAY
AT
HAWTHORNE BOULEVARD
INTERSECTION IMPROVEMENTS**

MEASURE R PROJECT F-51

RFP No. 2012-09

April 4, 2012

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1. INTRODUCTION

The City has prepared a Scope of Work, included herein, for the design of the Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements.

2. PROJECT BACKGROUND

The City of Torrance is situated on the western side of Los Angeles County. It is bordered by the Palos Verdes Peninsula on the south, the City of Gardena on the north, the City of Redondo Beach on the north and west boundaries, the City of Lomita on the east and the Pacific Ocean on the west. The City encompasses an area of approximately 21 square miles and has an estimated population of approximately 149,111, which makes it the sixth largest city in Los Angeles County.

Pacific Coast Highway and Hawthorne Boulevard, State Routes SR-1 and SR-107 respectively, are important highways in the City of Torrance linking numerous South Bay communities. They serve both commuters and local residents. At their intersection, each is a 6-lane roadway with raised center medians; all three (3) lanes in each direction are used as travel lanes at all times. Hawthorne northbound at the intersection also includes two (2) left turn lanes; southbound consists of two (2) left turn lanes and a right turn lane separated by a traffic signal island. Pacific Coast Highway both eastbound and westbound includes one (1) left turn lane in addition to their three (3) through lanes. The immediate vicinity of this intersection consists mostly of commercial development, and within less than a square mile of this intersection are eight (8) schools and the Torrance Municipal Airport.

3. PROJECT DESCRIPTION

The purpose of this project is to enhance the intersection of Pacific Coast Highway and Hawthorne Boulevard, which will also provide operational relief along these routes and to the I-405 Freeway.

The project is intended to widen and upgrade the intersection via the acquisition of right-of-way, construction of dedicated right and left-hand turn pockets, restriping, and resignalization. Utility relocation will be required. Limits of this project are 500 feet on all directions from the intersection of Pacific Coast Highway and Hawthorne Boulevard.

4. PROJECT BUDGET

This project is an eligible Measure R Highway Program signals/intersection and street widening project on an arterial with a nexus and benefit to the I-405 freeway. The total project budget for design, right-of-way acquisition, construction and inspection is \$19 million.

5. IMPORTANT DATES

Selection of Consultant

July 2012

6. CONSULTANT QUALIFICATIONS

Desired Consultants for this project shall be California Register Professional Engineers (Civil) with a minimum of 10 year experience in design and management of public work projects. Consultants shall be experienced in roadway and traffic design; right-of-way acquisition; and shall be able to coordinate this project and secure necessary permits, on behalf of the City, with other agencies, including but not limited to the State (Caltrans), Los Angeles County, surrounding Cities, and utility companies.

7. SELECTION CRITERIA

The City will conduct a two-part selection process.

PART I – EVALUATION OF PROPOSALS: After the public opening of submitted proposals for this project, the City will form a committee to evaluate proposals and develop a short list of qualified Firms. The Firms on this short list will then be invited to interview with the City.

PART 2 – INTERVIEW: At the time of the interview, invited Firms shall submit a detailed fee estimate. The fee estimate shall be submitted in a sealed envelope, and should provide a schedule of the Firm's fees, and a cost for each task of the project using the format shown in Exhibit B. Firms may list any additional services and associated costs that are not covered in the City's scope of work. These items should be listed separately from those specifically requested so they may be considered. ***Only after the selection of Firm has been made will the fee proposal from the selected Firm be opened.***

The City will select a Consultant in accordance with criteria listed below.

CRITERIA	MAXIMUM POINTS
Understanding of project, scope of work and completeness of RFP	20
Firm's qualifications and experience with similar work, and financial responsibility	10
Firm's qualifications and experience with right-of-way needs, acquisition, and sale of surplus property	10
Firm's qualifications and experience in successful dealings with Caltrans' Permit Office	10
Qualifications of proposed project team members (meets minimum requirements and amount of desired qualifications)	20
Relevant projects of firm and proposed project team members	10
References	10
Time schedule (will provide final plans and specifications within the scheduled time frame)	10
Maximum Total Score =	100

8. SCOPE OF WORK

The following scope of work is organized into the following tasks:

- TASK I – Project Commencement
- TASK II – Preliminary Design
- TASK III – Contract Deliverables
- TASK IV – Right-of-Way
- TASK V – Project Coordination

TASK I – PROJECT COMMENCEMENT

A. Project Kick-Off Meeting

A pre-design meeting shall be scheduled with the Consultant and the City at the commencement of the project. Consultant shall prepare the meeting agenda to discuss the project requirements, scope of work, schedule, and lines of communication between the City, Consultant, and other agencies involved in the project. Consultant shall prepare and distribute meeting minutes, including all action items.

B. Research & Review Available Data

The Consultant shall research, obtain and review all available data as a reference to prepare the preliminary and final PS&E. Data shall include, but is not limited to: State, County, City, utility and other records/documents; existing street, signal, storm drain, gas, sewer and water main improvement plans; topographic data maps; record drawings; wet and dry utility plans (to determine size and location); geotechnical reports; survey centerline and private property monument data; and other pertinent information. Consultant shall prepare a table summarizing the obtained data and submit a copy to the City and utility agencies. Consultant shall review this information with the City prior to beginning any surveys and preliminary design.

C. Site Evaluation

The Consultant shall perform a field inspection of the Pacific Coast Highway and Hawthorne Boulevard intersection, all approach legs to this location, and all intersecting streets that may be impacted by this project. Consultant shall verify all record drawings and other data related to this project; identify constraints that may influence proposed design and/or impact construction; and identify all necessary improvements (i.e. road pavement needing either localized repair/reconstruction or overlay; curb and gutter, cross-gutters, sidewalk/curb ramps and driveways needing either to be replaced or constructed). Consultant shall create a photo log and map of key project areas.

Consultant may schedule a City representative to be present during the site evaluation(s) and/or inspection(s).

TASK II – PRELIMINARY DESIGN

A. Topographic/Design Survey

The Consultant or its Subcontractor shall perform a topographic survey to include all features that will influence the project design. The survey shall be in conformance with the State Land Surveyors Act and be performed under the direct supervision of a CA Registered Land Surveyor. Consultant shall use California State Plane Coordinate System, NAD83, Zone V, US Survey Feet.

Tasks shall include the following:

- 1) Establish horizontal and vertical survey and construction control for the complete length of the project.
- 2) Perform topographic survey, as required, and may include, but not be limited to:
 - Cross section elevations taken at 25-ft intervals. The sections will follow this format: all property lines (including private properties affected by this project and right-of-way, back of walk, top of curb, flow line, edge of gutter/pavement, grade breaks and/or quarter points, pavement delineation and legends (striping, STOP bars, etc.), and finish surface at the centerline.
 - Locate all existing improvements within the street right-of-way (i.e. above ground utilities, manholes, valve covers, utility vaults and covers, signs, trees, utility poles, traffic signal poles, cross gutters, local depressions, bus pads, catch basins, driveway openings, sidewalks, corner access ramps, parkway drains, etc).
 - Reduce data to a form showing centerline stationing, offset from centerline, and elevation.
 - Provide 0.5 ft contours.
 - Approximately 3 centerline monuments are within the construction area. Consultant shall tie out all centerline monuments prior to construction and identify them in the design survey.
 - Identify in the survey any other monuments, including those on tops of curbs, sidewalk or in the parkway.
- 3) Consultant shall sign, date and submit all original survey notes to the City within 15 working days after the completion of the survey.
- 4) Consultant shall provide traffic control, as required, during all survey operations. Lane closures shall be in accordance with the City of Torrance Standards, available on the City's website at <http://www.torranceca.gov/13023.htm>, and the California MUTCD 2012 Edition.

B. Utility Research & Notification

The Consultant shall research and obtain available existing utility records within the project limits; notify all utility agencies impacted by this project; and compile a Utility Notification and Response Log in a table format to include utility agency's name, dates of

notification, persons notified, and responses received from utility agency. Copies of this information shall be provided to the City.

Notifications shall include:

- Initial Utility Information Request, and all follow-up notifications for subsequent plan submittals
- Prepare to Relocate Notice (if applicable)
- Notice to Relocate (if applicable)

Utilities to be notified will include, but are not limited to: Southern California Edison, AT&T, Verizon, GTE, Southern California Gas, Time Warner Cable, petroleum companies, Water, Sewer and Storm Drain agencies.

C. Utility Potholing

The Consultant shall provide an allowance, not to exceed \$25,000, for utility potholing. Locations shall be based on information received from utility investigations. Consultant shall arrange for utilities to be marked prior to the topographical survey. Pothole locations and depths shall be marked on the pavement surface and shall show both horizontal location and depth from surface to the utility. Compensation will be based on actual cost plus 7% markup, but may not exceed \$25,000. From the utility research and utility potholing, Consultant shall compile and incorporate utility information on the roadway base sheets. Conflicts with existing utilities shall be identified for resolution with the conflicting utility. *(Note: This item may be deleted by the City if it is determined not needed for construction).*

D. Utility Coordination

The Consultant shall coordinate with the utility agencies throughout the design phase and obtain utility "sign-offs". If the proposed improvements interfere with existing utilities, Consultant shall arrange for potholing by the utility. Otherwise, any needed potholing will be performed under the potholing allowance provided in this scope. If required, Consultant shall obtain necessary permits that are required for construction of the project, from any agency or utility company.

E. Base Sheets

The Consultant shall prepare base sheets utilizing the topographic/design survey, utility research data, and existing street, storm drain, sewer and water main improvement plans. The base sheets will be utilized for the design of the intersection improvements including roadway widening, pavement rehabilitation, signing and striping, traffic signals, and traffic control and phasing. The base plans shall be prepared at a 1"=40' scale.

Consultant shall data process all topography in AutoCAD Version 2011 or latest edition. Linestyles will be conventional. Text annotation will be stored in layers separate from the graphic elements. An AutoCAD file containing layering, linestyles and color specification will be provided by the Consultant to the Client, if requested. Locations of any property lines, centerlines or rights of ways shown on the topography shall be shown graphically from specified Datum.

The topographic file shall include the basis of horizontal and vertical control, north arrow, date of survey, Survey Crew Chief and supervising Licensed Land Surveyor review and sign off, notes and details.

F. Traffic Index Calculations

If the City determines a need, the Consultant will be directed to perform 48-hour classification traffic counts for two (2) locations: (1) on Hawthorne Blvd and (1) on Pacific Coast Hwy. Only Tuesday/Wednesday or Wednesday/Thursday counts are permitted. Consultant shall calculate two (2) traffic indexes (TI) for each location, each based on a 20-year growth. Consultant shall use both the LA County and State of California methods to calculate a TI.

G. Pavement Evaluation Review/Design

The Consultant shall provide a pavement evaluation/analysis report. Consultant shall review the report and discuss the recommended pavement rehabilitation alternatives with the City.

Tasks shall include the following:

- Obtain pavement analysis through geotechnical boring and testing.
- Assess data and evaluating methods for rehabilitation.
- Prepare value engineering spreadsheets with cost breakdowns for 3 alternatives, including comparisons based on projected life of AC pavement and for PCC.
- Present and discuss recommendations with City.
- After concurrence by the City, the final limits of removal will be shown on the plans.

TASK III – CONTRACT DELIVERABLES

A. 30%, 60% & 90% Plan Submittals

The Consultant shall prepare and submit plans to the City and utility agencies at the completion of 30%, 60% and 90% design stage. Plans shall be on 24" x 36" black lined bond paper sheets, unless otherwise required for utility agencies. Consultant shall submit two (2) printed sets of plans and a PDF copy to the City for each submittal.

All plan types shall conform to the City of Torrance format, the latest applicable design/drafting standards, and shall incorporate the City of Torrance Public Works Title block on each plan sheet.

The following is a listing of plan sheets with corresponding scale to be used, as determined by the City.

PLAN	SCALE
Title Sheet	Varies
Construction Notes and Details	1" = 10', Varies

Typical Cross Sections	Varies
Roadway Rehabilitation Plan and Profile	1" = 40' H; 1" = 4' V
Intersection Grid Details	1" = 10' H Grids at Lane Lines
Sign and Pavement Delineation Plans	1" = 40' H
Traffic Signal Modification Plans	Varies
Traffic Control & Staging Plans	1" = 40' H

Title Sheet shall include project title, vicinity map, general notes, benchmark with basis of coordinates, dig alert information, list of utility companies with contact name and telephone number, list of standard plans grouped by agency (i.e. APWA, City of Torrance, etc), and legend of symbols.

Construction Notes and Details shall include a construction note index, and construction details. Multiple sheets may be required.

Typical Cross Sections shall show right-of-way lines, adjacent private properties (including all structures) affected by proposed design, dimensions between curbs, existing pavement surface and curb/gutter, existing roadbed, proposed improvements and grading/crossfall slope. Pavement cross falls should be kept at 2% optimal; however, cross falls may vary from 1% to 5% as needed for grade and to minimize reconstruction. Construction notes related to proposed improvements shall be included on this sheet. Cross sections will be discussed with the City at the 30% and 60% submittal to identify potential problems.

Roadway Widening and Rehabilitation Plan & Profile shall show all existing conditions, as shown on the base sheets and all existing underground utilities (sewer; water; power; communication; gas mains and associated laterals; storm drains; catch basins and laterals, manhole and valve covers, meter boxes etc). Proposed improvement work shall indicate limits of roadway widening, including removals and replacements; limits of AC pavement cold planing, overlay and/or rehabilitation areas; adjustment of manholes, vaults and valves to grade. Plans also shall indicate removal/replacement of curbs, gutters, sidewalks, access ramps, driveways, bus pads, cross gutters, parkway/curb drains and protection of existing facilities. Consultant shall consider and determine the need and location for the preservation of existing control monumentation and the placement of new control monumentation. At a minimum, each sheet shall contain a north arrow, scale, match lines with station and sheet reference, plan and profile construction notes for all improvements on the sheet. Profile shall show existing and proposed tops of curb elevations with corresponding station and slope of curb between each grade break. For corner access ramps, provide station and elevation at BCR and ECR and label as "join existing." Elevations also should be provided at quarter points. Dimension the distance between each quarter point and the length of the curve.

Intersection Grid Details shall be prepared for the Pacific Coast Hwy and Hawthorne Blvd intersection. Grids shall be shown at 10-foot spacing and show existing and proposed elevations. These plans are primarily for control during paving operations and should show all existing improvements, underground utilities and surface culture on a

larger scale. In order to avoid erroneous data, curb/gutter, sidewalk and improvements from other plan sheets should not be duplicated on these sheets.

Sign and Pavement Delineation Plans shall be prepared for PCH, Hawthorne Blvd, and all intersecting street within the project limits. The plans shall be prepared in accordance to the City standards and design criteria, the California MUTCD 2012 Edition, and the Caltrans Standard Plans and Specifications (latest edition). Plans shall provide for at least 200 feet of transition for each leg of the intersecting streets. The plan layout shall be segmented to minimize the number of plan sheets.

Plans shall show: all existing signs within the project limits, including those mounted on traffic signals, street light and utility poles; proposed signs; and proposed pavement delineation and pavement legends/arrows within the project limits. Centerline stationing shall be shown on the plans.

Traffic Control & Staging Plans for Pacific Coast Hwy, Hawthorne Blvd and intersecting side streets should be designed in accordance with California MUTCD 2012 Edition and the City's Traffic Control Standard Plans available on the City's website at <http://www.torranceca.gov/13023.htm>.

Note: Prior to beginning work on these plans, Consultant shall meet with the City to discuss and determine construction staging, minimum lane requirements, side-street and driveway access, and plan notes and legends. It is anticipated that the project will be constructed in stages and each stage will require traffic control plans.

Construction of this project will require traffic control on Pacific Coast Highway, an east-west state highway. Separate traffic control plans sheet(s) will be required for the Caltrans Standard Encroachment permit application. Plans shall show the closure of each westbound left-turn lane and east bound right turn lane, and any traffic control to safely delineate eastbound and westbound traffic through the turn lanes into the construction zone. These plan sheet(s) shall be prepared in the format required by Caltrans and shall include a signature line for Caltrans District 7 and the project permit number.

Private Properties & Building Plans shall show demolition and construction work related to the complete redesign of private properties acquired for project right-of-way. Plans shall be prepared in accordance with the latest State and City building codes and requirements.

B. Traffic Signal Modifications

The Consultant shall provide design services for the modification of traffic signals at the Pacific Coast Highway and Hawthorne Boulevard intersection. This is a separate, stand alone item. Consequently, in addition to design services, fees associated with this task shall also include the preparation of traffic signal plans, separate from the aforementioned plan submittals.

Traffic signal modification plans shall reference City record drawings (Consultant shall obtain from Community Development Department and Caltrans). Consultant shall be responsible for verifying in the field all existing conditions (i.e. traffic signal poles,

hardware, mast arm and pole-mounted signage, interconnect cable and control equipment).

Consultant shall prepare traffic signal modification plans to included the conversion from loop detection to video detection (either Econolite or Iteris); replacement of illuminated street name signs; upgrade of signal poles; upgrade of traffic signal equipment; and changes to pedestrian countdown displays. These plans shall show a conductor schedule, interconnect details, pole schedule, phase diagram with detection speed, legend and notes and pole placement details for new poles.

C. Parkway Landscape Design

As an option, the City may decide to upgrade the parkway landscape and irrigation. Consequently, the Consultant shall include an allowance, not to exceed \$35,000, for these services. The exact scope of work and fee will be determined at such time services are deemed a necessary addition to the contract.

D. Quantity Calculations & Cost Estimate

The Consultant shall submit preliminary quantities and construction cost estimate at the 60% and 90% submittals. Unit prices will be based upon the most current cost information for a recent, similar project. The final quantity/cost estimate will be based on the final construction plans and submitted with the 100% submittal. Cost estimates shall include a 5% contingency.

The Consultant shall compare its estimated construction costs for the 60% and 90% submittal to the total project budget for design and construction. If the Consultant's estimated costs exceed the budget, the Consultant shall inform the City and provide recommendations for costs reduction.

E. Project Specifications

The Consultant shall prepare the project specification using the City's standard "boiler plate" specifications (Word 2007) and prepare the Special Provisions portion of the Construction Specifications and Contract Documents suitable for bidding and awarding of the Contract. These special provisions will be incorporated into the City's standard construction document package. Consultant shall prepare the Bid schedule.

F. 100% PS&E Submittal

The 100% submittal shall include an electronic and two (2) complete hardcopy sets of: all plans, specifications/special provisions and quantities/cost estimate for final review. Minimal corrections may not be needed, but should be expected. Plans shall be on 24" x 36" black lined bond paper sheets.

G. Final Submittal

Upon City approval of the 100% plans/specification submittal, Consultant shall submit a complete set of stamped/signed (CA Registered Civil Engineer) original plans on mylar, an unbound set of stamped/signed specifications/special provisions, and a quantities/cost estimate. The Consultant shall also submit an electronic copy of all final AutoCAD drawings (with x-refs and plot configuration files), specifications/special provisions, and quantities/cost estimate on a CD-ROM.

TASK IV – RIGHT-OF-WAY

The Consultant shall provide for all right-of-way services necessary to complete the construction of this project, including but not limited to, property acquisitions and dispositions, business relocations, and legal advisement and representation. The Consultant shall identify proposed right-of-way impacts to all properties affected by this project, and provide to the City a scope of work and schedule for all right-of-way acquisitions. Tasks shall also include appraisal of property, survey and recording, environmental assessment, sale of surplus property, and identifying all financial impacts to existing business, including valuation and relocation expenses.

TASK V – PROJECT COORDINATION

The Consultant shall perform all project management services during the course of the project, as required, to complete its contract work (i.e. General Project Coordination, Preparation of Schedule, Quality Control, Progress Reporting, and Subconsultant Management).

A. Meetings

To ensure understanding of the contract objectives and facilitate coordination within the team, meetings between the City and Consultant shall be held as follows: for the 60% and 90% submittals; one (1) meeting prior to commencing the preparation of traffic control and staging; and one (1) additional meeting, as requested, for a total of four (4) meetings. Consultant shall have no more than 2 attendees per meeting. Project objectives, schedules and any other issues will be discussed and resolved and/or assigned for follow-up.

At the 60% and 90% meetings, Consultant shall bring one (1) copy of any completed plans, specifications, estimate and an updated project schedule for submittal.

B. Permits

Caltrans: Following the City's meeting on Traffic Control & Staging Plans, Consultant shall prepare, on behalf of the City, a Standard Encroachment permit application with applicable plans for submittal to Caltrans District 7, 100 South Main St., Suite 100, Los Angeles, CA for review and approval. The City should be exempt from a permit application fee. The Consultant should include fees to prepare a PEER report, fact sheet and/or any other documentation necessary for approval of the encroachment permit(s) for work on this project.

Building Permits: Contractor shall obtain all necessary permits for the demolition and construction of all structures associated with this project.

C. Final Survey

This task is intended to budget for reimbursable expenses that are associated with final survey prior to construction.

Tasks shall including the following:

- Tie out all property lines before recording

- Tie out centerline monuments and any impacted centerline ties; and prepare and file Corner Records with the County of Los Angeles and City of Torrance. There are approximately 3 centerline monuments are within the construction area.

D. Reimbursable Expense

This task is intended to budget for reimbursable expenses that are associated only with reprographics of plans and paper documents, and postage when making submittals to the City and other agencies or utility companies. Costs to print documents, produce reprographics, and postage for consultant's internal review and/or coordination with satellite offices or sub-consultants should be included in the fees for the various tasks.

E. Bid & Construction Support

As an option, the City may decide to retain the Consultant at the end of the project design for bid and construction support. Consequently, the Consultant shall include a proposed scope of work and associated fees for this optional task.

EXHIBIT A

PROJECT SITE PLAN

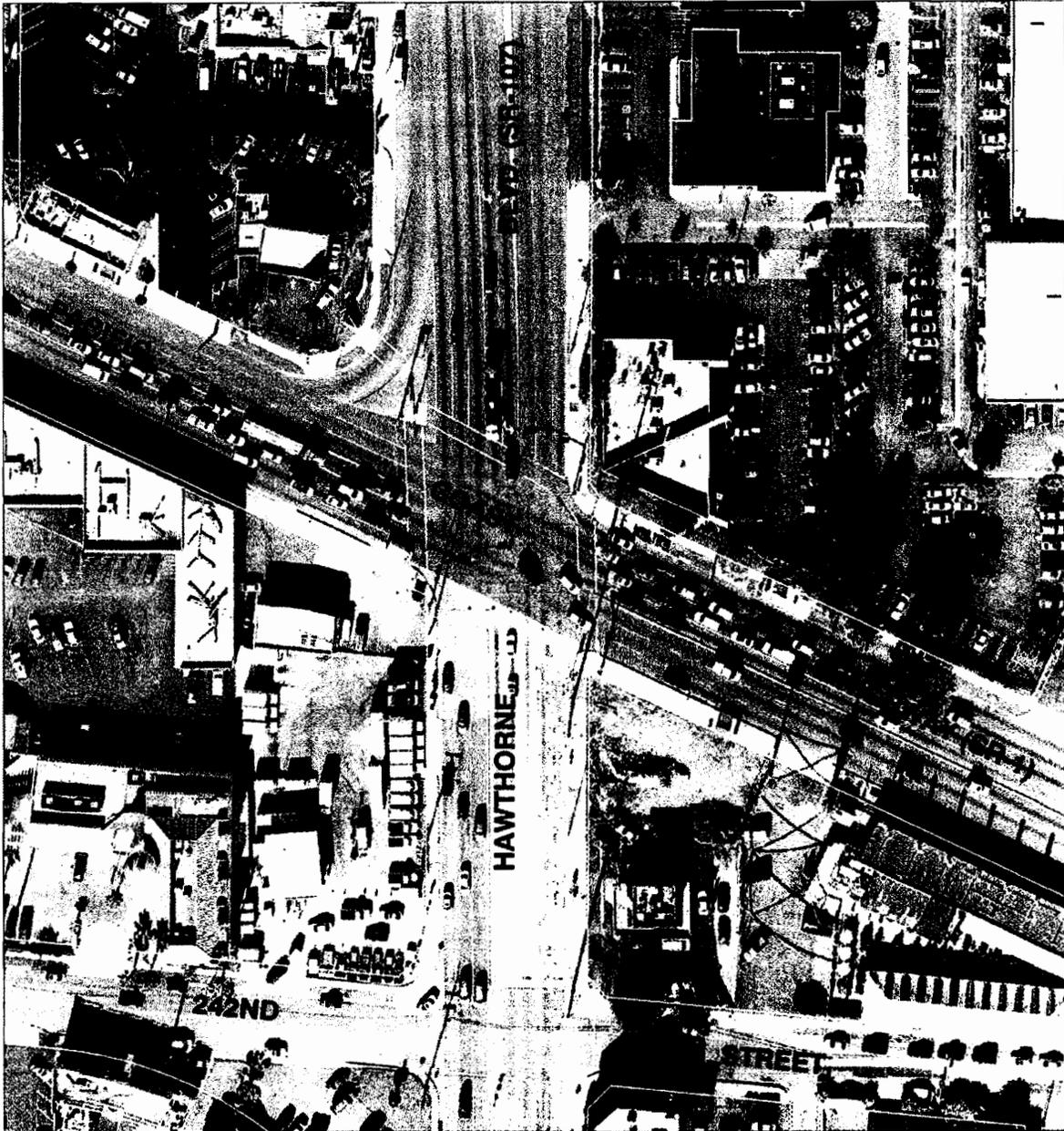
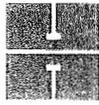


EXHIBIT B**SCHEDULE OF FEE ESTIMATE
(SAMPLE)**

TO BE SUBMITTED AT THE TIME OF FIRM'S INTERVIEW WITH THE SELECTION COMMITTEE

CONSULTANT'S SERVICES	Project Manager	Engineer	Admin	Consultant	Total
PROJECT COMMENCEMENT					
Project Kick-Off Meeting					
Research & Review Available Data					
Site Evaluation					
<i>SUBTOTAL - Project Commencement</i>					
PRELIMINARY DESIGN					
Topographic/Design Survey					
Utility Research & Notification					
Utility Potholing					\$25,000
Utility Coordination					
Base Sheets					
Traffic Index Calculations					
Pavement Evaluation Review/Design					
<i>Subtotal - Preliminary Design</i>					
CONTRACT DELIVERABLES					
30%, 60% & 90% Plan Submittals					
Traffic Signal Modifications					
Parkway Landscape Design					\$35,000
Quantity Calculations & Cost Estimate					
Project Specifications					
100% PS&E Submittal					
Final Submittal					
<i>Subtotal - Contract Deliverables</i>					
RIGHT-OF-WAY					
PROJECT COORDINATION					
Meetings					
Permits					
Final Survey					
Reimbursable Expenses					
Bid & Construction Support					
<i>Subtotal - Project Coordination</i>					
TOTAL FEE =					



Harris & AssociatesSM
*Shaping the Future, One Project at a Time*SM

August 9, 2012

Mr. Ted Semaan, PE, Engineering Manager
 City of Torrance
 3031 Torrance Boulevard
 Torrance, California 90503

Subject: Fee Proposal for PCH / Hawthorne Blvd Intersection Improvements (RFP No. 2012-09)

Dear Mr. Semaan,

This will present Harris Team's fee proposal to provide the services presented in our Proposal for the subject PCH / Hawthorne Blvd Intersection Improvements. Harris proposes to provide these services for the total hourly not-to-exceed fee presented below. A detailed breakdown of the proposed fees, with applicable hourly rates is also attached for your information and use in evaluating this proposal. These fees should be considered as a negotiable offer. We would also be happy to discuss the fees and their association to our proposed scope of work and make revisions where mutually agreeable.

TASK	FEE
TASK I: Project Commencement	\$ 16,390
TASK II: Preliminary Design	\$ 297,710
TASK III: Contract Deliverables (to 30%)	\$ 107,552
Contract Deliverables (to 100%)	\$ 161,415
TASK IV: Right-of-Way	\$ 229,910
TASK V: Project Coordination	\$ 144,018
<u>GRAND TOTAL NOT TO EXCEED FEE</u> =	\$ 956,995

The fees above include all printing costs (except for printing of multiple sets for bidding) and would be invoiced monthly, based on the actual hours worked. Outside Agency fees are not included.

We welcome the opportunity to discuss additions, deletions and alternatives, as required, with City staff. We appreciate the opportunity to be of service to the City of Torrance and look forward to a successful project.

Sincerely,

HARRIS & ASSOCIATES

Ehab S. Gerges, P.E.
 Vice President

Randall G. Berry, PE
 Design Manager / Associate

CITY OF TORRANCE PACIFIC COAST HIGHWAY AT HAWTHORNE BLVD INTERSECTION IMPROV. HARRIS & ASSOCIATES DESIGN FEE ESTIMATE		Harris & Associates. Revised:		August 9, 2012	
TASK, PHASE, DESCRIPTION		Harris & Assoc. TOTAL	Incl 7% SUB'S TOTAL	GRAND TOTALS	
I PROJECT COMMENCEMENT					
A	Project Kick-Off Meeting (City & Caltrans)	\$7,440			
B	Research/Review of Available Data	\$2,670			
C	Site Evaluation	\$6,280			
SUBTOTAL HOURS					
SUBTOTAL DOLLARS		\$16,390	\$0	\$16,390	
II PRELIMINARY DESIGN					
A	Design Topographic Survey (KDMM)	\$0	\$24,500		
B1	Utility Detection Survey (Cardno TBE) Half of RFP allowance	\$625	\$12,500		
B2	Utility Research and Initial Notification	\$2,225			
C	Utility Potholing (Cardno TBE) Half of RFP allowance	\$1,035	\$12,500		
D	Utility Coordination (on-going)	\$3,595			
E	Base Sheets (2 Street P&P + 1 Striping)	\$5,150			
F	Traffic Index Calculation (N&M)	\$330	\$750		
G	Pavement Evaluation Review/Design (N&M) incl TC plans	\$0	\$13,500		
G1	Aerial Deposited Lead Survey (N&M)	\$0	\$15,200		
G2	Hazardous Building Materials Survey / Demo Spec (N&M)	\$0	\$11,900		
G3	Initial Site Assessment (N&M)	\$0	\$10,350		
H TRAFFIC STUDIES / CONCEPTUAL PLANS					
H1	Perform Traffic Studies / Memos (AGA)	\$5,260	\$19,300		
	Refine Traffic Studies / Memos per City / Caltrans (AGA)	\$3,300	\$10,400		
H2	Prepare Concept Plan & AIs (AGA)	\$7,480	\$24,150		
	Refine Concept Plan Per City/Caltrans Input (Incls R/W) (AGA) up to 3 iterations	\$6,720	\$10,500		
I DRAINAGE STUDY & WATER QUALITY					
I1	Prepare H & H Study / Refine (incls analysis of ex. RCB "squash box")	\$13,840			
	Coord with LA Co for Connection Approvals - Hydrology Phase	\$7,840			
I2	Caltrans SWDR-short form / SWDR-long form / or SUSMP (CWE)	\$6,440	\$10,300		
J ENVIRONMENTAL DOCUMENTS / CLEARANCES					
J1-3	Prepare Environmental Documents & Obtain Clearances (BonTerra)	\$2,880	\$56,240		
SUBTOTAL HOURS					
SUBTOTAL DOLLARS		\$66,620	\$231,090	\$297,710	
III CONTRACT DELIVERABLES (TO 30%)					
A	Prepare Design Exceptions & Fact Sheets (AGA)	\$21,840	\$14,382		
	Refine Design Exceptions/Fact Sheet Per City & Caltrans Input (AGA)	\$9,160	\$5,300		
	30% Typical Sections Plan (1 Sheet)	\$3,820			
	30% Off-Street Demolition Plans (2 Sheets)	\$6,890			
	30% Roadway Widening Plans (2 P&P Sheets)	\$7,640			
	30% Roadway Rehabilitation Plan (1 Sheet)	\$3,820			
	30% Retaining Wall Plan (1 P&P Sheet)	\$3,820			
	30% Storm Drains Plan (2 P&P Sheets)	\$4,210			
	30% Water Relocation Plans (2 P&P Sheets)	\$6,700			
	30% Gridded Intersection Plan (1 Sheet)	\$2,100			
	30% Street Light Plan (1 Sheet) (AGA)	\$0	\$3,800		
	30% Sign & Pavement Delineation Plan (1 Sheet) (AGA)	\$0	\$4,800		
	30% Traffic Signal Modification Plans (2 Sheets) (AGA)	\$0	\$6,500		
	30% Design Cross Sections (25' intervals)	\$2,740			
SUBTOTAL HOURS					
SUBTOTAL DOLLARS		\$72,770	\$34,782	\$107,552	
III CONTRACT DELIVERABLES (TO 100%)					
A.C Project Plans					
	60% & 90% Title Sheet Plan (1 Sheet)	\$1,305			
	60% & 90% Construction Notes & Details Plans (up to 4 Sheets)	\$13,720			
	60% & 90% Typical Sections Sheet (1 Sheet)	\$3,820			
	60% & 90% Off-Street Demolition Plans (2 Sheets)	\$5,340			
	60% & 90% Roadway Widening Plans (2 P&P Sheets)	\$7,640			
	60% & 90% Roadway Rehabilitation Plan (1 Sheet)	\$4,950			
	60% & 90% Retaining Wall Plan (1 P&P Sheet) per Caltrans Std Plan	\$4,950			
	60% & 90% Storm Drains Plan (2 P&P Sheets)	\$6,470			
	60% & 90% Water Relocation Plans (2 P&P Sheets)	\$6,700			
	60% & 90% Gridded Intersection Plan (1 Sheet)	\$3,430			
	60% & 90% Street Light Plan (1 Sheet) (AGA)	\$0	\$5,600		
	60% & 90% Sign & Pavement Delineation Plan (1 Sheet) (AGA)	\$0	\$7,300		
	60% & 90% Traffic Signal Modification Plans (2 Sheets) (AGA)	\$0	\$9,600		
	60% & 90% Parkway Irrigation Plans (2 Sheets) (BGB) RFP allowance	\$0	\$35,000		
	60% & 90% Parkway Landscaping Plans (2 Sheets) (BGB)	\$0	allowance		
	60% & 90% Parkway Irrig & Landsc Detail Plans (2 Sheets) (BGB)	\$0	allowance		
	60% & 90% Traffic Control & Staging Plans (up to 10 Sheets) (TCE)	\$4,760	\$14,980		
	60% & 90% Design Cross Sections (25' intervals)	\$2,545			
	QA/QC Reviews & Bidability / Constructability Review	\$7,070			
D	80% to 90% Opinion of Probable Construction Cost	\$3,660			
E	60% to 90% Project Specifications	\$6,300			
F	100% PS&E Submittal	\$5,020			
G	Final PS&E Submittal	\$1,195			
SUBTOTAL HOURS					
SUBTOTAL DOLLARS		\$88,935	\$72,480	\$161,415	
IV RIGHT-OF-WAY					
	Prepare up to seven (7) R/W Legal Desc. & Maps	\$14,500			
	R/W Appraisals / Negotiations / Relocations (OPC) 3 full & 2 partial takes	\$7,660	\$99,450		
	Optional Legal Counsel for Eminent Domain process (OPC) up to 3 condemnations	\$12,000	\$96,300		
SUBTOTAL HOURS					
SUBTOTAL DOLLARS		\$34,160	\$195,750	\$229,910	
V PROJECT COORDINATION					
A	Regular Interval progress Meetings (up to 32 meetings, excl 2 Kick-off mtgs)	\$37,320			
B	"Streamlined Oversight" Caltrans Permit (incls PEER Report) (AGA)	\$24,440	\$21,400		
	Caltrans Facilitation / Coordination (SMG)	\$8,680	\$21,400		
	Coord with LA Co for connection approvals - hydraulics phase	\$8,960			
C	Final Survey / Monument Preservation - 9 C.L. Ties (KDMM)	\$330	\$2,408		
D	Reimbursable Expenses	\$0	Incl in fees		
E	Bid & Construction Support (AGA - BGB)	\$13,080	\$6,000		
SUBTOTAL HOURS					
SUBTOTAL DOLLARS		\$92,810	\$51,208	\$144,018	
GRAND TOTAL DOLLARS (LUMP SUM)		\$371,685	\$585,310	\$956,995	

Section 2. Firm Profile

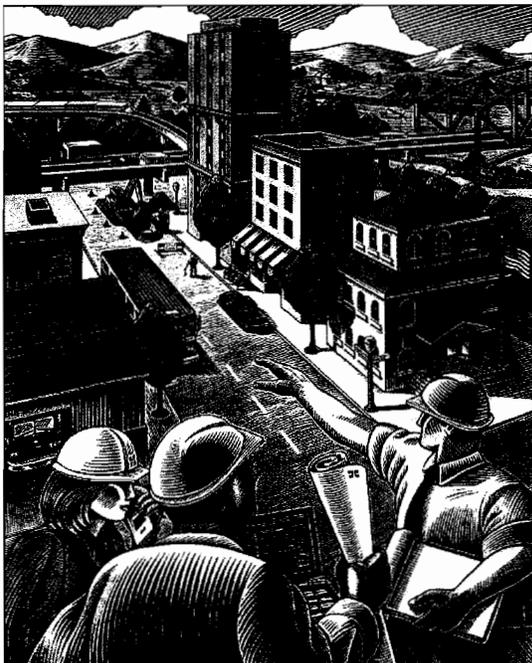
Harris & Associates

Harris & Associates (Harris), founded in 1974, specializes in serving the professional service needs of public agencies, institutions, and private clients in the Western states.

We provide expertise from project conception through occupancy in the following four service areas:

- ▶ Engineering services
- ▶ Project and construction management
- ▶ Program management
- ▶ Municipal services

Established as a California corporation in 1977, Harris has a staff of 246 employee-owners, including licensed engineers and architects, certified construction managers, LEED-accredited professionals, qualified SWPPP developers/practitioners, and a broad range of inspectors. We understand that successful project delivery means more than being on time and under budget. Successful projects have to address the concerns of neighbors and users, be sensitive to the environment, and conform to local political realities. By focusing on our clients' needs as our top priority, we have earned an excellent reputation within the industry. Our depth and breadth of skills will assist you in charting the course of your projects.



Engineering Services

Harris' civil engineers specialize in public infrastructure. We are a leader in the use of innovative design technologies including no-dig pipeline rehabilitation, storm water quality solutions, and new pavement technologies. We are currently ranked 30th in *Trenchless Technology* magazine's Top 50 Design Firms. Our design services include:

- ▶ Streets and highways
- ▶ Traffic signals and lighting
- ▶ Water, sewer, and storm system master planning
- ▶ Water distribution, sanitary sewer, and storm facilities
- ▶ Joint trench design
- ▶ Trenchless technology solutions
- ▶ Building site and park infrastructure
- ▶ Storm water management plans, programs, and practices

Financial Ability

Harris has provided quality design and engineering services for over 38 years and has offices in three western states. Our growth and expansion has been financed internally by reinvested earnings made possible by a strong cash position and balance sheet. No conditions such as pending litigation, bankruptcy, office closures, or mergers exist that would impede our ability to complete your project.

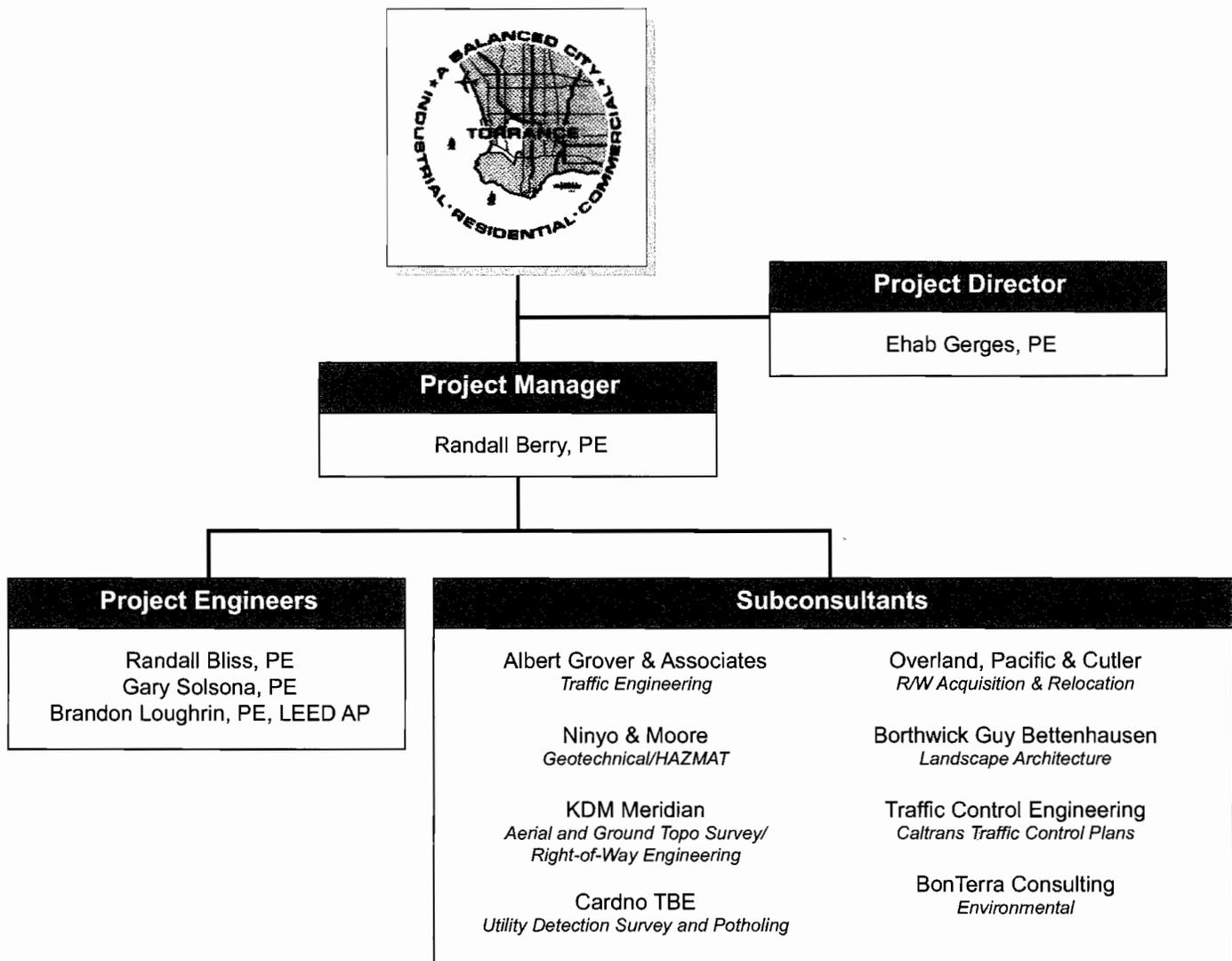
Furthermore, Harris is a California corporation with a seven-member Board of Directors. Ownership is comprised of approximately 46% owned by an Employee Stock Ownership Plan and the remaining 54% is privately held and distributed among 37 employee-shareholders within the corporation. A Board Member owns 7% and no other individual shareholder owns more than 5% of the company stock.

Harris also currently has 14 Vice Presidents and 54 Associates. Harris' average employment period of personnel is five years. Our Board of Directors, on average, have been with the company over 16 years.



Section 3. Project Team

Our Project Manager, Mr. Randall Berry, PE, has carefully selected a team of highly qualified design professionals to assist the City of Torrance with the Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements. Our team members have provided similar services to public agencies in the Southern California area and are committed to the successful completion of your project and will strive to keep your project on-time and within budget. The organization chart represents the relationship between the Harris team and the City of Torrance. Resumes of our team members can be found on the following pages. Our proposed project team is committed throughout the duration of your project.



Randall Berry, PE

Project Manager

Education: BS, Civil Engineering

Registration: Professional Civil Engineer, CA

Mr. Berry has 27 years of professional engineering experience in public works design with an emphasis in street design, street widening and rehabilitation, storm drains, and grading. Mr. Berry has been responsible for the development of the scope and fee for award-winning roadway widening and drainage projects, starting in the proposal stage, through the PS&E preparation phase, to the construction bidding, inspection, and administration stage. His representative projects include the following:

City of Redondo Beach, Esplanade Streetscape Improvements. Mr. Berry served as Project Manager to improve a 5,000-foot reach along Esplanade, which is a coastal roadway that serves one of California's most beautiful beaches as well as million dollar adjacent beach homes. The project consisted of installing streetlight conduits and pull boxes for a future streetlight upgrade in later phase, re-striping the roadway, adding "bulb-out" sidewalk landings and improving curb ramps at all pedestrian crossings, adding landscaped raised medians, rehabilitating the AC pavement, adding enhanced ocean overlook platforms with artistic "seat walls", adding enhanced bluff landscaping along the top of the coastal bluff and widening sidewalk along the coastal bluff and enhancing the paving surface. The project also included a full topographic survey, geotechnical investigation, and environmental clearances, water quality enhancements as well as the preparation of plans, specifications and estimates.

City of Santa Ana, Bristol Street Widening, Phase I (McFadden to Pine). Mr. Berry served as Project Manager for the design of just under one mile of Bristol Street in the City of Santa Ana to bring it to its ultimate condition as a major arterial highway. The work added one lane of travel in each direction, both decorative pedestrian level lighting and street lighting systems, raised landscaped medians, continuous sound walls, eight cul-de-sacs to limit side street intersections, two traffic signal modifications, wide landscaped parkways with wide sidewalks and curb ramps and a master planned storm drain system. The project also included a full topographic survey, up to seventy (70) full-take right-of-way acquisitions, approximately thirty (30)

partial-take right-of-way acquisitions and a geotechnical investigation. The project was a high profile, top priority improvement for the City of Santa Ana that helped Bristol Street to function properly as a critical central corridor for Orange County, connecting the "Orange Crush" (I-5 / SR-22 / SR-57) interchange with the South Coast Plaza and Performing Arts Center.

City of West Hollywood, Sunset Strip Beautification. Mr. Berry served as Project Manager for the \$6 million beautification project which included the preparation of PS&E of 1.63-miles of Sunset Boulevard (west city limit to east city limit). This project improved/rehabilitated PCC pavement, sidewalks, extensive custom curb ramps, medians, striping, traffic signals, landscaping, and development of comprehensive plans to address needs, alternatives, and costs to allow for the grouping/phasing of the work. Harris also performed a profilograph investigation, traffic counts, traffic signal modifications, and landscape architecture plans. The PS&E phase was built upon Harris' rehabilitation and enhancement study of Sunset Boulevard (west city limit to east city limit). Harris developed a comprehensive report of needs, alternatives, and costs to allow for the grouping/phasing of the work over several years. The study also included a full survey, pavement investigation, traffic counts, and landscape architecture concepts.

City of Huntington Beach, Beach Boulevard Widening. Mr. Berry was the Project Manager for the design of widening improvements to add a northbound lane on Beach Boulevard at Edinger Avenue, which is a State Highway 39 and under the jurisdiction of Caltrans. The project required design surveys, alignment studies, roadway widening plan and profiles, updating all curb ramps to the latest ADA standards, R/W acquisitions, storm drain system modifications, traffic signal modifications, striping and signing plans, streetlight relocations, various utility relocations, parkway landscaping and the preparation of PS&E construction documents.

City of Huntington Beach, Brookhurst Street and Adams Avenue Intersection Widening. Project Manager for the widening of all four legs of the intersection of Brookhurst Street and Adams Avenue. The improvements included installing a bus turnout at the existing bus stop at northbound Brookhurst Street at Adams Avenue; installing a bus turnout at the existing bus stop at southbound Brookhurst Street at Adams Avenue; consolidating



CITY OF TORRANCE Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements

Randall Berry, PE (continued)

driveways on the northbound and southbound sides of Brookhurst Street at Adams Avenue; adding a fourth through lane in the north, south, east and westbound approaches at Brookhurst Street/Adams Avenue; and adding dedicated right turn lanes in the north and southbound approaches. The Harris Team was responsible for the preparation of traffic studies, project report and 50% plans and estimates.

City of San Clemente, Camino de Estrella Off-Ramp Widening on BS I-5. Mr. Berry was the Project Engineer for the City-funded Camino de Estrella on-ramp widening on south bound I-5 freeway. The project included surveying, the addition of one 12' wide lane and modifying the existing landscape and irrigation. Special attention was required to accommodate the dual left turns onto Camino de Estrella by STAA semi trailer trucks, which are the largest trucks Caltrans required the design to address.

City of Poway, Pomerado Road Improvements. Mr. Berry was the Project Manager for this two-mile long street widening and rehabilitation design project, which upgraded Pomerado Road to its ultimate condition, from Poway Road to Ted Williams Parkway, in the City of Poway. The \$4.1 million project consisted of community outreach meetings, design surveys, alignment studies, two miles of roadway widening and pavement rehab, required 32 R/W acquisitions for widening and sound wall construction, 14 separate storm drain system upgrades including three major 100 year perpendicular systems, retaining walls and sound walls built on a hillside with innovative CIDH piling foundations, traffic signal modifications, striping and signing plans, a new street lighting system, waterline relocations, various utility relocations and parkway landscaping. This project bid to within 0.39% of the engineer's estimate, with change orders totaling to less than 3%, and was recognized as San Diego County APWA's 2002 Transportation Project of the Year.

City of Buena Park, Stanton Avenue Improvements. Mr. Berry was the Project Manager for the roadway widening and rehabilitation of approximately 2 miles of arterial highway (4 lanes). The project also included a drainage study at 7th Street, the design of a 3,000LF storm drain, obtaining a Caltrans encroachment permit, design survey, design of pavement rehabilitation, preparation of PS&E including signing and striping plans, traffic signal modifications, and

intersection grid modifications, to eliminate cross gutters and reprofile the intersection at 7th Street.

City of Costa Mesa, Victoria Avenue Widening & Realignment from Harbor Boulevard to Canyon Drive. Project Engineer for the development of a major arterial street widening project (7,700LF) within primarily residential area including realignment of the center 2,500LF. Roadway was widened from two to four lanes with off-street (Class I) bike lanes in a strip park developed in access right-of-way. Studies were performed on methods of closure of several side streets. A separated service road and an eight-foot soundwall was designed along approximately 50% of the project length. Six cul-de-sacs were designed, four traffic signals were modified, and one new signal installed. Existing catch basins were relocated and a new storm drain designed for a portion of the project. The project also included survey, base sheets, preparation of designs and PS&E for street widening and rehabilitation, signing and striping, landscaping, and preparation of legal descriptions.

City of Villa Park, Cannon Street Widening and Rehabilitation. Mr. Berry was the Project Manager for the design of 2,700LF of street widening and pavement rehabilitation. Various alternatives including vertical CMU retaining walls, crib walls and slope scenarios were studied to mitigate the hillside impacts of the widening. Right-of-way acquisition, slope easements and extensive on-site mitigation were also required. The project included survey, base sheets, right-of-way acquisition coordination, designs, and preparation of PS&E.

City of Costa Mesa, Sunflower Avenue Widening & Southern California Edison Transmission Line Undergrounding. PS&E preparation of \$800,000 of street widening, street lights, traffic signal and drainage improvements (2 lanes increased from to 4 lanes, plus raised median), and \$2 million of electrical transmission, distribution and undergrounding. Right-of-way transfer was conditioned upon developer.

City of Irvine, Jamboree Road / Alton Parkway Widening Main Street to Barranca Parkway/Jamboree to San Diego Creek. Mr. Berry was the Project Manager for this \$3.8 million project included widening of arterial highway from six lanes to eight lanes and adjacent highway (Alton Parkway) from 4 lanes to 6 lanes within industrial area. New landscape medians and significant on-site (parkway) landscape modifications. Significant right of way acquisition required. Existing catch basins were relocated. Alternative parkway and median treatment concepts were developed and presented to City staff.



CITY OF TORRANCE

Pacific Coast Highway at Hawthorne Boulevard Intersection Improvements

Ehab Gerges, PE

Project Director

Education: BS, Civil Engineering

Registration: Professional Civil Engineer, CA

Mr. Gerges has over 23 years of professional experience in public works design. He has managed and designed a wide variety of public works projects including street widening, site development, pavement rehabilitation, storm drain, sewer and water improvements. Mr. Gerges' experience also encompasses municipal engineering where he served on assignments helping public agencies in the preparation of request for proposals, consultant selection, contract negotiations, NPDES and other permits' processing, infrastructure studies and bidding, inspection, and construction management for several capital improvements projects. Mr. Gerges' representative projects include:

City of Coronado, Rotary Plaza. Mr. Gerges served as Project Manager for this project which expanded the existing open space of the plaza for pedestrians, shoppers and visitors to relax and congregate. The intent was to make Rotary Plaza a focal point and to complement and add balance to the Hotel Del Coronado. This new plaza provides visitors, beach goers and shoppers a significant destination and visual linkage to downtown restaurants and businesses. The project included update of existing sewer system within the project limits. These enhancements are a crucial element to the Village atmosphere and provide better traffic circulation and maximize safety of both vehicular and pedestrian traffic. Our services included field surveying, geotechnical investigation, traffic engineering, conducting extensive community meetings, City council meetings, and preparation of PS&E.

City of Cathedral City, Da Vall/I-10 Interchange Project Study Report (PSR) [subconsultant to TY Lin International]. Assistant Project Manager for this backbone infrastructure project identified in the Coachella Valley Association of Governments' (CVAG) Transportation Project Prioritization Study. The proposed interchange will improve overall circulation within the City of Cathedral City and overall Coachella Valley area. Most significantly, the proposed interchange will address the long-range traffic impacts resulting from the implementation of the North City Specific Plan. Harris is playing a key role on this project in preparing alternative studies and final geometric plans for all roadway approaches connecting to the proposed

interchange, addressing utility coordination, preparing required drainage studies, and identifying right-of-way acquisition requirements. The project team is working very closely with Caltrans District 8 to coordinate approval of project related studies/reports in conjunction with PSR approval.

City of National City, 8th Street Corridor Smart Growth Revitalization. Project Manager. The City of National City has successfully received funding to transform the 8th Street Corridor, and the Harris team is preparing a plan for the revitalization of the corridor. The revitalization area begins at the 8th Street Trolley Station and extends east along 8th Street until D Avenue. The Smart Growth Revitalization project will provide a pedestrian- and bicycle-friendly environment as well as a visual linkage to draw people to the "heart of the city," National City downtown, from the Trolley Station. The proposed project will implement the downtown vision as it is presented in the City's approved National City Downtown Specific Plan adopted in February 2005. The proposed improvements will coordinate the urban design treatments including lighting fixtures, banners, furnishings, paving patterns, paving materials, entry gateways, public art, and lighting at the freeway underpass to create one cohesive design theme. An encroachment permit from Caltrans is required since the project involves signage at both the southbound off-ramp and the northbound on-ramp, curb modifications to the on-ramp, and a reduction in standard lane width beneath the overcrossing.

City of Palm Desert, Cook Street Widening-Restriping Study and PS&E Documents. Project Manager. The first phase of the project included the preparation of a project study report to evaluate different alternatives to widen and restripe Cook Street from the northern to southern city limit, approx. 4.5 miles. The study evaluated intersection widening, roadway widening at the White River crossing, existing and proposed raised medians, and right-of-way consideration. The findings and recommendation of the project were included in a study report along with roadway alignment alternatives and probable construction cost estimate of \$7 million. The design included roadway widening, signing and striping, traffic signal modification, traffic signal interconnect, raised medians, and storm drain design. Harris was also responsible for preparing the environmental (CEQA) documents for the project addressing traffic and sound mitigation.



Randall Bliss, PE

Project Engineer

Education: BS, Civil Engineering

Registration: Professional Civil Engineer, CA

Mr. Bliss has 23 years of experience in civil engineering as a roadway designer and is adept at using the latest state-of-the-art computerized CADD design and modeling tools. He has extensive construction inspection and field engineering experience, which translates well to his practical and constructible designs. He served as Project Engineer on the award winning Pomerado Road Widening and Rehabilitation project in the City of Poway and has recently completed roadway rehabilitation designs for the cities of Lake Elsinore, Lake Forest, Yorba Linda, Irvine, San Marino, Tustin, Garden Grove, and Glendale, as well as the Los Angeles County Department of Public Works. His pipeline expertise includes sanitary sewers, force mains, storm drains, and domestic and reclaimed water lines. Mr. Bliss' representative projects include the following:

City of Redondo Beach, Esplanade Streetscape Improvements. Mr. Bliss served as Senior Project Engineer for this project to improve a 5,000-foot reach along Esplanade, which is a coastal roadway. The project consisted of re-striping the roadway, adding "bulb-out" sidewalk landings and improved curb ramps at all pedestrian crossings, adding landscaped raised medians, rehabilitating the AC pavement, adding enhanced ocean overlook platforms with artistic "wall seats", adding enhanced bluff landscaping along the top of the coastal bluff and adding decorative sidewalk paving surfaces along the coastal bluff.

City of Santa Ana, Bristol Corridor Widening, Phase I (McFadden to Pine). Mr. Bliss was the Senior Project Engineer for the design of just under one mile of roadway to bring it to its ultimate condition as a major arterial highway. The work added one lane of travel in each direction, raised landscaped medians, continuous sound walls, eight cul-de-sacs to limit side street intersections, two traffic signal modifications, wide landscaped parkways and a master planned storm drain system. The project also includes a full topographic survey, up to seventy (70) full-take right-of-way acquisitions, approximately thirty (30) partial-take right-of-way acquisitions, a geotechnical investigation and the preparation of traffic control plans. The project was a high profile, top priority improvement for the City that will help Bristol Street to function properly as

a critical central corridor for Orange County.

City of West Hollywood, Sunset Strip Beautification. Senior Project Engineer responsible for the design of this \$6 million beautification project which includes the preparation of PS&E of 1.63-miles of Sunset Boulevard (west city limit to east city limit). This project includes improving/rehabbing PCC pavement, sidewalks, extensive custom curb ramps, medians, striping, traffic signals, landscaping, and development of comprehensive plans to address needs, alternatives, and costs to allow for the grouping/phasing of the work. Harris also performed a profilograph investigation, traffic counts, traffic signal modifications, and landscape architecture plans. The PS&E phase was built upon Harris' rehabilitation and enhancement study of Sunset Boulevard (west city limit to east city limit). Harris developed a comprehensive report of needs, alternatives, and costs to allow for the grouping/phasing of the work over several years. The study also included a full survey, pavement investigation, traffic counts, and landscape architecture concepts.

City of Huntington Beach, Beach Boulevard Widening. Project Engineer for the design of widening improvements to add a northbound lane on Beach Boulevard at Edinger Avenue, which is a State Highway 39 and under the jurisdiction of Caltrans. The project required design surveys, alignment studies, roadway widening plan and profiles, R/W acquisitions, storm drain system modifications, traffic signal modifications, striping and signing plans, streetlight relocations, various utility relocations, parkway landscaping and the preparation of PS&E construction documents.

City of Del Mar, Camino Del Mar Street and Drainage Improvements (11th Street to 15th Street). Mr. Bliss was the Project Manager for this project that provided a "face lift" for the downtown area from 12th Street to 15th Street. These blocks were refreshed and improved with curb and gutter replacements, sidewalk repair and replacements, tree grate installations, street surface reconditioning, center median enhancements from 14th to 15th Streets, new street furniture and trash/recycling containers. These improvements and others were designed to improve not only the appearance of the area but also enhance its walkability and pedestrian orientation in these heavily used blocks of the downtown area. The project also included other needed improvements to City streets with several "patch and repair" projects designed to repair potholes and other deteriorated surfaces.

Gary Solsona, PE

Project Engineer

Education: BS, Civil Engineering

Registration: Professional Civil Engineer, CA

Mr. Solsona has 10 years of professional engineering experience in public works design, consisting of award-winning roadway improvements, storm drain, sewer, ADA design, sound wall and retaining wall design projects and preparation of project study reports. Mr. Solsona is adept to the latest design standards for various Cities, Counties and Caltrans and is proficient with the following design programs: AutoCAD, Land Development Desktop, Microstation, RMH (Hydrology), WSPG & Street Capacity (Hydraulics). Mr. Solsona's representative projects include:

City of Redondo Beach, Esplanade Streetscape Improvements. Mr. Solsona served as Project Engineer during Construction Assistance for this project to improve a 5,000-foot reach along Esplanade, which is a coastal roadway. The project included re-striping the roadway, adding "bulb-out" sidewalk landings and improved curb ramps at all pedestrian crossings, adding landscaped raised medians, rehabilitating the AC pavement, adding enhanced ocean overlook platforms with artistic "wall seats", adding enhanced bluff landscaping along the top of the coastal bluff and widening sidewalk along the coastal bluff and enhancing the paving surface.

City of West Hollywood, Sunset Strip Beautification. Mr. Solsona served as Project Engineer for the design of this \$6 million beautification project which included the preparation of PS&E of 1.63-miles of Sunset Boulevard (west city limit to east city limit). This project improved/rehabilitated PCC pavement, sidewalks, extensive custom curb ramps, medians, striping, traffic signals, landscaping, and development of comprehensive plans to address needs, alternatives, and costs to allow for the grouping/phasing of the work. Harris also performed a profilograph investigation, traffic counts, traffic signal modifications, and landscape architecture plans.

City of Santa Ana, Bristol Street Widening, Phase I (McFadden to Pine). Mr. Solsona served as Project Engineer for the design of just under one mile of Bristol Street. The work added one lane of travel in each direction, raised

landscaped medians, continuous sound walls, eight cul-de-sacs to limit side street intersections, two traffic signal modifications, wide landscaped parkways and a master planned storm drain system. The project was a high profile, top priority improvement for the City of Santa Ana that helped Bristol Street to function properly as a critical central corridor for Orange County, connecting the "Orange Crush" (I-5 / SR-22 / SR-57) interchange with the South Coast Plaza and Performing Arts Center.

City of Buena Park, Knott Avenue Rehabilitation. Mr. Solsona served as Project Engineer and was responsible for preparing plans, specifications and estimates for Knott Avenue Rehabilitation from Orangethorpe Avenue to La Palma Avenue. The approximately \$2.0 million project included AC pavement and PCC rehabilitation improvements consisting of a feasible/economical pavement rehabilitation strategy, special roadway re-profiling to mitigate excessive cross falls in travel lanes, design of 27 ADA-compliant curb ramps, PCC curb and gutter, sidewalk, and cross gutter repair. Additional services provided by Harris include preparation of gridded intersection plan, striping and signing plans, traffic signal interconnect plans, and traffic control staging and phasing plans, processing the Caltrans Encroachment Permit (including preparation of a Water Pollution Control Plan), preparation of Caltrans Preliminary Environmental Study forms from the Local Procedures Manual, and utility coordination. The work also included obtaining a full topographic survey and a geotechnical investigation by the Harris project team.

City of Corona, 6th Street Widening and Improvements. Project Engineer responsible for preparing final PS&E documents for the widening of the existing 4 lane roadway to 6 lanes. Design strategies included widening of 6th Street, constructing new curb, gutter, sidewalk, and driveways conforming to City of Corona standard plans, roadway rehabilitation and reconstruction, drainage design, and coordination with BNSF Railway and CPUC. Project estimated at approximately \$3.5 million in construction costs.



Brandon Loughrin, PE, LEED AP Project Engineer

Education: BS, Civil Engineering

Registration: Professional Civil Engineer, CA

Certification: LEED Accredited Professional, US Green Building Council

Mr. Loughrin has more than six years of experience on a variety of public works design projects including water, storm drain, and roadway improvements. Some of the agencies he has performed design work for include the cities of Garden Grove, West Hollywood, Pomona, Redondo Beach, Rancho Palos Verdes, Brea, Irvine, Yorba Linda, Santa Ana, Tustin, Moreno Valley, Huntington Beach, and La Palma. He has also provided grading and improvement plan check services for the cities of Irvine and Lake Elsinore. As Project Engineer, his experience includes waterline layouts, roadway and streetscape design, drainage design including preparation hydrology and hydraulic studies, ADA accessibility and conformance expertise, and CAD design including computer modeling and plan development. Mr. Loughrin's representative projects include the following:

City of West Hollywood, Sunset Strip Beautification. Mr. Loughrin served as Cost Estimator for the design of this \$6 million beautification project which included the preparation of PS&E of 1.63-miles of Sunset Boulevard (west city limit to east city limit). This project improved/rehabilitated PCC pavement, sidewalks, extensive custom curb ramps, medians, striping, traffic signals, landscaping, and development of comprehensive plans to address needs, alternatives, and costs to allow for the grouping/phasing of the work. Harris also performed a profilograph investigation, traffic counts, traffic signal modifications, and landscape architecture plans.

City of Santa Ana, Bristol Corridor Widening-Phase I (McFadden to Pine). Mr. Loughrin was the Cost Estimator for this project which involved the design of just under one mile of Bristol Street in the City of Santa Ana to bring it to its ultimate condition as a major arterial highway. The work added one lane of travel in each direction, raised

landscaped medians, continuous sound walls, eight cul-de-sacs to limit side street intersections, two traffic signal modifications, wide landscaped parkways and a master planned storm drain system. The project also included a full topographic survey, up to seventy (70) full-take right-of-way acquisitions, approximately thirty (30) partial-take right-of-way acquisitions and a geotechnical investigation. The project was a high profile, top priority improvement for the City of Santa Ana that helped Bristol Street to function properly as a critical central corridor for Orange County, connecting the "Orange Crush" (I-5 / SR-22 / SR-57) interchange with the South Coast Plaza and Performing Arts Center.

City of Palm Desert, Cook Street Drainage and Intersection Improvements. Mr. Loughrin was the Design Engineer for this project in which the scope included widening Cook Street and improving drainage conditions at several key intersections to enhance traffic flow and improve vehicular safety. Project elements included pavement widening and restriping, intersection grading, introducing new raised medians, and extending existing storm drain systems to eliminate existing cross gutters.

City of Garden Grove, Design Services for Nine Arterial Highway Rehabilitation Projects (No. 7237). Mr. Loughrin is serving as the Design Engineer for this project in which Harris is providing civil design services for nine arterial highway rehabilitation projects over 4.5 miles. Each of the nine projects are approximately a half-mile long and generally entail resurfacing of the asphalt travel way including roadway reconstruction; surface grinding; asphalt concrete overlay; concrete bus pads; removal and replacement of concrete curb, gutter, sidewalk, ADA access ramps, drive approaches and grooved cross gutters; replacement of detector loops; installation of new traffic striping and signing.



Subconsultant Information

Albert Grover & Associates

Traffic Engineering

Albert Grover & Associates (AGA) is a multidiscipline engineering firm specializing in municipal and transportation engineering. AGA has conducted many projects for the City of Torrance since 1996, as their on-call traffic engineering consultant, including traffic signal designs, warrant analyses, speed surveys, neighborhood traffic studies, median beautification projects, construction inspection and street light designs. AGA personnel have designed hundreds of new and modified traffic signals and signal interconnect projects (including fiberoptic, twisted pair, and wireless technologies) using AutoCAD for a large number of cities and counties throughout California. AGA's designers have both public and private experience and have been part of the AGA team for over 15 years.

Mark Miller, PE, provides the firm extensive experience in all phases of ITS design, signal interconnect and coordination plans, CCTV installations, traffic signal/signal system design, and street lighting evaluation and design. He is a registered Civil Engineer, Traffic Engineer, and Professional Traffic Operations Engineer with over 35 years experience. This includes more than 15 years serving as a City Traffic Engineer. Mr. Miller has managed many ITS, traffic signal and street light system projects. He has developed and implemented design standards, specifications and cost estimates for traffic signals, interconnect projects, CCTV projects, and street light projects. He also has experience in preparing traffic signal coordination and timing plans.

Ninyo & Moore

Geotechnical/HAZMAT

Ninyo & Moore, a California Corporation, is a minority-owned, multidisciplinary consulting firm that provides high-quality geotechnical and environmental consulting services. The firm was incorporated in 1986 to provide high-quality consulting services in geotechnical engineering, construction inspection and testing, engineering geology, hydrogeology, hazardous waste remediation and environmental assessment.

The quality of Ninyo & Moore's personnel base of over 413 employees is widely recognized. Their staff of professionals includes experienced and registered geotechnical engineers, civil engineers, environmental engineers, engineering geologists, hydrogeologists, environmental scientists, certified technicians and field inspectors, and hazardous waste and regulatory compliance specialists. Their environmental staff has diverse experience in environmental assessment and audits, hazardous material assessment, surface and subsurface sampling, asbestos, lead-based paint, sampling and analysis, cost estimates, contamination studies, soil and groundwater contamination studies, site remediation, emergency response to hazardous spills, abatement, and redevelopment activities and projects.

In addition, Ninyo & Moore has six fully-equipped, certified geotechnical laboratory facilities supervised by registered engineers. Their laboratories are certified by AASHTO, Caltrans, the Division of the State Architect, the City of Los Angeles, and the City of San Diego.

As Principal Environmental Geologist, **Walter Crone, PG, REA**, plans, directs, and performs surface and subsurface geologic mapping and geochemical characterization; provides senior technical guidance to staff performing environmental projects; and plans and directs Phase I and II ESAs through remediation of soil and groundwater. Mr. Crone also develops regulatory compliance strategies and negotiates on client's behalf with regulatory agencies; performs third-party review of contamination investigation reports and remediation cost estimates; provides litigation support and expert opinions regarding environmental issues during various legal proceedings; and performs risk-based corrective action (RBCA) following ASTM Standard E-1739.

Mr. Crone was the Project Manager for the Site Investigation and Environmental Site History Assessment, Pacific Coast Highway at Hawthorne Boulevard Project. He provided oversight during the preparation of Ninyo & Moore's detailed work plan and site-specific health and safety plan (HSP) and conducted an SI in accordance with the work plan and HSP.



KDM Meridian

Aerial and Ground Topo Survey/ Right-of-Way Engineering

KDM Meridian is a professional consulting firm specializing in GPS (Global Positioning System) and terrestrial land surveying. KDM Meridian is built on the heritage and legacy of GPS Survey Consulting founded by E. Keith Klagge, PLS, in 1986. KDM Meridian also provides underground utility designating to provide clients with design-level utility information to accurately design underground facilities such as storm drains and sewers. They primarily employ the technique of radio-detection (electromagnetic radiation) to designate sub surface utilities of all types. The effective depth will depend on the conditions at the site. In general, under ideal conditions, the radio-detection technique will detect utilities up to nine feet below the ground surface.

Richard Maher, PLS, has 20 years experience in land surveying and civil engineering. He is responsible for project development, right-of-way engineering, annexations, heavy and light construction, design topographic surveys, aerial control networks, legal descriptions, boundary surveys, records of survey, and parcel and tract map preparation. His project experience includes street, sewer, water, and storm drain improvements, park, municipal and building improvements.

Cardno TBE

Utility Detection Survey and Potholing

Since 1993, Cardno TBE has provided Subsurface Utility Engineering and professional Potholing services for state departments of transportation (DOT), municipalities, schools and private companies through multi-year contracts and hundreds of individual consultant management projects. Cardno TBE is currently ranked ninth on Trenchless Technology's Top 50 Design Firms (2009) and Cardno USA is ranked #34 on Engineering News-Record's (ENR) List of Top 500 Design Firms (2011). Cardno TBE is a recognized leader in Subsurface Utility Engineering and professional Utility Coordination because of the passion of their professional and technical staff. They are trained, experienced, and licensed civil engineers with a unique emphasis on utilities.

Robert Hedrick, PE, has over 18 years of experience in designing, coordinating and managing complex subsurface utility and infrastructure projects. Mr. Hedrick works closely with owners and agencies to verify goals and deadlines are being met and that sufficient and accurate utility infrastructure data is being collected and mapped in an effort to streamline the design, utility coordination and construction process. He has played a key role in facilitating the implementation of project approval with an emphasis on value engineering from the initial design development phase to permitting and into construction administration. He has played a key role in facilitating the implementation of project approval with an emphasis on value engineering from the initial design development phase to permitting and into construction administration.

Overland, Pacific & Cutler R/W Acquisition & Relocation

Overland, Pacific & Cutler, Inc. (OPC) is the most respected Right of Way Services firm in Orange County and demonstrates its success by continually performing services for nearly all of Orange County's local public agencies. For over 30 years, OPC has provided R/W services to public agencies in California. OPC's core competencies include complete real estate services for public projects including R/W Acquisition, Relocation Assistance, Appraisals, Utility Coordination and Property Management. OPC's in-house staff consists of more than 90 real estate professionals.

As a Project Manager for Overland, Pacific & Cutler, Inc. (OPC), **Chris LaBonte** is responsible for overseeing project goals and objectives. Mr. LaBonte is the manager of OPC's cost estimating division and has extensive experience in the preparation of Right of Way cost estimates and data sheets for all types of projects and clients. He also oversees the preparation of all Non-Complex Valuation appraisals and has prepared numerous fee appraisals. In addition to valuation, he has expertise in understanding design plans and serves in the capacity of coordinating the flow of information between design, right of way engineering, and right of way implementation on projects of all sizes.



Borthwick Guy Bettenhausen Landscape Architecture

Borthwick Guy Bettenhausen (BGB), an Orange County based California S Corporation, has been in business for 13 years as currently structured. BGB has recently been involved in a variety of projects within the City of Anaheim, notably Anaheim Tennis Center, Eva L. Haskett Library and Maxwell Park Expansion. Additionally, projects of similar scope and requiring identical skills and aptitudes as the Brookhurst Street Widening Project include the El Toro Road Streetscape Master Plan for the City of Laguna Woods and the recently completed Esplanade Avenue Streetscape project for the City of Redondo Beach in association with Harris & Associates. As evidence of its capabilities, BGB was awarded the American Society of Landscape Architects Centennial Medallion Award in 1999 for Avalon's Waterfront Redevelopment Design and Plan; the extent of which stretched the length of the Crescent from the Catalina ferry docks to the Casino.

Arthur Guy, ASLA, has over 33 years of landscape architecture and planning experience, the past 11 as principal with BGB, Inc. Mr. Guy directs a comprehensive approach to irrigation design for BGB, Inc. and serves as the technical liaison pertaining to water management issues which arise during the planning, design and implementation phases of projects. Mr. Guy's knowledge of horticulture extends from high desert to tropical bioregions, enabling him to effectively design planting and irrigation systems appropriate to individual environmental requirements.

Traffic Control Engineering Caltrans Traffic Control Plans

Traffic Control Engineering, Inc. specializes in preparing traffic control plans and detour plans for construction work in or about public streets; conducting traffic impact studies and alternative alignment evaluation for construction of various underground utility lines; and preparing traffic control plans for special events. Their goal is to provide plans to safely and expeditiously guide traffic through or around construction activities or special events.

Traffic Control Engineering, Inc. is a certified MBE with Caltrans and City of Los Angeles. They have prepared traffic control plans for Caltrans as well as various cities,

counties, water districts, and private contractors throughout Southern California.

David Kuan, PE, is President of the firm Traffic Control Engineering, Inc. which was organized in 1989. During the years with Traffic Control Engineering, Inc., Mr. Kuan has conducted traffic engineering designs for numerous major construction projects such as the SR 243 - Strawberry Creek Bridge Improvement; SR 55 - HOV Lane Widening Project; and SR 39 - Beach Blvd. Super Street Project.

Prior to organizing his own consulting firm, he served the City of Orange as the City Transportation Engineer from 1984 to 1989. During his tenure with the City, he conducted a wide variety of traffic and transportation projects, both at local and regional levels. He was directly in charge of developing the City's General Plan Circulation Element as well as a new circulation master plan for a 7100 acre planning area. He later gained new responsibility of serving the City's Transportation Planning Committee, responsible for a broad range of traffic and transportation projects. Mr. Kuan was also the City of Orange's Transportation Demand Management Coordinator, responsible for formulating and implementing traffic reduction measures for the City and major employers in the City. Mr. Kuan has worked on numerous state and federal grants and funding programs, including OTS, HES, OCUTT, FETSIM, AHFP, and FAU. While with the City of Orange, Mr. Kuan had a close working relationship with Caltrans and other governmental transportation agencies including OCTA, OCTD, Transportation Corridor Agency, etc. He represented the City working with Caltrans in developing I-5 widening/interchange alternatives and has also served on the Rt. 55 Car-Pool Lane Technical Advisory Committee. Mr. Kuan's experience and familiarity with various governmental agencies is a valuable asset in providing expedient project approval process.

BonTerra Consulting Environmental

Founded in 1996, BonTerra Consulting is a certified woman-owned small business enterprise (WBE/SBE) that provides and conducts a variety of environmental and project management consulting services, including California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation; biological resources surveys and



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assessments; habitat restoration planning; regulatory services and permitting; cultural resources assessments and monitoring; Geographic Information Systems (GIS) mapping and spatial analyses; and air quality, greenhouse gas, and noise analyses to public- and private-sector clients throughout Southern and into Central California. Each of the firm's eight principals has more than 20 years of hands-on experience in environmental planning, impact assessment, natural resources management, biological surveys, and city and regional planning studies.

The company's team includes Environmental Analysts; Project Managers; Botanists; Certified Arborists; Ornithologists; Wildlife Biologists; Restoration Ecologists; Regulatory Specialists; Archaeologists; Paleontologists; and Air Quality and Noise Specialists. This group works together as a highly effective team to meet the requirements of our clients' projects and is recognized as one of the most experienced teams of environmental professionals in the Southern and Central California consulting community.

Joan Patronite Kelly, AICP, is an Urban and Environmental Planner with a geographically diverse background and more than 25 years of experience. Ms. Kelly specializes in National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) compliance, and has direct experience in the preparation of Environmental Impact Statements (EISs); Environmental Impact Reports (EIRs); Environmental Assessments (EAs); land use studies; socioeconomic analyses; and transportation and land use development planning (including permit processing). She also has experience with multi-disciplinary, complex, and controversial projects such as the U.S. Army Corps of Engineers (USACE) Indefinite Delivery Type Contract for Miscellaneous Environmental Studies and the EIRs for the Disneyland Resort Specific Plan, the Anaheim Resort Specific Plan, and Anaheim GardenWalk (formerly Pointe Anaheim).



Section 4. Relevant Projects & References

City of Redondo Beach Esplanade Streetscape Improvements

Reference: Brad Lindahl, Capital Projects Program Manager, City of Redondo Beach, 415 Diamond Street, Redondo Beach, CA 90277, (310) 372-1171 ext. 2286

Harris led an expert team of traffic engineers and landscape architects on this 2011 APWA award-winning streetscape project which improved a 5,000-foot reach along the City's prestigious Esplanade, which is a coastal roadway that serves one of California's most beautiful beaches as well as million dollar adjacent beach homes. One of the



primary challenges was to deliver a first class project on a relatively tight \$3 million budget. Drainage design efforts included installation of new drainage inlets, which required obtaining a Flood Encroachment Permit from the Los Angeles County Department of Public Works, due to the proposed storm drain connections into the County's storm drain system. The project included significant modifications and extensions to four different storm drain systems along the Esplanade, due to roadway re-profiling and new bulb-out planter construction. The storm drain installation also included water quality enhancements consisting of catch basin filter inserts since the runoff leads directly to the Pacific Ocean below the bluffs. A permit was successfully obtained in a timely manner from Los Angeles County Public Works for the storm drain work because they own and maintain several of the systems.

The project included re-striping the roadway, adding "bulb-out" sidewalk landings and improving curb ramps at all pedestrian crossings, adding landscaped bulb out areas, rehabilitating the AC pavement, adding enhanced ocean overlook platforms with artistic "wall seats", and adding decorative sidewalk paving surfaces along the coastal bluff. The project also included a full topographic survey, geotechnical investigation, and environmental clearances as well as the preparation of plans, specifications and estimates.

City of Santa Ana Bristol Corridor Widening, Phase I (McFadden to Pine)

Reference: Souri Amirani, PE, Deputy City Engineer, City of Santa Ana, 20 Civic Center Plaza, 3rd Floor, Santa Ana, CA 92710, (714) 647-5640

Harris provided professional engineering services for the design of Bristol Street to bring the roadway to its ultimate condition as a major arterial highway. This widening and beautification project is the first step to redeveloping and changing the entire face of the corridor in order for safe, attractive, and comfortable access and travel for all users – pedestrians, bicyclists, motorists and public transport users of all ages and abilities.



The \$13 million project includes the addition of one lane of travel in each direction, raised landscaped medians, continuous sound walls, and eight cul-de-sacs to limit



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side street intersections. The project also includes the modification of two traffic signal modifications, construction of wide landscaped parkways, and a master planned storm drain system. The Harris team provided a full topographic survey, seventy (70) full-take right-of-way acquisitions, 25 partial-take right-of-way acquisitions, a geotechnical investigation and the preparation of traffic control plans. Furthermore, the project was designed to incorporate bus shelters for rapid transit in a future phase.

This high profile, top priority improvement project for the City of Santa Ana helped Bristol Street to function properly as a critical central corridor for Orange County, connecting the "Orange Crush" (I-5 / SR-22 / SR-57) interchange with South Coast Plaza and the Performing Arts Center.

City of West Hollywood Sunset Strip Beautification

Reference: Donn Uyeno, Assistant Civil Engineer, City of West Hollywood, 8300 Santa Monica Blvd., West Hollywood, CA 90069, (323) 848-6457

Sunset Boulevard, also known as "The Sunset Strip" had not been repaved since the County of Los Angeles replaced the original dirt road with concrete in the 1930s. After more than 75 years of use and as part of the City of West Hollywood's continued commitment to improving the downtown city corridor and pedestrian experience, the \$6 million Sunset Strip Beautification project was completed in 2010 and includes the following improvements:

- ▶ Roadway resurfacing
- ▶ Traffic signal upgrades
- ▶ Replacement of broken and damaged sidewalks



- ▶ Newly landscaped medians
- ▶ Pedestrian enhancements
- ▶ Creation of flowering tree districts
- ▶ Sidewalk widening at Sunset Plaza

Harris prepared PS&E documents for this beautification project of 1.63 miles of Sunset Blvd. (west city limit to east city limit), which serves thousands of commuters daily and is a major arterial boulevard for Hollywood. The team also performed a profilograph investigation, traffic counts, traffic signal modifications and landscape architecture plans. Two community feedback meetings were also held for this project. Harris successfully worked with the County of Los Angeles Public Works Department to obtain a permit for this project.

The Sunset Strip Beautification project received the 2010 B.E.S.T. APWA Southern California Chapter Project of the Year Award, the 2011 ASCE Metropolitan Los Angeles Branch (MLAB), Outstanding Private Sector Civil Engineering Project Award, the 2011 ASCE California Level (Region 9), Outstanding Community Improvement Project Award and 2011 Construction Management Association America - Southern California Chapter (CMAA), "Infrastructure, Under \$10 Million" category award. The City of West Hollywood was also recently named the "Most Walkable City in California."

City of Huntington Beach Beach Blvd. Widening at Edinger Ave.

Reference: Duncan Lee, PE, Principal Civil Engineer, City of Huntington Beach, 2000 Main Street, Ste. 190, Huntington Beach, CA 92648, (714) 375-5118

Harris prepared the design of the widening improvements to add a northbound right turn lane on Beach Blvd at Edinger Avenue, which is State Highway 39 and under the jurisdiction of Caltrans. A Caltrans Encroachment Permit was required due to both the State highway status and the impacts on State R/W at the 405 Freeway On-Ramp. The project required design surveys, alignment studies, roadway widening plan and profiles, R/W acquisitions, storm drain



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system modifications, traffic signal modifications, striping and signing plans, streetlight relocations, various utility relocations, parkway landscaping and the preparation of PS&E construction documents.

City of Coronado

Rotary Plaza

Reference: Ngyra Stebbins, City Engineer, City of Coronado, 1825 Strand Way, Coronado, CA 92118, (619) 522-2423

Harris prepared plan, specifications, and estimates for the Rotary Plaza project where the main goal was to expand the existing open space of the plaza in downtown Coronado for pedestrians,



shoppers, and visitors to relax and congregate. Rotary Plaza was designed as a focal point to complement and add balance to the Hotel del Coronado.

The plaza creates a gathering spot for visitors, beach goers, and shoppers, and visually links the downtown restaurants and businesses. The project enhancements are a crucial element to the village atmosphere, provides better traffic circulation, and maximizes safety of both vehicular and pedestrian traffic.

The project includes roadway, streetscape, landscape and lighting improvements, and upgrading of existing water, sewer, and storm drain infrastructures within the project footprint.

The expansion of the existing plaza and enhancement of the traffic circulation impacted Orange Avenue (Hwy 75). Since Caltrans owns the public right-of-way in this area, an encroachment permit was obtained before start of construction. Harris worked with Caltrans staff to prepare all necessary documents, including preparation of traffic control plans, phasing of construction activities impacting Caltrans right-of-way, and relocation of a bus stop on Orange Avenue.

In addition to preparing construction documents, conducting extensive community meetings, attending City council meetings, the Harris team also provided field surveying, geotechnical investigation, and traffic engineering services.

City of National City

8th Street Corridor Smart Growth Revitalization

Reference: Stephen Manganiello, City Traffic Engineer, City of National City, 1243 National City Blvd., National City, CA 91950, (619) 336-4382

The City of National City has successfully received funding to transform the 8th Street Corridor, and the Harris team is preparing a plan for the revitalization of the corridor. The



revitalization area begins at the 8th Street Trolley Station and extends east along 8th Street until Highland Avenue. The Smart Growth Revitalization project will provide a pedestrian- and bicycle-friendly environment where students can grab a coffee and study, visitors can leisurely shop along 8th Street, and residents are able to live, work and shop in the local community. The project will provide the physical and visual connection that is needed and the visual linkage to draw people to the “heart of the city,” National City downtown, from the Trolley Station. The proposed project will implement the downtown vision as it is presented in the City’s approved National City Downtown Specific Plan adopted in February 2005. The proposed improvements will coordinate the urban design treatments including lighting fixtures, banners, furnishings, paving patterns, paving materials, entry gateways, public art, and lighting at the freeway underpass to create one cohesive design theme.

Harris is responsible for developing conceptual design including providing project theming and branding. We are also preparing construction documents for roadway, drainage, traffic, and utility undergrounding improvements within the project corridor.



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As a segment of the project underpasses the I-5 Freeway and is within Caltrans right-of-way, Harris is working with Caltrans District 11 to obtain the required encroachment permit.

City of San Marcos San Marcos Blvd. Widening

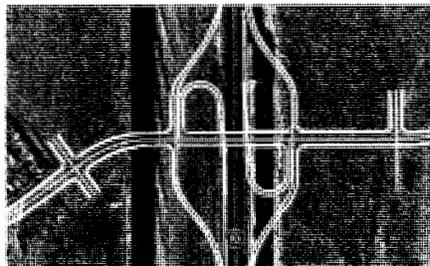
Reference: Mike Edwards, City of San Marcos, 1 Civic Center Drive, Suite 100, San Marcos, CA 92069, (760) 744-1050 ext. 3235

San Marcos Boulevard (SMB) is a two-phased project. In Phase 1, the improvements consist of widening SMB from Las Posas Road to Rancho Santa Fe Road (RSFR) including transition lanes at either end of the project limit. The proposed improvements will widen San Marcos Boulevard, a major arterial road, with average daily traffic (ADT) of more than 50,000 from existing four (4) lanes to ultimate six (6) lanes including bike lanes and sidewalk. Phase 1 design will address utilities, wetland impacts, grading, box culverts, landscaping, traffic signals, right-of-way and roadway realignment. In Phase 2, Harris will prepare conceptual design plans (30% level) for westbound traffic on San Marcos Blvd. from Las Posas to Bent Avenue. The conceptual plans will provide the impact on the existing private properties, existing utilities and will address the right-of-way take required for the widening on the north side of SMB.

City of Cathedral City Da Vall/I-10 Interchange Project Study Report

Reference: Bill Simons, Interim City Engineer, City of Cathedral City, 68-700 Avenida Lalo Guerrero Ave., Cathedral City, CA 92234, (760) 770-0360

Da Vall is a backbone infrastructure project identified in the Coachella Valley Association of Governments' (CVAG)



Transportation Project Prioritization Study. The proposed interchange will improve overall circulation within the City of Cathedral

City and overall Coachella Valley area. Most significantly, the proposed interchange will address the long-range traffic impacts resulting from the implementation of the North City Specific Plan.

Harris is playing a key role on this project in preparing alternative studies and final geometric plans for all roadway approaches connecting to the proposed interchange, addressing utility coordination, prepared required drainage studies, and identifying right-of-way acquisition requirements.

The project team is working very closely with Caltrans District 8 to coordinate approval of project related studies/reports in conjunction with PSR approval.

Right-of-Way Needs, Acquisition, and Sale of Surplus Property Experience

Our subconsultant, Overland, Pacific & Cutler (OPC), has the following right-of-way acquisition and relocation experience.

City of Carson Wilmington Exit

Reference: Massoud Ghiam, City of Carson, 701 E. Carson Street, Carson, CA 90745, (310) 952-1700 ext. 1812

OPC, in conjunction with Parsons Transportation Group, is working on behalf of the California Department of Transportation (Caltrans) and the City of Carson to widen existing on- and off-ramps of Interstate 405 at Wilmington Avenue. Upon completion, the project will include a new northbound on-ramp and widen Wilmington Avenue and 223rd Street in the City of Carson.

The project required the acquisition of right of way from two gas stations, the L.A. County Flood Control District (for a portion of an open channel), the L.A. County Sanitation District, and two major land holders in the Los Angeles basin. OPC also provided appraisal services and right of way data sheets for the project.



City of Huntington Beach

Atlanta Avenue Widening Project

Reference: Tina Krause, City of Huntington Beach, 2000 Main Street, Huntington Beach, CA 92648, (714) 374-1529

OPC performed turnkey right of way services consisting of real estate appraisal, acquisition, title clearance and escrow coordination. OPC also prepared and ascertained Caltrans Right of Way Certification. The project involved the acquisition of two complex partial takings from retail properties at the major intersection of Newport Boulevard and 17th Street.

Long Beach Redevelopment Agency/City of Signal Hill

Cherry Widening Project

Reference: Mary Torres, City of Long Beach, 333 W. Ocean Blvd., 3rd Floor, Long Beach, CA 90802, (562) 570-6846

OPC was responsible for 13 part take acquisitions and two dedications on this road widening project from 19th Street to south of Pacific Coast Highway. The project included both commercial and residential properties. The commercial properties included a gas station that went to condemnation. OPC also managed the escrow including subordination agreements and tenant quit claims. This project was done with Caltrans oversight and followed Federal Guidelines.

Experience in Successful Dealings with Caltrans Permit Office

Harris has successfully worked with the Caltrans Permit office on the following projects:

- ▶ City of Huntington Beach, Beach Blvd. Widening
- ▶ City of Buena Park, Knott Avenue Rehab.
- ▶ City of Irvine, Jamboree Rehab.
- ▶ City of Brea, Birch Street Medians
- ▶ City of Fullerton, Brookhurst Rehabilitation
- ▶ City of Fullerton, Euclid Street Rehabilitation
- ▶ City of Garden Grove, 4 Street rehab
- ▶ City of Garden Grove, 6 Street rehab
- ▶ City of La Palma, Orangethorpe Ave Street Rehab
- ▶ City of Laguna Beach, FY 08-09 Street Rehab
- ▶ City of Lake Elsinore, Railroad Canyon Road Widening
- ▶ City of Stanton, FY 09/10 Sewer Rehabilitation Project

Our traffic engineering subconsultant, Albert Grover & Associates, has the following relevant experience:

Streamlined Oversight Process/Encroachment Permit (\$1-\$3 million construction cost)

- ▶ I-10/Jackson Street Interchange Improvements
- ▶ I-10/Monroe Street Interchange Improvements

Encroachment Permit (< \$1 million construction cost)

- ▶ Gene Autry Trail (SR-111)/Ramon Road Intersection Improvements
- ▶ Palmdale Market Place/SR-138 Improvements
- ▶ Beach Boulevard (SR-39) Improvements
- ▶ Yucca Valley (SR-62) Improvements
- ▶ Multiple San Bernardino/Riverside/Orange County locations for Controller Hardware (GPS) and Software (Signal Timing) Modifications

PSR/PR Process

- ▶ I-15/Central Avenue Interchange Improvements



Section 5. Project Schedule

Harris proposes to provide the services outlined in accordance with the project schedule on the following page. The schedule would commence upon receipt of a written Notice to Proceed (NTP) anticipated for July or August 2012 and results in a **fifty six (56) week schedule**, which would place a **100% complete PS&E package in the City's hands for bidding by October 2013** in time to **begin construction in June 2013**. We would be happy to revisit the schedule to better meet the City's needs and make revisions based on mutual agreement. The entire Harris Team is ready to begin immediately, has a comfortable present workload, and is committed to keeping this project on schedule.

